



Jury President Report

Of the 1st FAI European Paramotor Slalom Championship

First of all: Thanks for the organisation and a special thanks to the 3 Directors: Joel Amiable, Antoine Demelier and José Ortega.

Thanks also for the 2 other members of jury: Natalia Paska and Ramon Lopez.

Thanks also for our steward Oscar Mistri who have help us , organisation and specially all pilots who have some engine (not only polini) problem.

31 PF1, 6 PL1 and 6 teams for racing, where on the competition.

8 Nation on PF1: FRA, POL, SVK, GBR, SPA, CZE, BEL, SUI, GER.

17 valid tasks where flying in PF1: 12 before the cut, than 5 for final.

1st: Pénone Jérémy (FRA); 2 Ficek Piotr (POL); 3 Mateos Alexandre (FRA)

3 Nation on PL1: ESP, FRA, POL

So I've ask to the CIMA bureau before the opening ceremony we have the opportunity to valid this class and reduce from 4 to 3 nation.

18 valid tasks where flying in PL1: 14 before the cut, than 4 for final

1st Bogdal Wojciech (POL); 2 Romicki Krzysztof (POL); 3 Mallard Frédéric (FRA)

4 Nation on racing team: CZE, FRA, POL, SPA

For Racing team, we allow also 4 team mixed by PL1 and PF1 and also international. Pilots who want compete where enthusiast to do it.

We've a Polish team, mixed by PL1 and PF1, and international GBR, BEL; GER, SUI; SVK, SPA.

Of course the last 4 team where no classified (not possible in local regulation) but enjoy to do it.

4 valid tasks where flying in racing team.

1st France Team 1; 2 Poland Team 2; 3 France Team 2

Thanks for Marshals who have make it possible!

I think 3 on take-off is a minimum to run it quickly , 1 or 2 on landing, 2 on the cells and 1 on each pylon (if 2 task in same fly: 10 marshals...)

I don't forget Jonas Gicquel on scoring helped by 2 or 3 Marshal's. Thanks for them.

Only one complains but no protest.

Safety:

The safety of the airfield was OK and the area enough large.

Security people where all the time on the airfield when competition start.

We need them for one crash; pilot was OK but need to go to have one point on his leg. The day after, he was flying.

For this, I recommend to have at least Jean's and no short.

Most of the pilots have body protection like in motocross... I think it could help and in future competition maybe mandatory.

Logistic:

- Camping was in order for all competitors: blocks with hot shower WC's etc...
- Wi-Fi was also OK but sometime need to be re-booted when all people want to see videos...
- Catering was perfect, thanks for the organisation.
- Talkies with a large range for all organisation and jury members.
- Quads: around 5 and 2 big with trailer for the transportation of paramotor engine in the field or in case of emergencies.
- Electric generator: 3 with enough power for the inflating of the pylons.
- Enough cell to take time on 1/100 (pilots broken one cell and one reflector... see on videos on www.competulm.com)

Proposals for future championship:

- Maybe % of pilots in place to have 1/16 if 32 pilots. Same if the comp could make 15 course.
- Allow team racing for international (mixing 2 or 3 country) with maybe some limitation of number.
- For team racing thinking about penalties: time penalties when differences pilot entrance and next entrance...
- think about making the future championship above water or sand near the beach or a light ground.
- Organisation makes a meeting with all pilots to look after security. Pilots don't want more regulation, our sport is changing rapid and we need to have opportunity to improve new things.

**I hope CIMA will allow the new trophies Grzegorz Krzyzanowski who died the 16th of June.
He was the 1st on the World Paramotor Championship last year.
Poland will show you this trophy on the next CIMA meeting with the rules to win it.**

René Verschueren
President of Jury 1st FAI EPSC



President of jury with the FAI flag

