

Pre-World Cup Observer Report for:

Red Rocks 2022 (Monroe Utah, USA)

9/10/22 - 9/17/22

Organizer: Gavin McClurg & Logan Walters
 Meet Director: Gavin McClurg
 PWC Observer: Bill Hughes

Facilities & Infrastructure

V Good *Good* *Acceptable* *Needs Improvement* *Not Observed*

- Headquarters (General Quality)
- Area for Pilot Meeting
- Area for Scoring & Registration
- Area for Posting Results / Notices
- Area for Performing Glider Checks
- Area for Banners at HQ
- Internet (speed, wifi signal)
- Printer / Copier
- Scale at HQ
- Tracker charging area, power outlets
- Cell coverage

	<i>V Good</i>	<i>Good</i>	<i>Acceptable</i>	<i>Needs Improvement</i>	<i>Not Observed</i>
Headquarters (General Quality)			X		
Area for Pilot Meeting			X		
Area for Scoring & Registration			X		
Area for Posting Results / Notices			X		
Area for Performing Glider Checks			X		
Area for Banners at HQ			X		
Internet (speed, wifi signal)		X			
Printer / Copier		X			
Scale at HQ		X			
Tracker charging area, power outlets		X			
Cell coverage		X			

HQ for the PWC could be in Richfield or Monroe, good facilities are available in both locations.

Safety

- Helicopter
- Medical crew

- Oxygen
- General Pilot Safety in Flying Area

VG *G* *A* *NI* *N/O*

	<i>VG</i>	<i>G</i>	<i>A</i>	<i>NI</i>	<i>N/O</i>
Helicopter	X				
Medical crew	X				
Oxygen		X			
General Pilot Safety in Flying Area		X			

Excellent helicopter support. One is based in Richfield (HQ, and the center of the flying area) and the safety/medical director is an ER doctor and a pilot.

An emergency physician was at the competition and fully available.

Flights are regularly over 15,000 feet, up to 18,000 feet. Oxygen refills were provided for pilots at \$10 per refill (normally 1 fill per flying day is required)

Pilot Amenities / Welfare

- Lodging Options at / near HQ
- Special Events for pilots

- Restaurant Selection within Walking Distance
- Shopping / "Town Square" / General Vibe
- Things to do on non-flying days
- Pilot Maps (online or printed)
- Lunch Packs (if they were promised to pilots)
- Prize Ceremony

VG	G	A	NI	N/O
		X		
X				
		X		
		X		
	X			
	X			
				X
	X			

Camping is available in the small town were HQ was, close to the main LZ. Hotels are in a town about a 10 min drive away. Shuttles were provided each morning and evening to get to and from HQ.

Restaurants are in a nearby town about a 10 min drive. It wasn't an issue for this comp since pilots had cars, but for a PWC this could be solved by providing shuttles for pilots who don't rent cars. Also, pilots can stay in the larger town and get picked up via shuttle each morning.

Hiking, biking, ATV, Hot Springs

Organization

- Organization Team Experience & Cohesion
- Transportation to Launch
- Vehicle Comfort and Quantity
- Retrieve Coordination & Time
- Weather Forecasting / Information
- Meet Director

- Safety Organization

- Pilot Information
- Radio and Phone Communications

VG	G	A	NI	N/O
X				
	X			
	X			
	X			
	X			
X				
X				
X				
	X			

Did the team function well together, were timely decisions made, correct decisions made?

Safety was prioritized. Conditions were monitored carefully and a task was stopped at the right time.

Did the organization proactively keep pilots informed about results, meeting times, etc.

Pilots had 2-way satellite trackers for areas that didn't have cell coverage

Promotion / Advertising / Local Support

- Competition Advertising
- Community Support

VG	G	A	NI	N/O
	X			
		X		

Takeoff

VG G A NI N/O

How many gliders can be layed out, ready to launch on the main take-off?:

3 gliders across				
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There are 2 main launches. For the primary wind direction at each, you can lay at least 3 gliders across to take-off. The secondary wind direction at those launches can handle at least two, possibly 3. The conditions observed typically allow for fast take-off since the wind is very consistent.

Takeoff surface?

		X		
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Area to prepare and stage gliders prior to takeoff

			X	
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One of the takeoffs could use a bit of clearing to prep wings

Main takeoff adequacy for 125 PWC pilots

		X		
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Banners / Flags

		X		
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Is there somewhere to put PWC banners and flags so they would be visible in launch photos?

Briefing Site?

		X		
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Taskboard

		X		
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Shade for pilots

		X		
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The main launch is around 3,440 meters high, and though it is sunny, it is cold. In this situation shade is not really required.

Toilets

			X	
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Wind Techs

		X		
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Were wind techs available to show conditions prior to deciding launch window?

Distance from HQ to main take-off

	X			
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Typical wind direction relative to launch?

	X			
--	---	--	--	--

Does the wind typically come straight in to launch, is it cross, roter, etc.?

Sufficient thermals / area to get established before start

X				
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The launches are high and provide a tremendous amount of time and terrain to get established.

Alternative Launch Sites?

		X		
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Are other launches available for other wind directions?

Typical launch conditions observed

	X			
--	---	--	--	--

Long launchable window, or intermittent based on thermals, etc. ?

Launch assistants

	X			
--	---	--	--	--

Were assistants available to manage launch and layout wings

Area for task committee

		X		
--	--	---	--	--

There is enough space for the task committee to go off and work in private

Task committee / task quality

		X		
--	--	---	--	--

The tasks were safe. The task committee slightly overcalled 2 of the tasks, but this is easily rectified for the PWC.

Goal Fields

VG G A NI N/O

Size / Quality / Conditions of main goal

X				
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Adequate size, free of obstacles, "easy" to land in, etc.?

Other goal fields

	X			
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Windssocks

	X			
--	---	--	--	--

Did all goalfields have good wind indicators

Goal Crew

	X			
--	---	--	--	--

Were organization staff available in goal in case of accidents and/or to assist pilots?

Distance of main goal from HQ

X				
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Taskability / Flying Conditions

Turnpoints

VG	G	A	NI	N/O
	X			
X				
	X			
		X		
	X			
	X			

Are the turnpoints sufficient for varied, challenging tasks, in typical conditions?
 Very long tasks are possible. Selection of the task committee is critical if "PWC Style" tasks are going to be called rather than typical "Go long and deep" USA style tasks every day. One or more long days, especially if expected to be followed by a no-fly day, would be possible and fun.
 Was it possible to do tasks other than just going downwind?
 Is it possible to do tasks on days with weaker lift and/or low top-of-lift?
 Was there airspace or a large number of "no-land" areas that impacted taskability?
 route that have fewer landing options, and what there can require long hikes out to get to

Options for long tasks

Options for triangles and/or out-and-back tasks?

Options for fishbowl or other task for weaker conditions?

Airspace / "no-land" areas

Outlanding areas

Task Variety

Retrieve

Typical distance from outlandings to roads /

Average Retrieve Time

Alternate retrieve potential

Retrieve coordination

VG	G	A	NI	N/O
		X		
	X			
		X		
	X			

the route.
 Time pilots spent waiting to get picked up, not the time to get back to HQ
 Ex: Were inexpensive busses or taxi's easily available
 Were vehicles well staged and managed to minimize retrieve time? Were any pilots left waiting for extended periods?

Observer Details

Accomodations

Transport

General cooperation from Organizer

General cooperation from Meet Director

VG	G	A	NI	N/O
	X			
	X			
X				
X				

Are reasonable accomodations available for the PWC team during a full PWC?
 Would the organization be able to arrange transport from the nearest airport?
 Would the organization be able to team effectively with a full PWC team
 Would the meet director be able to team effectively with the PWC team.

Competition Results and Details

Registered/Confirmed Pilots	104
Flying Pilots	104
Planned number of tasks	7
Tasks Flown	3
Tasks Stopped	1
Tasks Cancelled	4

Task Details

Distance Validity

	Distance	Validity
Task 1	120.5	100%
Task 2	cancelled	
Task 3	cancelled	
Task 4	cancelled	
Task 5	59.7	35.14%
Task 6	131.4	86%
Task 7	cancelled	

Comments

See the "Tasks" worksheet for details

Task Stopped after 1 hour, 5 min

Miscellaneous Comp Details

Teams	N/A
Male Pilots	93
Female Pilots	11

Countries

USA	86
Argentina	1
Australia	1
Brazil	2
Canada	2
Columbia	2
Hong Kong	1
Israel	1
Nepal	1
Phillipines	1
Romania	1
Ukraine	1
Venezuala	2
Vietnam	2

Incidents during the competition

Protests	0
Serious Accidents	0
Reserve Deployments	1

Comments

Recommendations and Summary

Recommendations for a PWC event to be held in this location

- 1 Oxygen is required at Monroe due to flights regularly between 15,000 to 18,000 feet. Tank refills were provided, but for foreign pilots at PWC, it would be good if Oxygen systems could be made available for rent.
- 2 Transportation from and back to SLC airport should be available (for a fee).
- 3 For a PWC, more pilots would be staying at hotels in Richfield, so shuttles to/from Monroe would need to be available
- 4 One or more additional portable toilets would be needed

Overall Recommendation for PWC

I recommend the organization and location for a PWC.

The weather was not ideal during this week due to influence from a hurricane, but competitions held previously and general flying in the area show that excellent flights are regularly had. In addition to hosting Race to Goal competitions, X-Red Rocks (an X-Alps style competition) is held here and is very successful.

Pilots should be notified well in advance of selection that oxygen is required (or at least highly recommended) and ideally O2 systems would be available for rent.

2022 Monroe UT pre-PWC Tasks

Day	Status	Called	Pilots	Best Time			
		Distance (k)	Flying	# in Goal	(minutes)	Best Distance	Validity
Sunday	OK	120.5	104	46	192	120.5	100%
Monday	Cancelled						
Tuesday	Cancelled						
Wednesday	Cancelled						
Thursday	Stopped	59.6	96	0	65	35.7	35%
Friday	OK	131.4	92	4	252	131.4	86%
Totals		312			509	288	221%