

AGENDA ITEM 11.3

REPORT OF THE CHIEF JUDGE

15th World Glider Aerobatic Championships & 3rd World Advanced Glider Aerobatic Championships Dubnica nad Váhom, Slovakia



Philippe Kuchler, pik

Overview

As for the last years, in 2012 the glider championships had the format of a combined event of Unlimited and Advanced glider aerobatics classes, with 27 pilots from 10 countries competing in Unlimited and 38 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. And for the first time since many years a Salto competed in Advanced.

Website: www.wgac2012.sk

Dubnica is located about 150 km to the north-east of the capital of the Slovak Republic's capital Bratislava.

The judges have given 38,758 marks, of which 244 were Perception Zeroes and 674 were Hard Zeroes, for a total of 401 competition flights. Another interesting figure is the 386 training and familiarization flights done at Dubnica before to the competitions...

The board of judges consisted of:

- BIALEK, Maciej POL
- DOVGALENKO, Tamara UKR
- DUGAS, Alain FRA
- GAWECKI, Jan POL
- HAU, Stephan GER
- KAISER, Franziska GER
- KANAO, Miyako JPN
- LOUVEL, Remy FRA
- PIMENOV, Alexey RUS
- PONIZIL, Richard CZE



Scoring Office:

- SZCZEPANOWSKI, Paweł POL

Judges Selection

Within the final board of judges, filling all the available 10 positions, were 3 newcomers to CIVA glider competitions. In addition to the usual countries I was very pleased to see Miyako Kanao from Japan and Tamara Dovgalenko from Ukraine applying for a slot. With one pilot flying in Unlimited since many years I am convinced that it's a good thing to also have a judge from Japan. And Tamara as an experienced power competition pilot is a very welcome addition to the assets of judges at CIVA glider competitions. A warm welcome to Miyako and Tamara and thanks for joining us. I'm really looking forward to work with both of you in the coming years.

Judges Preparation

After using the common theoretical presentation last year, I did this year's slides especially for the glider event again. Main content was a summary about all the zeroes, a short repetition of figure specialities and a briefing on the new system of how to score and annotate the positioning. In addition I went through the questions of the common questionnaire, the so called judges test, and the plenum discussed about the answers given. The seminar was attended by all judges and their assistants and by some team managers.

The practical part of the seminar was held in the afternoon with a total of six flights consisting of Knowns and Frees of Unlimited and Advanced classes. The pilots flying were competition pilots who announced themselves deliberately to participate and fly for the judges. Thanks to all of them for helping. I really appreciate this.

Contest Flights

After the judges' preparation day on Wednesday the 8th of August, the competition started on Thursday the 9th, thanks to the favorable weather conditions.

The board of judges had the choice of 3 positions and the box could be used in all 4 directions depending on wind and sun. After having a beach last year at Torun, this year's special was one position completely surrounded by corn, except for an access tunnel.

Line judges were used at the usual 2 front corners equipped with the already well known special Swiss aims, a side product of the Swiss Army Knife. I'm very pleased that we had real Slovak judges working as line judges. A very qualified family business, done by 2 brothers. Thanks guys!

This year we only had one camera running. The pictures were heavily used nearly every day at judges video sessions in the judges room. Thanks to Crashman for doing a good job!

Flight Safety

Despite having me as the CJ interrupting 2 flights with the “break-break” call I can again say that during competition flights safety wasn't an issue. One case was the warm-up pilot reaching the bottom of the box, flying during downdrafts a quite height intensive program. This call was mainly meant as a warning for the competition pilots. The other one was a pilot who received the call due to mixing up the order of figures completely. The call was issued as a precaution to not have him exercising additional figures at the bottom of the box.

Again only relatively few LO's and no LO-LO's at all had to be given by the board during the competitions.

The radio check procedure wasn't an issue at all this year. The main reason for this was the performance of the Z-137T "Turbo Čmelak" towing aircraft which made it nearly possible to have only one glider in the air at the same time. So practically no disturbance and mixup of the performing pilots at all. However, the procedure should be watched during the next years and possible action might need to be taken by the GASC.

PHMD

After last years success we used again the height measuring device developed by the Poznan University. The system performed well again. Problems showing up during the competition were quickly resolved by operating staff, which only consisted of one person...

Several pilots questioned their received height penalties. At the bottom and at the top of the box. The cases have been resolved by looking at the video where the beep could clearly be heard. However, it surfaced that it's hard to look at the logs of the PHMD because of their complexity and file structure. This should be resolved by the supplier so that flights can easily and clearly be identified in the future.

Protests & Claims

2 protests were filed by 2 pilots. The matters were the same element of the same figure in the same program. It was all about seeing a line or not seeing a line. A minority of judges have given Hard Zeroes on both flights for this figure and have therefore asked for the video. By looking at the videos and intense discussions both cases were finally marked with hard zeroes by the board of judges. These two marks then resulted in filed protests which were handled by the international jury. Both protests were rejected by the international jury.

I don't want to elaborate whether the decisions taken by the board of judges were correct or not. Decisions have to be taken. They are taken based on observations. And they have to be taken quickly. The video might help but in every situation there are uncertainties left which may lead to false decisions.



However, I clearly have to say that the source of information for a decision by the board of judges is the pilot flying the figure. The pilot is flying for the judges. So if the judge looking from the judging line is unable to clearly and without any doubt recognize what he sees or needs to see, the result will be a bad score for the pilot. This in turn will then lead to discussions and possible protests afterwards.

The second thing I want to mention is the fact that the international jury's job is not to judge a flight. Therefore the jury is not the body to overrule a decision by the board of judges. The jury's job is to verify that the judges work after the rules. This has been made clear by the International Jury in the written answer to both protests. I hope that this understanding turns into a commonly known fact.

Summary

This year's edition of the CIVA glider events was for me the best I ever attended up to now. It all starts with the airfield which is perfectly suited for competitions of that size.

First of all, a big thank you goes out to all the pilots. Thanks for letting us have a safe and flawless championship. In general, sportsmanship was very good, sadly with one exception.

From a sporting point of view, these championships have set the mark for the future. With 6 programs flown in both classes, even if the 6th program couldn't be flown by all pilots due to deteriorating visibility from the judging line, it was something which hasn't been done since 2006 in Rybnik.

There was even enough time and sufficient weather to fly a small free-style competition on Saturday. Again, something which hasn't been possible to do since 2006 in Rybnik.

It goes on with the restaurants and their services. Friendly and helpful staff who gave their best to please all the people.

It continues to the towing aircraft and their pilots. Robo, it wouldn't have been the same without you. Thank you so much!

Personally I want to send a big thank you to Schorsch and his wife Marina for doing again a marvelous job at the CJ position. Without the two of you, my job would be a lot harder and much more difficult to handle. You make the difference.

And last but not least: The contest director. He has done a very skillful and competent job. Thanks Vladimir, it was a huge pleasure for me to work with you. I really appreciate your personal but also professional way of handling things.

17.10.2012
Payerne, Switzerland