

To

Event Director of 4th Junior World Hot Air Balloon Championship
Jury of the 4th Junior World Hot Air Balloon Championship

CC:

Danish NAC

Regarding unsafe flights, unsportsmanlike task setting and general safety issue

As a result of yesterday evenings cancellation and today's flight, Team Denmark, represented by pilot #13 Nanna Madsen, hereby make a formal complaint regarding the general flight safety and today's task setting.

Yesterday evening we were called upon the CLA 1 at Kruszyn Airfield. We did a local pieball on the ground which showed no less than 24 km/h (6,6 m/s) from ground up to app. 300 feet. There were no coverage. The windy and gusty situations were clear for everyone. You then decided to raise the yellow flag and a lot of crews took out their balloon.

The BB22XR, which we are flying, are not allowed to take off in winds of more than 5 m/s. You therefore grounded us, as we are not willing to fly outside the limitations of the Flight Manual. Surprised about the fact of the yellow flag, a team member ran to your safety officer to tell you the fact and only after this the flight was cancelled. It is therefore evident to us, that the guidelines in the CIA Safety Handbook were not being followed. We find it shocking and beyond accept, that you even consider launching the future pilots in this kind of weather. Please note the applause after the cancellation. We were not alone.

We then thought that the organization were now prone to safety, after this, but also the massive amounts of dangerous flying penalties provided on flight #2. We had severe mid air collisions 300 ft above the major highway and people flying without common sense.

At the third flight this morning we were very disappointed. You sent us out in light to medium rain. We had shifting winds and shifting cloud ceilings. People were flying a lot in clouds and as the Event Director said on the briefing "I cannot stop you from flying in clouds, but please don't". This surely did not have the intended effect. Please remember the situation at the Womens World a couple of years ago, when flying in rain. Looking at weather radar, you cannot guarantee that there were not embedded CB and heavy rain. You send us out in a coldfront passing by.

We would like to remind the Event Director, that all operations are done under VFR (ICAO VMC Minima) and the limitations set by the flight manuals. Under VFR in Europe, we are to keep clear with at least 1500 ft vertically to any cloud base encountered. We are not to fly in marginal weather. Thereby, by not lowering the blue pz, you again gave competitive advantage to people willing to fly in clouds and close to them. A competitive advantage which was huge today.

As we fly by the rules and regulations and fly for the sport, we could not ascertain that advantage. Due to the already low level in flight safety, we additionally called a "safety flight" at our team, meaning, that we had to distance ourselves from the pack, as the willingness to abide VMC minima did not seem present. Especially with the amount of dangerous flying and mid air collisions on the previous flight, you left us with no other options.

In the COH (Competitors Operational Handbook) 13.14 it is mentioned "...The objective in balloon competitions is to make the best use of the different wind directions with altitude to reach a certain target". Flying in rain will not give that and the outcome will not be sporty, but totally random.

Adding to this in COH 14.4 it is mentioned that cancellation of tasks may occur when unsafe conditions has been present. The senior flight instructor on our team do declare the conditions of task settings as a whole as surely unsafe, given the very marginal weather conditions and the landscape with high voltage wires at almost every road.

It is there with great sadness that we make a formal complaint about the safety culture within the event organizers and which is reflected upon every single flight. Subsequently we also formally complaint about the entire flight this morning, as the playing ground was not level at all, as people where flying illegally and the weather was too marginal in order to obtain a competition in the air.

Please note, that by forcing is out on the launch field yesterday and asking us to fly today, some will not be able to say no. Ultimately you will have a fatality, which was so damn close at the last Europeans. We were right next to the crash and called emergency services.

As the Event Director for junior pilots, you have the overall responsibility for safety and indirectly for all the young souls coming down safe. We ask you to kindly keep this in mind when doing task settings and running the rest of the event.

For the interest of safety and the safety of our future pilots

Team Denmark

A handwritten signature in blue ink, consisting of several loops and a trailing line, positioned below the text 'Team Denmark'.

ON the 14th we handed in a complaint. You never saw it as a complaint even though we said it was a complaint. We have a signed copy of the complaint. see the third last chapter we hereby protest over the morning flight on the 14th. The task setting was not sportsmanlike, we were flying in too bad weather, people had competitive advantage of braking VMC minima. #11 other aspects from the complaint ~~protest~~ are also in effect.

Adding to the points in the complaint regarding lack of safety as demanded by the rules, COH 10.14 AIR LAW clearly states that safety issues and/or competitive advantage gained from not flying VFR should be penalized - You have done no such thing, as it is evident you don't care about it. we were flying in rain.

WE WANT THE ENTIRE FLIGHT 15th of september CANCELLED OS: 44

RECEIVED FROM DD 6:52 SAT 5/15/18
Eugenius Jones
6:45 5/09/2018
100E

PROTEST TEAM #13; JURY CONCLUSION

Date: September 15th, 2018

Time: 06:40 AM

Subject: Protest, Deputy Director delivered protest at 05:44 Sept. 15, 2018

Jury President has been asked by pilot #13 regarding why she did not receive a response to her complaint letter written on September 14th, 2018 at 13:58 CET. Although her letter listed several concerns, her letter did not list any specific action to be addressed. The pilot's letter closed with the statement, "kindly keep in mind the overall responsibility for safety".

In the pilot's protest, she stated the task setting of the morning flight of Sept 14 was unsportsmanlike. The jury has reviewed the task setting procedure during this event. The jury was present at all briefings. The jury finds no reason for calling the task setting as unsportsmanlike.

In the pilot's protest she stated that "we were flying in too bad weather, people had competitive advantage of breaking VMC minima". The Jury was present at most of the targets and did not observe any instance of pilots flying into the clouds. Furthermore, the Jury has not received any reports from other pilots or any officials in this respect. All flight report forms were reviewed and were found no comments regarding adverse flight conditions. All pilots took off and completed all flight tasks and no flights were terminated due to weather conditions. In the flight report form of pilot #13 there is no mention of weather situation or termination of flight; all tasks were completed. The pilot in command has the responsibility to abide by air law and if a pilot feels weather conditions are not suitable for flying, they do not have to fly.

Protest hearing was held on September 15th, 2018 at 08:30AM with presence of Mark Sullivan, Jury President, John Grubbstrom, Jury member, Jaroslav Baran, Jury member, Cheri White, Jury trainer, Eugenijus Komars, Event director, Bartosz Nowakowski, Safety Officer, Nanna Madsen, pilot, Niels Hvid, advisor to pilot. All parties gave their verbal view on the situation.

CONCLUSION: After reviewing the weather situation and interviewing all parties, the Jury concludes that the protest is not upheld. Protest fee will be forwarded to FAI according to the rules.



Mark Sullivan, Jury President



John Grubbstrom, Jury member



Jaroslav Baran, Jury member

Wloclawek, September 15th, 2018

Addendum: Weather report from entire flight

Task sheet from entire flight