

AGENDA ITEM 6.3

REPORT OF THE CHIEF JUDGE

World Advanced Glider Aerobatic Championships & European Glider Aerobatic Championships

Jämijärvi, Finland
17-24 July 2010

Philippe Kuchler, pik



Overview

The 2010 edition of the glider event was the first to happen as a combined championship in European Unlimited Glider (EGAC) and World Advanced Glider (WAGAC) classes. It was the first CIVA Advanced Glider Championships held, after the creation of this class in 2009. In EGAC participated a total of 28 pilots on MDM-1 Fox and Swift S-1. In WAGAC participated a total of 31 pilots on MDM-1 Fox, Swift S-1, Pilatus B4/PC11 and Let LF-107 Lunák.

Website: www.jami2010.com

The airfield of Jämijärvi is located about 80 km northwest of the city of Tampere.

The board of judges consisted, finally, of 7 CIVA official judges:

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|---------------------|-----|
| – ARVIDSSON, LG. | SWE |
| – BAJZIK, Stanislav | CZE |
| – BUCKENHAM, Nick | GBR |
| – GAILLARD, John | RSA |
| – HAU, Stephan | GER |
| – LAMBERT, Peter | AUT |
| – LOUVEL, Remy | FRA |

and one invited judge:

- | | |
|-------------------|-----|
| – BARTHOLDI, Timo | FIN |
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Scoring Office:

– VIRTANEN, Kimmo FIN

Preparation and Judges Selection

The selection of the board of judges was again a difficult and rather mixed experience this year. The planning started with 7 official CIVA judges, selected by the Judging Subcommittee, and 3 spaces to fill with invited judges. It was from the start the intention to use the same board for EGAC and WAGAC. Within the official CIVA judges were 3 judges with mainly power experience. One of the invited judges had never judged glider before.

Shortly before I left to Jami, I received the information that the Polish judging team would be unable to come to Jami because of the lack of funds within the Polish Aeroclub. The situation arose from the fact, that the Polish judge, Jan Gawiecki, was due to his RI only an invited judge. This situation made and still makes me very sad, because Poland is a very important country for glider aerobatics and without Polish people we wouldn't be where we are nowadays in our sport.

The next cancellation came in only when I arrived in Jami. When the Russian team, consisting of only 2 pilots, arrived they announced that Alexey Pimenov, the Russian judge, will not show up. This was quite sad, because Alexey was even within the 7 official CIVA judges. No further reason was given for this.

In addition, John Gaillard mailed shortly before the judging seminar, that he will not be able to reach Jami before the second program being flown on Saturday. The rationale given for this was a problem with flight booking due to the World Soccer Championship in South Africa.

The above shown board of judges lists the composition of the board after all cancellations and after the Known Advanced program was flown.

In the weeks before the happening, I received the strong feeling that the organizer would not be able to pickup judges arriving on the international airports of Tampere and Helsinki. It is my firm belief that I as the CJ am responsible of providing the best possible service to my team. In the end, I could convince the organizer to make at least a part of the arrival transfers. The rest was done by myself, with my private car and paid by myself. The departure transfers went smoother.

Judges Preparation

Due to the heavy weight of power judges on the board, I felt it would be important to give a clear briefing of the differences between power and glider aerobatics. Therefore this was the main aim of the theoretical part of the judges briefing held in the morning of Thursday 15



July at Jami airfield. It was attended by team managers, other interested people and judges, except John Gaillard.

In the afternoon we held a practical session with several flights from both EGAC and WAGAC. I would like to say thank you to the pilots who participated.

Contest Flights

At first, the organizer wanted to fly the competitors in the two classes in a mixed order. I.e. one flight WAGAC, one flight EGAC. I had to object to this idea because I feared it wouldn't be an advantage for the pilots and a potential big risk of mixing flights and paper work. The organizer finally agreed to my point of view and WAGAC and EGAC flights alternated after each completed program of one class.

During the official contest days, we could fly 3 out of the 6 programmes in both classes. The rest of the competition was literally blown away by the wind. The organizer, especially the launch director Ismo Aaltonen, made great efforts to make it happen in the long daylight time during the Finish summer. At the end, 3 flights in each class, a total of 177 flights, took place on only 2 ½ flyable days!

The board of judges had only 1 useable judging position. A second was in theory planned by the organizer but in practical of no use, because of bulls threatening the judges. Yes, bulls. No wolves or bears or moose.

There was line judges used at the 2 front corners. Despite they were useful in the prevailing strong winds, the absence of the electronic height measuring devices was a real pity. I have to state that having a technical way of measuring the heights in glider aerobatics on an international level is not a nice to have. It's a must have. On one side fairness but on the other hand having proof in case of safety infringements must not be connected to financial problems. The absence of the HMD was also critiqued by many competitors.

Flight Safety

During the first program, one pilot of the WAGAC field (Advanced class) provoked a very dangerous situation by entering the last figure already below LOW limit, an Immelmann, with way too low speed. After half of the loop the speed was so low, that the Fox stalled and ended up in a vertical dive in below 200 meters. The pilot was lucky enough to be able to catch the aircraft again and pulling out of the dive very low over the tree tops, clearly below LOW-LOW altitude. Especially with the Fox, pulling too hard or with too low speed on a vertical dive, the risk of entering a flick is very high.

I was quite sure to get the necessary two-thirds majority on LOW-LOW's to be able to disqualify the pilot for the program. But to my astonishment I only received 3 LOW-LOW's from the judges, some of them not even clearly identifiable as such. This really scared me and I had to stop the flying to have time for a briefing with the judges. This situation, in where the

judges didn't assess the situation correctly, could have clearly being avoided if an HMD system would have delivered the proof about the LOW-LOW. For the records: The pilot wasn't disqualified because of missing two-thirds majority and got scored in the first programme. Several people, including myself, had chats with the pilot, after this situation. Sad enough, I honestly don't feel like he understood in what potential dangerous situation he was.

After this program, the WAGAC pilots were instructed to listen to the safety frequency for instructions from my position. By this occasion I found out, that there is nothing in the glider book regarding the wording and meaning of announcements on the safety frequency. We defined ad-hoc the same wording as in power. But this is definitely a missing thing in part 2.

Protests

One pilot from the WAGAC field, filed a protest after the third program, because he was convinced that all the judges had seen his flight incorrectly. He received unanimously HZ's for flying in the wrong direction from about half way down the program, after messing with the order of figures. The protest was handled by the jury with the help of the official video and got smashed. The judges' work was absolutely correct.

Proposals

- Safety Frequency instructions and wording

Add paragraph 4.2.1.4:

“Once airborne, and before entering the Performance Zone, a pilot may call the Chief Judge on the safety frequency, saying: “Number x, radio check”. The Chief Judge must respond to this call if he hears it.”

Add paragraph 4.2.1.5:

“The standard phraseology in the event that a break is required for safety reasons will be the Chief Judge saying “Break, break, break”. The pilot has to stop his sequence immediately and listen for further instructions on the safety frequency. If the pilot disregards the announcement or the further instructions by the chief judge, he gets disqualified for this program.”

Rationale:

The wordings are defined in power, but the glider book is missing such a definition. The CJ must have a well known procedure in glider as well to interrupt a sequence and to be able to give further instructions if needed. A sanction has to be included to make sure the paragraph is respected and it surely improves safety.



I refrain from listing other proposals here, because the issues are already known to everyone (HMD) or have been discussed at the Rules & Judging Subcommittee meeting which was held in Jami. I look forward to see them in the report from the respective chairmen.

Summary

Despite having only done 3 flights in each class and even under windy conditions, the combined event was from the sports point of view successful by having in both classes valid final results. Also the combined format is something which proved to be do-able and should be followed up next year.

In addition the victory of a B4/PC11 in WAGAC showed that not only the Fox and the Swift are a part of the glider aerobatic world and that CIVA has well done in providing a format to include gliders with lower limits and abilities to compete on an international level.

The absence of the HMD was not only from a fairness point of view sad, but also from a safety point of view. The organizer tried its best to provide the services necessary to have a valid competition.

On the organizational half of the event, not everything went always as expected by the two competing fields and the official staff. A bad taste leaves for sure the a little bit minimalistic opening ceremony and the intentions to ask a payment from non-pilots and officials for the closing ceremony.

Personal Statement

For me it was a great pleasure and an honor to act as the chief judge on the first combined event in glider aerobatics. I will for sure remember this. I want to say thank you to all the judges and their assistants for sitting at the line and looking into the evening sky with sun in their face. A special thanks goes out to Kari Kemppi and Ismo Aaltonen, who both have put in a lot of personal effort to make this happen.

And finally, a heartwarming thank you goes out to Schorsch Dörder, my Assistant. He showed me what it means to be a Team and work as such.

Philippe Küchler
29.9.2010
Zurich, Switzerland