



# 14<sup>th</sup> World Microlight Championships 8<sup>th</sup> World Paramotor Championships

Matkópuszta, Hungary. 6th-16th August 2014

José Luis Esteban – Nov/2014 – **Steward's Report**

## Note

Both the 14<sup>th</sup> WMC and the 8<sup>th</sup> WPC took place simultaneously in the Matkópuszta airfield. I was appointed steward for the microlight competition, but the paramotor steward couldn't attend the competition, so I started to do both jobs during the training days. Eventually, after the insistence of a jury member, Natalia Paska was appointed steward for the paramotor competition in the last minute, and she arrived at the start of the competition. However, once the competition started, I found myself involved in the paramotor competition. So this report includes comments on both competitions.

## Venue

As reported by the Monitor, the airfield is very well suited for microlight and paramotor competitions, with a large grass strip and a much larger usable area for simultaneous operation of microlights and paramotors.

Facilities include hangar, control tower, offices, restaurant and accommodation. Additionally, a camping area is conveniently equipped with a permanent electrical supply.

Access to the airfield was difficult as the main road was under construction in an exact synchronization with the competition days.

The flying area is flat and safe, with a major no-fly zone around the Kékskemét airport. The map for the microlights was specifically designed for this competition. However, the map legend was only written in Hungarian. The paramotor map was a reduction from a larger original.

## Accommodation

The camping area for each team was not established according to their needs, so it became the theatre of operations where invasions and reconquests took place between countries.

The toilets in the permanent accommodation area were supplemented by portable ones at the campsite. Competitors complained about insufficient water supply and cleaning.

A number of wooden cabins were offered to the teams, but they were under a full overhaul and most of them weren't ready during the competition dates.

## Services

The main office was open most of the time with staff always available for registration or other administrative tasks. The same office was used by the microlight competition director and the paramotor scoring team. This scoring team was continuously interrupted by multiple requests unrelated to their main job. Another room, a quiet one, was used by the microlight scoring team. The paramotor competition director had a separate room. It was impossible to reorganise the spaces due to a lack of network cabling and the unreliability of the Wifi network.

There were two briefing rooms, one for each competition. One of those rooms was also used as the jury room.

No transport means were planned for Jury and Stewards, so those staying at Kékskemét had to beg for transport every day. The same happened when the Jury decided to check some turn points, for example.

A WiFi network was installed to provide connection for the whole area. As in previous competitions, coverage and bandwidth were not ideal.

A large tent was installed and used as a restaurant.



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## Competition staff

The competition management was officially announced as:

Event Director:	János Bálint
Microlight Competition Director:	Vince Ferinc
Microlight Deputy Competition Director:	Erzsébet Vizaknai
Paramotor Competition Director	Andy Phillips
Paramotor Deputy Competition Director	-

However, I wasn't introduced to János Bálint and I wasn't able to see his work.

The effective event director was Vince Ferinc, who combined this job with the direction of the microlight competition.

Erzsébet Vizaknai was the only contact point for everyone regarding the overall event and the microlight competition as she was the only English speaking person who could take decisions. Her job included translating the microlight briefings.

Marshals were reasonably trained and improved during the competition.

A single scoring team was initially planned for both competitions. When the competition started it was clear they couldn't do the job, so a team of two persons was selected to do the paramotor scoring. Eventually also the competition director and this steward had to get involved in the paramotor scoring.

## Competition system

According to the CIMA regulations, task catalogues were published months before, but specific task details were left to the last minute by both competition directors.

Briefings in both competitions took a long time due to lack of details in the task sheets. Microlight briefings lasted even more, as the director needed an interpreter.

MLR loggers were used during economy and navigation tasks, but the download procedure was deconstructed. Instead of using the available fool-proof FRDL software, NMEA files were manually selected from the logger's memory and copied to the computer's hard disk into a manually created folder. No distinction was made between primary and secondary loggers.

A new scoring software was specifically created for this championship. It read the raw NMEA files instead of IGC-CIMA track files. Microlight tasks were analysed and scored by this system, but it seems it wasn't prepared to score the paramotor tasks. When this became clear, the new paramotor scoring team resorted to FRDL for the download, MicroFLAP.net for track analysis and publication, and to spreadsheets for the scoring.

The microlight director defended that obtaining coordinates from a map was a valid procedure, so he didn't take GNSS fixes on turn points even when he visited them. The paramotor director simply didn't have the time to visit turn points nor could delegate on others. So none of the competition directors complied with point 1.13.6 of the Local Regulations.

A championship information website was created, where announcements, tasks, results and tracks could be posted. Not all announcements were published online and Wifi access was not fully reliable, so a classic official board was installed, duplicating the publication effort. Complaints could be posted online by competitors, but they were also accepted in paper, causing unnecessary duplications.



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## Running the tasks

The airfield was organised for both simultaneous competitions. Microlights used the runway and paramotors used a single large deck and a single area for ground tasks, so paramotor operations, especially ground tasks were slow.

There was a lack of electronic timing systems and there were no inflatable pylons, so paramotor ground tasks were executed using sticks and manual stopwatches.

The design of navigation and economy tasks was good in both championships.

Fuelling was done by marshals in the microlight competition and by competitors in the paramotor competitions. Both methods worked well.

13 tasks were flown by the microlights and 7 by the paramotors, with the task proportions in reasonable correspondence with the rules.

The publication of scores was slow and numerous complaints delayed the publication of official results.

## Conclusions

The closing ceremony was scheduled for the Saturday morning, but official results were not available at that time. The WMC ceremony took place at 18:00 and the WMC ceremony was delayed until 23:00 when half the pilots had already left.

There have been a number of mistakes during this competition already pointed out in this report. The following recommendations remark some important points:

1. An event director and a competition director **MUST** be different persons. No human I know can do both things properly at the same time. Erzsébet could have been an excellent event director and Vince could have been an excellent competition director if they hadn't mixed their roles.
2. A person shouldn't be the championship's bottleneck. Delegating is essential.
3. When an organiser is also the director of one of the competitions, resource allocation tends to favour his own competition. Example: no resources for paramotor scoring.
4. Reinventing the wheel is a great experience when you do it right. But it's a waste of time when you decide not to build on freely available tools and to create worse ones instead.
5. Directors must read and understand their own local regulations. This prevents unnecessary discussions with competitors and jury.
6. The purpose of a championship is to decide the champion. This means that the purpose of a competition is to get a score. Plan everything to get scores!
7. Scoring teams must be able to perform their task autonomously and in a quiet place without interruptions.
8. All effort must be put into writing detailed and accurate task sheets. In my experience, this takes more than one day per task. Otherwise, any amendments or clarifications made during pilot briefings need to be briefed again to marshals and scoring teams causing a huge waste of the scarce time.
9. The infrastructure for paramotor ground tasks has evolved a lot during the last years, improving the competition. Organisers must prepare electronic timing systems and inflatable pylons.
10. When there is a single area for paramotor ground tasks, the director should plan different tasks for different classes, so that half the competitors fly a navigation task while the rest wait long hours for their turn in a ground task.