

15th FAI World Helicopter Championship

August 2015

Zielona Gora, Poland

Report to FAI-CIG Commission Members by the

President and Members of the International Jury

General

The 15th World Helicopter Championships was organised by Helisport Association of Poland on behalf of Aeroklub Polski.

50 Crews participated from 13 Nations.

The original venue became unavailable. A new venue at Zielona Gora was offered.

The Organiser Agreement stated that the Championship was to be run in accordance with FAI Procedures, the FAI Sporting Code and the previous Rules for World Helicopter Championships.

Pre Championship Test Event

A Report by the CIG Technical Delegate (25th August 2014) was previously circulated.

It included requirements for full time ATC, Flying Director and Safety Officer to assist the Championship Director.

The Organiser checked Crews Sporting Licences, Pilots Licences and Medical Certificates during registration. In addition all Helicopter documents were checked for validity by the Organiser.

Recommendations were made to improve parking and refuelling and to enclose these areas.

Maps, event equipment and competition locations were checked. The Chief Judge required some elements of equipment required modification in the Rules. Additional equipment was necessary to ensure that events ran smoothly.

The Technical Delegate reported that the Test was highly organised, safe and successful.

This test was attended by a single Jury Member, Wolf Dietrich Tesar who circulated his Report to CIG Delegates. A number of recommendations were made:

- The airfield should be available for training the week before the World Championship to include the infrastructure and accommodation.
- Additional personnel resources will be required.
- A brief of different duty personnel to be included.
- All personnel on the airfield to be required to wear luminous safety jackets.

- Briefing Room for 150 available during training.
- All briefings in English. Countries should provide their own individual interpreters.
- Rooms for
 - The Jury
 - Chief Judge and Deputy Chief Judge
 - Scoring Room
 - General Office for Administration.

World Championships

Transportation

Each team provides its own transportation to and from the Airfield to their hotel.

Accommodation and Meals

Accommodation was in several hotels, at least one was some distance from the airfield. Meals were provided on the Airfield. A regular supply of bottled drinking water was available throughout the day.

Ceremonies

National flags of participating nations were hung inside the Briefing Centre. The National Flag of Poland and the FAI Flag were flown throughout the Championship outside the Briefing Centre.

The Opening and Closing Ceremonies took place publically on the Airfield. The Closing Ceremony was interrupted by rain causing the public to seek shelter.

Airfield Facilities and Registration

The Organisers arranged a large marquee for briefings together with TV. A meals marquee was adjacent. There was a further marquee for official guests and a separate Media Information Centre.

Registration took place in the Competition Office. This meant that the Competition Office was overwhelmed preventing other essential work being carried out.

The Jury had their own room in an adjacent building together with the Judges' Briefing Room. The latter became the Scoring Office. As it frequently attracted competitors, team managers and officials this was considered unsatisfactory.

A room in the same building was publically labelled as the 'FAI Dope Testing Centre'.

There was no separate office for the Chief Judge and Deputy Chief Judge.

The Championship Director was considerably overworked. His team was all volunteers some of whom appeared unbriefed but very willing. This resulted, in times, when the Championship slowed down.

Briefings

Briefings were held in the marquee on the airfield. Notice Boards provided the required information and provisional results. Seats were available for all.

Practice

The airfield was open for practice. Training Course including slalom, precision and 'dog house' were made available. The Contest Director scheduled slots.

The Competition task sites were not laid out in time. This led to delays and very considerable overworking in hot weather for the ground crew. Previous advice to have these prepared early had been overlooked.

It is essential that the Jury, Chief Judge and Deputy Chief Judge be available to check the layout in advance, at least a day early. In addition it allows crews to 'walk the course' beforehand.

Weather

Mainly dry and very hot. Some rain on final day.

Jury Presence

The Jury comprised David Hamilton (President – New Zealand), Konrad Geissler (Germany), Wolf Dietrich Tesar (Austria).

The Jury were present throughout the Championship Competition. The Navigation Course was visited by the President and Konrad Geissler. Wolf Deitrich remained on the airfield inspecting the Start Line Departure, Time Clocks, Scoring and Results together with the finish and 'Dog House'.

For the subsequent 'on field' tasks all members of the Jury were present.

Navigation Event

The navigation area was not easy. The 1:200,000 map was adequate. It was noted that, in some sections the depicted road layout had changed. It is not thought that this materially affected navigation.

As the area was partly agricultural and partly forested this provided a challenging task.

Complaints were handled by the Chief and Deputy Chief Judges. No protests were submitted.

Some 4 teams were unable to fly the navigation due to a perceived fuel contamination problem. The Competition Director set a new navigation test for those crews which was flown the following day. The Jury were not consulted being presented with a 'fait à complis'. It was not

possible to compare the two courses. This resulted in competitor surprise. The Competition Director wanted all to be able to tackle each task but, in retrospect, this was not a wise decision.

Scoring was slow. Scoring took place in the Judges Briefing Room: Too many people had access. Not only were Judges present but Teams querying the results. This was considered to be very unsatisfactory.

It became obvious that scoring was proceeding at a very slow pace. The Director requested the CIG Technical Delegate to assist. A meeting of Team Managers took place. They were informed about the slowness and were asked if any Team manager objected. A secret vote was held. The result was 10 for 2 against

Parallel Fender

The setting out had not been completed in advance thus teams were unable to walk the course.

After approximately 14 teams had flown the Contest Director was informed that the setting out was wrong. The Competition was halted. The Jury measured all parts of both courses. One minor error in the placing of a barrel (9cm difference in comparison with the other) was found. It was repositioned and the competition continued.

Subsequently one competitor made a protest asking for a ruling that the whole task be re-flown. The Jury discussed this before the required hearing. Their informal view was that the complainant had not been affected by the error. The question arose as to whether this might lead to further protests. Before it was possible to hold a Jury Meeting the Protest was withdrawn.

Precision

Before the start the Contest Director requested that the Jury check the positioning of the course on the ground. There was a very light wind.

To ensure that the position complied with cross wind operating requirements of all helicopter manuals, a new site was set up. This resulted in a 2 hour delay to which the high temperature level did not help matters.

There were no Protests.

Parallel Slalom

The Jury inspected the course before flying.

No Protests were made.

Freestyle

This event was not compulsory. The Jury was present on the airfield during the event.

Helicopter Races

This is a 'fun' event partly for the crowd and partly for the participating crews.

Conclusions

The main difficulty was in being able to react quickly. The Organising Team was willing and enthusiastic but lacked pre-event briefings. The Organisers were a young group not well experienced but tried hard to ensure that the Championship was concluded.

Recommendations for CIG

1. Hotels should be located. Prices published. Teams to make their own bookings.
2. A separate office to be provided for the Chief Judge.
3. All teams and their Officials banned from the Scoring Office which must be in a secure area.
4. Task sites to be set out 24 hours before the scheduled time for events. No team must practice on the course.
5. In the event of non-starting for any reason part of the navigation test must not be re-flown.
6. Sharing of helicopters to be limited to 3 teams only.
7. Registration must take place away from the Competition Office and at least 48 hours before the scheduled Championship start.
8. Rules for any CIG Technical Delegate to be included in the next revision.

Signed

David Hamilton – President

Konrad Geissler – Member

Wolf Dietrich Tesar - Member