

## Site visit notes - Selcuk Airfield - October 2019, for WAG-2022

Nick Buckenham, CIVA

October 13<sup>th</sup> 2019

This visit was conducted in company with –

- Rob Hughes                      CIMA
- Patrice Girardin                IPC
- Markus Haggeney              FAI Sports and Events Director
- Greg Pyzalka                    FAI Events Manager
- Kamile Yasdiman               CIVA and IGC Delegate of Turkey from THK

plus a number of THK representatives responsible for various aspects of organising and hosting the forthcoming WAG-2022.

### Visits

Inspection of a beach site close to Selcuk and two other lake areas quickly led to selection by Rob Hughes of the beach site for CIMA activities, about 5km due west of Selcuk airfield. The lakes were unsuitable due to lack of access and level shore areas.

At Selcuk airfield it is planned to run the four CIVA glider aerobatic programmes plus a range of activities for IPC's contribution to these WAG. Clearly for safety reasons the two sports cannot be run at the same time, so discussions proceeded on the basis that CIVA and IPC operations would always be scheduled with different / separate time periods.

- The four glider aerobatic programmes will each take about 2½ hours for the 10-12 pilots, shared use of some aeroplanes being necessary, with one programme per day on four consecutive days, all of course depending on weather etc.
- The IPC activities are expected to take approx. 5 days, though if the local wind exceeds around 10-12 knots this would probably halt their progress.

A rough plan with the glider aerobatics scheduled in the first week, sharing each day with IPC activities where possible, followed by some co-operative activities with IPC and CIMA competitors over the middle weekend and then the remaining IPC programmes during the second week was viewed as a likely solution. Local planning on a day-by-day basis however would determine the most practical format during and following each day.

### Airfield facilities

Selcuk airfield is an active THK PPL and parachute training centre with good briefing rooms, several small Cessna aircraft and autogyros used for flight training, a training simulator for PPL preparation, a small food preparation and eating area, a parachute packing and training hangar, a Cessna Caravan for Skydive work, on-site fire and ambulance services, and a small tower and ATC section – clearly everything required to support the planned WAG glider aerobatic programmes are present except for tow-planes, while the parachuting and associated operations will be a close fit to the existing Selcuk Skydive activities.

The runway is 1,700m x 30m, with a good size concrete apron in front of hangarage that can be cleared for glider storage. A parallel taxi-way runs to the mid-point of the runway.

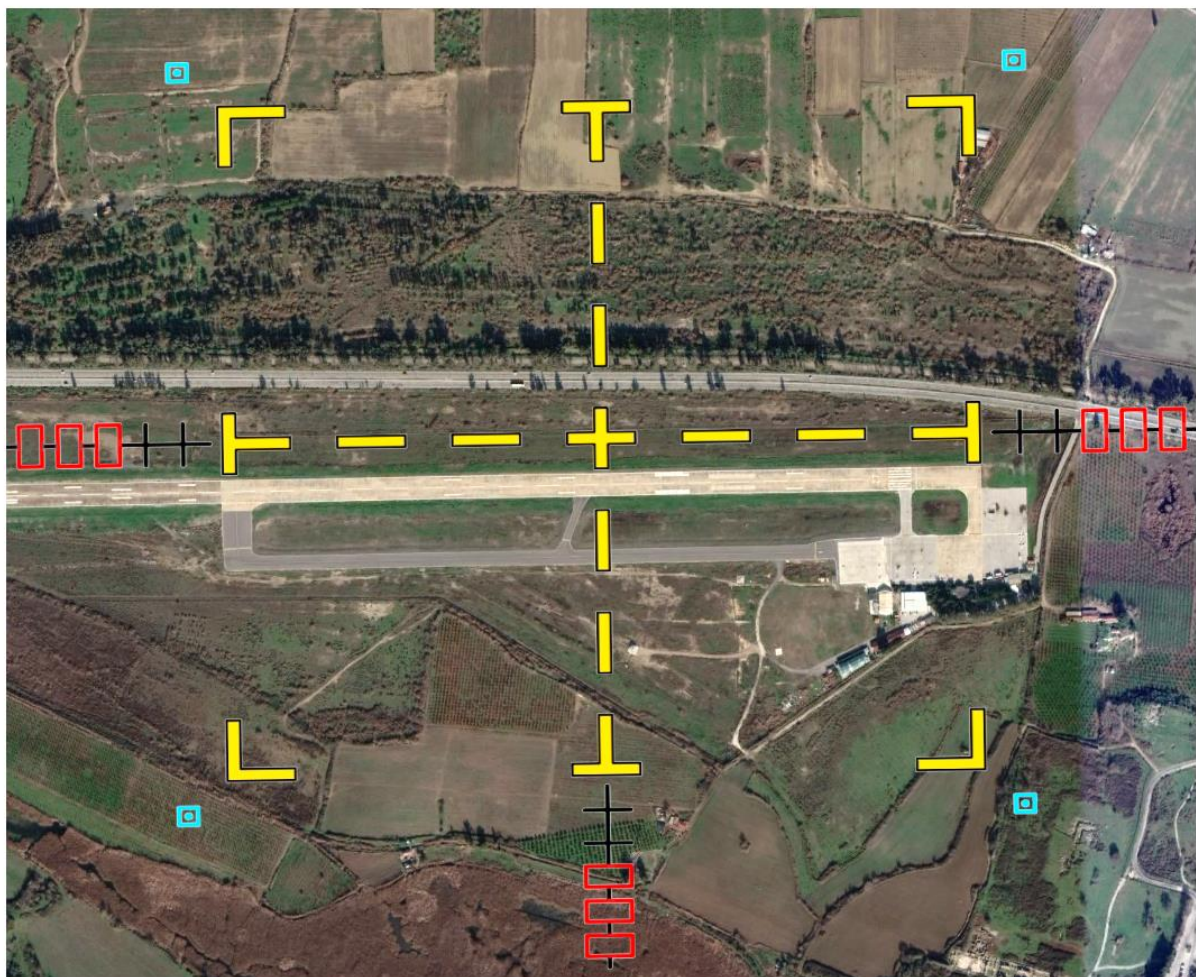
The local wind is dominantly on-shore and off-shore along the runway axis, the change-over point being about 11:00 to 12:00 each day.

### **Tow-planes**

A minimum of three is required. THK say that with the glider cross-country Grands Prix at the same time in the north of the country they will not have any tow planes of their own that could be available for this duty, but have investigated the hire of suitable aircraft from Hungary, Poland etc. and the initial answers are positive. We discussed suitable minimum types – Maule, Pawnee, Rallye, turbine a/c etc. – and THK will be able to advise well ahead of the event what they will have available when required.

### **Aerobatic Box location**

The initial plan had been to site the box to the north of the adjacent E-W road and situate the judges on the south side each day, but inspection of this area showed it to be very rugged and covered with small trees, with many fenced-in small-holdings whose guard dogs roamed freely. Beside the poor terrain, THK were not confident that they could obtain the necessary permissions for judge access etc. so this approach was rejected in favour of a box location largely overhead the airfield, as shown below. This places it above a short section of the adjacent main road, but with glider flights this was thought to be an acceptable solution.





THK will investigate the prospect for marking the northerly box markers, though this may not be possible. As the wind direction is normally from the east (morning) or west (afternoon) it is likely that only a south judging position will be necessary, and this should be relatively easy to establish. Judging toward the east or west in the area immediately to the north of the runway would, if required, be simple alternatives. The trees to the north side of the road are probably 8-10m high, unlikely to be an issue. THK will procure white plasticised material to create the necessary box markers and securely peg them down.

#### **Aerial view of Selcuk airfield looking toward the east**



#### **Pyrotechnic devices**

Kamile Yasdiman confirmed that aviation-style smoke-canisters are used in THK to meet various similar requirements. Forwarding of the technical details, quantities needed etc. to THK will enable these to be procured and made available as necessary.

#### **Draft Event Schedule**

Planning with FAI and THK indicates arrival of pilots, gliders and associated staff by about Wednesday 31/8/2022 so that the a/c are assembled and ready for training by Friday morning. Training days would be Fri/Sat/Sun with the aim of starting P1 on Monday 5/9. Officials would need to be in place and ready for this, arriving during Sat/Sun 3-4/9.

Glider programmes would start on Monday 5/9 at approx. 08:00 so all flights can take place with the same minimal wind from the east. Parachute activities would start at the close of each glider session, probably late morning depending on the wind strength etc.

The middle weekend would include some co-operative flying with glider, paramotor and parachute demonstrations for the public and media. Hopefully all four glider programmes would be completed by Friday 9/9, or if necessary restarted on Monday 12/9. The second week would be dedicated to IPC programmes.

### **Opening and Closing ceremonies**

The main ceremonies will be held in Istanbul, but travel there and back from Selcuk would take a full day and is impractical. Local ceremonies will be arranged instead. The usual 'Goody'Bag' will be presented to each CIVA attendee so that smart shirts etc. bearing the THK logo can be worn throughout. THK are clearly aware that it is their show for the media.

### **Centralised administration of Entry fees, Registrations and Accommodation**

While many (most?) other ASC's will run World Championship standard events where FAI will expect competitors to pay a 'normal' entry fee, the Special Event status of CIVA's contribution demands a different approach. FAI will act for all ASC's as the sole point of administration and financial contact, all costs being directed to and paid by Lausanne. There may be a sanction fee to CIVA but this will be used as part of the balanced cost-trading to ensure no overall expenses are outstanding at the conclusion of the event.

It was made clear that if an entry fee was imposed this could significantly affect the desire of glider pilots to take part ... FAI will resolve this issue and inform CIVA. The event must be cost-neutral to all CIVA participants, however the invoices are settled.

A central online FAI system for Registration is expected to handle all such matters.

Accommodation will be double-occupancy at the all-inclusive Richmond Ephesus hotel, though at FAI's discretion there could be single occupancy for selected officials. Any other personnel – family and guests etc. – must pay normally the applicable fees.

### **Training for THK staff**

THK will send some staff to the 2020 or 2021 WGAC for local induction and training in the range of peripheral and administrative tasks they will need to understand and prepare for ahead of the event. They should be presented to the pilots and engage in their activities.

CIVA staff must include a commentator, who will liaise and share duties with a local media manager to commentate in real-time on the flying, interviewing of pilots and officials etc.

### **Further developments and info**

Operation of a drone for wind measurements will be officially cleared and approved by THK.

Briefing room



Eating area





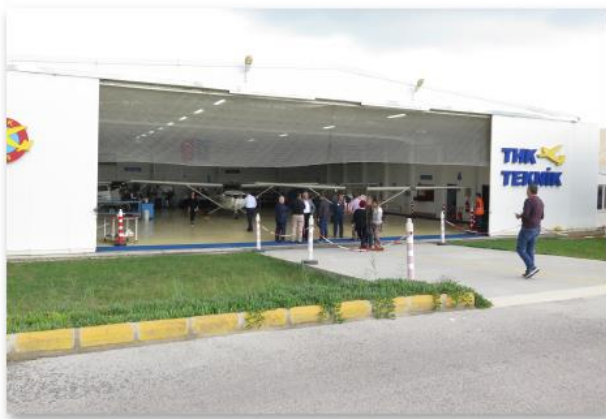
Parachute centre patio



Fire and Ambulance services



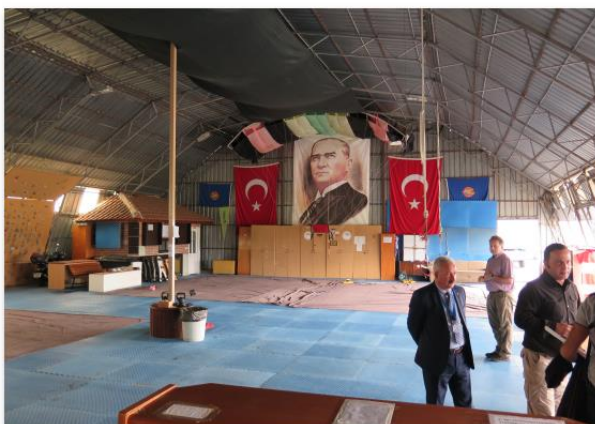
Hangarage



Main building



Parachute packing area

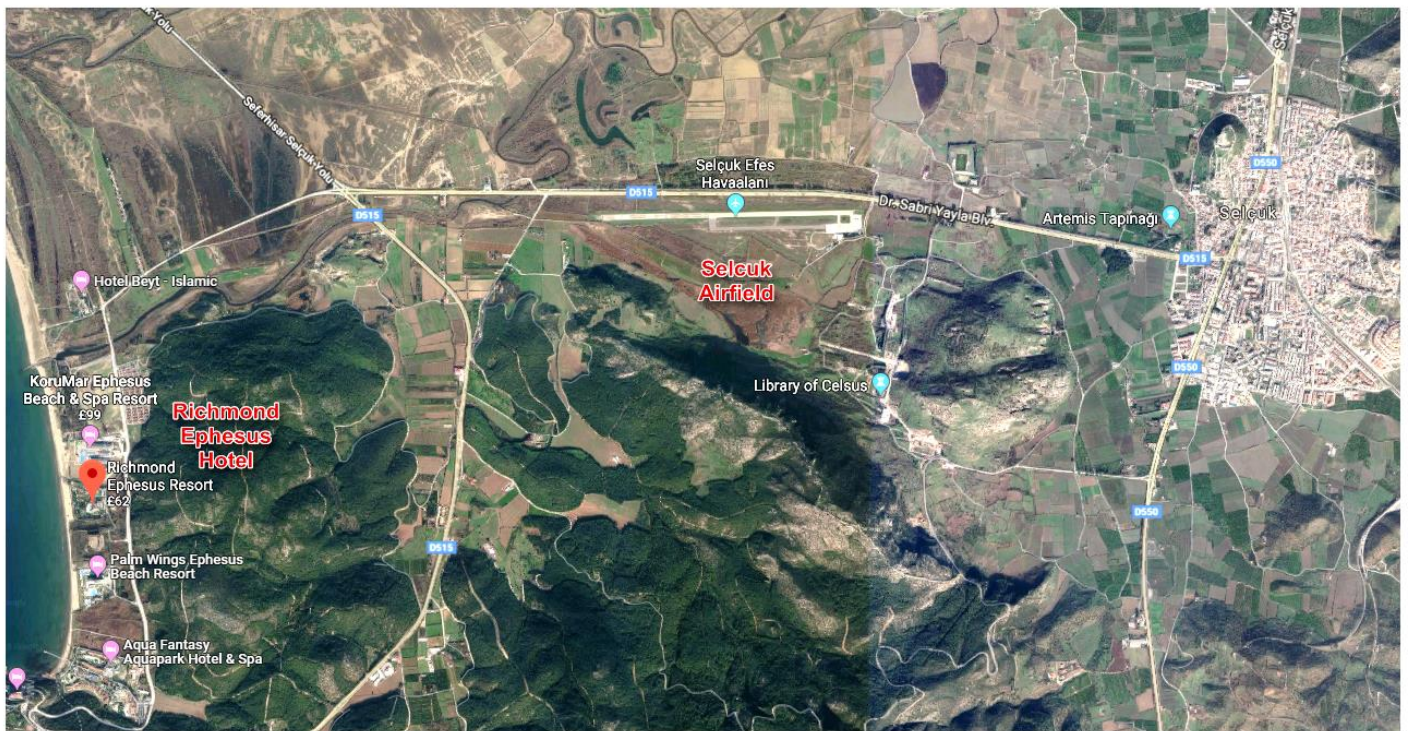


Parachute / Skydive Centre

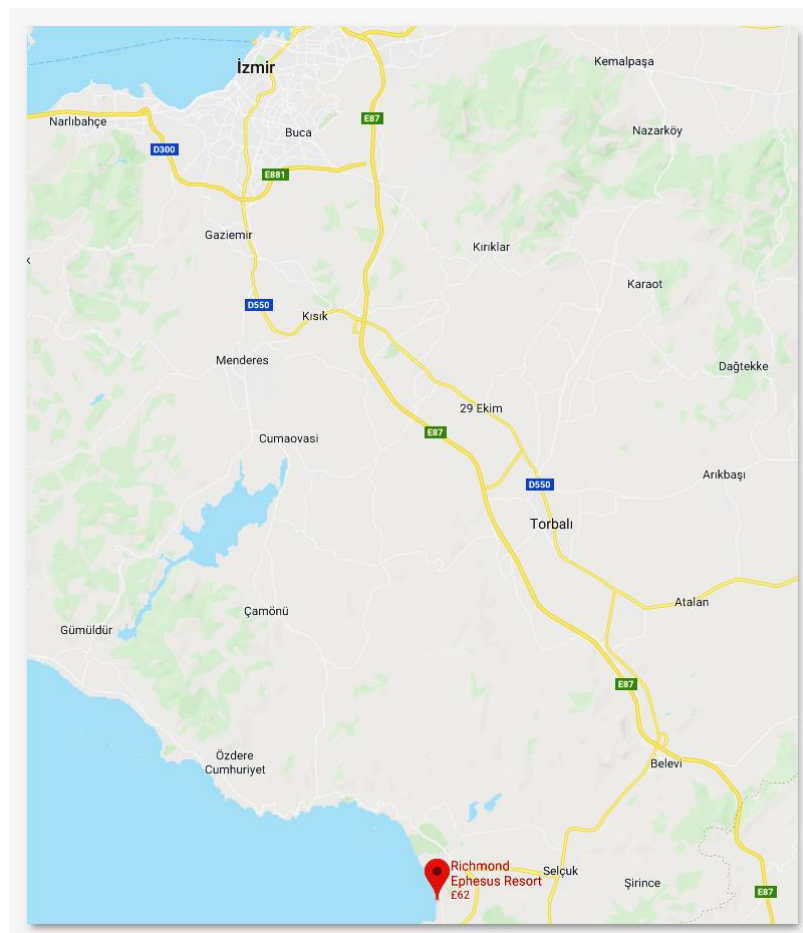




Local area:



Izmir and  
Selçuk



NHB – 13/10/19