



**IGC Steward Report**  
**7<sup>th</sup> FAI Women's World Gliding Championships 2013,**  
**Issoudun, France, June 29<sup>th</sup> to July 13<sup>th</sup> 2013**

**1 ORGANISATION**

1.1 Overall organisation:

Overall organisation was effective and friendly.

1.2 Quantity of officials:

Sufficient

1.3 Experience of officials:

The CD and the Deputy CD had an extensive experience of international Championships. They were assisted by officials having experience in running competitions.

1.4 Suitability of meetings and briefings:

The briefings were generally short and to the point. On request, a Team Captain briefing was held before the pilots briefing.

1.5 Suitability of weather information:

For the first week of the competition, the forecasts were made by a meteorologist from the French Met Service (which is military) who is also a glider pilot. He was very professional and provided clear and satisfactory weather information during the briefings.

For the second week of competition he was replaced by a retired meteorologist of Meteo France, who is a glider pilot too, that was very competent.

1.6 Suitability of facilities:

The briefings were held in the main hangar and there were sufficient seats and table for all the participants. The acoustic was good.

The Team Captain briefings were held in room of the brand new building nearby.

The competition office, the met office, the office for the FAI officials were in the building over the hangar and there were accessible and comfortable.

A WIFI network was installed in the briefing hangar and in the area outside the bar. After some initial problems it worked satisfactorily.

Also the tie down area was very adequate.

There was no catering, for this reason there was no central meeting point where pilots and crews could have a meal. This was missed by several teams. Because of this, teams stayed at their caravan or went to town. Special attention should be made to this. Because nowadays everything is going by email/internet/sms, there are no automatic meeting moments anymore. Pilots fly a competition without seeing and talk to each other. It is important there is a nice central meeting point where teams can have a good meal and can meet each other. A bid should mention the possibilities.

1.7 Transportation:

The Stewards and the Jury President had their own car

1.8 Information dissemination:

During the contest, the CD communicated with Team Captain and Official by sms and it was very well-organized and satisfactory for everyone. However, pilots who arrived halfway the trainings week didn't get all the information which was already provided during the first few days.

The Stewards recommend the Opening briefing is mandatory and during this briefing all important information will be repeated, so we know for sure everybody has the same information.

Not every pilot flew on the mandatory trainings day and we should find a solution for the future.

The Official Board was located in the briefing hangar and was accessible from early morning till late in the evening. It was always updated in time with results and CD communications.

A very efficient and well-designed website was daily updated with information and pictures.

All the information were posted in real time on the Facebook page of the event.

1.9 Pilot assistance:

Pilots and crews could always find adequate assistance from the organizers at the competition office.

- 1.10 Retrieval:  
In general there were very few inconvenient. One day a glider remained all the night in a fenced field because the pilot was not able to find the farmer. The Organisers made every possible effort to help the pilot to retrieve the glider.
- 1.11 Launch control for fair access and efficiency :  
The launches were efficient and conducted with particular regard to the safety both for pilots and crews.
- 1.12 Opening and closing ceremonies including presentation of Jury and Stewards:  
The Opening Ceremony was held at the airport in the presence of some local authorities. It was delayed to wait for the end of the air show that was held before the ceremony.
- The Closing Ceremony and Prize Giving was held at the airfield. It was not very solemn and the FAI protocol was not respected in full.
- The Stewards and the Jury President were presented in occasion of the first pilots briefing.
- 1.13 Other social events:  
A very successful International evening was held during the first week, in occasion of the rest day.
- The traditional BabaYaga night was preceded by a barbecue and it was very enjoyable for pilots and crews.
- 1.14 Total number of scheduled days and number of contest days:  
We had 10 competition days out of 13 possible.
- 1.15 Media liaison:  
The organisers put a great deal of effort in PR work. Articles were daily issued in local newspaper. There was also some publicity of the event on local channels and radio.
- The Tour de France stopped in Issoudun and passed on the road just outside the airfield. This event was reported with a great emphasis on the local and national newspapers.
- 1.16 Other organisational comment:  
None

## **2 RULES**

- 2.1 Adequacy of local regulations:  
The local procedures were adequate and covered all eventualities.

- 2.2 Addendums or changes:  
A very detailed and clear procedure to present complaints and protest was handled to the TCs. Stewards recommend to use it as IGC document permanently.

TC were allowed to communicate the start times by sms.

- 2.3 Fair applications of local regulations:  
All rules were applied fairly.

- 2.4 Possible improvements of rule regulations:  
There were some discussions about the method to be used for calculating the team score. The Stewards proposed to change the last sentence of the Annex A 8.5, to avoid misunderstandings and it was agreed by the IGC Bureau. The only problem which is left, is a clear specification of the definition of a team. The Stewards suggest the IGC Bureau will sort this out and make a proposal for the next Plenum.

A spread sheet for the calculation of the score was provided by the Stewards of the WGC in Argentina and it was very useful and easy to use.

We had some complaints about the size and the position of the high visibility markings, that were mandatory. We strongly recommend to amend the Annex A item 4.1.2 as follows: “If high visibility markings are required, organisers must specify the size and the position in the Local Procedures”

- 2.5 Task setting and operations:  
The task setter did a good job by taking into account the limited airspace possibilities in the contest area

The operations were also extremely well managed.

The gridding was well organised.

The launches were also very effective and safe.

The finishes and landings were generally safe even when there were mass finishes.

- 2.6 Scoring system (use and application):  
The scorers used SeeYou and the scores were accurate and published without delay.

- 2.7 Protest handling and registration:  
No protests were handled.

- 2.8 Pilot position System and on line reproduction:  
Tracking system was based on livetrack24 and a position service provider. The trackers were displayed at the bar. The real-time tracking was unreliable only in few cases.

### **3 SAFETY**

- 3.1 General safety of the event:  
The general safety was good.

Every morning at the pilot briefing the Deputy showed a video or gave a short lecture, with particular attention to the safety and the prevention of incidents.

At the pilots briefing, a competent glider pilot, assisting the CD, gave a very meticulous and exhaustive explanation of the airspaces that interested the area of the tasks.

Information about the outlanding possibilities had been provided to the pilots before the competition.

The safety committee was formed according to the rules.

- 3.2 Occurrence of accidents:  
On competition day 6, landing long, a pilot crashed into a glider already stopped at the end of the runway after a ground loop due to a combination of crosswind, still having a lots of energy while rolling and a not well working wheel break. Luckily nobody was injured, but the two gliders reported some damage that prevented to fly for the rest of the championship.  
The CD and his staff managed the accident very professionally. The local Gendarmerie came for inspection and will write the report.  
The CD, who is also an instructor, flew in a two-seater with the young pilot that was in the bumped glider and afterward, she was allowed to fly again with a glider rent locally. Also in this case the Stewards agreed.  
We would like to emphasise the competence and ability of the CD to manage the psychology of the young pilot in this particular circumstance, and also the care for the other pilot who made a two-seater flight in the afternoon.

On day 9 a glider crashed into the trees. The Deputy CD and the President of the Aeroclub of Issoudun went on the site of the accident immediately after the call of the pilot and alerted the firemen to retrieve her from the cockpit. The pilot was hospitalised for medical tests and she was released the day after.

The same day, at the arrival, a pilot with very low speed and energy decided to land just outside the airfield and apparently she stalled with the airbrakes open. The impact was quite hard and an ambulance was called by the organisers without delay. The pilot was hospitalised for medical tests and she was released the

morning after.

3.3 Availability of medical personnel:

It was not available on site, but a doctor, who is also a glider pilot, was called on request from the town nearby in case of problems.

Among the crews, there were two doctors and they were always available and helpful in case of needs.

3.4 Use of safety officers:

A meticulous and complete paper for procedure in case of accident was distributed to all TCs and Officials.

3.5 Launch safety:

As already mentioned, launches were safe, fast and well organised.

3.6 Pilot skills relating to safety:

As usual during the Women's contests, the skill level is not homogeneous, due to the different selection process of the Countries that enter the female competitions.

3.7 Suggestions for future safety enhancements:

The CD and the Deputy put a lot of efforts in the safety, but it didn't prevent to have the above mentioned incidents. The pilots involved are very experienced and haven't the reputation of being a dangerous or aggressive. There were just mistakes and we have always to take into account the high influence of the human factor in all the minor or major accident we have in competition. We should work on that, with the help of sport psychologists, in conjunction with CIMP, whose President is a glider pilot.

July 12th 2013

Chief Steward Marina Vigorito

Steward Frouwke Kuijpers