



Championship Location:

Linhares - Espírito Santo - BRAZIL

Date: 10th – 20th, June 2020



ACTIVE MEMBER





Location of Championship:

Linháres Flats, 100km north of Vitoria (VIX), ES Brazil.

Proposed dates of Championship: From 10 to 20 June 2020 after summer and beginning of the driest and low wind season.

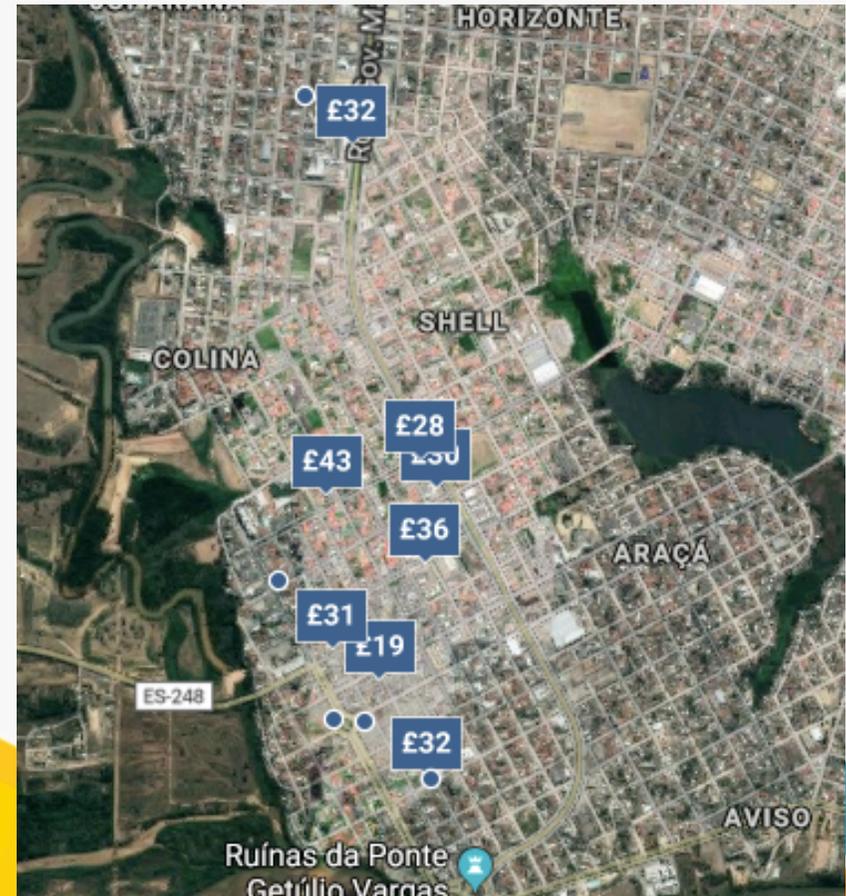
- Distances from major capitals to Vitória :
- -Rio de Janeiro 650 km.
- -São Paulo 1200 km.
- - Belo Horizonte 630 km.



Accommodations

Many options of hotels, Airbnb, many many different prices, but the average is 30 euros night, AC, breakfast. The city is medium size for Brazil, 170.000 persons and have all kind of infra structure there. Hotels, restaurants, groceries, shopping, is one of the richest cities of the state.

We will post later in the web site:
www.wpc2020brazil.com.br



Venue Location

19°22'33.0"S

40°11'15.0"W

The primary place is accessible for all kind of cars ,vans , bus etc ..We must to drive over asphalt road for 25 km all trip from City is about 30 min by vans Launch sites:

The take off is in a private area that has public interest, this means that we have from government and owner the wrights to use it.

The main TO is very big, full planted with grass, is about 500m long and 500m wide, is faced to N-NE
The area is big enough to helicopter landing, car/ truck / bus parking for 3000 persons and 500 cars there.

The structure that we will provide is:

- Convenience store where you can buy food, water, soda etc...
- Bathrooms (1 bath/30 person).
- 8 tends of 6x6m, for public.
- 1 tend 20x30m technical team
- 1 auditorium for 150 person.
- 30 tends of 6x6(one to each team)
- Sound system for music and public
- Rest area for competitor
- Vip Area for Staff/ competitors with amenities and beverages.

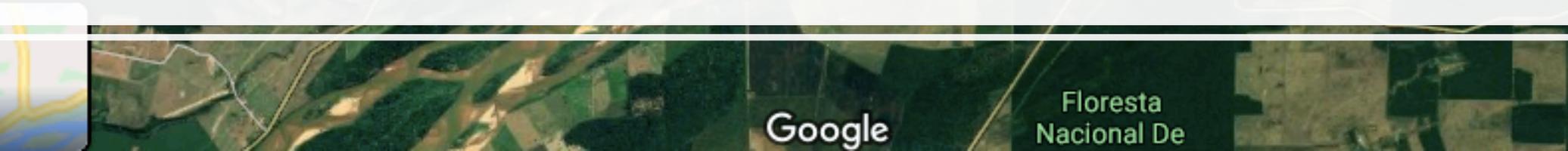
There is no obstacles around like cables, power lines etc.



Google



Distance From the Town 18km/20min



The event area is very big, full planted with grass.

There are no limitations of air space at flying area. We planning a 30 km radius NOTAM



The Organizer's

Hipoxia – Adventure Sport

ABUL - Brazilian Ultra-light Association

CBPM - Brazilian Paramotor Confederation

ACVL – Associação Capixaba de Voo Livre



With support of :

- ABUL (Brazilian Association of Ultralight)
- CAB – NAC Brasil
- CBPM – Brazilian Confederation of Paramotor
- FCVL (Capixaba Federation)
- ACVL(Capixaba Association)
- Estate of Espirito Santo Federal government.
- City hall of Linhares
- Firemen's department
- Police department



Official's



- Event Director's: Marcos Aurelio Pinheiro and Frank Brown
- Competition Director: Rogerio Martinati
- Comp. Director Assistance: Ricardo Pattena
- Safety/Retrieve Coordinator: Dioclesio de Souza (Lot experience, 6 world cups, pan American Castelo , many nationals)
- Local Advisor: Frank Brown (to check goals, turn points, maps, headquarters, transport quality, logistic etc...)
- HQ/Admin manager: Juliana Fischer. Worked at two Brazilians national and two world cups at Brazil (English teacher)
- Meteorologist: Lucas Machado
- Chief Launch Marshal: Ricardo Fernandes (Rato)

Other officials is going to be invited and presented in the next CIMA Meeting in November 2019.



Official's



We choose to get the most experience company in South America to Organized the Event Hipoxia – www.hypoxia.com.br

Event Director's: Marcos Aurelio Pinheiro and Frank Brown

Experience : we already has organized 9 paragliding world cups at Brazil as a event company

3 times at Castelo, ES

1 at Governador Valadares, MG

1 at Poços de Caldas MG

3 at Baixo Guandu, including the Superfinal 2019, ES

2 Pan American FAI 1 , 1 at Castelo and other Baixo Guandu 2018

7 Brazilian Nationals open



Officials

Competition Director: Rogerio Martinati



Rogério Martinati is among the most experienced parachutists in Brazil. He started his new career with only 14 years of age, currently 55 years old, considered one of the oldest athletes in activity in Brazil, and a reference in technical organization of events.

For several years he participated in Free Fall Formations competitions, especially in the FQL-4 modality. The Blue Sky team, which was one of its founders, maintained a hegemony for about 7 years, having represented Brazil several times in international competitions.

After its extinction, Martinati continued competing in other teams, such as the legendary "Desert Storm", the first to exceed the ten-point mark, and the Brazilian record team

"Deland Action", which represented Brazil in Turkey, in the 1st World Air Games, in 1997.

Among the titles that he achieved as a competitor, he was Brazilian Champion in more than 20 times between modalities in free fall formations of 4 people, 8 people, and speed of 10, besides Champion Latin American.

At one time, Martinati contributed decisively to the development of the sport acting as Technical Director of the Brazilian Parachute Confederation. In its management were created the current Norms of Security, Sports Code and the regulation of student training, that remains in use throughout the national territory.

His most recent works were the coordination of the latest attempts to break Brazilian and Latin American records of great formation, ranging from 40 people, 60, 65 and 103 people, between 1997 and 2015 and the sequential records of 75-way -2 points and 38-way 4 points.

One of the most important works developed by Martinati was the coordination of a group of 17 Brazilians, who along with other athletes from 39 nations participated in the attempts to break the World Record of 300 free-fall parachutists in December 99, in Thailand, and then 372-way in 2004 in the same country. In both participation, his team was consecrated World Recordist.

Martinati has its focus on safety and training of excellence teams in the sport. His way of working is distinguished from other icons of the sport precisely because of the great experience in working with high-performance teams, a fact already demonstrated over the years, and that has given him several lectures in congresses and large companies, is fundamental to the organization of great formations in free fall.

In Paramotor began his sporting activity as a Pilot in 2014. In 2017, due to his baggage as a competitor and his leadership was chosen to be Director of Competition of the 1st Model FAI Brazilian Championship, held in União da Vitória. The following year, in 2018 he was chosen to be the "Team Leader" of the Brazilian team that was represented in the Thailand World Cup, gaining experience in this modality. It was also the organizer of the World Record Breakthrough attempt for the largest number of paramotors in simultaneous flight in Araçatuba, 2018, with about 250 participating pilots. Approximately 185 pilots were flown in a restricted circuit without incident.

Officials

Director Assistance: Ricardo Pattena

Graduated in Marketing from ESPM São Paulo and post-graduate in Business Economics from PUC Campinas. He is an Army reserve officer and a partner at Skydive University.

He started in parachuting in 1971 at the age of 13 and has since performed almost 10,000 jumps. He was 20-time Brazilian champion of skydive (in 14 different years in 4-way and 8-way and 10-way in the period from 1974 to 2006) and was coach of several Brazilian champion teams.

He participated in dozens of international championships, and the first international competition was in 1974, when he represented Brazil in the Second World Parachuting Championship in Pretoria in South Africa at the age of 16.

In 1981, in the US World Cup, he established the first Latin American record in a jump with 14 points.

He was captain and world record holder of major formations twice (282-way in Thailand and 300-way in Arizona). Organizer along with Rogério Martinati from more than 20 Brazilian records, among them the diamond of 49 and 64, the great formations of 80, 82, 102, 103 and the continental record of two points of 74, as well as other more recent ones.

He took an instructor's course in 1973 in Boituva. He started the AFF course program in Brazil in 1982 with student Carlos Edo and student Luiza Raposo (wife of instructor Antonio Raposo). He was a double jump pilot and an UPT racer. He has ministered over 100 basic instructor courses, ASL instructor, AFF instructor, BBF trainer, double jump pilot, TRV sailing yacht and is wind body instructor of International Body Flight.

He was head of the CBPq Instruction and Safety Committee from 2007 to 2012, when he installed the current instruction programs of AFF, BBF, ASL and Tandem. Its greatest achievement was to implement security programs that "zeroed" the fatal accident rates in Brazil in the year 2014, never done before in any country in the world. He worked at Skydive Deland, USA as a cameraman, 4-way coach, BBF trainer and chief instructor for 6 years from 1991 to 1997, when he developed the BBF program along with Rob LaidLaw.



Event Schedule

- Official Registration: June 10 – 09:00 to 17:00
- Mandatory Safety Briefing: June 10 – 17:00 to 18:00
- First Team leader meeting: June 11 – 09:00 to 11:00 -
- Official training task: June 11 – After 15:00 and June 12
- Opening ceremony / Parade: June 12 - 19:30
- Contest flying days: June 13 to 20
- Prize-giving & Closing Ceremony: June 20 - 17:30
- The dates and timings are subject to change.
Changes will be posted on the website and on the notice board at headquarters.

Classes

Paramotors: PF1

Paratrikes: PL1 and PL2

Minimum of 4 countries for a valid class

Entry Fees

Pilot 450 Euros

Lider or Assistent 150 Euros



Technology developed for the Brazilian National Paramotor in HD



Dual Infrared sensor also developed for the Brazilian Paramotor Nationals

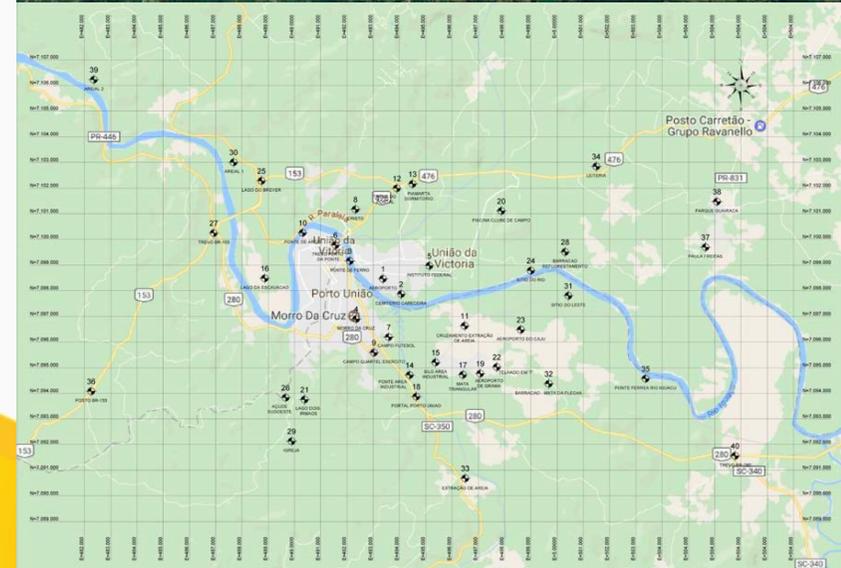
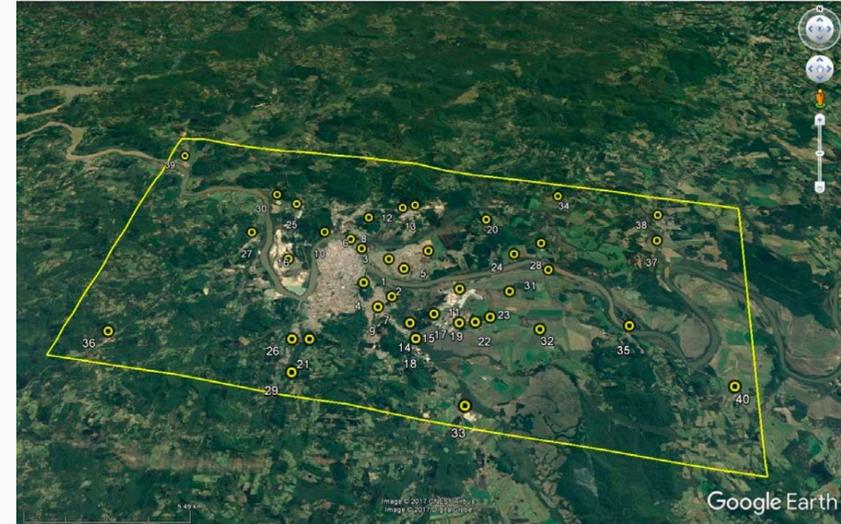
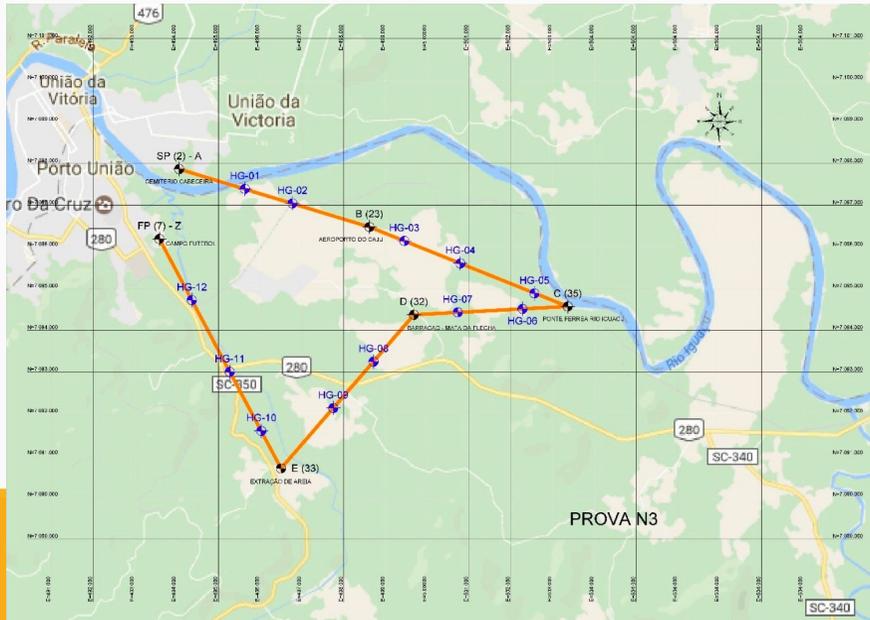
ABUL

DPM
Diretoria de Paramotor



Maps

Company is hire exclusive to do MAPS for the Organizers.
Nationals 2017



Weather

The area is not really affected to strong storms or wind , we use the main whether web sites as meteoblu.com or cptec.inpe.com.br to check the conditions and we use to contact to Vitoria observer to inform any cold front coming or pilots at cities around the inform us about any whether change.

The cloud base usual is about 1500m agl until 2800 m agl ,late evening normally the conditions are flyable.

We propose to make the comp at April were there is less possibility of rain or wind , and the conditions are smother them at summer (December , January)

We recommend making a task until 20-25 km/h wind.

To make a parallel , the conditions are similar to Valadares but more consistent and strong due the rocks around, the drier air and the convergence zone created by mountains

Meteorology:

We will use an experienced pilot , Lucas Machado, he is very good meteorologist, to help the organization. He already worked at many events like the last Super final at Valadares

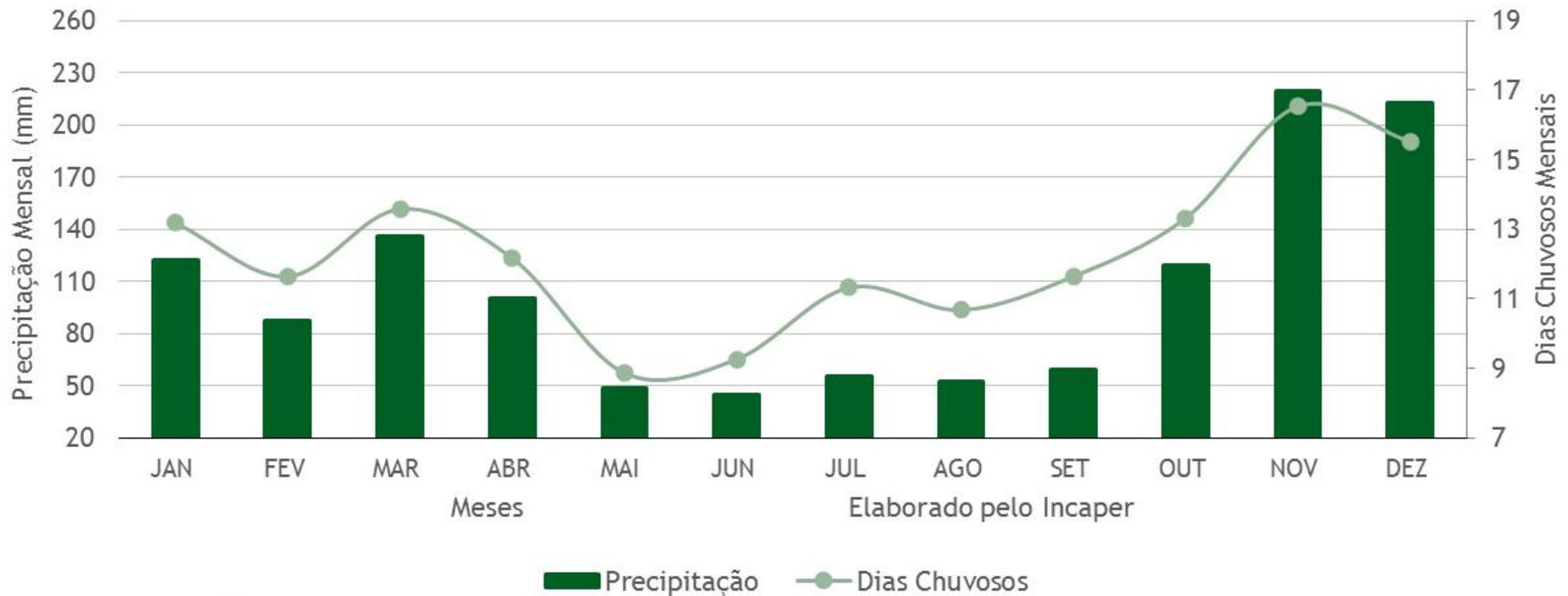


Weather

Rain statistics

The average rain at flying site is about 1000 mm year .

Série Histórica de Precipitação Mensal na EM de Linhares/ES



Weather

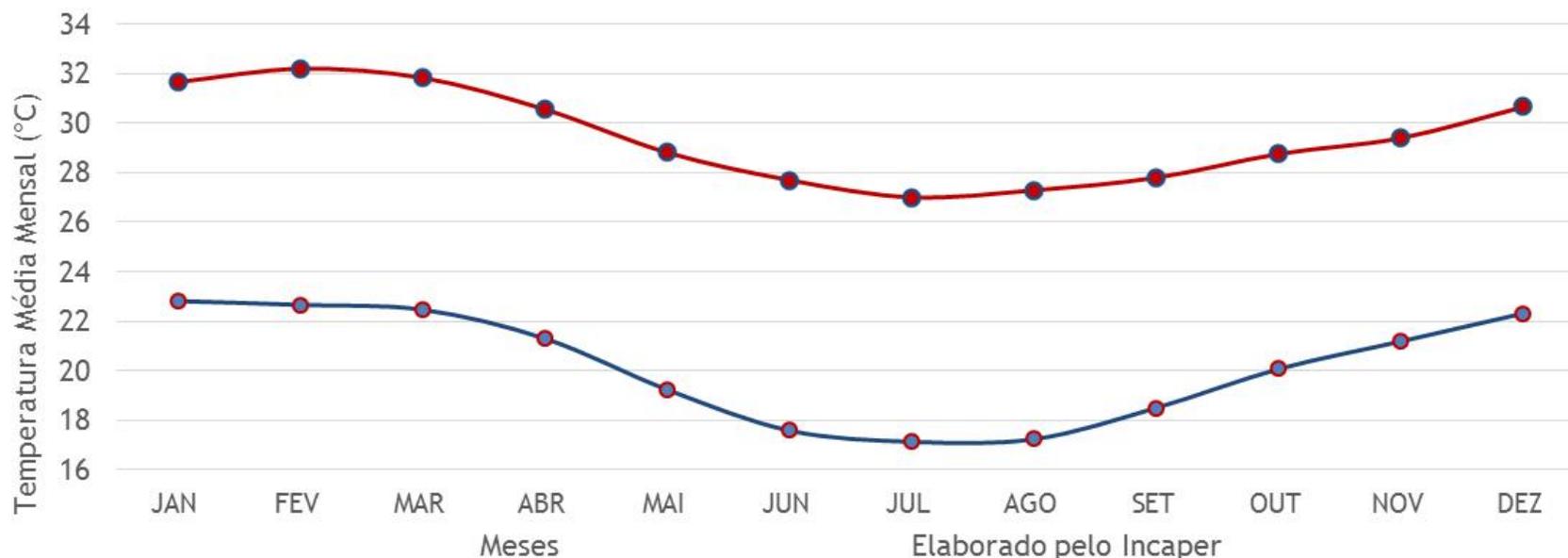
Temperature Statistics



DPM
Diretoria de Paramotor



Série Histórica de Temperatura Mensal na EM de Linhares/ES



—●— Temperatura Mínima —●— Temperatura Máxima



Weather



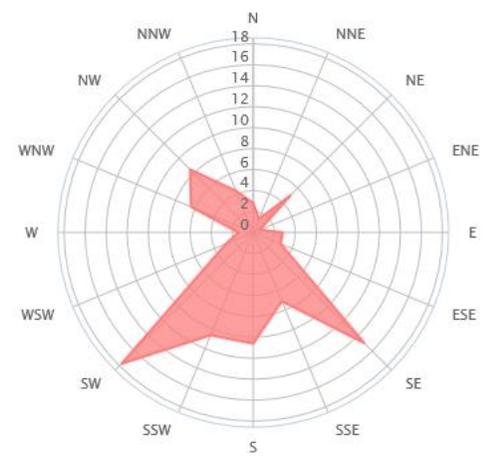
DPM
Diretoria de Paramotor



Wind

Mês do ano	jan	fev	mar	abr	mai	jun	jul	ago	set	out	nov	dez	Ano
	01	02	03	04	05	06	07	08	09	10	11	12	1-12
Direção dominante do vento	↗	↗	↖	↖	↘	↗	↖	↗	↗	↗	↗	↖	↗
Probabilidade de vento >= 4 Beaufort (%)	6	1	5	7	6	6	3	37	10	35	11	5	11
Velocidade média do vento (kts)	5	5	5	6	6	6	7	9	6	19	6	6	7
Temp. média do ar. (°C)	24	23	17	22	19	20	19	21	24	23	26	24	21

Distribuição da direção do vento em %
junho



- janeiro
- fevereiro
- março
- abril
- maio
- **junho**
- julho
- agosto
- setembro
- outubro
- novembro
- dezembro
- Ano



Rescue/Medical Services:

We use the fireman's brigade and a private rescue team contracted at event , all them with a full equipped cars as a intensive treatment (oxygen , defibrillator , medicines, and all them trained with a rescue at difficult areas(climbing), the helicopter is available in about 35 -40 min response , coming from Vitoria (about 100 km flying)



Insurance:



No requirements have to be provided, just the mandatory from FAI ID.

The public health system in Brazil is far to very good, it is very important that every pilot have his own to guaranty one hospital as you like.

For third part liability we for now recommend the AXA insurance that costs about 80 EU and provide for Europeans full coverage, for now Europeans cover the mandatory liability.



Communications:

- i) Radios: Details There is a limitation in Brazil to use 2 M radios, but this limit is not checked. In our case we do not use Radios during the competition.
- ii) Live Trackers, we will provide, we will use the same system used at Roldanillo WC. (Airtribune).
- iii) Mobile/Cell 'Phone Coverage. The coverage is not the best but works, we advice all pilots to use vivo operator :



Transport:

We use Vans or small buses to transport pilots and to retrieve, the glider are transported with covered trucks.

We have a transport coordinator that takes care from pilots transport.



Safety issues:



The area is very flat surrounded by big lakes that produce wonderful landscapes for flying, but the lakes can be dangerous for the pilots, according this we don't recommend to fly over them.

In case of accident, we use the indicated FAI guideline

- Advise Regional ATC Centre and also local ATC organization.
- Raise NOTAM.
- Insurance to cover liability, rescue charges, etc.
- Advise local police.
- Advise local ambulance, hospital and other medical services.
- Arrange medical doctor rota to cover the event also to cover any post-mortem examination and inquest.
- Arrange site facilities, including a control room and incident room.
- Appoint officials: Event Director and Deputy Director, Event Safety Officer, Public Relations Officer.
- Investigate laws, rules and procedures that apply at the event site or sites, for accidents, injuries, fatalities and air accidents.

Make plans for dealing with accidents and incidents: release of names, control actions, incident log, official statements after the event, immediate actions, follow-up actions, dealing with press and media, witnesses, details of injured or deceased, National accident investigation procedures, continuance of event, facilities for victim's team, report to FAI; Injury, illness or death of participants or spectators.

Media coverage, publicity, sponsorship:

We plan to have a online broadcasted like surf events, it will be three cameras and one operator that chose the best one and also there is pre recorded images that complete the program.

Normally the media is very interested in paramotor in Brazil , anyway we have in budget advertisement at 4 outdoors, radio , end TV.





Official page: wpc2020brazil.com.br

Contact: info@wpc2020brazil.com.br