

## **IGC Steward Report 2008 WGC Std-Club and World Classes Rieti**

There were 11 contest days, one official rest day and one day on which the task was cancelled. The weather was a mixture of blue days some days with a relatively low base for Rieti and one classic Rieti day with SW wind and a good cloudbase. The competition directors are to be congratulated for running an excellent contest in a very trying environment. They were very receptive to input from the Stewards and had a good relationship with the pilots and TC's.

### **ORGANISATION**

#### **1.1 Overall organisation**

The contest organization coped extremely well with many problems outside their control. The facilities and offices were not ready for use until late on the first practice day and there were many administrative areas that were not efficiently dealt with.

There were sufficient experienced operational officials but the organization lacked personnel in the administration, in particular a contest office manager. This resulted in some inconvenience and frustration for the teams and contest directors.

#### **1.2, Team Captains Briefings**

A Team Captains briefing was held everyday 30 minutes prior to the main briefing, the daily task sheets were distributed prior to this meeting. (when the copying machine permitted). This enabled the TC's to raise any issues and the organization to communicate notices and discuss problems. This meeting facilitated a concise and focused pilots briefing which was generally conducted in 20mins.

#### **1.3, Information dissemination (Pronouncements, schedules and decisions)**

The organization planned to use SMS messages to TC's for communication but this failed to work adequately. The scores, start times etc were disseminated on the Internet but as this and the airfield "wifi" often failed to work it often resulted in frustration and poor communication with the teams

#### **1.4, Ceremonies**

The opening ceremony was held in the evening which was very satisfactory and was followed by an excellent dinner and drinks at a nearby restaurant free for the pilots and spouses. The closing ceremony was held at mid day in the town, it was hot and long.

Other social events

There were two parties organized by the teams with an excellent International Evening.

#### **1.5, Media liaison**

Local press coverage was good and several teams were visited by TV production companies from their own countries.

#### **1.6, Public and Internet display of real-time aircraft positions and information**

The presentation on site with 3d imagery and commentary was excellent, the Internet coverage was not such a good presentation and was marred by constant failures of the local Internet and Wi fi.

### **2 RULES (Comment only where appropriate)**

#### **2.1, Airspace files**

On the second official practice day the organisation issued a final Airspace file, (number 7), During the contest there were two airspace infringements resulting in penalties, both were a result of differences between the V7 and the previous version.

This has been a problem in several contests in recent years. To encourage organisers to attend more efficiently to this issue we should include in Annex A, a last date for issue of official airspace file after which it cannot be changed

## **2.2, Club Class weights**

There is no obvious rule in Annex A regarding the flying weight for the club class. The gliders are checked at scrutineering to verify the correct handicap figure related to the gliders reference weight and a tow out weight established. The local procedures stated that penalties would be applied if the glider weight was more than 2% from the defined weight, but this did not specify class. In Annex A there should be a reference to the contest or flying weight as established at scrutineering for club class gliders and a procedure devised in the event a glider is not within a defined tolerance. There is in 4.1.2 reference to configuration not being changed but the definition of configuration does not include weight.

## **2.3, Handicap list review and completion**

The Club Class handicap list needs to be reviewed and all appropriate information included. There is a lot of confusion regarding the different models in a particular type and some form of simplification is required.

## **2.3, Scrutineering rules**

Annex A rule 4.1.2 reads, “*at least 72 hours before the first briefing*” this should be amended to something like:- “ at a time specified in LP’s during the official practice period.

## **2.4 Tasks**

There is a recurring problem associated with See you scoring, tasks are easily scored as “racing or speed tasks” when it is not the correct formula. I have spoken with See you but we should make all Organisers aware of the easy confusion.

As far as I know the AAT distance task is never used as an task option and in the interests of simplifying Annex A we should consider removing this option.

## **3 SAFETY (Comment only where appropriate)**

### **3.1 General safety of the event**

The event was conducted with the safety and security of the pilots as the first priority. The Deputy Director reinforced at every briefing the need for sensible gaggle flying and maintaining a good lookout

### **3.2 Occurrence of incidents and/ or accidents**

During the practice days and the first competition day there were six serious accidents resulting in major damage to the glider and two minor injuries. Of these 5 were off field landings and one was undershooting during the final glide. There were also several incidents of minor damage in fields. In consultation with the organisers the Chief Steward gave a briefing to all pilots on the difficulties of decision making in mountain contests and what the pilots priorities and responsibilities were. There was only one subsequent accident on the penultimate competition day.

### **3.6 Pilot skills relating to safety**

There is always a problem when WGC are held in mountains or regions requiring specialist knowledge. Many of the pilots lack some of the information and skills required to compete with complete safety.

### **3.7 Suggestions for future safety enhancements**

The stewards recommend that the organisers of contest in areas which require specialist knowledge should be obliged to provide a safety briefing each day after the main briefing, this briefing to be conducted by a local competition pilot who can give advice on any security aspects of the days tasks.

**3.7a, Emergency plan**

There was no formal emergency plan in place prior to the competition, the Stewards and safety officer created a safety plan and procedures in case of an accident.

It is strongly recommended that for future contests the organiser submit a copy of their Emergency and accident procedures to the Chief Steward for his information several weeks before the contest takes place.

Brian Spreckley  
Robert Danewid  
Josef Snirc.

27.07.2008