

Report of the CIVA Contest Organisation Working Group

The COWG monitors the operational use and correctness of working practices carried out by Contest Organisers and CIVA officers at CIVA championships in accordance with Section-6 and other regulations, and reports upon their effectiveness to the plenary each year.

In 2022 the COWG members have been:

Madelyne Delcroix (FRA)
Vladimir Machula (CZE)
Nick Buckenham (GBR)

During the current year CIVA's competitors have enjoyed a positive improvement over 2021 in the range of championships successfully organised –

3rd FAI WIAC and 6th FAI WY52AC at Torun, Poland
June 4 to 11, 2022

31st FAI WAC at Leszno, Poland
August 3 to 14, 2022

24th FAI WGAC and 12th FAI WAGAC at Issoudun, France
August 18 to 27, 2022

12th FAI EAAC (Open) at Clinceni, Romania
September 15 to 24, 2022

Although the long term average for competitor numbers since 2014 has been circa 170 each year the total this year has been somewhat less at 139 across all events, in detail this being –

Year	Power			Glider		Totals	Sanction fee
	Unl	Adv	Int/Y52	Unl	Adv		
2022	42	30	22	17	28	139	22,240

representing a reduction of about 28% compared to the average from the more stable 2014 to 2018 period.

During all these events the following topics have been noted for consideration –

1. **The 6th FAI WY52AC.** About three weeks before the event was due to start the organisers had received only three entries, and clearly could not proceed with that category on this basis. After some discussion with Contest Director Jurek Makula it was agreed to offer these pilots a transfer into the Intermediate championship, which uses a parallel set of regulations. These were accepted, and transfers made. The Intermediate event was thus able to proceed as planned, including the three Yak-52 pilots.
2. **31st FAI WAC.** During the official pre-event training period it was brought to the Jury's attention that the organisers were requesting payments from team pilots for some of

their flights. Reference to the organisers Bulletin however showed that at item 1.4 there was “The obligatory training flight during official training is free of charge. Any further training flights are charged 25 EUR per flight”. This is unusual as normally all pre-event training during this official period is provided free of charge, but since the relevant instruction in their bulletin was published some months before the event the Jury did not feel they were entitled to take any further action. We would hope however that in future other organisers will be able to make these sessions completely free of charge, as has most often been the case in the past. As a side point it should be noted that the organisers received a significant number of noise complaints before the event, no doubt due the referenced activity, but afterwards everything proceeded as expected.

3. **24th FAI WGAC and 12th FAI WAGAC.** The reports from these two championships reveal firstly that the accommodation was questioned by some, but as the event schedule had been delayed by two years from their originally approved dates the organisers found that securing suitable hotels was very difficult. This may have led to a lower standard of room than expected for some people, but hopefully any consequent problems were resolved during the event itself.

More important though were problems experienced with the HMD units where physical breakages, mostly associated with normal wear and tear over the years to the aerial socket, and consequent loss of performance reduced the available working set on some days to 2 or 3 units – not enough to keep the flight rate at a sensible level. Action is being taken to find an alternative solution, the previous Polish Red Van system apparently being a viable prospect.

A handwritten signature in blue ink, appearing to read 'Nick Buckenham', is positioned above the printed name.

Nick Buckenham