

Report of the Chief Judge

5th WORLD ADVANCED GLIDER AEROBATIC CHAMPIONSHIPS 2013 &
17th WORLD GLIDER AEROBATIC CHAMPIONSHIPS 2013
Toruń, Poland
22.7.2014 – 2.8.2014



Philippe Kuchler, pik

Overview

With 32 pilots from 10 countries competing in Unlimited and 36 pilots from 12 countries competing in Advanced.

Aircraft that could be seen flying included Swift S-1, MDM-1 Fox, MDM-1 Solo Fox, SZD 59 Acro. Mü-28 and Lo 100.

Website: www.wagac2014.com

The city of Toruń is located about 180 km to the west north-west of the capital Warsaw. Its the same location as the 2011 edition of the glider competitions.

The judges gave 15183 marks, of which 98 where Perception Zeroes and 172 where Hard Zeroes, for a total of 210 competition flights.

The board of judges consisted of:

≡	ALLERHERD, Lars-A.	SWE
≡	BIAŁEK, Macej	POL
≡	COURTOIS, Bernard	FRA
≡	DOVGALENKO, Tamara	UKR
≡	HAU, Stef	GER
≡	KANAO, Myiako	JAP
≡	PONIŽIL, Richard	CZE

Scoring Office:

≡	SZCZEPANOWSKI, Paweł	POL
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Preface

Shortly after the CIVA Meeting 2013 in Talinn, the Polish organizer announced that the selected airfield of Olesnica would not be available for the championships. The exact reasons for this were not clear to me. However, the Polish glider people said, that the championships will be moved to Toruń which was already the venue for the 2011 edition. Toruń was known to be a suitable airfield and therefore there were no objections to the switch.

The organizer in Toruń promised to correct the problems that showed up in 2011. I personally went to Toruń with high expectations, because Poland for me was a guarantee for good glider competitions, based on my previous experiences.

Some of the expectations I had were fulfilled some not. To remember positively is for sure the general hospitality that the Poles show. A thank you goes out to the innkeeper of the restaurant at the airfield. He tried his best to follow the difficult work hours of the judges.

The towing was improved by organizing an Extra 300 for the job. The dining room for the judges was moved to a bigger room in the aircraft building. And the hotel for the judges was top class. Opening and closing ceremonies took place at Artus House, downtown Toruń.

However, during the competition it clearly showed that the mix of towing aircraft types was more of a problem than one would have expected. Big differences in the performance of the different aircrafts made it difficult to have an optimal flow. Also the limited endurance of the Extra was a factor which didn't help at all.

The number of available helpers was quite limited. Basically the whole competition was done by about 2 handful of people. This was felt the most, when the judges had to build their judge positions by themselves every morning which at the end of the day led to unnecessary delays until the judges were ready. I strongly recommend to future organizers to be well staffed and to install judge positions before the arrival of the judges to the site every day.

Judges Preparation

As every year on the glider competitions, the judges and their assistants went through a one day preparation session. In the morning there was as usual the theoretical part which focused on general information for the judges regarding the organization of the contest, the changes in the rules for 2014, a summary of all the zeroes and a short figure refresher. In the afternoon there were practical flights executed by competitors. The built in errors were spotted by most of the judges. I tried my best to wipe away misunderstandings and lack of knowledge about the complex rules. A thank you goes out to the pilots who volunteered for the job. The programs flown consisted of Known's and Free's.

Contest Flights

It showed again this year, that glider competitions are very vulnerable to bad or difficult weather. As in 2011 a lot of the days had to be cancelled partially or completely due to unsuitable conditions.

A big discussion arose amongst teams and officials when a whole day was cancelled by the Contest Director in favor of a visit to the Red Bull Air Race at Gdynia. Whether the decision was correct or not is afterwards always easy to judge. Most of the pilots and officials took the chance and went to

Gdynia. Others stayed at the airfield and moaned afterwards that it was a wasted flying day. I think decisions have to be taken and one has to be aware that some of them might prove questionable or even wrong afterwards.

No protests were made against the work of the judges. There have been complaints regarding the time keeping for the super slows. Asked by the jury, the figures in question have been verified on the video and proofed to be measured and marked correctly. To avoid complaints with super slows I have only one advice to the pilots: Do them in a way, so that there can't be no doubt at all, that it has been in minimum time as prescribed by the rules!

The chosen safety frequency proved to be unusable due to other operations on it. This was only realized by the pilots during the competition. At the CJ position the disturbing transmissions on the frequency could not be heard. For the future the organizer should make sure that a quiet and unused frequency is used. If necessary needed requests to the local CAA should be made. Otherwise the use of a safety frequency is useless and pointless.

The Box and the judge positions were the same as in 2011. It was reported by some pilots that the box markers were too small and not according to the rules. At the end the situation was accepted by the teams. A good box is half of the competition.

The Polish Height Measuring Device (PHMD) was used again. The system was improved by the development team and I am happy to say that there were no more anomalies as in the past years like beeps going off during upwards movements at the bottom of the box. However, the development maybe went one step too far for CIVA. The PHMD team now operates out of a well equipped van. The only thing recognizable from the outside are the beeps. Whatever happens inside the PHMD van is not visible to officials. I therefore raise the point of having an official from CIVA inside the van who at least monitors if not controls the complete PHMD operations. This is especially important if one knows that the development will continue to have the functionality of the box out tracking. Such developments in general should be monitored and approved by CIVA. This in turn is for me the basis to ask for a "Technical Support Sub Committee" which supervises all technical aids for competitions that CIVA clearly has to introduce and use in the future.

Again, the line judging led to discussions and unnecessary mistrust to the organizer. We definitely have to respect, that the out factor is important for aerobatics as long as we have a box to fly in. In one case this year, a pilot was seen flying far out of the box (over the hangars outside the box) by observers on the ground but did not receive appropriate penalties. Observations like this lead to mistrust against any officials provided by the organizer. There are three ways to counteract this: Number one is to scratch line judges completely. Not the way to go, if we stick to our box. Number two is to supply CIVA line judges to the organizer. Independent from the organizer and the organizing country. This is doable but creates other problems and is clearly not a way in to the future. Number three is to replace the line judges by electronic border monitoring, integrated in the same device as used for the height. Clearly the future for me. As stated above, such a development should closely be monitored and managed by CIVA.

The last note is about the function of the contest director. Today a CD is chosen by the organizer. CIVA only approves the choice. This year some mistrust arose against the CD because of decisions made regarding cancellation of flying. It was said that unfair advantages were given to certain pilots or teams. Again, decisions have to be taken. They might or might not favor somebody. With or without intentions. To prove something is impossible anyway. However, the bad taste remains and is not in favor of fair championships. We could circumnavigate such situations if the CD is an official chosen by CIVA and not by the organizer or the organizing country. The CD from CIVA would only be responsible for the sporting part of the competition. The whole financial

responsibility, the coordination of local helpers and the whole organization process should remain with the local organizer. Any dependencies of the CD from the organizer is again not in favor of fair competitions and clearly should be avoided in the future.

Flight Safety

I am very glad to report that flight safety was not an issue this year. I would like to say thank you to all participating pilots, also the tow pilots, for their safe flying and responsibility shown. Please keep it this way!

Conclusions

I finally want to say thank you to the organizer for making the competitions possible. A special thanks goes out to Tomasz "Tom" Dunajski and his team of young volunteers who realized the 2014 edition with clearly not enough manpower.

And of course the judging teams: Thanks for the good cooperation and the time you have invested again for our sport.

Finally to my assistants Schorsch and Marina. It would be a much more difficult job without you guys. Thank you!

This report is dedicated to Ludwig Fuss.

Philippe Kuchler
1.10.2014
Payerne, Switzerland