

WORLD MICROLIGHT CHAMPIONSHIP EIN YAHAV 2011

CIMA MONITOR REPORT

General View

This report is about the information collected in the Championship web page and during the monitor's visit from Thursday 30th of June to Monday 4th of July. I have been very well attended by Naaman Tam, as Championship Director, and others, with an exceptional hosting.

I have been Thursday evening, Sunday afternoon and Monday morning in Tel Aviv, having several meetings with Naaman about different organization aspects, and meeting some of the people that are working in the organization of the championship from the Israel Microlight Association. I met as well the responsible for sport aviation of the Israelian Civil Aviation Authorities, who expressed their support to the event.

From Friday morning to Sunday morning, I have visited the championship area, flying to Ein Yahav with Naaman Sky Ranger. At Ein Yahav, we have flown some navigation task simulations, using the official map. I have met with local members of the organizers team, and with the mayor of the City Hall.

Just the week before my arrival, the Bulletin 2 has been produced and published in Internet.

My impression has been positive, as the organizers have all the items of their agenda and the jobs are in progress. We must take in account that we are still 90 days left from the start of the championship, so the organizers have time enough to finish their job.

The Vicinity of the Airfield

The airfield is 5 kilometers away from the village of Ein Hahav, and 2 kilometres from the village of Sapir. The access from the road 90 is direct and easy.

This airfield is located in the Arava Valley. This valley goes from the Death Sea to the Red Sea, from north to south. The border between Israel and Jordan is the river Arava. As the road is parallel to the river, the airfield is in between them so it is very closed to both. The elevation of the airfield is minus 200 feet.

Most population in the area is in the valley along this road. There is no cities near the airfield, the closer one is Elav, 90 km south at the Red Sea shore. Along the valley, several small villages are located, In this villages basic supplies can be found, but there aren't complex commercial infrastructures as malls.

As the valley economy is based in intensive agriculture with green houses and tourism, there is a good offer of accommodations, most of them lodges with apartments or bungalows. The tourist offer is also quite good, the Area Council will provide to each team member with a complete tourist information. Most population speaks fluid English.

1 km away from the airfield, between the runway and the road, it's the Gamalia, a tourist complex built with beduin tents, with a good and big enough restaurant to give service to the championship and infrastructure to host the camping area. This place will be the social center and meeting point during the championship.

In front of the airfield, just crossing the road, there are a gas station, with a Mc Donald's restaurant and other services. The fuel supply for the competitors will be this fuel station.

The Airfield

This airfield is mainly a tarmac runway 20x1200 m, parallel to road, with a small tarmac parking platform at the south side, where the car access is located. Closed to the entrance there is a small building, with around 40 m² in one floor, used as a terminal for local flights. It has air-conditioning, and of course water and electricity supply. It has a closed office, small public toilets and two bigger public halls. The organization administrative office, scoring room and briefing room will be located here.

The surroundings of the runway are mainly flat, with compact soil, and useful to taxi in

many parts. Anyway, they want to improve a specific area as parking for the aircrafts and container place, and to use the tarmac parking as quarantine area to start and end the tasks. This parking team area will be provided with electricity.

Three decks along the runway are planned, two for take off and one for landing, enough to manage the tasks. Anyway, in the training period the off engine practicing may be controlled by the marshalls.

It is planned to install A 10x20 m. tent to weight aircrafts and to fuel control in fuel limited classes.

There is a fuel station just in front of the airfield entrance, and some others not far. Fuel will not be a problem during the competition.

Free wifi internet access could be available at the airfield for the participants. This is still under study as the only way to provide this is 3g covering, and they need to solve having enough capacity.

Official Map and flying area

The region around the airfield is the Neveg dessert, that goes from the Jordan border to the west to the Egypt border, with a triangular shape pointing south that finish in the Red Sea. The dessert is higher than the valley, with a complex topography that includes hills, deep valleys, high flat lands. There is a creeks and rivers system, dry of course, well marked on the soil. Another ground feature are the 4x4 trails, and some groups of ruins. All of this configures a splendid landscape.

A 1:200.000 map is being produced specially for this event. I had the opportunity of flying a couple of precision navigation task simulations, and the representation of rivers and trails, as well as the topography, is reliable, so a precision navigation is possible, although of course is very different to the type of navigation we are used to. The championship will have, for sure, a lot of emotion and interest with this unusual environment.

About geo reference, the map is wgs84 and was easy to do.

As soon as the final version of the map will be finished, a bitmap version will be published in the web page.

There are several runways and airfield in the area that could be used for landings during the competition.

Scoring team

The track analysis program is not yet decided. It could be the software used for general aviation international events, the Air Observer, or Microflap. The competition director and me tested to use Microflap, with good results, but the scoring team came from the GA competitions, and they are used to their software.

I didn't meet the scoring team, so I couldn't see them working. I warned the organizer's team that the scoring team is one of the cores of the competition, and they must focus on getting the best possible as soon as possible.

The marshal team will be composed with young volunteers, headed by skilled pilots.

They have planned to run a test competition at the end of august, for the scoring team, marshals and the spatial design of the airfield, and have time enough to fix any problem found. They will run the same kind of task that we will run in the championship.

I recommend to have, at less, one colour photocopier-printer A3-A4 and a second black and white photocopier A3-A4, as this is a very sensible point during the championship.

A intranet system will be installed, trough wi fi access, in the airfield, the restaurant and the camping area, with similar features to Sywell's intranet (warnings, announcements, complaints, results, etc). This web intranet page will be published in internet too.

Besides this system, I have commented to the organizers the possibility of providing to the team leaders with local mobile phones, to use a SMS warning system from the championship web page and reinforce the news warning system out of the range of the

intranet.

Tasks

Task will be chosen from the catalogue published, although some small adjustments are still being designed., specially for navigation tasks. I still recommended them to publish drafts of the tasks and open a mail list, as it was done for Sywell, to review the task sheets with the Competition community and fix any potential technical mistake now instead of the first briefing.

The competition director is working very hard searching turn points, features to photography, etc, to ensure the quality and rely of the tasks.

About the timetable during de championship, they have already one that matches with the percentages between types of tasks. They plan to fly a long task, very early in the morning, to fly in the best possible conditions, to rest during the central part of the day, and fly another sort task (precision landings, shorter navigations...) in the afternoon. During the rest the briefings will take place.

This timetable is reasonable and it adapts to the weather conditions: very stable atmosphere during the morning. From 11:00 in the morning, thermal turbulence begins and gets windy from the North. This wind ends an hour after the sunset. During my visit this wind was strong (15-20 knots), but in October should be softer as the temperatures and light time are smaller.

Others

Inscriptions: the time limit for general inscription is 1st of September, although for pilots planning to enter in flight, the deadline is 15th of July. The price for inscriptions have been increased 50€, due to financial needs.

Insurance disclaimer sheets: two of those are mandatory for inscriptions, one to sign by competitors, as usual, and other to be signed by the insurance providers. I warned the organizers that this signature could be refused by the insurance providers, and to study possible solutions is this problem arises. I personally sent this paper to my insurance, but I haven't got still an answer.

Auto gyros: they are welcome as an exhibition class, not official.

Locating system for rescue: a GPS-GSM system could be rented by competitors, to facilitate fast location of the aircraft in case of an out landing.

Shipping: clear explanations are on the web page about that. The organizers insist that they will support to the teams to manage the arrival and exit of the containers even if the team is not there. They plan to have a crane on site, to be paid between the teams that will use it, to save money and time.

Web page: The championship web page it's on from last November and in my opinion has all the essential information needed, after some corrections that are already done.

Bulletin 1 and Bulltetin 2 are already published. Of course I recommend a frequent check of the web page to find all the information needed.



Antonio Marchesi