

# FAI SANCTIONED MEET STEWARD'S REPORT

(Confidential within the FAI and CIVL, this report is only published to the FAI Secretariat, CIVL Delegates and the relevant Competition Committee)

The purpose of this report is to inform the CIVL Delegates and Competition Committee of the successes and problems occurring in FAI sanctioned meets. From such reports, ideas for improving rules, organisations and the fairness of meets will develop. This report is in no way intended to be used as criticism of a given meet, but simply is one source of information useful for raising the standards of future competitions. For practice competitions it also highlights the organizational aspects which will need to be put in place or improved for the forthcoming Category 1 event.

- A. Steward Name: **Flip Koetsier**
- B. Competition Title: **FAI Pre-European Class 1 Hang Gliding Championships**
- C. Location: **Sierra de Arangoiti, Lumbier (Navarra) - Spain**
- D. Dates: **August 12<sup>th</sup> to 18<sup>th</sup> , 2013**

Please provide a complete report to include answers to the following questions.

## I – ORGANISATION: Comment on the meet organisation including the following:

1. Overall organisation

**Section 7A, 4.1.1 clearly states following: “ 2nd Category events that are also practice events for 1st Category events shall be run in accordance with Category 1 events rules and sample Local Regulations except for entry requirements and those for additional FAI officials”.**

**Although this rule is clear, this practice event was not run in accordance with Category 1 event rules. I have observed that the following category 1 rules were not followed:**

**- The quantity of officials that needs to be present to run a competition of this level was not sufficient and the in the bid information announced key officials were not all present at the competition. This could be solved a few days before the start of the competition by changing some names for key officials functions (with approval of the CIVL bureau and supported by the steward) (see also paragraph 2 in this report).**

**I do agree with this, but as I mentioned along the competition when Flip visited us, in these days it is impossible to run a category 2 event with the same requirements as a category 1. The competition is run solely on the pilot entry fee and the entry fees for a category 2 are half the entry fees of a category 1**

**- The Safety Director had more functions (take off marshal and driver for the German team)**

**Yes this is certain, but none of his functions have been disregardeddisatented**

**- Helmets were not checked for EN 966 certification at the registration or during the competition.**

Certain, didn't know that we had to do such checking in a category 2

**- A general safety briefing was not held before the start of the competition.**

We did have a general pilot briefing prior to the start of the competition where important safety matters were treated

**- A Task Advisory Committee that has to include at least two pilots and the steward has not been elected (see S7A, 2.6.2)**

We will do so for 2014

**- A Safety Committee has been formed, but has not always been consulted about the safety in the tasks to fly (immediately after the task setting).**

I do not entirely agree with this, Casti commented all the tasks with the safety committee

**- An English speaking emergency doctor or medical technician has not been available at all during this competition (see S7A, 2.6.6)**

We will do so for 2014

**- Sprog angles were not measured or checked during this competition.**

Certain, I agreed with Claudia and published on the web in Annex D the official approved sprog setting with recommendations to pilots. I disagree with this to be done in a category 2 comp, basically because of the same reason as mentioned above, lack of qualified personnel able to do this work

## 2. Quantity of officials

As mentioned in paragraph 1, there were not enough people to run the practice competition. The organizer had the following argument for the lack of enough people in the organisation: *" It is impossible to find volunteers for running such events for free and because all costs have to be covered from the entry fees and because till the start of the competition the organizer had no idea about the numbers of competitors, it was impossible to contract many people for running this competition"*.

See more details in following paragraphs in this report.

### Officials:

Organizer and Competition Director

Jose Javier Alvarez Castillejo  
(Casti)

Organizer and Scoring

Jose Manuel (Juaki) Sanchez  
Garcia

Safety Director

Carlos Ganter

Meteorologist

Jose Javier Alvarez Castillejo

Goal marshal

Bea Garcia

Take off marshals

Carlos Ganter, Bea Garcia

and Marije Ispizua and my son Manuel García also very helpful with the GPS downloads

2. Experience of officials

Casti is a very experienced competition organizer. He organised many (2 national HG comps as well mainly PG) competitions in this area and knows the area and the XC possibilities very well. Main problem with Casti is that he hardly does not speak English. Because of that Juaki held the briefings and answered the pilots questions. Because Juaki will be the Meet Director next year, Casti will be able to focus on the organisational aspects of the competition and Juaki will be the person doing the communications with the pilots and team leaders.

Juaki is a very experienced competition organizer, meet director and competition pilot; that makes him very qualified for the function of MD next year at the 2014 HG Europeans. Juaki's experience in organizing and running successful competitions, which he usually seems to run with a very small organisation staff or even alone, cannot be an excuse for minimizing the organisation of this competition and not following the rules in the sporting code, that also apply to practice competitions for category 1 competitions (see also paragraph 1, overall organisation).

Because Carlos does not know the area and because he had some other tasks in this competition, he was not the best choice for Safety Director.

The safety director for 2014 as I mentioned you Flip at Arangoiti will probably be Tony Webb. Experienced pilot, SD at the Euros at Ager 2010, Excelent English, but doesn't either no the area the way that Casti does.

The take-off marshals did a very good job. No more launch assistants were available for this event.

We will try to have some more assistants for 2014

4. Suitability of meetings and briefings

Briefings were held on the take-off and, if necessary, at the " Iru Bide " hotel restaurant, where the organisation, the CIVL official and some teams were accommodated.

The competition organizer can use the well-equipped and nice recently built town hall as competition headquarter, briefing room etc. There are separate rooms available for for example the CIVL officials.

In Lumbier we can use the large local "sport hall" for sprog measuring.

5. Suitability of weather information

Weather information was gathered from the internet and Casti's "experience" with the local weather. Especially this experience appeared not to provide

**adequate information about the weather, which sometimes resulted in different conditions from what had been briefed.**

I'm sorry to disagree with you in this point. Casti's experience in this was excellent, you should ask the pilots if Casti's task setting was inappropriate.

6. Suitability of facilities

**The "unofficial headquarter" was located at the Iru Bide hotel. This hotel was a good place for some briefings, the GPS downloadings etc. The hotel has a bar, a terrace and good kitchen, which made it possible for the pilots and staff to order late dinners.**

7. Transportation

**The majority of the teams organised their own transport. Transport, organised by the meet organiser, was available for pilots who paid around €200 for the transport (it included retrieval).**

We will also offer these types of service for 2014

8. Information dissemination (announcements, schedules and decisions)

**Scores were published at the hotel Iru Bide and on the competition website and decisions etc. were announced in the daily briefings. This is not enough for a category 1 competition and the organizer is recommended to prepare a "publication board", pigeon boxes for the teams and everything that is necessary to provide clear publication of everything that needs to be known to the teams.**

We will have a publication board for 2014, but pigeon boxes only suppose a big waste of paper. We will send all information and reports to TL by email and have a electronic publication board on the web site. We will obviously hand out papers to all those TL that request so. The same as we did in Ager 2010

9. Pilot assistance

**The people in the organisation of the competition were as helpful as possible to assist the pilots.**

10. Retrieval

**See paragraph 7.**

11. Launch control for fair access and efficiency

**Because (only) 63 pilots competed in this competition and because the rigging areas and launch areas are big enough to handle such a group of pilots, no real problems were observed with the fair access and efficiency. The launch control was carried out by a few people and was adequate, but would be completely inadequate for the European Championship in which around 100 pilots will be competing.**

Let's hope so, European championships with 100 or more pilots are far away in time. 89 pilots in Ager 2010. 66 pilots in Turkey

**My advice for the 2014 championship will be that the (large) north take-off will have at least 3 start lanes and that free (unordered) launching will be possible. To prevent chaos in the rigging area the organizer is requested to take into consideration to set up an ordered rigging system.**

**We will do so for 2014, set up an ordered rigging system on both launches**

**For the south take-off I recommend to set up ordered rigging and ordered launch. The south take-off is only safe to be used when the launch conditions for that take-off are optimal. Launching from the south take-off in not optimal launch conditions like no wind or cross wind will have to be avoided. To increase the numbers of launchable days from the south take-off, the organizer is requested to take into consideration to build (simple) start ramps on the south take-off.**

**The south launch is very safe, even with nill winds, obviuosly not so with cross winds, specially west. Anyway we intend to improve the left south ramp with a similar wood ramp to the one on the right side**

12. Opening and closing ceremonies including presentation of Jury and Steward  
**Not relevant at the pre comp.**

13. Other social events  
**Not that I know of.**

14. Total number of scheduled days and number of rounds achieved  
**7 Scheduled days and 7 valid tasks were flown.**

**I know that this is nothing to mention in your report, but this is something that should have a big weight in the final report. I am aware that there have been shortcomings basically due to financial aspects. But the most important factor that CIVL officials should consider when they report back are the pros and not only the cons. Not many places in Europe can offer 7 valid and good tasks of 7 possible.**

15. Media liaison  
**Not that I know of.**

**Local press and not much more, has to be improved for 2014**

16. Facilities provided for FAI officials e.g. standards of food, accommodation, transport, incidental expenses etc.

**The steward was accommodated at the hotel “Iru Bide”. This hotel meets the minimum standards that can be found in the sporting code for accommodation. Incidental expenses for the steward were reimbursed by the organizer. The meet organizer provided the steward a car.**

17. Other organisational comments

**There are clear rules for running category 1 (practice) competitions. For mainly economic reasons (worldwide economic crisis and therefore a lack of sponsors) the organizer has not been able to run this practice competition in accordance with the cat 1 event rules. The organizer has stated that it would be very advisable**

for the “survival” of cat 1 HG events if a more flexible ruling for especially the practice competitions could be possible. I have advised the organizer to contact his NAC / CIVL delegate to make the necessary proposals to the CIVL Plenary meeting for changing or easing the rules.

I certainly will do a complete report on this matter with my personal point of view. I am reading the recently published Cat. 1 guidelines and will add my comments to this document. I obviously appreciate the experience and knowledge of FAI officials, but maybe you need some real practice, talking to organizers and MD directors to have consistent rules to the current reality

18. Recommendations for organisational improvements for future events

- **Appoint a Safety Director who meets the standards in S7A, 2.6.1.2, whose sole responsibility is the function of Safety Director. Note for the CIVL Bureau: after I supported the appointment of Ignacio de Ruiz Guordiola as Safety Director I realized that Ignacio’s English language skills are not of the required standards in the sporting code (S7A, 2.6.1.2). The choice (or change) of the Safety Director will need the approval of the CIVL Bureau.**

The safety director for 2014 as I mentioned to you Flip at Arangoiti will probably be Tony Webb. Experienced pilot, SD at the Euros at Ager 2010, Excelent English

- **Check helmet certification during the registration**

Will be done

- **More people will have to be available in the organisation of the championship. Especially the low numbers of launch officials is a worry and enough well trained people will have to be available on launch. The in my opinion necessary numbers of launch officials / assistants will have to 3 per start lane. That will include officials who will be responsible for preparing the list of take-off order in case of free (not ordered) take-off.**

I can not agree with this Flip. If you need 3 persons per lane and you want 3 to 4 lanes, this means 9 to 12 persons at launch, MD, SD, MD assistant, Scorer, 2 Goal officials. This means around 15 to 18 persons working for the championship. This is not affordable in nowadays. Pilots will have to do there self checking. It’s a bit absurd to have people to check the hangloop, helmet straps and so and nobody has checked if the pilots has rigged his glider properly.

- **For the large north take-off I recommend to set up an “ordered set up” system and a free launch system.**

I agree with you

- **For the smaller south take-off I recommend to set up an ordered set up system and ordered launch system.**

I agree with you and will be done so, in case we get to the magical number of 100 pilots or more

**- An English speaking emergency doctor or medical technician will have to be available on the take-off and at a later strategic location during the tasks.**

Will be done

**- After setting the task in consultation with the task advisory committee (at least 2 pilots and the CIVL Steward) the safety committee will have to be consulted about the safety aspects of the task that will be flown. Note for Juaki and Casti: the task advisory committee only has an advisory function.**

Will be done

**- During the competition the head quarter in town was not used for daily briefings and / or the downloading of the GPS tracklogs. This was carried out at the hotel Iru Bide, which is a very convenient place for such work. It is recommended to take into consideration to use the competition headquarter in the town hall for that work at the HG Euros in 2014. If necessary, it must be possible to do the work at the comp headquarter instead of the hotel.**

For 2014 we will work with TLs daily briefings that will be done at the town hall you mention, but GPS downloadings are more suitable at the Hotel, more parkings and a better place to wait for the GPS download queue.

**- Have toilets available on the take-off.**

Will be done

**- It is recommended to have somebody from the “scoring team” available on the goal fields with a lap top to make it possible to download GPS tracklogs. This will reduce the work for the scorer(s) at the competition headquarter.**

I remind you that this was first implemented by me in the Worlds 2001 and other competitions are starting to do so. We will try to do so

**- It is recommended that after every competitor took off the MD and SD are in contact with each other and reachable for pilots / team leaders and the meteorologist to be able to respond to quickly changing (unexpected) weather conditions that might risk safety in the task area.**

Will be done

**- A general safety briefing, including local special advise, will have to be held before the start of the competition (S7A, 2.6.1.3).**

Will be done

**- A publication board (or more) for every announcement that has to do with the championship will need to be prepared. The Coca Cola vending machine at the hotel Iru Bide is not the best publication board.**

**- Pigeon boxes will have to be available for the teams for the dissemination of announcements and scores.**

We will have a publication board for 2014, but pigeon boxes only suppose a big waste of paper. We will send all information and reports to TL by email and have a electronic publication board on the web site. We will obviously hand out papers to all those TL that request so. The same as we did in Ager 2010. I still have the 2001 igeon holes if you really need them.

## **II – RULES: Comment on rule issues, including the following:**

1. Adequacy of local regulations

**Except for some minor inadequacies the LRs were adequate.**

**The bid information package (Annex A) is completely not correct in paragraph 21, that states that all key officials speak English fluently. This is most definitely not the case for the Organisation/Event Director, Casti, and the at the pre comp not present Safety Director, Ignacio Guardiola (see also point 18, recommendations). For 2014 we will have more officials with good english. At this moment I can only advance and will try to do so with the following team. These names are what goes on the bid and in red the changes**

Organisation/Event Director: Jose Javier Alvarez Castillejo (Casti)

~~Meet Director Pre-Euros: Jose Javier Alvarez Castillejo (Casti)~~

Meet Director HG Euros : José Manuel Sánchez García (Juaki)

Steward: Claudia Mejía de la Pava

Safety Director: ~~Ignacio Guardiola~~ Tony Webb

Chief Launch Marshal: ~~Jose Javier Alvarez Castillejo (Casti)~~ Carlos Ganter

Launch assistants: 4 tba

Chief Goal Marshal: ~~TBA~~ Bea García

Meteorologist: Ignacio Guardiola

Scorer: José Manuel Sánchez García (Juaki) + assistant TBA

Retrieve/Check in: Ignacio Guardiola

HQ/Admin manager: Jose Javier Alvarez Castillejo (Casti)

Medical Technician: tba

At least 5 of the mentioned above will have good English

**Because the awarding of competitions will for a big part be based on the information in the bid package, I wonder if sanctions for providing incorrect information in such official documents can be possible.**

No comment , this is up to you and to the CVIL bureau

2. Addendums or changes

**No addendums or changes.**

3. Fair application of local regulations

**Nothing to report.**

4. Use of Section 7 and General Section (how and why)

**It was clear that this practice competition was organised in the way it is always done by this organizer and that the sporting codes have not been consulted.**



5. Your need to provide rule interpretations (how and why)

**Because of the short notice for me to go to this practice competition and the lack of involvement in the preparations and communications with the organisers, I have only observed this competition with the objective to express my observations and recommendations in this report. I have not discussed the running of the competition and the following of the rules with the organisers, because organiser Casti does not speak English and organiser Juaki did not have the necessary time, because he did not have much time for me, because he flew in the competition and he was the only scorer, which resulted in much work for him in the evenings.**

6. Goal set-up and operation

**Virtual goals with at some goal fields physical finish lines as a reference for the pilots.**

**Except for 1 of the possible goal fields and the main landing field in Lumbier, which is located at the local airclub, I have not checked any goal fields. This goal field and main landing field are suitable for the championship.**

**All goal fields will be checked for suitability prior to the competition**

7. Timing regulation

**GPS**

8. Scoring systems (use and application)

**FS software and GAP 2011 scoring formula. GAP 2013 was used**

9. Protests handling and resolution

**No protests**

10. Changes important to Section 7 that you think will improve fairness or effectiveness.

**I would like to add that a category 2 event even if it is a test event can not have the same requirements as a category 1. I will try to draft this in an appropriate way and send it to the Section 7 WG.**

11. Other rule comments

**Nothing more to report than what has already been reported in other paragraphs in this report.**

### **III – SAFETY: Comment on safety issues including the following:**

1. General meet safety

**See paragraph 8, suggestions for future safety enhancements.**

**This was in general a safe competition.**

2. Occurrence of accidents

**Nothing to report**

3. Availability of medical personnel

**Despite the fact that the presence of medical personnel is mandatory at competitions like this one, there was no medical personnel present at the competition.**

4. Use of safety officer

**The, at a late moment appointed safety director, did not have any ideas about his responsibilities and did have several other functions in the organisation of the competition like launch marshal and driver for a team.**

5. Launch safety

**Despite the fact that there were not enough launch officials to avoid unsafe launch conditions no unsafe launching was observed. See also in paragraph 11 in this report my recommendation to only use the south take-off, if launch conditions for the south launch are optimal.**

6. Pilot skill relating to safety of completing all phases of the tasks (launch, X-C flight, landing).

**Pilots were skilled for flying in this competition.**

7. List of pilots given an exemption from entry qualifications for the championship.

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8. Suggestions for future safety enhancements

**In this competition not much attention was paid to the safety rules that can be found in the sporting code and which have to be followed for competitions like this one:**

- **A Safety Director was appointed, but he was not briefed by the organizer about his responsibilities. Despite the fact that the sole responsibility of the SD can be his function of SD, he had also been appointed for more functions in the organisation of the competition (S7A, 2.6.1.2 and 2.6.1.3 refer).**
- **As far as I know a general safety briefing has not been held before the start of the competition (S7A, 2.6.1.3)**
- **Helmets were not checked for the certification (S7A, 12.6.3).**
- **A safety advisory committee was elected, but not involved in evaluating the tasks that had been set (S7A, 2.6.3)**
- **There was no medical personnel present at the take-off during launching and at strategic locations during the task (S7A, 2.6.6)**

**Conclusions:**

**As already stated in the 1<sup>st</sup> paragraph of this steward report the practice competitions for category 1 competitions will have to be run in accordance with the cat 1 rules in the sporting code(s).**

**The organizer and the responsible NAC have signed the Organiser Agreement, which includes that “The Organiser shall observe and enforce all provisions contained in the FAI Statutes, By-Laws, Sporting Code etc.”**

**It is clear that for the organisation of this practice competition the rulings in the Sporting Code, Section 7A, have been ignored.**

**An (in my opinion valid) argument of the organizer for not having a complete organisation staff running the practice competition (without medical personnel present at the competition) is that that is too expensive and cannot be paid from the entry fees, which are the organizers only financial source for running this competition.**

**Because I have not been involved in the preparations of this competition, it is very well possible that I missed possible communications between the organizer and the CIVL bureau about easing the rules, because of financial reasons.**

**Despite the fact that the organizer of this competition has chosen to ignore the rules in the sporting codes, I am confident that he will be able to organise a successful European HG Championship in 2014.**

**I recommend the CIVL bureau to go on with the organisation of the championship and keep an eye on the preparations of this championship. By signing the Organiser Agreement the organizer has agreed that “The Organiser may be required to bear the reasonable travel costs for at least two visits by the Steward” and I recommend the CIVL bureau, the organiser and the originally appointed CIVL Steward, Claudia Mejia, to come to an agreement about a visit of the steward to the site and organisation to check if the steward recommendations and rules in the sporting codes will be followed in the 2014 European Championship.**