



CZECH BID TO ORGANIZE WMC 2009 IN CLASIC CLASSES

Organizer: Light Aircrafts Association of the Czech Republic in the cooperation with the Aeroklub Jihlava

Location : Aerodrome JIHLAVA (LKJI)

Proposed date and time schedule :

Opening of the camp and facilities	: 10.08. 2009
Beginning of registrations	: 11.08.2009 * ¹
Training task NAVIGATION	: 13.08.2009 afternoon
Training tasks PRECISION (2-3 rounds)	: 14.08.2009 afternoon
General Briefing and task No 1 briefing	: 14:08.2009 21:00
Opening ceremony:	: 15.08.2009 10:00 – 10:45
Air show	: 15.08.2009 11:00 – 12:30
Task No 1 (complex task)	: 15.08.2009 13:00 – 17:00
The “Welcome” hangar party	: 15.08.2009 19:00
Full competitions flying	: 16.08.2009 (Sunday) – 21.08.2009 (Friday)
Price giving and closing ceremony	: 22.08.2009 15:00 – 17:00
The Closing hangarparty	: 22.08.2009 19:00 – 23.08.2009

Information about locatin:

Co - organizer, Aeroklub Jihlava (<http://www.aeroklub.ji.cz>), is operator of the aerodrome proposed for the championship flying. Jihlava is located very closed to main Czech speed way D1, it is only 1 hour to drive from Prague. Town Jihlava is the Capital of Highland region (Vysočina in the czech language). Highland region is the agricultural region with the best enviroment in the Czech Republic

The Highland – typical look of the country



and nature is very health and not touched by heavy industry. Country is hilly, but no mountains. Forests are not to large and so is easy to find very safety space for designing of the task tracks.

The Jihlava airfield is a modern public aerodrome in the central part of the Czech Republic. Additional official information can be found in the attachement No 1 – hard copy of the relevant AIP CR pages. Aeroklub Jihlava organized many times FAI 1. cathegory competitions, mostly in gliding. By this reason is location equiped by stabil toilets, showers,

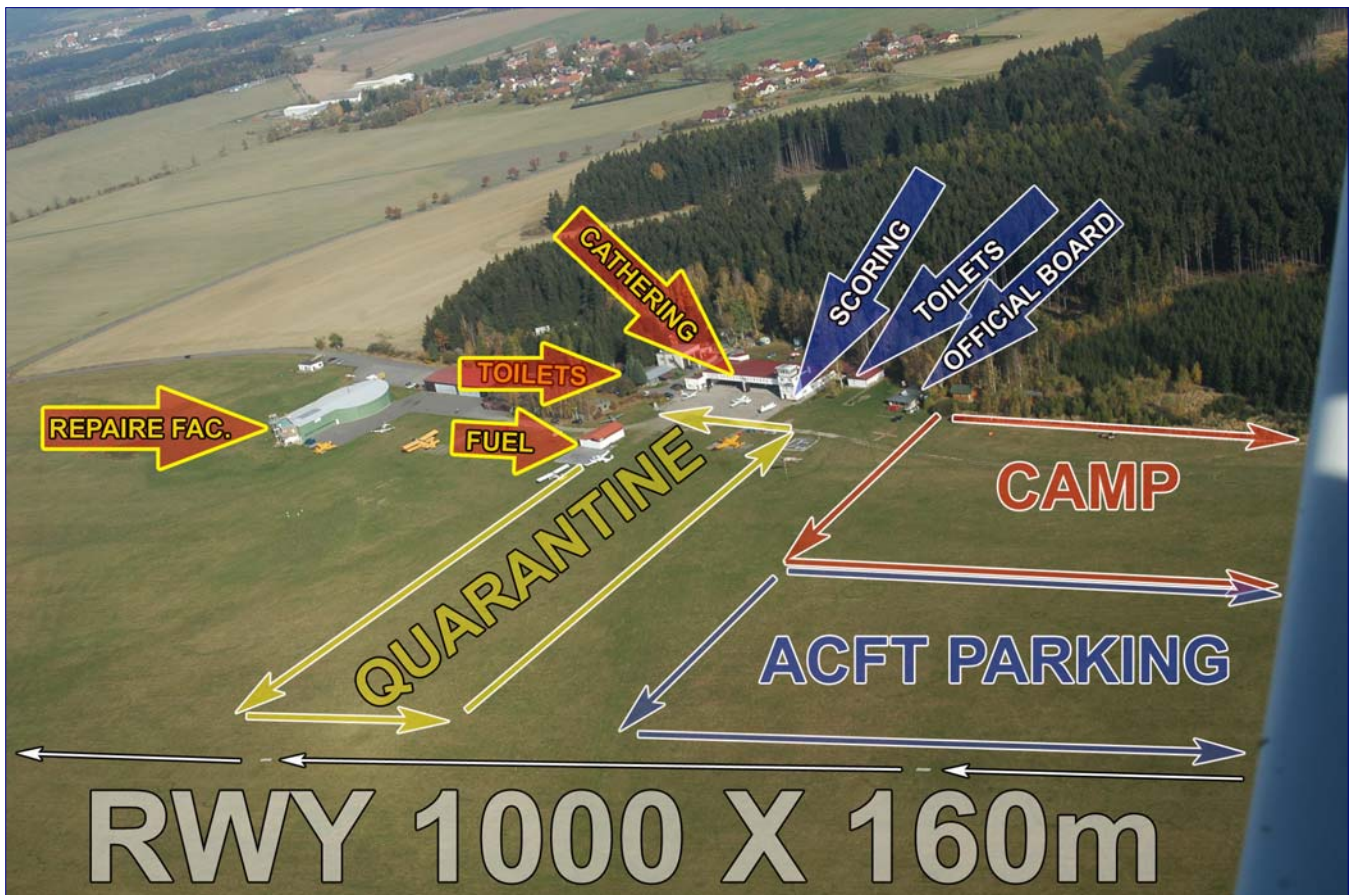
¹ Is specified in special article



WiFi internet connection, large camping space with good lawn and outdoor electricity plugs and lights, canteen, gas station with the needed kinds of fuel (95 octan natural gas, 100 Avgas, Diesel) and other facilities in sufficient condition and quantity. The Aerodrome has large RWY 920 m x 160 m in sufficient condition, At the aerodrome is located a certified workshop for maintenance of ACFTs and repair activities.

The conference room for 60 persons is situated in the main building and it will be the briefing room. There are offices for the Jury and other FAI officials and rooms for the Pilot office and scoring. There is the aerodrome canteen too. Cathering will be situated in the main hangar.

Jihlava is the middle sized town with 51 000 inhabitants. It is old town with history from middle age and was based in year 1240 as the silver mining town in the historical Czech kingdom. There are all commercial, health and social facilities, modern nice swimming pool, animal park and all kinds of services, workshops and shops. There are very good conditions for individual transport and traveling to Prague or to the neighbouring towns by train or bus for friendly prices.



The Jihlava Airfield

In the short distances (from 25 to 40 km) are some other very interesting towns.

The second biggest and the oldest town in the Highland region is Třebíč (39 000 inhabitants) with history from the year 1101. The St. Prokop's basilic from 1260 and old jewish town and cimitary are written in the UNESCO list of cultural heritage of the world. In the Třebíč is a local microlight airfield

operated by the West Moravian Aeroclub (www.zmak.cz). This airfield should be available for some landings or touch and go tasks in frame of WMC.

Třebíč – the historical centre



The Třebíč's airfield



The most spectacular town is Telč (6 000 inhabitants), built up in the renaissance era, with very well known town square and castle, which are written in the UNESCO list of cultural heritage of the world.

The Telč



The Telč's castle



Competition fee:

Basic competition fee will be 400 € for competitors, 100 € for team leader and team leader assistant and charge for Aeroklub 25 € for accompaniment people in the camp. Children up to 12 years will be free.

Discounts:

For every complete quartet of competitors in all classes (1 AL2, 1 AL1, 1WL2 and 1 WL1 – it is 2400€ in nominal) will be offered discount 20% - it is 480 €.

For payment before 15. 4. 2009 will be given discount 5 %.



Example 1:

Team will have 8 ACFTs, 2 RAL 2, 2 RWL 2, 2 RAL 1, 2 RWL 1, 1 teamleader and 1 team leader assistant.

Normal payment should be 5100,-- €.

Discount for 2 complet quartets will be 960,-- €, payment will be 4140,-- €. If payment will be put in the organizers bank account no later than 15.4. 2009, additional discount will be 5% from 4140,-- € = 207,-- €. Fee will be 3933,-- €.

Example 2:

Team will have 8 ACFTs, 3 RAL2, 3 RWL 2, 2 RWL1, one team leader and one assistant, and payment will be put in the organizers bank account after 15th April 2009, fee will be 5900,-- €.

Difference is almost 2.000 €.

Practicy, team 1 can have 5 competitors more than team 2 for the same money.

Entertainment and funny activities:

Organizer will organize two official hangarparties, the first after the Opening ceremony, the second after the closing ceremony, with some free food and drinks.

During whole WMC will be free space for nonofficial parties in the hangar (but no noisy parties will be allowed in the camp after 22:00 local time).

Organizer will support special non official team competition. Teams will be set together from one aircraft in each class, whereas each crew should be from different national team. A special team of "non official scorers" will be established, probably from the Press center stuff. Prizes should be given two or three times between opening and closing ceremony in natural form of some good food or drinks. Official score of the team members will be used for computing of results, no special flying tasks will be allowed with exception some little and safety tasks organized by press center in the frame of free flying. It can be oportunity for having a good fun and creating of non formal friendly international atmosphere.

Registration procedure:

Registration procedure shall be aplyfrom 11th August. Pilots would be asked for pilot licence, airworthness certificate, declaration of conformity, insurance certificate and FAI sporting licence. Navigators would be asked for FAI sporting licence and ID document. The technical check and weighing will be included in the registration procedure, from beginning up to closing registration procedure (Friday 14.08.2009, 20:00) will be technical specialist equiped by scales present from 07:00 up to 20:00. No flying for aircraft, what didn't pass registration check will be allowed. In the check will be made checking protocol and photo documentation of aircraft and its equipment. Equipment of aircrafts should be strictly in accordance with the section 10 regulations. (No GPS or eletronic navigation equipment, no gyro equipment at cetera) No changes will be allowed excluding change of propeler. Not allowed changes will be penalized disqualification.

Aircrafts will be taken as empty without fuel. Mass of aircraft and crew should be less than MTOM about equivalent for 20 l of fuel for two seaters, 17 l for one seaters. Parashoot rescue system should be taken as 0 kg by declaration, but MTOM dond exeeded 472,5 kg for two seatrs and 315 kg for one seatrs because there are limits based in the Czech civil aviation act.



Task catalogue:

Task catalogue is based on the specimens issued in the section ten task catalogue. Catalogue of the Task sheets are attached in attachment of the local regulations. No other task sheets will be used, only additional information about times, taking off and landing manoeuvres will be specified at the briefings.

Official maps:

Each competitor and team leader and teamleader assistant with paid fee shall obtain 1 official competition map. Scale will be 1:200 000. For each navigation or economy task pilot should get printed task map in scale 1:200 000 with known track, known turnpoints and known gates, two-seaters crew should get two prints. Specimen of printed map is in attachment No 3.

Messuring methods and scoring:

- All times and position evaluation will be based on Flight Recorders. For data loading and creating the IGC files will be used software and cables delivered by competitors in accordance with the relevant article of the section ten.
- For data analyzing will be used program See You (by Naviter).
- Gates and (or) scoring zones will be briefed with radius 200 m on the known legs, from 300 up to 500 m on the legs constructed by the competitors during the competition flights in dependence on difficulty level of partial task and terrain.
- In evaluation process will be given 30 m additional tolerance for correction of natural mistake of measurement method. It doesn't give any advantage to the competitors, it is only assurance of fair principle of the competition, because every measurement method have some natural mistake.
 - (comment: Accuracy of position taken in minimal unit one second can have mistake up to 18 m, and some limit accuracy have flight recorder. Accuracy better than 10 m is possible only in cases, when is position measured in one place longer time. It is impossible ask in the case of fast movement of aircraft.)
- For calculations will be used spreadsheets based on the MS Excel with makros and formulas.
- After each task excluded precision tasks will be organized debriefing with each competitor against competition flight. Evaluation of score should be checked by competitor in the same time, in what will be made by scoring staff.
- Precision tasks will be recorded by no less 2 cameras in each deck. (One stabil camera on front line and one camera continually watching ACFT from final approach up to full stop).
- Times in timed precisions will be checked by radio controlled clocks on the front line of the relevant deck. Crossing the front line will be the time, what will be taken for scoring.

Medical and other services:

Medical emergency service and Firebrigade will be available on site during competition flying.

Training possibilities:

In the June 2009 will be organized part of the Czech NAC in Jihlava. This part of NAC will be opened for foreign competitors. For competitors, who will have entry fee for WMC paid will be participation free, in other case fee will be 100 €.



The key people:

Event director, chief of scoring: Vladimir Silhan
Competition Director : Jan Hynčica
Coordinator – deputy director: Jan Bem
Chief Marshal : Jaromir Bouda
Facility director, book keeping: Zdenek Kölbl
Chief of Pilot office: Vladimir Kovar

Event director, chief of scoring:

Vladimir Šilhan, age 54

Vladimir organized several past NAC in cooperation with Jan Hyncica, and from 2005 to 2008 he have been organizer of Czech Cup of ML navigation flying (CUP is easier kind of ML competitions, it is based on the sec.10, but gates are wider, precisions are only with engine on and stoping in the deck is not aply). He developed spreadsheets for several kinds of tasks and this sheets works very well, how was shown in Usti nad Orlici. He have been team leader asistent EMC 2006, Event Director and chief of scoring in WMC 2007 and steward EMC 2008. He is microlight pilot since 1998 with over 700 hours praxis.

Director of the competition:

Jan Hynčica, age 46

Jan started flying with gliders and later as a fighter pilot. In 1991 he began to fly microlight aircrafts. In the nineties he did compete in several WMC and EMC in RAL 2 class. Later, he started organizing national competitions in the Czech Republic and at present, he is one of the most experienced championship directors in the country. In cooperation with Vladimir he organized a lot of past NAC. He is task designer with good competition pilot skills. He have share in organizing of the Cup. He have been the competition director WMC 2007.

He performs all kinds of aviation sports (Microlighting, gliding, skydiving) He is ATPL, including the flight instructor rating. He is the Captain of transport ACFT now.

Coordinator, deputy director:

Jan Bem, age 62

Jan is one of the most skilled active ML pilot s in the world. He holds ML WL and AL pilot licence, PPL licence (incl. Sea planes) and air mecanic licence. Jan competed in WL classes in 90th, later he was the team leader of the Czech national team. Past 2000 he is representant of the CR in the CIMA. He have been many times or jury member or steward in the WMC and EMC. Jan achieved succes in his brave and adventurous expeditions in to the Himalayas, were flew on WL microlight around Mt Everest and pass over Anapurna. Jan with his daughter achieved two World record last year and just now with copilot Olga Zaluska achieved excelent time in climbing for height 3000 m GND (7 minutes 17 seconds). Jan have very good knowledges and experience for coordination competition staff with the teams, FAI officials and accomodation staff.

Chief Marshall

Jaromir Bouda

Jaromir is paraglider pilot, microlight pilot with the instructor rating, private pilot and also he is military JET pilot. Jaromir was in chief marshall role in Usti nad Orlici 2007 and his coordination of ground movement was excelent.



Facility director

Zdenek Kölbl

is very well skilled and experienced pilot of all kinds of aircrafts from microlights (instructor rating, pilot examiner) up to commercial aircrafts. He is employee of Aeroklub Jihlava, but he will change his job as soon. He is co-owner of the certified workshop for repair and maintenance of aircrafts and so he will be "at home" in each case.

Chief of the Pilot office

Vladimir Kovar

Vladimir is microlight and glider pilot. He was organizer of some local competitions in Usti nad Orlici and some rounds of the Czech navigation cup. He is very hard working guy. He was chief of Pilot office in WMC 2007.

Others

A lot of other marshals and scorers, who had experiences from the WMC 2007 will have share in the organizing of the WMC 2009. Large team of good skilled and experienced people is the best assurance of good competition conditions.

On behalf of LAA
Jan Bem
CR CIMA delegate