

Jury presidents report from the WMC in Marugan, Spain 2012.

Venue

The site is well suited for the event. The surroundings are fairly flat with good landing possibilities in case of an emergency. There were no control zones in the vicinity or other restricted areas. The airfield had two runways, whereof one with asphalt surface and the other of loose gravel. Both were of sufficient length for microlight aeroplanes. The runway most commonly used was the asphalt one which had three landing decks painted on it. The airfield is sited a few km outside the town of Marugan, a town with a number of restaurants and the possibility to shop food and other basic stuff. Marugan in its turn is approximately 30 km from the bigger city Segovia, well suited for shopping and sightseeing.

Weather

The championship started with temperatures around 40 degrees C, unusually high for Marugan this time of the year. It went down to around 30 degrees C after a few days, which is more normal, but continued to sink down below 20 degrees C which is not normal either. Then temperature went up to around 30 again and stayed there to the end of the week. In combination with the low temperature there was also a bit of rain. The rest of the week was dry. Due to forceful thermals during some days there were severe winds that manage to lift a service tent and damage a couple of aeroplanes. Luckily it was possible to get them repaired in time for next task, even though the repair was sometimes a bit provisional.

Facilities

Adjacent to the runways there were two big hangars also containing the scoring office, the briefing room, the restaurant and the Jury room. There was also a possibility to use a hangar during, weighing, repair and maintenance. Outside the restaurant there were tables and chairs under a sun roof. The restaurant food was good, though repeating itself a bit over the week. Close by there was a pool and lawn for the contenders and their families to relax. There was also a rostrum for the ceremonies. Behind that was the camping area with shower and toilet facilities in sufficient numbers. Parking was possible at the camping area and at parking places close to the entrance. At the site there was access to the internet.

Administration

There were a sufficient number of marshals that had good knowledge and were well briefed in their tasks; the only thing to be wished for was an overall better knowledge of English even though the chief marshal spoke good English. Scoring was done by two persons only, which may have looked thin in capacity, but showed by the end of the championship to have worked well. The head office functioned well, with English speaking people around.

Running the event

Every navigation and economy task was controlled by electronic devices and FR's. Precision landings were video filmed and also checked by a sufficient number of marshals. The quarantine area was well marked with numbered signs for everyone to find their place. Refueling and the checking of the refueling were done in pair between two teams checking each other. That system worked fine. The scoring system was good and it was very convenient to have all scores, complaints, finished tasks, time limits etc. accessible in your computer instead of having a lot of paper to handle. But the access to the net did fail from time to time. The outgoing line from the routers couldn't cope with the amount of internet visitors. The incorporation of a pin code for team leaders and other authorized people did reduce the number of users to such an extent that the routers could handle their wishes.

The overall handling of the tasks by the marshals was good, even though there were mistakes, mistakes that had to and were corrected and score sheets revised accordingly.

Briefings

The briefings took place in one of the hangars. It functioned well with the exception of being very sensitive to noise, as usual when it comes to hangars one is inclined to say. The tasks were already distributed over the net, which was very convenient and shortened the briefing time. The tasks were presented by the competition director who were very well prepared and had answers to all questions.

Tasks

The number of tasks flown was 12, that is more than needed to make a championship. The tasks presented were generally very good, imaginative and fun and the competitors seemed to like them.

Complaint and protests

Complaints were numerous but only one went so far as ending up becoming a protest. Most of the complaints emanated from misunderstandings and were sorted out fairly easily. This was a rare situation and must be seen as a proof of a good organization, clear tasks and knowledgeable staff.

Conclusions

Marugan was a very suitable place for a Microlight Championship. Provided the same staff will run an event again, one can almost guarantee a success.

Tomas Backman

President of the international Jury