



6th World Paramotor Championships

Nové Město nad Metují, Czech Republic, 30th July - 9th August 2009

Report by the Jury President to the Air Sport Commission

EVENT DETAILS

TITLE/NAME:	6th World Paramotor Championships
DATE:	30th July - 9th August 2009
LOCATION:	Nové Město nad Metují, Czech Republic
ORGANISING NAC:	Aeroklub České Republiky
NUMBER OF FLIGHTS:	11
NUMBER OF TASKS:	11
NUMBER OF COMPETITORS:	97 crews

EVENT PERSONNEL

EVENT DIRECTOR:	Antonín Kulíšek
DEPUTY EVENT DIRECTOR:	Petr Holeček
COMPETITION DIRECTOR:	Richard Meredith-Hardy (GBR)
CHIEF SCORER:	Lenka Kulíšková
CHIEF JUDGE:	Jarek Sura
STEWARD:	Robert Hughes (GBR)

FAI JURY

PRESIDENT:	José Luis Esteban (ESP)
MEMBER:	Keith Negal (GBR)
MEMBER :	Alessandro Menichini (ITA)

COMPLAINTS AND PROTESTS

NUMBER OF COMPLAINTS:	37
NUMBER OF PROTESTS ADMITTED:	1
NUMBER WITHDRAWN:	0
NUMBER UPHELD:	0
NUMBER REJECTED:	1
AMOUNT OF PROTEST FEES RETAINED:	50 EUR

Nové Město nad Metují, Czech Republic
8th August 2009

José Luis Esteban
Jury President



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Venue

The airfield at Nové Město nad Metují has two wide grass strips suitable for general aviation leaving enough space for 4 decks and 2 ground task areas. It is surrounded by crops so the airfield area is quite safe. The only exception was a high maize crop which had some influence on take-off and slightly interfered with one clover-leaf task.

The normal operation of the airfield was suspended during the championship so there was no interference. In fact, all the planes were taken away and the hangar was left empty so it could be used for the storage of competing aircraft. We appreciate the effort made by the pilots who normally fly at this airfield.

Large tents with electricity were provided to teams. Some vendors installed their own repair shops in the same area. Other tents were used by the marshals. The parking place was conveniently placed behind the team tents. It was slightly crowded at times but it was not a major problem. Portable toilets were installed. They were enough for the competitors and they were always kept clean.

An area for the general public was available so that deck operations and ground tasks could be watched from a safe place without disturbing the competition.

The flying area was nice and safe, with many areas available for emergency landing. Air space was clear from 150m AGL to 1800m ASL. However many no-fly zones were established around villages and airfields which imposed additional difficulties both for setting the tasks and to fly them. One last-minute NFZ had to be created which interfered with a briefed task and the director had to negotiate the radius of the circle.

The competition map was very accurate and it was available for download from the competition's web site.

Accommodation

Participants were accommodated in hotels in Nové Město nad Metují. It is a very nice town with all kinds of services. Hotels Rambousek and Metuj provided very basic services.

A shuttle bus between the hotels and the airfield provided several trips in the early morning and in the evening.

Services

The main office was open most of the time with staff always available for registration or other administrative tasks.

A larger office was used as the competition director's office, scoring room and logger download area.

The briefing room was a large one in a quiet area with enough tables, chairs and whiteboards.

No independent room was planned for the jury. After requesting it, a camp van was installed and used by the jury when necessary. The rest of the time, the jury preferred to stay in the scoring office as long as it had better infrastructure than the camp van.

No transport was planned for the jury and stewards. While some competitions provide three or four cars for three jury members and two stewards, only one car was provided some days after the competition was started.

A WiFi network was installed to provide connection for the whole area. It worked well with few users, but as more users tried to connect, there was a shortage of IP numbers due to improper configuration (lease time too high) and some users had to wait for days to get a connection. Another problem was the limited bandwidth when all users tried to download the many documents that were produced by the director.

A large tent was used as restaurant and bar. The catering worked very well serving full board for competitors.



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Competition staff

Richard Meredith-Hardy was the Competition Director. He has been competition director more times than any other and he has always introduced new methods to run the competition as in this occasion. However, he tends to do everything himself.

No monitor was appointed by CIMA for this championship, but the director had the opportunity to run the Czech National championships some weeks before, so he had the chance to validate the infrastructure and the marshal's team.

There was *no deputy competition director*. After all the effort made by the organiser it is a pity to lose the opportunity of working side by side with an experienced director and learn how to run a competition.

Jarek Sura, the Chief Marshal did a good job. He did not speak English so he couldn't communicate directly with the director. This probably lead to some misunderstandings during certain tasks. There was a reasonable number of marshals to run the tasks.

Lenka Kulíšková was nominally the chef scorer, being in charge of track download, task analysis and data entry, along with some other young scorers. The definition of task analysis in the analysis program, the creation of spreadsheets and their final review and publication were done by the director himself.

Rob Hughes was the only steward in this competition but he was a strong support for the director.

Jury

The jury was originally composed by *José Luis Esteban*, *Etshushi Matsuo* and *Veerle Santy*. After the tragedy of Mr. Matsuo, *Keith Negal* was appointed as jury member. But the last minute cancellation of Ms. Santy left the jury with only two members. The only possibility was to find another member among the people already present at the venue. After talking with a number of people, *Alessandro Menichini*, Italian team leader, accepted to become the third jury member and his NAC accepted to replace their team leader. The CIMA Bureau appointed him in time for the first competition briefing. We appreciate the effort made by him and by the Italian team.

Competition system

The competition was thoroughly prepared in advance. The design of tasks and operational rules were published on the [championship's intranet](#) and all the participants had the opportunity to review and comment on the documents through a discussion list for months before the competition. The idea was to discuss he tasks before actually arriving to the championship venue.

Teams were advised to bring at least one computer and a printer as long as no printed materials would be delivered. During the championship the competition intranet effectively replaced both the official board, the traditional stack of mail boxes for teams and even the more modern internet café. In fact, both the mail boxes and the official board did exist, but the first ones were not used and the latter was practically impossible to update at the same pace as documents were posted on the intranet. There was no internet café but it was unnecessary.

Detailed information for every task (turn-points, times...) was published on the intranet before each briefing, and briefings were also called through the intranet.

Briefings were really short. Having been a competition director and a team leader myself, I have found the job of team leader highly simplified for those who took advantage of the full system.

Three kinds of loggers were used, MLR, Air Observer and the new AMOD. The latter one was introduced by Richard Meredith-Hardy, who also developed FRDL, an efficient download program for this model. The



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AMOD-FRDL combination received a provisional approval from CIMA's Flight Recorder Approval Committee for use in this championship.

Track analysis was performed using MicroFLAP and scoring was done using spreadsheets. Tracks were published for public review in Google Earth format.

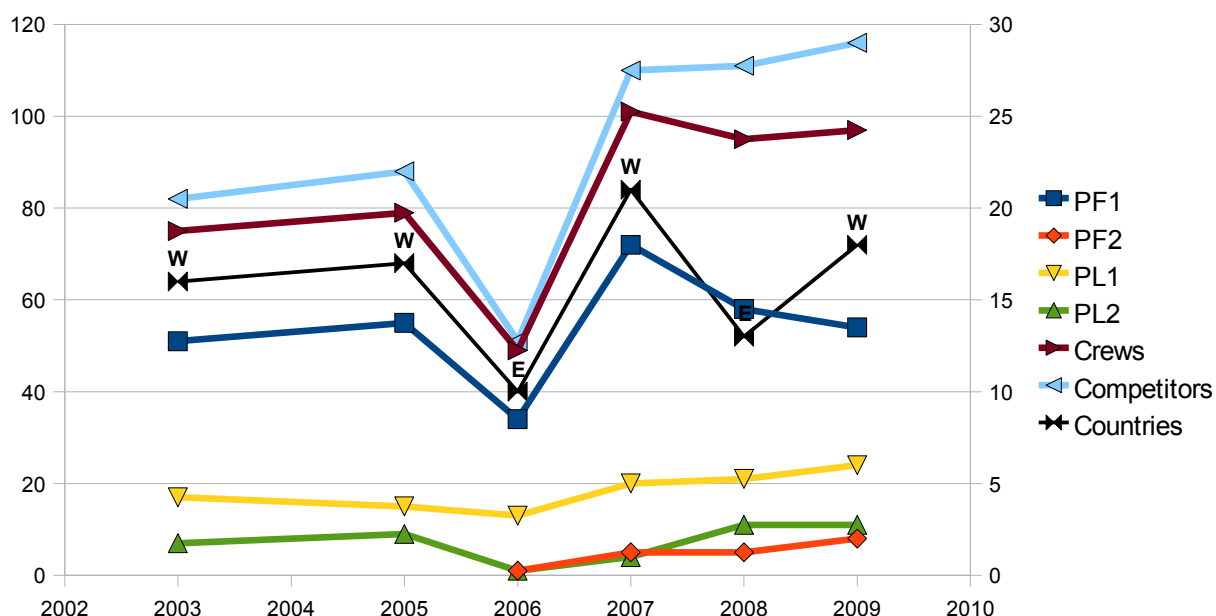
The competition intranet was also used for placing complaints and responding to them. The system proved very efficient and all teams could be aware of all the complaints, something practically impossible using the traditional paper system.

Participants

The entry list included 97 aircraft totalling 116 competitors from 18 countries distributed as follows:

Class	Crews	Countries
PF1	54	16
PF2	8	6
PL1	24	8
PL2	11	6

The graph displays the evolution of the number of competitors in the different paramotor classes and the total number of competitors and countries:



As the graph shows, this has been the largest paramotor competition by number of competitors although some countries who entered previous World Championships haven't competed this time: Belgium, China, Finland, France, Israel, Kazakhstan, Korea, Monaco, The Netherlands, Saudi Arabia and Ukraine.



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Running the tasks

There were four decks for take-off and landing. This is plenty of space to be watched by marshals and not every pilot was properly controlled at all times.

Ground tasks were performed in two simultaneous areas. There was plenty of airspace as waiting area before the task. Task order numbers were displayed to the next pilot who had 30 seconds to start the task. Pilots managed to do this very well most of the times and the tasks were run smoothly. However, sticks fell down and had to be put back in place many times, interrupting the pilot's task.

Two ground tasks were run for the first time, [Round the Triangle](#) and [The Eight](#). Both are specifically designed to use pylons as an alternative to going round a stick. Big inflatable pylons were used in this two tasks creating a more interesting flight for spectators and media.

Although it was not strictly necessary, the same pylons were used in the Economy and Distance task (laps around the airfield) with the same effect.

The use of PMR446 radios was allowed during ground tasks so that pilots had an additional source of information. However, not all teams took advantage of this and some who did couldn't find a free channel to speak in their own language.

[Electrokick system](#) was used to detect hits and record times during ground tasks. However, the sensors attached to the sticks broke down one after the other and eventually no more sensors were left.

Turn points for navigation tasks were collected by visiting them. Two members of the jury visited some of them at random and found no discrepancies.

It was a long championship with eight competition days and no rest days. This turned out to be a good idea, because 3 morning tasks and 3 afternoon tasks had to be cancelled due to bad weather, and another two tasks were delayed until the last possible minute. According to this, there were five effective flying days.

No	Name	Date	Time	Status	Nav	Eco	Prec
1	Precision take-off and landing	31/Jul	06:00	Valid			500
2	Pure navigation – distance	31/Jul	11:00	Valid	1000		
3	Economy and navigation	01/Aug	11:00	Valid		1000	
4	Economy and distance	01/Aug	17:00	Valid		1000	
5	Pure economy	02/Aug	11:00	Valid		1000	
-	Glover leaf	02/Aug	18:00	Cancelled			
-	Navigation with estimated speed	03/Aug	07:00	Cancelled			
6	Clover leaf	03/Aug	16:00	Valid			1000
-	Navigation with estimated speed	04/Aug	07:00	Cancelled			
8	Speed Triangle & Out and return	04/Aug	14:00	Valid		1000	
9	Navigation with estimated speed	05/Aug	06:00	Valid	1000		
10	Slow – Fast	05/Aug	16:00	Valid			500
-	Round the Triangle	06/Aug	06:00	Cancelled			
-	Navigation with unknown legs	06/Aug	15:00	Cancelled			
12	Round the Triangle	07/Aug	06:00	Valid			1000
-	Pure navigation	07/Aug	11:00	Cancelled			
13	The Eight	07/Aug	17:30	Valid			1000
Total Points					2000	4000	4000

As a result, it was difficult to maintain the balance between the different task types, and the championship was biased towards the economy tasks.



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Championship Results

11 tasks were run and valid in every class and the competition was valid in all four classes. The number of entrants was enough to award the four team prizes as well.

The following table summarizes the medals awarded:

	PF1		PF2		PL1		PL2	
	Individual	Team	Individual	Team	Individual	Team	Individual	Team
1st	Michel CARNET (GBR)	CZE	Peter SCHULZ / Kathrin PINKPANK (GER)	CZE	Tomasz KUDASZEWICZ (POL)	ESP	Walter HOLZMULLER / Peter METZGER (AUT)	POL
2nd	Pavel BREZINA (CZE)	GBR	Aivaras AKRAMAS / Mindaugas SKRUODYS (LTU)	LTU	Petr MATOUSEK (CZE)	CZE	Gunar BARTHEL / Rico HANIKA (GER)	CZE
3rd	Frantisek SALAVA (CZE)	POL	Vladimir PROCEK / Michal BEDNARIK (CZE)	GER	Francisco GUERRA CUBERO (ESP)	POL	Piotr DUDEK / Dominik DUDEK (POL)	RUS

And this is the country ranking by medals:

Country	Gold	Silver	Bronze	Total
CZE	2	4	2	8
POL	2		3	5
GER	1	1	1	3
GBR	1	1		2
ESP	1		1	2
AUT	1			1
LTU		2		2
RUS			1	1

Full results for all competitors and tasks can be [read online](#).

The female class PF1f had three entrants from three different countries. One more from a different country would have been enough to award the female prize.

Competition records

Three competitors resulted eligible for a competition record:

Competitor	Country	Class	Task	Performance (corrected)
Tomasz Kudaszewicz	POL	RPL1Tm	Precision Circuit in the Shortest Time (Clover Leaf Slalom)	52.23 seconds
Grzegorz Krzyzanowski	POL	RPF1Tm		44.00 seconds
Emilia Plak	POL	RPF1Tf		47.90 seconds

The record claim forms were signed by Rob Hughes as official observer and the Jury checked the content of the forms and attached documents, and delivered the originals to the interested parties.



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Complaints and Protests

37 complaints were presented through the electronic system and they were dealt with very quickly. 20 were denied and 17 accepted. All complaints and their responses can be [read online](#).

2 protests were presented, one of which was not admitted. The admitted protest was rejected, and its summary can be [read online](#).

Media coverage

There were two teams making a serious job. A Czech team produced a [daily video summary of the tasks](#) with interviews to competitors and staff in Czech and English. The other one was the Spanish [Ojovolador](#) team who produced videos and reports for their portal in Spanish and English.

There was also the official media team, Flying Aces, who came the last day and was on the verge of not getting any image of a flight at all. The second task of the last day was cancelled due to strong wind and the third one was postponed until the last possible minute. The result is a championship full of completely different activities being illustrated by two ground tasks chosen at random.

Ceremonies

The opening ceremony was preceded by a display of aircraft, and a show of contending WWI planes. The team's parade was followed by kind speeches from aeronautical and local authorities. A minute's silence was held in memory of Mr. Etsushi Matsuo.

The evening before the closing ceremony we enjoyed a dinner party with an orchestra. This included a mock award ceremony celebrating the most outstanding and funny events during the competition days.

The closing ceremony was one of the finest ceremonies ever, carefully prepared and performed following FAI prescriptions.

Conclusions and Recommendations

From the jury point of view the best indicator of a good championship is the fact that the Jury didn't have to take any difficult decision.

Considering that the Czech NAC took the step to organise this championship as a consequence of the cancellation of the Lebanese bid, and the decision of CIMA was taken at the end of February, this has been a major organisational challenge with excellent results.

The following recommendations reflect the opinion of the Jury president:

1. The monitor visit should be done always. There are many small details which can be corrected when there is enough time.
2. The strangest bird on earth is a Paramotor Competition Director. If an organiser hires a foreign CD, as in this WPC, they should also appoint a national deputy competition director who should get fully involved in the competition and work closely with the CD.
3. A chief scorer and his team should take over the full task of scoring. There are very few scoring teams in competitions who can run the scoring themselves.
4. The chief marshal and the chief scorer should speak a common language with the competition director.



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5. The Competition Director has enough things to do. He should never do the scoring himself, he shouldn't be in charge of publishing results or other information, and he must never get involved in administrative tasks.
6. The official board and the mail boxes can be replaced by an electronic counterpart so long as the official time is based on GPS and there is a very high production of documents.
7. Publishing competition rules in advance and allowing teams to comment on them is a good strategy to make sure that rules are consistent and to avoid long discussions during briefings and task cancellations due to protests. This is the real purpose of having a Task Catalogue published along with the Local Regulations. Simply copying the draft task catalogue is an useless job. On the other side, creating a detailed task set one year before the competition is difficult or even impossible, as rules may change every year. So this kind of rules published some months in advance may be the compromise solution for a proper Task Catalogue.
8. There should exist a system to qualify marshals. Taking a few marshals from other countries can be a method to share experience and it has already been done.
9. Teams should have a way of reviewing flight tracks as soon as possible. This is not a rule or a competitor's right, but it prevents many complaints or simple questions which bother the CD and the scoring team.
10. The sensors for the slalom sticks must be strong enough to survive after many impacts. A sensor may receive 250 impacts during a single task (50 pilots x 5 strikes) and some of them can be really strong hits.
11. There should be a quick method to put the slalom sticks in place before and during the task when they fall down. Pre-installed metal cylinders in holes have been experimented in previous competitions.
12. There is a problem in the scoring of the slalom tasks. The current system is difficult to calculate and is not well calibrated for classes other than PF1. A time-based method doesn't encourage competition among the best pilots, as long as the highest efforts and risks can only be rewarded by a few points. On the other hand pilots don't like a rank-based system.
13. A minimum quality in the accommodation should be provided. If competitors stay in the camp site they will bring their own equipment to rest comfortably. But if they stay in a hotel they should concentrate on preparing the tasks instead of looking for full-sized towels or requesting their room to be cleaned.
14. We need to take advantage of the visual impact of big pylons in certain ground tasks.
15. We must make an effort to encourage media teams to show some interest in our competitions. The work done by Flying Aces can only yield a partial view of our competition, as the last day was chosen at random. As long as weather is also random, chances were high to have no competition images at all. FAI should require a less random job.

Links

There are many links to on-line information along this document which are useless when the document is printed. In case you are reading a printed copy, these are the links:

Championship's web site: <http://www.wpc2009.cz/>

Championship's intranet: <http://www.flymicro.com/wpc2009/>

Round the Triangle task: <http://www.flymicro.com/wpc2009/index.cfm?page=docs/Tasks/Task F.pdf>

The Eight task: <http://www.flymicro.com/wpc2009/index.cfm?page=docs/Tasks/Task G.pdf>

Electrokick system: <http://www.electrokick.com/>



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Results for all competitors and tasks: <http://www.flymicro.com/wpc2009/>

Complaints and their responses: http://www.flymicro.com/wpc2009/index.cfm?page=docs%2FOfficial_documents%2FComplaints.cfm

Protest summary: [http://www.flymicro.com/wpc2009/index.cfm?page=docs/Official_documents/WPC2009Protest 1 summary.pdf](http://www.flymicro.com/wpc2009/index.cfm?page=docs/Official_documents/WPC2009Protest%201%20summary.pdf)

Daily video summary of the tasks by the organisers: <http://en.wpc2009.cz/?cat=8>

Ojovolador videos and articles: <http://www.ojovolador.com/eng/paramotor/>