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World PPG Championships 1999, Director's report

It was intended that this site would be built as the competition progressed. The site is set up so each menu item, the scores from a task or a photograph for example, could be mailed as an attachment to a special address on the flymicro.com server and it would be indexed and placed on the site automatically...

Unfortunately there was no telephone line at Matkopuszta so this is a retrospective look at the championships instead.

All comment on this site is the personal view of the PPG competition Director and should not be taken as anything else.



All was well in central Hungary....



Then the competitors started to arrive (This one is Hungarian)

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...The defending Champion, Ramon Morillas from Spain (left)



Then the weather changed....

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Entries

35 Pilots from 10 nations

NAME	Comp. No.	NATION	Fan pack / Canopy	Canopy Colours (Top - Bottom) / Registration / Sponsor name	Contact NOTE: Alterations to this column should be addressed to rmh@flymicro.com
MORILLAS Ramon	1	ESP	PAP / Edel Response S	White // Red Bull	
ORAZI Vittoriano	3	ITA	Vittorazzi / Alpha	White // Sportflap	
WERNER Michael	4	DEU	Fresh Breeze / Silex	Red // Fresh Breeze (Looks like piano)	
MARTIN Alfredo	6	ESP	PAP / Proton Ozone	White //	00 34 610 737778 offwich@bsab.com
MUELAS Nino	9	ESP	PAP 1100 AS / Proton Ozone	White //	00 34 629 216905 paraddax@arrakis.es
ALARCON Daniel	10	ESP	PAP 1400 AS / Edel Response M	White - Red // BMW	00 34 958 789737 parapentedraco@readysoft.es
MALDONADO Cesar	11	ESP	Vito - PAP / Flight Design	Purple - White //	00 34 609 509005
MORILLAS Juan	12	ESP	PAP Vittorazi / Wintech Siena	White // Sierra Nevada	
IWATA Yukio	14	JAP	Fresh Breeze / Legart M	Violet //	
BIRO Balint	15	HUN	B2-ES / Freex Spear	Red //	
HEEKS Daniel	16	GBR	GD Heeks eng M1 / Reflex	White //	
NAKAZATO Hirokazu	18	JAP	DK Whisper GT / DK	White //	
MURATA Fukuji	19	JAP	Skymedea / DK Hatole	Purple //	
SALINAS Laurent	20	FRA	Adventure / Perf2	Pink, Blue, Grey //	
POMMIER Jerome	21	FRA	Jet Pocket Evolution / ITV Merak	Yellow, Blue //	
TOUITOU Michel	22	FRA	Vitorazi / ITV Equinox	White, Purple	00 33 1 64 05 97 32
JEORGEAGUET Phillippe	23	FRA	Jet Pocket Top 120 / ITV Equinox	Yellow, Pink //	00 33 4 70 56 66 09
FEHÉRVÁRI Tibor	25	HUN	Fehérvári / Nova Axxon	Purple //	
BALATINCZ Zoltán	26	HUN	Balatincz / Nova Philo 29	Pink //	
MATSUO Etushi	27	JAP	Vittorazi / UP Bruce	Yellow - White //	00 65 966 3 5048
CHAKOVETS Alexandre	28	RUS	Adventure F3 / Adventure Perf-2	White - Green,blue //	00 7 095 915 1688
POTEKHINE Serguei	29	RUS	Adventure F3 / Adventure Perf-2	White - Blue,Pink //	00 7 095 562 7707
BOUKHITAROV Vadim	30	RUS	Adventure F3 / Adventure Perf-2	White - Green,Blue //	00 7 095 728 3530
MAKURIM Vladimir	31	RUS	Adventure F3 / Adventure Perf-3	Yellow - Red //	00 7 095 572 9217
PIETRUCCI Mauro	32	ITA	Vittorazi / Alpha	Blue - White // Sportflap	00 39 339 6080314
WOJCIECH Pierzynski	33	POL	MOD 1-2 Est Hirth F36A1S / Viper	Violet - White //	00 48 413 610 521 tntsport@complex.com.pl
PROCEK Vladimir	34	CZE	Quatro-2 / Sharon - 22	Yellow / OK-DPK 03 /	00 420 641 774020 004 206 027 420 77
KOUDELA Jiri	35	CZE	Vodnik VR 80 / Bellus III	Blue - Yellow / OK-EGF 03 /	00 420 2 22780061 00 420 602 681369 jsk@iol.cz
ANDRLIK Zdenek	36	CZE	Quatro-2 / Sharon - 24	Yellow / OK-DKP 02 / Doktor	
FRANK Radim	37	CZE	TR1 / Sharon Performance	White - Blue / OK-EPK 04 / Penthouse	00 420 602 708096 00 420 508 129316

HOLANEK Eduard	38	CZE	Leonardo 3 / Sharon Performance	Blue / OK-DPK 01 /	
KELLER Thomas	39	DEU	Fresh Breeze / Silex	Blue - White / / MÖBEL SCHLIFSKI	
WEISSHAAR Thomas	40	DEU	Fresh Breeze / APCO Santana	Yellow / /	00 49 1181 3044 tohaar@aol.com
PONGS Lars	41	DEU	Fresh Breeze	Red / / (looks like piano)	
CECCHETTO Diego	42	ITA	Miniplane Top 80 / Easy fly Sharon	Blue / / PEPSI	00 39 49 597 0080
Joel Amiable		FRA		Team leader	00 33 1 64 25 45 29 joa@club-internet.fr
Richard Meredith-Hardy		GBR		Competition Director	00 44 (0)1462 834776 rmh@flymicro.com

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Supplimentary Notes

Additional to the local regulations, given to all pilots before the start

Welcome to Matkopuszta!

Those of you who were here for the 1998 World Cup will have noticed there has been a substantial amount of construction at Matkopuszta since September 1998. The net effect of this is that the three landing decks are sandwiched between the main runway and the main building and it is quite certain that there are "significant obstacles" within 200m of all three decks.... The alternative is to position decks at the far end of the airfield. This would be extremely inconvenient for pilots and for the Director, who would like to be able to score all tasks "on the airfield" as instantly as possible (and needs an electricity supply). As space is so tight and it is therefore particularly important that all pilots take careful note of the no-fly areas which are in force at all times.

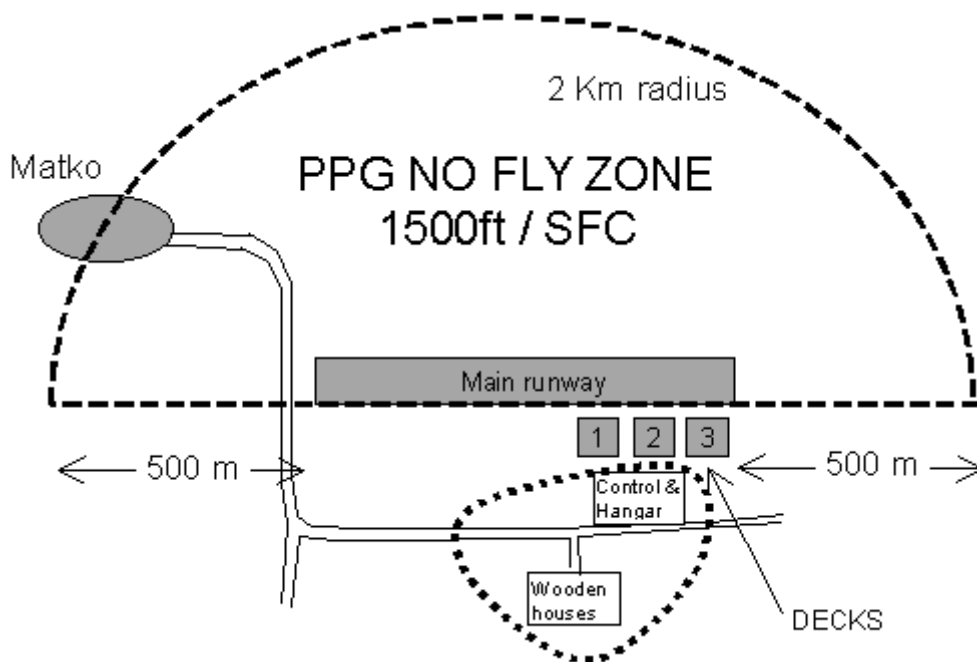
The task board

All information pertinent to the running of the competition will be posted on the task board. Pilots are reminded of the footnote to PPG local regulations 4.6.2, *It is recommended that competitors view the official notice board as soon as possible after landing to get the latest information.*

Maps & airspace

The official map is sheets L-34-39 and L-34-40 at a scale of ~ 1:100,000. Pilots are reminded that the scale may not be reproduced precisely in these copies and to check it with reference to the 1Km grid squares.

With reference to the ICAO airspace map, do not fly in the Kecskemet MCTR. Otherwise the airspace will generally be clear to 10,000 ft. If any areas become active then a notice will be placed on the task board and it will be noted at briefings.



NO FLY ZONES:

Over Control / hangar / wooden houses / camping area / spectator area / horses = NO FLY ZONE.

Microlight activity area: A line running along the southern edge of the main runway, extending approx. 500 metres beyond the threshold at each end of the main runway. There is a marker on the ground showing the end of this line. (See map). This area is to separate Microlight and PPG traffic and is for your safety.

IMPORTANT: PPG's may **NEVER** enter the no-fly zone unless it was specifically stated otherwise in a briefing. The penalty is **50% of the task score** for every infringement. **Multiple infringements may result in disqualification.**

Airfield Boundary: The area described as "outside of the decks but within the Airfield boundary" is that area of grass within the tarmac road and outside the no-fly, camping, parking or spectator

areas.

Aircraft Identification

Competitor numbers Nos 1 - 9 are reserved for the pilots (if present) who placed in that position in the 1997 World Air Games. Numbers 10 + will be allocated arbitrarily. Numbers must be carried by all PPG's. Black adhesive tape is available for pilots to apply competitor numbers to their helmets and canopies. Numbers should be minimum 0.5m in height. It is in each competitor's interest that his canopy is somehow unique as viewed from the ground. Before the competition starts, all competitors must fly over a photographer at 100 ft to have their picture taken. These photos will be given to Marshals to help them identify every PPG.

The times when the photographer will be available to photograph aircraft will be posted on the task board.

Fuel tanks

All tasks will be run on the basis that a PPG has a still air range of 100Km with full fuel.

Pilots are reminded of rule 1.18.5 in the local regulations: All aircraft must be equipped with a simple method of sealing the fuel tank when required. Competitors should ensure their fuel tank can be effectively sealed BEFORE the first fuel limited task.

How tasks will be run

There is often (but not always) a wind in the middle of the day too strong for PPG's. Sunrise is about 05:00 and Sunset about 20:30. Pilots should expect very early morning and evening tasks on every day of the competition and a mid - day task if the conditions allow..

Times of briefings will be published on the official notice board as early as possible. Briefing sheets will normally be published exactly 1 hour before briefings so teams can have some time to understand the task. The idea is to keep briefings BRIEF and avoid stupid questions!

Briefings for the first task of the day will usually be held the evening before, and if it is a limited fuel task, fuelling also. Otherwise tasks will generally start 1 - 2 hours after the briefing.

Briefings are for ALL pilots. If this becomes impractical because of the large numbers then only one representative from each team will be invited to attend. Initially then, if competitor intends to participate in a task then he MUST attend the briefing. NO EXCUSES.

Competitors should ensure they have stocks of fuel and oil at the beginning of each day sufficient for three or four tasks.

Competitors who delay the course of the competition by arriving late to briefings, fuel control Etc. WILL be penalised.

Start order of tasks (when there is not a takeoff window) will usually be run in reverse current championship order. Every effort will be made to produce scores quickly. Some new techniques in the operation of tasks will be tried in order to achieve this.

The master clock

All timings by marshals will be synchronised against the master clock located on the task board. Competitors are encouraged to synchronise their clocks against the master clock.

Miscellaneous

A "Useful phrases in Hungarian" paper is available from the office.

And finally, a personal note from Richard Meredith-Hardy, PPG Competition Director.

Some of you may know that I have long experience of competing in microlight competitions and was also director of the World Air Games PPG competition in 1997 and the World Cup here in 1998. I am therefore aware of all the methods competitors may employ to improve their scores besides simply flying well. All pilots should note the opening paragraph of the local regulations: "The purpose of the championship is to provide good and satisfying contest flying in order to determine the champion in the PPG (R5, solo) class and to reinforce friendship between nations".

One particularly distasteful technique is one which can be described as "the tactical protest" where pilots attempt to discredit other pilot's performances in an attempt to improve their own score or that of their team. I consider this

*type of protest to be extremely unsporting, it neither enhances the competition or reinforces friendship between nations. If such protests are made while I am director of this championships then the applicant must be certain the evidence supporting his case is **extremely** good because I will have no hesitation in applying penalty 1.41.2.1 in the case of false claims. I want to see the best pilots win, NOT the best politicians. Good luck!*

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