

Report to IGC on the 26th World Gliding Championships
Bayreuth, Germany, August 1-14, 1999

Preparations The experience gained from the Bavariaglide competition was of great value to the Organisers. Regarding entries to the main event, problems were encountered with NACs whose entry forms arrived after the deadline and after reserve pilots had been accepted. Some pilots arrived very late in the practice week. Several ASW27 gliders failed to pass the wing span test and had to be modified in the factory.

Statistics:

	Class			Overall
	Standard	15m	Open	
Gliders	47	43	32	122
Nations	24	20	17	24
Speed/distance tasks	5/2	6/1	5/2	
Total km	129,974	120,641	106,637	357,253
km/glider	2,765	2,805	3,332	2,928
km/glider/day	395	401	476	418
Best speed [km/h]	135.8	138.0	152.3	
Official Complaints				6
Protests (upheld)				2(1)

Safety The classes were kept apart by the use of separated start points and task areas. There were no serious accidents; all 122 gliders participated in all competition days. No complaints about dangerous flying were received.

Weather The conditions were very good at first, but deteriorated later, so that only 7 competition days in each class were attained. The weather, not the eclipse, prevented flying on August 11. Two meteorologists from the Deutscher Wetterdienst provided all the meteorological information for the task-setter and pilots.

Airspace Despite diplomatic moves at the highest level, the military restricted areas Hohenfels and Grafenwöhr were not opened for the competition. The competition area, extending into the Czech Republic, was nevertheless adequate. Some restricted airspace in the Czech Republic was unfortunately missing from the maps provided by the German ATC, but these areas were generally deactivated for tasks. Cooperation with the Czech authorities was excellent. The Bayreuth control zone was deactivated during competition flying and control was handed over to the Organisers.

Public interest The competition attracted a large number of spectators, especially at weekends. On one day there was an airshow which attracted a big crowd; fortunately, the weather did not allow a competition on that day. The commented real-time displays of the flight tracks in the hangar attracted lively interest, and the on-line displays in the Internet solicited enthusiastic e-mails from all over the world. Two half-hour television programmes—one national and one international—were produced at the event and later broadcast.

Communication Cooperation with the Team Captains was generally very good, and the Stewards were at all times a great help. Most problems were solved without the need for official complaints or protests. The Pilot Safety Committee—the Stewards plus one pilot from each class—proved to be an excellent vehicle for communication with the competitors, not only on safety matters. Daily news was published in the “Bayer Flyer”.

Scoring The evaluation of the flight records worked smoothly, and the display software was useful in clearing up problems with the pilots. The main sources of warnings or penalties were (in brackets the approximate number of offences): TP sector 2 or negative (12), exceeding start altitude (10), exceeding start speed limit (7), missing or incomplete outlanding report (7), stated start time wrong by more than 2 min (6), overweight (6).

The Winners The new world champions are: Jean-Marc Caillard, France (Standard Class), Giorgio Galetto, Italy (15m-Class) and Hoger Karow, Germany (Open Class). The World Soaring Cup was won by the German Team. The Robert Kronfeld Prize went to Jan W. Andersen, Denmark, and the Kees Musters Trophy to Bill Bartell, USA.

Peter Ryder, Championship Director.