

AGENDA ITEM 10.1

REPORT OF THE JURY PRESIDENT

World Glider Aerobatic Championships & World Advanced Glider Aerobatic Championships

Toruń, Poland
July 26 - August 6, 2011

Madelyne Delcroix



Introduction

The 14th WGAC and the 2nd WAGAC were successfully and safely completed in Torun, Poland. For a second time the combining the two Championships at the same time and same place added interest to the championship.

WGAC:	23 pilots	8 countries	4 teams	(not enough for official team results)
WAGAC:	36 pilots	9 countries	9 teams	(+ 2 IND pilots)



The 2011 World Glider Aerobatic Champion is for the 7th time Jerzy Makula, Poland on his SoloFox... the 26th year after his first title. I greet this great and unique achievement of a great champion.

The 2011 World Advanced Glider Aerobatic Champion is Benoît Merieau of France who won ALL the programmes.

Congratulations.

In the team competition, the 2011 WGAC winners were:

1. Poland
2. France
3. Russia

Because of a confusion due to unclear rules for the organizers the WGAC Team medals



were not presented at the Award Ceremony, but will be presented during the CIVA meeting in Krakow.

In the Team competitions, the 2011 WAGAC winners were:

1. Germany,
2. France,
3. Sweden.

Full results can be found at www.civa-results.com.



Change in the International Jury

One week before the beginning Mike Heuer who had been elected by CIVA as the President of the International Jury had to resign for compelling family reason and asked me to serve as President of the International Jury. Mike had asked the 2 reserves to step in, but due to the short notice they were not available to serve; so Karl Berger, VP of Honor of CIVA, was asked to step in due to his long experience as a Jury President and he was kind enough to accept.

Board of Judges

10 Judges were selected, but only 8 judges participated to the championship under the guidance of Philippe Küchler. But unfortunately no new blood was coming from the glider aerobatics community, the 3 “new” judge (to glider aerobatics) were coming from “power”.

General Organisation

The organizers provided the Judges and International Jury with prepaid cellphones and which had a SMS system to spread the information to the officials and Team Managers which happen to be very efficient when the weather began to worsen during the afternoon of the 3rd training day and was really bad for 4,5 days; the SMS system was used to spread the information and allowed pilots, judges and jury to have a more relaxed time rather than wait and wait at the airfield. Tours in the City and in the surrounding sightseeing place were organized free of charge for all the participants.

The opening ceremony was not on the expected level for a World Championships, it was planned to be in front of the hangars, but due to the bad weather they had to move it in the military briefing tent. On the other hand the closing ceremony took place in a beautiful

historical room in the center of the old city of Toruń followed by a huge banquet in a very original place: “Fort IV” where we were greeted by gunshots and guards in ancient uniform. All the volunteers were very dedicated and helpful way over their “simple duty”, but unfortunately most of them didn’t have a sufficient level in English which sometimes made communication difficult.

2 tow planes + one reserve were at the start line, as recommended by the rules, between mechanical problems and refueling there were sometimes only one plane available which delayed the contest; with 65 pilots to launch it is not sufficient. See the Jury President proposal.

HMD

A new type of HMD was used, this new device was developed by the Poznan University (hence the acronym PHMD); it was successfully tested during the UK Nationals where Philippe Küchler was Chief-Judge, with some minor settings to be done. After Philippe’s report to the GASC a vote was conducted and it was adopted as official for the WGAC/WAGAC.

Arrival

I arrived during the official familiarization days, the weather was nice and flying was intensive, but many pilots came to claim that some other competitor fellows are pulling themselves at the start and therefore flew three times as much as others who were there the whole day and flew only once. I asked the organizers to provide me with a list of flights done during the 2 first days in order to provide a fair starting list for the last day, which was not done and I received the list of the starts at 7 PM of the last familiarization days...

Protests & Claims

We had 2 claims which were addressed immediately with some extra work for the Chief Judge. The “rules” about administrative work should be only in annexes as guidelines and not part of the rules, some flexibility should be given to the Chief Judges as how to organize his work. Each Chief Judge has his way of working and the only important thing is that he leads the Boards of Judges in such a manner to have the fairest and most accurate results.

Only one protest was received during the WAGAC:

Pilot	Prog	Details	Jury Decision
Aurélien Durigneux (FRA)	4 prog. (2 nd Unknown)	Pilot protested on HZ on figure 5 pretending that a confusion may have occurred with another pilot using the same glider while watching the video. After watching	Protest denied.

		the video the vote was 4/4 and the Chief-Judge broke the tie according to his notes.*	
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*This “case” clearly showed that what happen at the judging line was duly reported to the team. Another case about judges was that 2 teams posted observers at the Corner Judges positions.

There were no protests in the WGAC.

Technical Issues

There were 4 technical issues, only 2 were real “technical defects” during flights which were brought to the attention of the International Jury, airbrakes opened during the performance both with Foxes, one had a bent pushrod and was grounded (the Polish pilots flying on it finished the championship on the Czech Fox). The 2 others problems occurred while on the ground.

There were also some problems with 2 teams and radio contact with the judges which were solved after some serious discussion between the Chief Judge and some pilots/team managers

Unknown Programmes

The selection of the figures went smoothly besides for one figure in the Advanced championship. It is reminded that it is the responsibility of delegates to make in due time proposals to delete figures which could be unsafe in Advanced to avoid any discussion at the last moment.

It was the last year that in Glider the International Jury is drawing the Unknown sequences as the proposal to align to the power rules was accepted by the GASC.

Jury President Proposals

1. Tow plane

Change para 4.1.3.2. by the following sentence:

The availability of at least **three** towing aircraft in service **plus** one standby aircraft must be guaranteed, except if the total number of competitors in both Unlimited and Advanced is less than 45 pilots. The performance of towing aircraft must meet the requirements of take-off sequence as shown under 4.2.3.1

2. Line judges

Add new rules:

Team members are not allowed to approach the line judges at less than 20m. and in any case are not allowed to communicate with the Line Judges.

3. Paper work at the judging line should be separate and put in annexes.
4. Team medals it should be clearly stated in the rules what is the minimum complete team to award team medals; as the rules are now it is only stated the minimum number of participating country to have a valid championship but nothing about the minimum number of complete teams, i.e. if there is only 2 complete teams they can receive the gold and silver medals.

Conclusion

This year the participation in the Unlimited Championship is the same as last year although it was a world championship, while the participation in Advanced increased and I think it is worrying for the Unlimited class. GASC should think to some encouragement for NAC's to send more pilots to fly in Unlimited (a special mention for the German Team who brought a complete team of 8 pilots in each class).

When the Advanced class was created two years ago there was a discussion whether there should be a limitation of the type of glider authorized in Advanced and the victory of Johann Gustafsson last year proved there were no reason to do so, but this year when you study the results, you can see that the 3 medals went to the Swift and except for J. Gustafsson's Pilatus B4, the Swifts and the Foxes trusted the 23rd places. I would like to urge on the GASC to think about solutions so that we do not lose pilots because of the glider they fly. A handicap system maybe a path to explore.

Credits

My thanks to Pavol Kavka, Marta Nowicka, Tom and their staff for their dedication to their job. I also warmly thank Manfred Echter and Karl Berger for their precious help and good advices in the International Jury. A particular mention to Manfred who was the warm-up pilot in all flights except one.

Philippe K  chler's performance as Chief Judge was excellent, he really has mastered the position with a firm hand and all the Board of Judges are liking his professional guidance. He does not only guide the Board of Judges but is always taking care of their comfort and to provide them with the best working conditions which were difficult with all the waiting due to the weather and the technical issues. The flying days for the judges were very very long; without judges there is no competition, judges are serving the pilots and I would like the



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pilots to realize it and prize it as it should, they are all human and even a World Champion does not have an 100% performance.

Despite the bad weather, 4 programmes were flown in each Championships.

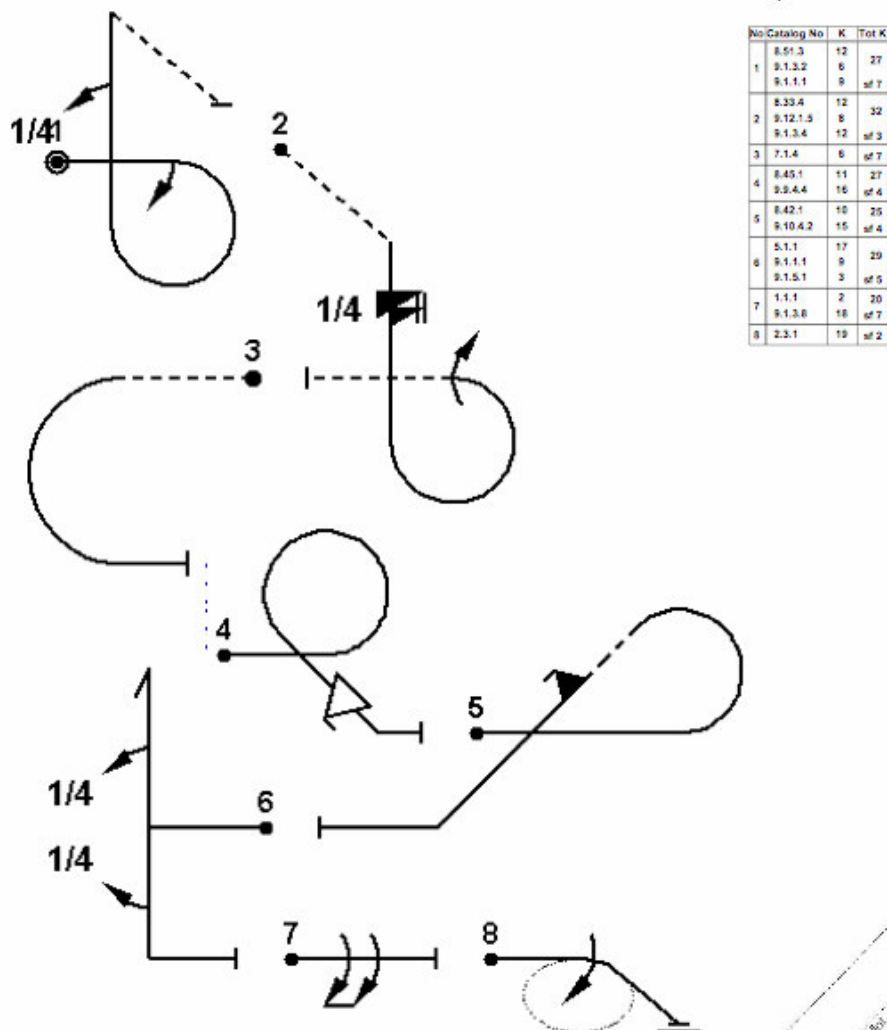
It was an honor to serve as President of the Jury.

Credit for the pictures: Sasha Marvin, Eugen Schaal

Attachments:

WGAC & WAGAC Unknowns

 FAI <small>FEDERATION AERONAUTIQUE INTERNATIONALE</small>	14 WGAC - TORUN		2011	FORM B
	Pilot ID # Unknown 1	Unlimited	Flight # 	



Cannot test this sequence type: 11.civa.glider.unlimited.unknown1
2ip4- -5isirp1- -a qf c2if 4h4 9 1j1



2nd WAGAC - TORUN

2011

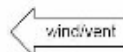
FORM B

Flight ID #

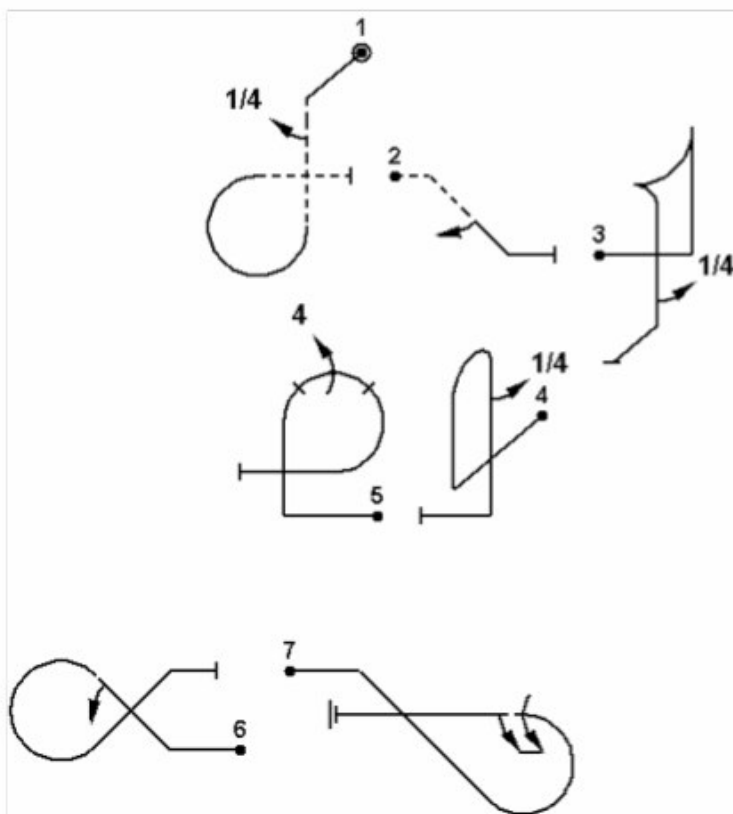
Unknown 1

Advanced

Flight #

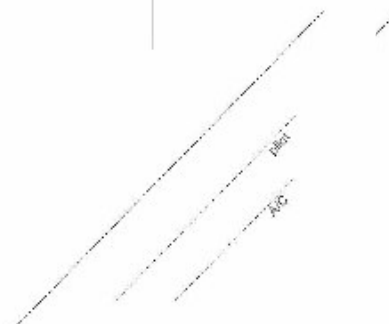


No	Catalog No	K	Tot K
1	8.34.3	13	16
	9.1.5.1	3	st 7
2	1.3.4	7	13
	9.1.4.2	6	st 7
3	6.1.1	17	20
	9.1.5.1	3	st 6
4	8.1.1	12	16
	9.1.5.1	3	st 7
5	8.33.1	11	28
	9.4.3.4	17	st 7
6	7.20.1	14	22
	9.1.2.2	8	st 7
7	8.37.3	10	25
	9.1.3.6	15	st 7



Glenn v1.10 © M. Gidari http://www.aerobatics.org.uk/diagram

Cannot test this sequence type: 11.civa.glider.advanced.unknown1
ej 4irp- -id2 ta4 b4rp(44)2g irc6





2nd WAGAC - TORUN

2011

FORM B

Pilot ID #

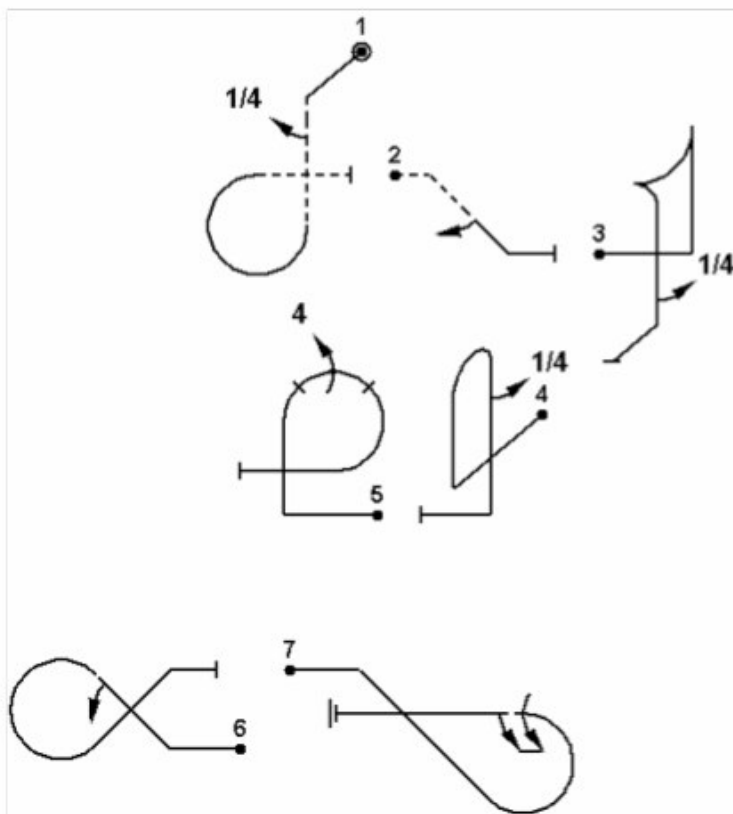
Unknown 1

Advanced

Flight #


wind/vent

No	Catalog No	K	Tot K
1	8.34.3	13	16
	9.1.5.1	3	sf 7
2	1.3.4	7	13
	9.1.4.2	6	sf 7
3	6.1.1	17	20
	9.1.5.1	3	sf 6
4	6.1.1	13	16
	9.1.5.1	3	sf 7
5	8.33.1	11	28
	9.4.3.4	17	sf 7
6	7.25.1	14	23
	9.1.2.2	9	sf 7
7	8.37.3	10	25
	9.1.3.5	15	sf 7



Chen v5.10 © M.Golan http://www.aerobatics.org/Idan

Cannot test this sequence type: 11.civa.glider.advanced.unknown1
ej 4lrp- -id2 ta4 b4rp(44)2g irc6



WAGAC - TORUN (Poland) 2011 **FORM B**

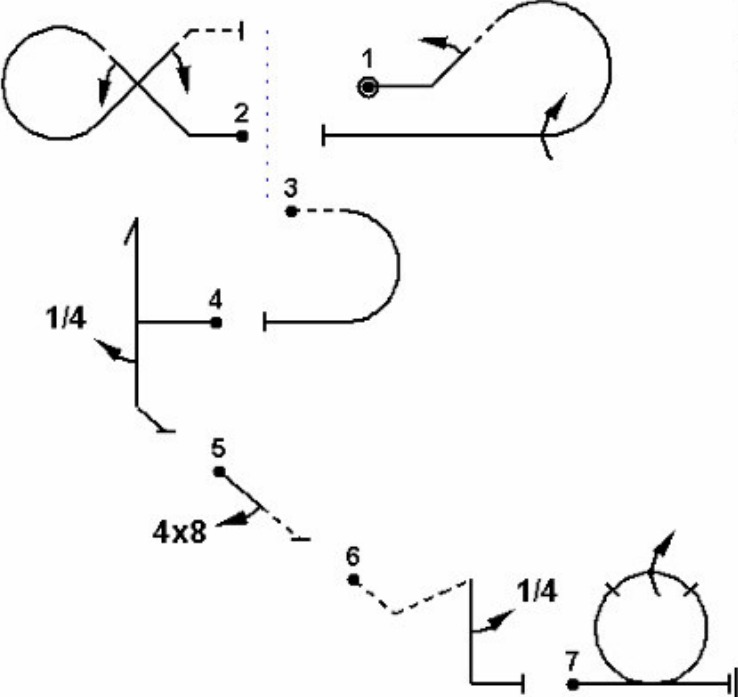
Pilot ID: #

Unknown 2

Advanced

Flight #

← wind/vent



No	Catalog No	K	Tot K
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	9.1.2.2	9	
	9.1.3.4	12	
2	7.22.1	16	34
	9.1.2.2	9	
	9.1.2.2	9	
3	7.1.4	6	sf 7
4	5.1.1	17	20
	9.1.5.1	3	
5	1.1.3	2	13
	9.8.3.2	11	
6	1.13.2	13	16
	9.1.5.1	3	
7	7.5.1	10	22
	9.1.3.4	12	

Cannot test this sequence type: 11.civa.glider.advanced.unknown2

100%

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