Report of the President of the International Jury

Philippe Küchler, pik

13th WORLD ADVANCED GLIDER AEROBATIC CHAMPIONSHIPS 2022 &
25th WORLD GLIDER AEROBATIC CHAMPIONSHIPS 2022

Torun, Poland
26.07.2023 – 06.08.2023

The Contest Director, Jurek Makula, has dedicated WGAC in memoriam to Sandor Katona and WAGAC in memoriam to Manfred Echter.

Table of Contents

---

1. Summary

15 pilots (17 in 2022) from 5 countries (9 in 2022) competing in Unlimited and 34 pilots (28 in 2022) from 10 countries (10 in 2022) competing in Advanced. 1 competitor flying as H/C in Unlimited this year.

The above figures reflect the numbers at registration deadline. Therefore both competitions are valid in terms of minimum requirements.

Both classes completed 4 Programmes. Programme 5, which was started in Advanced only, was cancelled after the the Solo Fox accident.

Both classes had valid team competitions.

4 types of aircraft could be seen flying: Swift S-1, MDM-1 Fox, Solo Fox and SZD 59 Acro. Only Swift S-1 were competing in Unlimited.

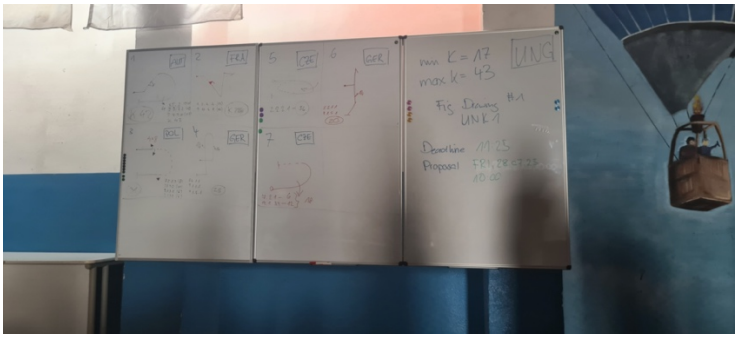
Website: https://www.wagac2023.eu

Jury Members: Madelyne Delcroix and Ferenc Toth
Once more, the fourth time for Glider Aerobatics already, the Aeroclub Pomorski has organized these championships on an airfield which is very well suited for aerobatic championships.

1 Protest was successfully handed in to the organizer covering 2 flights and was upheld by the jury. The deposit was returned to the plaintiff. See 2.4 below.

1 protest was handed in to the organizer covering 2 flights but was denied by the organizer due to deposit fee mismatch. This protest has officially never reached the jury. The deposit was returned to the plaintiff. See 2.3 below.

1 team (2 pilots) in Unlimited was disqualified after Programme 1 for unsporting behavior. See 2.3 below.



2. Jury Businesses

2.1 Broken tube on the controls of a Swift before the competition

When I arrived on the venue on Monday morning, 24th of July, I realized that one team is not training with their own Swift. I investigated the situation and it came to my knowledge that the aircraft in question is not in flying condition because of a broken tube next to the pilots control column.

The below picture was given me by the team concerned.

The incident has happened one monte before WGAC/WAGAC in a training flight. I also had the chance to talk to the pilot who realized in inverted flight that he had only minimal control on the elevator. He was able to land the aircraft and a fatigue crack was discovered in an inspection.

I have informed my jury fellows and we decided to go the safe way: inspect all present Swifts for such a damage. This inspection was concluded by the Technical Commission in a very fast and conclusive way. None of the present Swifts showed any sign of the same crack. The report of the Technical Commission has been forwarded to Hanspeter Rohner, Chairman of the Safety Working Group. The Document is attached as Appendix A.

Conclusion: A problem like this is big enough to possibly result in an incident or even accident during aerobatic flying at least. On a championship this would have fatal consequences. I am very disappointed that the concerned team did not inform any official of the WGAC/WAGAC 2023 nor any other team officially as it was discovered. For the future I call on all teams and individuals to report such an important case immediately to CIVA, in detail the Safety Working Group, so that the information can be spread and other aircrafts can be checked immediately. The aircrafts we fly for aerobatics are our main tool and without them there are no more competitions. I am fully aware about the official way through the manufacturer and so on. But I still think we as a community must protect ourselves and our sport.

– **2.2 HMD unavailability**

On Tuesday, 25th of July, I was informed by Vladimir Machula, Chief Judge and HMD supplier for the competition, that the Czech HMD system will not be available at all. The reason given was the Czech internal dispute between him and the Aeroclub about the ownership of the system.

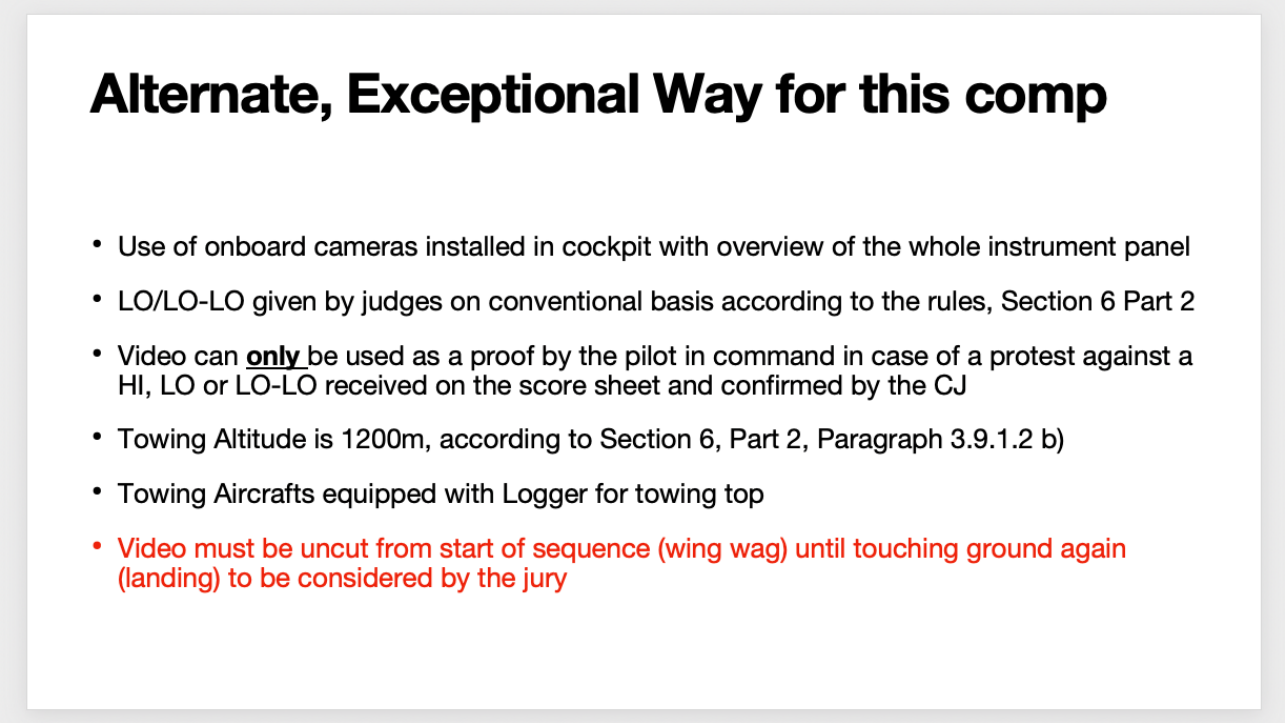
I immediately informed my fellow jury members about this and we discussed, together with the Contest Director, possible last minute solutions for the issue. As no other HMD system, in particular the Polish "Red Van" was available, we investigated in other solutions.

Together we decided to go a rather unconventional way. This way was to use onboard camera to verify possible LO or LO-LO decisions given by the judges, but only in case of a protest against such a penalty and only by the pilot concerned. After a team managers briefing and explaining the planned procedure, it was agreed to proceed like this.
The only discussion with one team manager was regarding the lowered release altitude of 1200 m as stated in Section 6, part 2, para 3.9.1.2 b. The jury decided to stick to the existing paragraph and not to raise to 1250 m as requested by this team manager.

I am happy to state, that there was not a single complaint or protest or even an occurrence in both classes regarding LO or LO-LO going through scoring at all. A big thank you goes out to all pilots for flying safely within the framework and to the judges for paying good attention to this.

During the competition, I had the opportunity to verify some videos taken by onboard cameras and even to compare a classical mechanical altimeter with an electronic one. Both types showed nearly no difference in altitude after flying and where very precisely back to 0 on the ground as set before the flight. I am fully aware of the possible lag of at least the mechanical altimeter during the sequence. But this difference would for sure be way smaller than the effective infraction of a LO or even LO-LO.

The following shows the framework presented to the team managers regarding the use of onboard video.



Further, please find below 2 shots taken from onboard video of an electronically based altimeter.

The first one after release and the second one after landing and roll-out. Note the altimeter showing very precisely 0 on the second one.

2.3 Czech Unlimited Team disqualification

On Friday, 28th of July, the Czech Unlimited team has handed in a protest to the organizer against the HZ given by the judges on figure 2 on the 2 flights of of the Czech team in Programme 1.

After consultation with the CIVA President and the FAI Secretary General the Czech team was informed by the organizer that the deposit of 100 Euros is not matching the 2 individual cases mentioned in the protest letter. The deposit to handle this protest by the jury would therefore be 200 Euros. This was not accepted by the Czech team. As a result, despite several proposals made by the organizer, the organizer did not accept the protest. The protest formally has therefore never reached the jury officially.

During the discussion between the organizer and the Czech team regarding the necessary deposit or alternate ways on how to proceed, the Czech team has sent the protest as an attachment out to several non-involved parties. Between others, the FAI Secretary General and even all CIVA delegates through the mailing list. And this is how the members of the jury got officially involved into the whole case.

The jury, after reading the protest letter, was very disappointed by the way the Czech team attacks and insults the Chief Judge personally, an acting official of a CIVA class one competition.

The protest letter is attached as Appendix B.

In the evening of the 28th of July, a member of the Czech Unlimited team has dropped a copy of the protest letter in each pigeon box of all NAC's present. This was witnessed and confirmed with a written testimony by a volunteer of the organizer working at the info point at the time it happened. The volunteer even had to print copies of the letter for the member of the Czech Unlimited team. Because of this incident and the text defaming an acting official the jury in co-operation with the organizer has decided to disqualify the Czech Unlimited team from the competition for unsporting behavior.

The disqualification letter was sent out by email to the Czech Unlimited team and in addition was dropped as physical letter in the Czech Unlimited team drop box. As the jury was informed by the organizer, the letter was never picked-up and on Saturday the Czech Unlimited team has left the venue without any further notice. The disqualification letter is attached as Appendix D.

In the aftermath, on the 16th of August the Czech Aeroclub, namely the President, made a written complaint about the whole story to the organizer, namely the Contest Director.

This letter was answered by email by the President of CIVA on the 28th of August directly to the President of the Czech Aeroclub. For the jury the case as closed.

Conclusion: We have to be very careful in the future for any politics driven by a national or even personal dispute on our competitions. Especially the defamation of officials, elected by plenary, the governing body of CIVA. We definitely should not allow anything like this to happen. Our sport must be clear of such insults and CIVA events should not give anybody a chance to carry such a dispute to an international stage.

2.4 German Protest regarding HZ for no flick

On Saturday, 5th of August, before the deadline for the final results, the German Unlimited team has handed in a protest for 2 flights regarding a HZ for no-flick given by the judges on a flick roll on top of a loop. The plaintiff has handed in correctly a 200 Euros deposit, because of 2 flights concerned. The protest letter is attached as Appendix E.

The jury has discussed the case and came to the conclusion that the protest is upheld. Not because the jury has confirmed or denied the judges decision on the HZ but because the argumentation of the plaintiff was followed that Section 6, part 2 is not conclusive in regards of a HZ for a no-flick situation. The jury letter to the plaintiff is attached as Appendix F.

With strong support I want to state, that this decision has nothing to do with a possible wrong decision by the judges. A HZ can't be protested against as the decision, possibly after video review, is final. The judges have the full authority according to the current rules to give a HZ if they did not detect the flick as requested by the sequence.

Conclusion: We need to make absolutely sure, that the book does not contain contradictional information. In this particular case the HZ was stated in the corresponding paragraph regarding flicks but not in the summary of HZ. The only fair way out of this for the jury is to decide in favor of the plaintiff. The reason for the contradiction was the rule change approved by plenary in 2022 to remove the PZ and the change not completely reflected in a all manners in Section 6, part 2. We must be better in the future.

2.5 Accident of the Solo-Fox

I don't want to go into an analysis of the accident of the Solo Fox on Friday, 4th of August, during Programme 5 of the Advanced class. The jury fully supports the decision of the organizer to cancel the competition after consulting the team managers and respecting their opinion about not to complete Programme 5. The final result of Advanced therefore does not contain any flights made for this Programme.

Conclusion: An accident has happened because the rules regarding procedures after glider release on top of the box were either not clear or not followed strictly for whatever reason. This has led to a broad discussion whether CIVA should include in Section 6, part 2 clear rules regarding this. I don't think that this leads to a general useable ruling regarding towing. In addition, I don't take the position that CIVA as body should state a general procedure for tow release. Such a rule could be appropriate in one case but not in another one, based on local regulations and national CAA regulations. I have the firm believe that this is organizer business and has to be stated, observed and conducted based on local specialities and regulations with strict reactions on the organizer side in case the local procedures, as announced in the briefings and bulletins, are not followed.

As a precaution to avoid the stressing situation for the competition pilot regarding flying without HMD, I suggest to remove the 1200 m release altitude in case of no HMD used. I am fully aware that this would most probably not have avoided the accident in this case but it gives the competition pilot at least the possibility to check for the towing aircrafts position without possibly loosing important altitude for his sequence. A clearly safety relevant fact.

EXPEDITED SAFETY PROPOSAL:

Section 6, part 2, paragraph 3.9.1.2 b) should be changed to:

“The competitors determine their point where they release. The tow plane will tow in the direction of the principal axis at 1250 m (over datum) with constant airspeed through the performance zone. ~~If HMD is used the release altitude is 1250m~~. The height and direction will be established one km before entering the performance zone. If the competitor does not release at the end of the performance zone, they will be towed in a second time in the same direction. They must release at the end of the second passage at the latest. The tow plane will indicate that requirement by rocking its wings.”

3. Thanks

Finally I want to send out big thank you's to:

Andrzej Pawlicki, Flight Director: For being all day, every day on the flight line and managing not only the ground procedures but also observing the tows. Andrzej. Without you this would have been difficult.

Paweł Szczepanowski, Scoring Director: Pawel, again a good job on your end. If you are in the scoring office, we at CIVA know that things are done in a professional and supporting manner. Keep pushing Pawel!

Ewa, Best Girl: Every body needs a good secretary. Ewa you are the one. Running and taking care of difficult case and supporting everybody with a smile. Thank you so much. I would always work with you.

Vladimir Machula, Chief Judge: For many years I was the CJ on glider competitions. This year I was looking at somebody else doing it. I have to say, I wouldn't have done it better. Vladimir, I trust in your skills. Thank you.

Finally, last but not least, a big hug goes out to my fellow jury members. Mady and Feri. Thank you for being in this rather difficult situations good team members. I would always count on you and I know I would never be disappointed.

Philippe Küchler, pik
06.11.2023, Oberegg, Switzerland

Appendix A

Report on the control column.

Based on the information of July 24, 2023 regarding the possibility of cracks in the welded joint at the attachment points of control column, left to the control stick, in the elevator control system, on the Swift glider, the jury of the FAI WORLD GLIDER AEROBATIC CHAMPIONSHIP 13th FAI WORLD ADVANCED GLIDER AEROBATIC CHAMPIONSHIP decided to check the above-mentioned tiller by a committee, based on the points from the bulletin No. BO-112/ 2005 SWIFT S-1 on all SWIFT S-1 gliders taking part in the competition:

- OE 5554;
- OK 2100;
- OK 2151;
- D 5542;
- D 3168;
- D 7125;
- D 3735;
- D 8139;
- D 9590;
- HA 7022;
- SP 3529;
- SP 3532.

On July 25, 2023 the above-mentioned gliders, before the next flights had visual inspection of the control column for cracks and damage.
The test result for all gliders was positive.

Committee:

	Name and surname	Signature function
1.	Stanisław Krogut	Technical Committee
2.	Dariusz Wawrocki	Technical Committee Inspector
3.	MICHAEL KAISER	Technical Committee
4.		

Appendix B

WGAC 2023
International Jury

Torun, 28.7.2023

Subject: Protest of the CZ team to the program No.1 Unlimited

On 27.7.2023 was flown the Programme No.1 of the Unlimited category, in which two pilots of the Czech Republic, Miroslav ČERVENKA and Přemysl VÁVRA, compete. The protest concerns the marking of figure 2 (No. 1.1.1.3 + 9.1.3.1 + 9.10.8.3). The performance of this figure was evaluated by all judges in the usual range for both CZ competitors (which can be proved by the Score sheets of both above mentioned competitors).

Observing the performances of this figure by the other competitors (in combination with their judges' evaluation) it was evident that this figure can be flown in very different ways (rotation speed, initial increase of angle of attack, offset, trajectory of the centre of gravity during the rotation, ...) and all these performances were positively evaluated. The performing of the subject figure by both Czech competitors was (in our opinion and in the opinion of other observers) in the average range. The average evaluation by the Judges also corresponded to this (none of them disputed the actual performance of the element and scored it with a mark different from zero). Although the Czech competitors' execution of the figure did not vary from the average, they were selected for video review and subsequently received a CHZ mark from the Chief Judge. We therefore ask the International Jury to:

1) Review the administrative procedure of the Chief Judge (e.g., process for selecting competitors for video review, Chief Judge's instructions to judges for evaluating key figures in Program 1, ...)

2) Review the criteria applied to the judging of the above-mentioned figure of the Czech competitors in the context of the performance of this figure by the other competitors (these criteria should be the same for all competitors and the Czech pilots should also be reviewed according to these criteria). Either the performance of the above-mentioned figure by the other competitors should be reviewed according to these criteria, or a decision should be made to restore the original judges' evaluation to the Czech competitors.

3) Review of Mr. Machula's qualifications for the position of Chief Judge (his previous experience in this position at World Championship level competitions as well as his experience as a Judge at World or European Aerobatic Championships,....)

We assume that the above-mentioned behaviour of the Chief Judge is motivated by personal reasons - both Czech competitors are currently representatives of the Aero Club of the Czech Republic, which filed a criminal complaint against Mr. Machula, which was investigated by the Police of the Czech Republic and subsequently he was accused of extensive criminal activity during his presidency of the Aero Club of the Czech Republic.

Thank you in advance

Miloš Ramert, CZ team manager
Přemysl Vávra, CZ team
Miroslav Červenka, CZ team

Appendix C

Torun,

29th JUL 2023

TESTIMONY

Hereby I declare that I witnessed the below described situaton which took place on 29th July 2023 at the Info Point in the Pomeranian Aero Club, Poland:

At 11.14 (creation time of the file on the printing computer) I was asked to print 10 copies of a document from a pen-drive by Premysl Vavra (Contestant of the 25th WGAC, 13th WAGAC). After printing them, I discovered that they were print-outs of his and his team's protest. 5 minutes later I noticed that they were put in the pigeon's boxes of all the contestants' teams from all over the word taking part in the above mentioned competitions .

These documents, treated mistakenly as official documentation, were taken by the Competitors (among others: Bernhard Behr, French Team's Members, etc.).

Immediately, I took all the copies of The Czech Team's protest left out of the pigeon's boxes and informed the Secretary of The Pomeranian Aero Club about this incident.

Dominik Stajnbart,

+48 603 065 272

Check point volonteer

Appendix D

WGAC 2023, International Jury

Milos Ramert
Premysl Vavra
Miroslav Cervenka

Sirs,

After the completion of Unlimited Programme 1 of the 25th World Glider Aerobatics Championships (WGAC) held in Torun, Poland you have submitted a written protest in form of a letter to the organizer, containing with your claims, sensitive personal information and open allegations about the elected Chief Judge of the above mentioned contest.

In a following exchange between the organizer and your team no agreement could be found in regards of the payment necessary for this protest. In one of the replies which was sent on Friday, the 28th of July you have attached the PDF of your protest letter to an email which was sent to many recipients, eg. all CIVA delegates, which are in no way relevant to the protest case.

On Saturday, the 29th of July, you then even printed the letter at the info point and distributed it to all the pigeon boxes of the NAC's present here in Torun. You will find the testimony about this attached to this letter.

Because of the content of your protest letter, in particular the paragraph about Mr. Vladimir Machula, elected and acting chief judge of the above mention contest, the International Jury considers this to be from your side a very unsporting behaviour against an official.

The International Jury of the above mentioned contest, hereby informs you about the disqualification of the CZE Unlimited Glider Aerobatics team from the remaining Programmes of this contest. The decision is final and can only be appealed to CASI.

The related paragraphs in the official documents of FAI are:

Generals Section, Paragraph 6.1.24: “Unsporting behaviour”
Generals Section, Paragaph 6.1.3: “Types of penalties”
Generals Section, Paragraph 6.1.4: “Cheating or Unsporting behaviour”
Generals Section, Paragraph 6.1.5: “Disqualification from an event”

Code of Ethics, Heading: “Good Behaviour”

Disciplinary Code, Paragraph 2.4.1: “Violent behaviour”

The International Jury

Madelyne Delcroix	Ferenc Toth	Philippe Küchler
Member	Member	President

Appendix E

05th of August 2023

Formal Protest according to FAI Sporting Code Section 6 Part 2

at World Glider Aerobatic Championship, Torun POL

On behalf of the German pilots Michael Spitzer and Jens Hohman hereby I protest against the Chief Judge HZ for figure number eight in programme 4 UNL (Unknown 2) with remark no flick.

Reasoning:

Both pilots got a HZ from only one judge for this figure with the remark of a missing flick. The judging conference was watching the video file on request of the two judges who gave the HZs for the figure. After these the marks were confirmed to CHZ.

"No Flick" is a matter of perception. The rules have no clear guidance to value. In this case the rules are ambiguous and a video does not provide visible evidence of no flick.

According to § 4.1.1.9. c) "the official video may be used in these discussions to help determine matters of fact, but not of perception."

According to § 4.5.2.1. A Hard Zero has to be awarded if the figure has incorrectly flown in respect of a geometrical error, that is clearly verifiable as a matter of fact. The Remark "No Flick" is not mentioned in the list of following paragraphs.

When a flick role is initiated at the top of a loop the aircraft can be expected to already be carrying a high angle of attack. The amount of pitch change required will be much less than in other figures. Additionally, the aircraft is changing pitch throughout the loop. The required change in pitch rate therefore is particularly small.

Reviewing such a figure on video, cannot provide clear evidence to prove a change in pitch rate and the required yaw to perform a flick roll.

According to § 4.5.3.1. a judge has the right to ask for a video review if it is determined that his written score is incorrect and he is not in agreement with this ruling. But in conjunction with the errors listed in 4.1.1.9 c), this case is a matter of perception due to "no flick". Therefore, a video review would not be reasonable.

Best regards,

Franziska Kaiser
Team Manager Germany

Appendix F

WGAC 2023, International Jury 05.08.2023

Franziska Kaiser, Team Manager Germany

Dear Franziska,

The jury has treated your protest, which was received in due time within the protest time of Programme 4, regarding the concerned paragraphs in Sporting Code (SC) Part 2 based on a CHZ mark in flights 6 and 13 for figure 8. Please note that the protest can't be against the score given by the judges but only against the process used by the Chief Judge to tick the CHZ box and an in addition the underlying paragraphs that reason the particular HZ case..

Statements from the jury connected to the protest:

The board of judges made their decision in the correct assumption that a flick/no flick is a matter of fact based on the current edition of the SC Section 6 Part 2, in particular Paragraph B.9.25.5.

The Chief Judge followed the correct procedure regarding mix of HZ and Scores given by the judges according to SC Section 6 Part 2, in particular Paragraph 4.1.1.9.

So the procedure itself and the way on how the HZ was found to be the correct mark for the figure in question is according to the rules and is not disputed by the international jury.

The jury comes to the following conclusions:

a) Section 6 Part 2 Paragraph B.9.25.5 contains the intended meaning that a flick, in this case positive attitude during auto rotation “positive flick roll”, is a HZ in case the autorotation has never started.

b) Section 6 Part 2, Paragraph 4.5.2 is the intended paragraph to list all the valid cases for a HZ mark given by a judge. However the flick/no flick case is not mentioned there.

c) The above mentioned paragraph regarding the procedures for the Chief Judge to apply for the correct handling of HZ marks, SC 6 Part 2 Paragraph 4.1.19, in particular heading c) still contains the mentioning of a “matter of perception” which doesn't exist anymore nowadays, but was for many years the guiding path in this particular case.

Therefore the rulebook v2023_2 of SC6 Part 2 contains misleading and confusing statements regarding the subject of the protest. As mentioned in SC Section 6 Part 2 Paragraph B.9.25.5 one can find the following statement: “As always, the competitor is given the benefit of the doubt.”

All the above leads the jury to the following final decision:

1. The protest is upheld
2. The Score on the Score Sheets of flights 6 and 13 for figure 8 remain, however the CHZ is removed.
3. The protester gets its money back for both protests

The International Jury

Madelyne Delcroix Member	Ferenc Toth Member	Philippe Küchler President