



European Microlight Championships 2006  
New Classes

Chozas de Abajo, León, 19 – 26 August



ORGANISED BY  
**REAL FEDERACIÓN AERONÁUTICA ESPAÑOLA**  
AND  
**CLUB DE VUELO LIBRE LEÓN**

ON BEHALF OF  
**FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

# Report from the Competition Director

José Luis Esteban, September/2006



*Flying over sunflowers. By Iciar Esteban.*



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## ***Introduction***

The European Microlight Championships 2006 – New Classes was organised by the *Royal Spanish Aeronautical Federation* and *Club de Vuelo Libre León* on behalf of FAI and CIMA, and took place between 19 and 26 of August.

This report from the competition director tries to document some details that could be perceived by competitors, but could also be interesting for organizers of further championships.

There are many references to other documents. They appear as underscored texts that represent links to the corresponding address in the [official web site](#). If you want to access those documents you should read an electronic version of this document and follow the links.

## The Venue



The competition venue was located at [Chozas de Abajo airfield](#), near León.

Permanent airfield facilities include two runways, two big hangars, a camping field, a swimming pool, a bar and toilets.

Permanent facilities already had electric supply, and a generator was installed to provide electricity to the camp site. Additional toilets and showers were installed in front of the swimming pool.

The competition main office, scoring office, jury room, briefing room, restaurant and other auxiliary spaces were built inside the hangars. The hangars were also used for fuelling and security area.

The briefing room was equipped with loudspeakers and a video projection system. It was also used to project some movies for entertainment.

A *WiMax* link was established to provide Internet service and *WiFi* access was provided to the camp site and hangars. Some computers were available to competitors for inscriptions, Internet access and flight track review.

Fields around the camping area were prepared to be

used as take-off and landing decks. There were three decks available, all of them with good access from the camping site.

Different areas were used for ground tasks. They were pre-configured by installing metal cylinders in the ground. A *Japanese slalom*, for example could be quickly set in eight different wind directions. The ground task areas were duplicated so that competitors could be divided into two groups flying tasks in parallel.

It was a hard job to get permissions from dozens of land owners. As an example, the field between the two runways could not be used.

Runways were used for competition during specific tasks only, such as *precision landing* and *slow-fast*.



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## Organization and Competition Teams

### Organization Team



**Event Director:**  
José Luis Roldán



**Advisor pilot:**  
Juan José García



**Main office and  
live comments:**  
Isabel Fornos

A team of [35 people](#) worked full or part-time in different activities, from running the main office to serving meals at the restaurant.

### Competition Team



**Competition Director:**  
José Luis Esteban



**Deputy Competition  
Director:**  
Francisco Setién



**Chief Scoring Marshal:**  
Raúl de la Puente



**Assistant to the Director:**  
Miguel Monzón



**Chief Marshal Team A:**  
Miguel Pertejo



**Chief Marshal Team B:**  
Magi Miret

The scoring team was composed by four people, a chief scorer and three scoring marshals.

[26 experienced marshals and marshal assistants](#) were divided in two independent groups, each one commanded by a different Chief Marshal.

### Stewards



**Steward:** Etsuo Matsushi (Japan)



**Steward:** Robert Hughes (United Kingdom)

### International Jury



**Jury President:**  
Jacek Kibinski (Poland)



**Jury Member:**  
Keith Negal (United Kingdom)



**Jury Member:**  
Wolfgang Lintl (Germany)



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## Competitors

Competition classes included:

**PF1** – Foot launched Paramotor flown solo – 34 entries, one of them from Canada as invited country.

**PF2** – Foot launched Paramotor flown dual – This was a test class. There was only one entry.

**PL1** – Powered paraglider trike flown solo – 13 entries.

**PL2** – Powered paraglider trikes flown dual – There was only one entry, no medals could be awarded.

Full list of competitors (you can also see [their faces](#) or get more information from [COMPS web site](#)):

<b>Country</b>	<b>PF1</b> <i>Foot launched Paramotor flown solo</i>	<b>PF2</b> <i>Foot launched Paramotor flown dual</i>	<b>PL1</b> <i>Powered paraglider trike flown solo</i>	<b>PL2</b> <i>Powered paraglider trike flown dual</i>	<b>Team Leader</b> <i>(if not a pilot)</i>
<b>Belgium</b>	035 – Michils STEFAAN				
<b>Canada</b>	036 - David SIGIER				
<b>Czech Republic</b>	001 - Pavel STEPAN 004 - Tomas BERKA 005 - Pavel BREZINA 006 - Josef KACER 007 - Vladimir PROCEK 008 - Marek SCHULZ		050 - Zdenek ANDRLIK 051 - Michal KRIVANEK 052 - Michaela MACHARTOVA 053 - Petr MATOUSEK 054 - Frantisek SALAVA		Jaroslav KUBISTA
<b>France</b>	017 - Tony MENARD 018 - Mathieu ROUANET 019 - Frederic MALLARD 020 - Laurent SALINAS 021 - Nicolas SALINAS 022 - Tristan GUILLABEAU	090 - Michel TOUITOU / Marie TOUITOU	061 - Vicent CECCARELLI		Alain BARTHERE
<b>Germany</b>	037 - Appel ARMIN		055 - Jens HICKEN 056 - Richard KRUEGER		
<b>Hungary</b>	038 - Peter AMBROZY				
<b>Poland</b>	030 - Adam PASKA 031 - Krzysztof KAMINSKI 032 - Adam CEGIELKA 033 - Krzysztof KACZYNSKI				Wojtek DOMANSKI
<b>Russia</b>	034 - Andrey PTASHNIK		062 - Igor POTAPKIN		
<b>Spain</b>	009 - Cesar MALDONADO 010 - Jose María SOLÁ 011 - Juan José GARCIA 012 - Dani MARTINEZ 013 - Nino MUELAS 015 - Ramón MORILLAS		057 - Cristobal ARANDA 058 - Francisco José ESCOLAR 059 - Daniel CRESPO 060 - Carlos COTORUELO	075 - Francisco DIAZ / Sonia MARTIN	Ramón LÓPEZ
<b>United Kingdom</b>	016 - Karen SKINNER 023 - Andy PHILLIPS 024 - Dave HAIRS 025 - Neil SLINGER 026 - Andy DAVIS 027 - Michel CARNET 028 - Mike CHILVERS				



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## Operations and Marshalling System

### Competitor groups

Total entries were less than 60. Following the rule of 30 pilots maximum in each deck, competitors were divided in two different groups.

#### Competitor group A:

- PF1 from BEL, CAN, DEU, RUS, HUN
- All PF2
- All PL1
- All PL2

#### Competitor group B:

- PF1 from CZE, ESP, FRA, GBR, POL

Each group had an independent take-off and landing deck, an area for ground tasks (slaloms, slow-fast and precision landing), and a different waiting area while flying before a ground task.

### Marshals

A marshal team was assigned to each competitor group, and each marshal team had an independent chief marshal. This permitted chief marshals to easily handle a smaller competition.

After each team leader's briefing, a meeting was held by the competition director, the deputy competition director, the two chief marshals and the scoring chief marshal. This small meeting avoided big briefings with all the marshals, allowing us to focus on the main problems.

Each chief marshal, in turn, briefed his own marshal team.

The deputy competition director took over all coordination tasks among marshals. In fact the competition director didn't visit the decks or ground task areas many times.

### Flight operations

General rules were established for [flight operations](#) like take-off and landing and for performing precision tasks.

Three decks were used in different configurations depending on the wind. Each competitor group used one specific deck for take-off and landing, leaving a spare one to permit early landings without disturbing normal take-off. Each competitor group also had specific ground task areas and their corresponding waiting areas.

The numbers used to signal a pilot's turn in a precision task were made of calculator-style segments mounted on a plywood base. Segments could be folded and unfolded making them visible or invisible to form different numbers.

### Sealing electronic devices

A strict procedure was used for [sealing non approved devices](#), like mobile phones. The main purpose was to enforce seal checking after each task.

Competitors had to fill in and sign a document when they brought a device to be sealed, and the document was kept by the organization. After the task, documents were given back to the competitor when he came to unseal the device, provided the seal was not broken. If a sealing document was still in the hands of the organization at the time of issuing the scores, the competitor got a 100% penalty.

### Maps

Military maps with 1/100000 scale were used. Maps in this scale are largely outdated, and many features like modern motorways were absent, but almost every detail in the map can still be found on the terrain.



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Map references:

[Cartografía Militar de España, Serie C, escala 1:100.000](#)

*Hoja 7-5 – León*

*Hoja 7-6 – Benavente*

Both maps were scanned, cropped and stitched into a [single image](#).

A [Spanish – English map glossary](#) was prepared which included the most relevant terms present in the maps. I realised it had good acceptance when the Polish team leader came to ask for some copies for a Polish version he had derived from the original one.

## Airspace restrictions

The town of Chozas de Abajo was the North limit of the flight zone, as long as this is the limit of the Leon Airport ATZ. The rest of the maps were available for flying tasks.

Simplified [flight rules](#) were published.

## Turn points

Turn points and all other map references were collected using the following criteria:

- The turn point must correspond to a feature which appears both on the ground and the map.
- Coordinates were obtained:
  - From official geodetic data (many points, like church towers are geodetic vertices).
  - From [SigPac site](#) and confirmed by a physical visit by car or by plane.

[Google Earth](#) is an interesting option to check and confirm coordinates, but every coordinate in this area is [shifted](#) by a few hundred metres. However, we were lucky that the venue is inside a high resolution area, so we used Google Earth Plus to create all kind of [diagrams](#) for documents describing tasks and operations.

Some complaints were received about the accuracy of turn point coordinates. In all cases the involved pilot was the only one who did not fly where the rest of the pilots did.

## Task Sheets

Task sheets were defined well in advance, and distributed as a [single document](#) during the first briefing. Tasks were labelled with letters A to N to prevent confusion with task numbers. Rules common to all tasks were included as a the first section of this document.

Most tasks were briefed before the first competition day, leaving only some details to be published and discussed during specific daily briefings, like turn-point catalogues. This gave the director the freedom to change one task for another with short notice.

Only one major problem was found during this first briefing. After explaining a number of tasks, the competition director started to confuse small details from different tasks, so he decided not to brief the last two tasks. It is not the same thing to take two or three days to define a single task, and then another two days for the next, than briefing them all in the same session.





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## Scoring System

### Loggers

MLR loggers were used during the championship. Those pilots not having one could hire them at the championship venue from the French Federation (FFPLUM). Some competitors used sealed GPSs as secondary units, but it was not necessary to use any of them.

[MLR instructions](#) were distributed, and specific [logger handling procedures](#) were established for their deposit and retrieval.

Bulk logger download was performed inside the scoring office. Although it is not mandatory, secondary MLR units were always downloaded and this speeded up the process of finding a secondary track whenever it was needed.

Some problems were detected in a few logger units, and they were replaced by competitors.

The program used for logger download is available from <http://groups.yahoo.com/group/MicroFLAP/files/Software/Download/>

### Track analysis

Track analysis was performed using MicroFLAP program, available from <http://groups.yahoo.com/group/MicroFLAP/files/Software/Analysis/>

A quick analysis of check points (turn points, gates...) was performed in order to issue the scores as soon as possible. Later on, a detailed review of each track was performed, trying to detect outlandings or other kind of rule infringements, and scores were modified accordingly.

### Score calculations

Spreadsheets for calculating scores were prepared before the championship, based on the available task sheets. The spreadsheets included general and team score calculations, so these scores were available from the first task.

Scores were posted on the official board and [published on the official web site](#) almost at the same time.

The presence of one competitor from an invited country (Canada) produced some concern in the scoring team. In principle, there should have been two independent score sheet sets, one for the official EMC, and a second one for the open championship, including invited countries. If the scores of this single competitor had modified other competitors' scores, i.e., obtaining maximum score in a task, then two different scorings would have been necessary. Fortunately for us, not for the pilot, this didn't happen, and only one set of score sheets could be issued. In order to get official EMC scores, it is enough to take out the scores from the invited country.

### Track review

Track review by pilots must be considered an integral part of the scoring process. For that purpose, MicroFLAP program, along with the configuration for past tasks and competitors' tracks were made available in several computers in the hangar.

Only a few complaints were received where there had been an operator error during the analysis, and this was quickly solved.

The only problem found was the slow speed of the available computers. Better computers and a person helping competitors should be available in future championships, so that they can easily check their tracks.

In principle, any team having a laptop and an MLR data cable could also perform their own track download and analysis, as long as the program, the digital map and a basic configuration were delivered to every team on a CD.

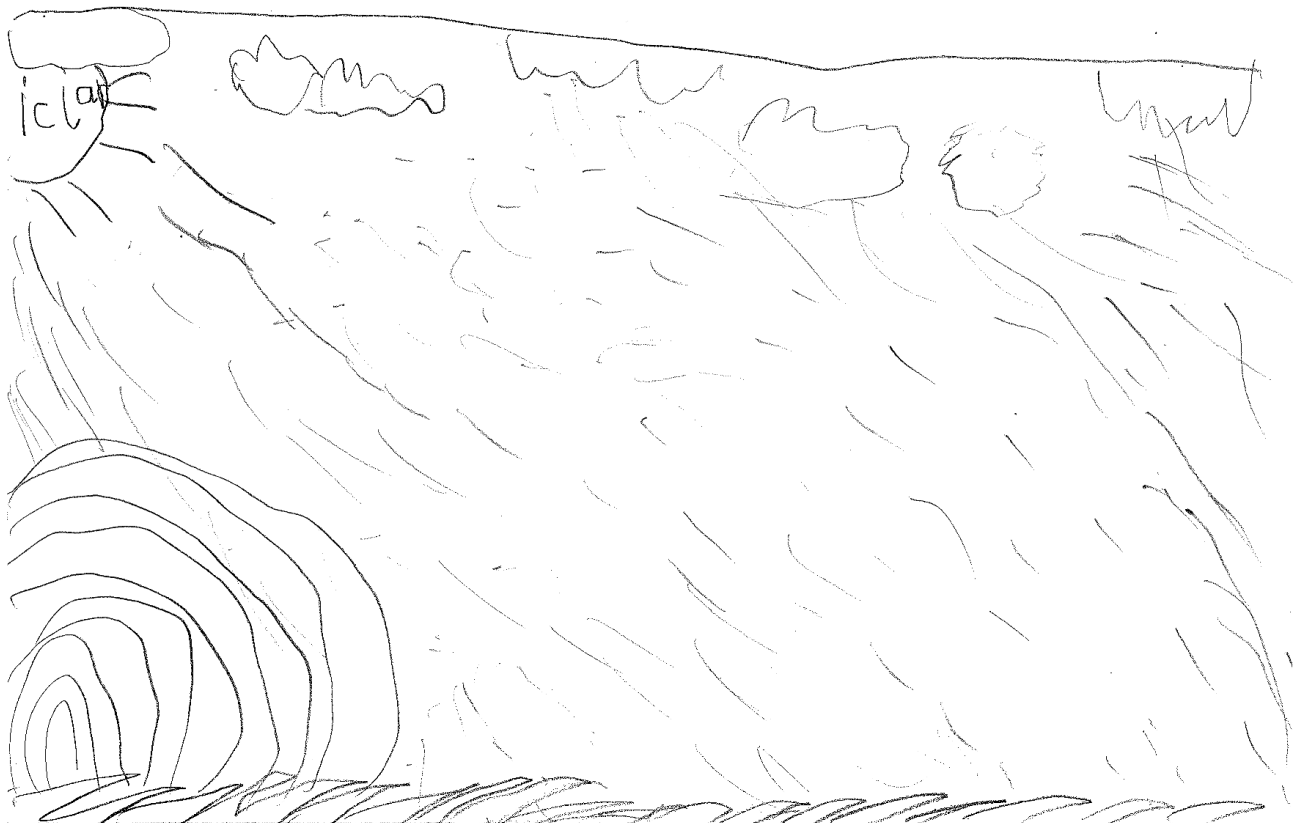


## Training Days

Three official training days were scheduled, including a test task. However, bad weather conditions didn't allow any test task to be run or any flight training by competitors during those days.

[Equipment inspection](#) was performed when weather permitted so. This included engine and canopy inspection, logger registration and inspection of electronic equipment.

Climate records for León show an average of three rain days in August. We had four. Fortunately, the forecast for the first competition day was good.



*Rainbow after the rain. By Icíar Esteban.*



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## Competition Days

### Day 0 – 19/Aug

The first briefing was conducted after the opening ceremony. It was a long one because most tasks in the catalogue were briefed, so that only specific details were left for daily briefing. This gave plenty of flexibility for choosing each day's tasks.

[Details for tasks 1 to 4](#), planned for the first day were distributed in a specific document and briefed.

### Day 1 – 20/Aug

#### Task 1 – Precision Navigation (C)

Competitors had to fly a circuit at a constant speed in each straight leg, estimating arrival times to known turn points. Time was measured in hidden gates and checked against calculated times based on pilots' estimations.

This task was run early in the morning with little or no wind during take off.

#### Task 2 – Precision Take-Off (M)

#### Task 3 – Japanese Slalom (L)

#### Task 4 – Precision Landing (M)

Tasks 2 to 4 took place within a single flight. Marshals were really busy as long as both groups were distributed in three different places. The configuration for these tasks is described in doc 16.

During the evening briefing [details for tasks 5 and 6](#) were given.

After the briefing, fuel was measured for next task and fuelled engines were kept in the security area inside the hangar. The competition director is aware of the fact that weighing fuel is much more accurate than measuring its volume, so fuel weight was used instead of volume. The supervision of the weighing and fuelling was performed by competitors from opponent countries as well as marshals.

### Day 2 – 21/Aug

#### Task 5 – Turn–Point Hunt with Limited Fuel (F)

This task started early in the morning. Competitors had to fly the maximum number of turn points with a limited amount of fuel and return to the airfield.

Immediately after landing, fuel was measured again for next task.

#### Task 6 – Pure Economy (G)

Pilots had to fly the maximum possible time with a limited amount of fuel. Take-off window was open from 14:30 to 21:00 and task was closed at 21:30. They had to fly below 300 m until they exited a restricted area, and then they could gain altitude. Afterwards, they had to land in a different airfield located at [Santa María del Páramo](#).

In the evening, after returning from that airfield, [details for tasks 7 to 9](#) were given at the briefing.

### Day 3 – 22/Aug

#### Task 7 – Slow–Fast (N)

This task was arranged in two parallel lanes along the main runway. Each competitor group had to fly along one of these lanes, which containing the slow leg first, and then the fast one. The task started at 8:00 and pilots had to take off loaded with full fuel tanks and maps because they would be flying the following task immediately after performing this one. The director expected some complaints during the briefing about performing this task in those conditions, but there was none.



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## Task 8 – Curve Navigation with Time Estimation (B)

This task immediately followed the previous precision task.

A map was prepared with an arbitrary line drawn on it. Pilots had to estimate crossing times for a number of points, and then precisely fly the course defined by the line and cross the points at their estimated time.

6 know time gates and 22 hidden gates were distributed along the course. Many pilots had an excellent precision flying the course.



Curve navigation (task 8)

## Task 9 – Contract Navigation with Time Controls (E)

A distance with limited fuel task was prepared, but the wind would push competitors into a restricted area, so the task was changed for a contract navigation. This was easily done thanks to having the task already briefed the first day. A new sheet with the [turn-point catalogue and other details](#) was distributed and a quick briefing has held.

Pilots received a turn-point list. They had to declare the list of turn-points they intended to fly in a limited time window. Two of the turn points had to be flown at very specific times. Take off window was 18:00-19:00 and maximum flight time was 1h 30 min, so at 20:30 everybody was back.



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Much before the championship started, the organizer had contracted a music band for this night, so he pressed hard to have a rest morning the next day. The competition director imposed the condition that at least six tasks had to be performed before such a rest morning. Fortunately, we had nine.

Only [one task was briefed](#) for the next day.

## Day 4 – 23/Aug

### Rest morning

Section 10 says there will be a *rest day only after six consecutive days flying*, but nobody complained for waking up late this morning.

### Task 10 – Distance with Limited Fuel

This task was designed according to the new *championship records* specification (Sec. 10, 3.11.8.1), which includes the amount of fuel to be carried by each competing class. Fuelling was performed like previous economy tasks.

A quadrant was established where pilots could fly, avoiding restricted areas. This time the wind pushed in the proper direction. The take off window was open from 14:30 to 16:00. After take-off, pilots had to fly over a start point and then fly as far as possible.

All pilots finished the task with no special incidents. Many of them waited for their assistants to be carried home by car, and some of them preferred to get some fuel and fly back. However the wind had been increasingly stronger during the afternoon and they had to fly into it. This is what the Spanish team member Carlos Cotoruelo, PF1 pilot, was doing. As it seems, his canopy collapsed while he was still flying low, he crashed into the ground and died.

After this confirming this, and having everybody else back to the airfield, there was a meeting between the organization and the Spanish team. Then there was another meeting including all teams and officers. All agreed to suspend the competition for one day of respect, and then to carry on during the last available day.

Later on there was a ceremony where the flags were lowered to half-mast.

## Day 5 – 24/Aug

There were no tasks this day. The funeral took place in the evening in the town of Valladolid, two hours drive away, and many people from the competition went there.

Carlos' loggers were terribly damaged and we couldn't get any track from them. However, another pilot had seen him land and this was accepted by the director as an evidence after talking with the jury, so Carlos did receive a score for the last task. Team scoring was not affected by this decision.

Late in the evening there was a briefing for [next day's tasks](#).

## Day 6 – 25/Aug

For the first time during the competition wind blew during the whole night, anticipating more wind in the morning.

Three tasks were prepared for this morning: *Clover Leaf Slalom* (K), a quick landing to get ready and immediately take off for the next one, *Navigation with Unknown Legs* (D), finishing in *Precision Landing* (M).

The first slalom task was planned to start at 8:00, but it was soon cancelled due to the strong wind. We waited for the whole morning, but conditions were constantly too hard not only for a ground task but also for a navigation task. So in the afternoon the navigation task was also cancelled and the competition was concluded.



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## Results

### Complaints and protests

17 complaints were received. Most of them were easily solved by revisiting tracks or marshal sheets. It is interesting to notice that five complaints were of the kind “help me review my track”, and some others were something like “I saw my track and gate/point x is correct”, and it was. Strangely enough, a couple of complaints sounded like “I did something wrong, you should penalize me”.

One of the complaints eventually became a protest. Pilot 005, Pavel Brezina, from the Czech team, competing in class PF1, completed task 7 (slow-fast). Marshals observed that he missed the second stick in the slow leg. A complaint was presented but the competition director supported his marshal's decision. A protest was received and video evidence was delivered by the Czech team leader where it could be seen that the competitor touched the stick with a light but clear kick. The director and the jury accepted this and the protest was upheld.

### General Classification

PF2 was a demonstration class. There was only one entry, Michel Touitou and Marie Touitou, who flew all the tasks.

PL2 had only one entry, Francisco Díaz and Sonia Martín. They abandoned competition after task 4.

Results for valid classes PF1 and PL1 follow.

GENERAL CLASSIFICATION															
European Microlight Championships 2006															
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Class PF1															
Official Results															
26-8-06 9:00															
No	Team	Pilot	01	02	03	04	05	06	07	08	09	10	Total	Pos	
		Task:	PrecNav	PrecTkOff	JapSlal	PreLand	TpHunt	PureEco	SlowFast	CurveNav	Contract	Distance			
		Date:	20-8	20-8	20-8	20-8	21-8	21-8	22-8	22-8	22-8	23-8			
		Status:	Official	Official	Official	Official	Official	Official	Official	Official	Official	Official			
018	FRA	Mathieu ROUANET	987	250	482	250	529	664	418	920	958	969	6427	1	
005	CZE	Pavel BREZINA	915	250	479	175	647	798	396	850	958	955	6423	2	
015	ESP	Ramón MORILLAS	913	250	500	250	706	1000	387	892	958	505	6361	3	
024	GBR	Dave HAIRS	868	250	325	0	1000	812	97	1000	958	1000	6310	4	
022	FRA	Tristan GUILLABEAU	988	250	418	250	529	803	386	891	958	835	6308	5	
027	GBR	Michel CARNET	954	250	491	0	941	863	342	695	895	833	6264	6	
001	CZE	Pavel STEPAN	1000	250	415	0	647	692	292	850	1000	262	5408	7	
006	CZE	Josef KACER	990	250	438	75	647	649	420	787	875	269	5400	8	
007	CZE	Vladimir PROCEK	810	250	428	250	647	566	346	527	875	612	5311	9	
021	FRA	Nicolas SALINAS	936	250	423	75	529	756	345	733	795	359	5201	10	
009	ESP	Cesar MALDONADO	754	250	439	250	471	581	500	653	910	353	5161	11	
013	ESP	Nino MUELAS	642	250	428	200	529	613	359	769	923	151	4864	12	
019	FRA	Frederic MALLARD	918	250	409	0	529	510	349	753	833	309	4860	13	
033	POL	Krzysztof KACZYNSKI	959	250	480	0	588	195	275	874	917	211	4749	14	
010	ESP	Jose Maria SOLÁ	896	250	406	125	471	356	277	842	910	147	4680	15	
020	FRA	Laurent SALINAS	987	250	379	250	529	599	0	644	819	221	4678	16	
011	ESP	Juan José GARCIA	974	250	484	200	529	400	453	148	917	249	4604	17	
031	POL	Krzysztof KAMINSKI	591	250	447	50	706	397	346	730	750	231	4498	18	
036	CAN	David SIGIER	246	250	436	0	706	420	485	720	875	268	4406	19	
012	ESP	Dani MARTINEZ	784	250	390	200	0	468	449	713	792	279	4325	20	
034	RUS	Andrey PTASHNIK	517	250	385	0	529	528	400	626	729	245	4209	21	
037	DEU	Appel ARMIN	862	250	362	0	412	377	311	488	895	216	4173	22	
004	CZE	Tomas BERKA	842	250	325	0	529	830	254	0	833	282	4145	23	
030	POL	Adam PASKA	462	250	210	250	294	465	332	499	472	230	3464	24	
016	GBR	Karen SKINNER	544	250	204	0	353	320	367	287	708	252	3285	25	
025	GBR	Neil SLINGER	675	250	0	0	824	445	0	0	909	0	3103	26	
008	CZE	Marek SCHULZ	583	250	123	50	0	381	265	177	805	318	2952	27	
017	FRA	Tony MENARD	467	250	293	0	471	0	312	166	805	174	2938	28	
028	GBR	Mike CHILVERS	666	250	201	0	0	309	0	408	860	228	2922	29	
032	POL	Adam CEGIELKA	845	250	359	0	0	260	0	40	810	233	2797	30	
023	GBR	Andy PHILLIPS	815	250	290	0	0	287	257	582	0	176	2657	31	
026	GBR	Andy DAVIS	0	250	131	0	471	253	157	324	741	178	2505	32	
035	BEL	Michils STEFAAN	0	250	405	0	0	344	0	0	866	269	2134	33	
038	HUN	Peter AMBROZY	0	250	363	0	0	0	79	0	0	0	692	34	



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GENERAL CLASSIFICATION														
European Microlight Championships 2006														
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Class PL1														
Official Results														
26-8-06 9:00														
No	Team	Pilot	01	02	03	04	05	06	07	08	09	10	Total	Pos
		Task:	PrecNav	PrecTkOff	JapSlal	PrecLand	TpHunt	PureEco	SlowFast	CurveNav	Contract	Distance		
		Date:	20-8	20-8	20-8	20-8	21-8	21-8	22-8	22-8	22-8	23-8		
		Status:	Official	Official	Official	Official	Official	Official	Official	Official	Official	Official		
054	CZE	František SALAVA	932	250	500	250	1000	836	481	1000	840	1000	7089	1
052	CZE	Michaela MACHARTOVA	986	250	422	175	1000	728	395	967	829	903	6655	2
051	CZE	Michal KRIVANEK	800	250	455	200	917	1000	307	686	821	742	6178	3
061	FRA	Vicent CECCARELLI	1000	250	332	225	833	432	283	961	932	505	5753	4
062	RUS	Igor POTAPKIN	568	250	426	225	750	636	425	974	829	549	5632	5
060	ESP	Carlos COTORUELO	795	250	415	0	583	342	422	974	731	412	4924	6
056	DEU	Richard KRUEGER	504	250	396	0	750	352	270	765	1000	520	4807	7
050	CZE	Zdenek ANDRLIK	726	250	298	0	750	510	361	575	699	554	4723	8
053	CZE	Petr MATOUSEK	811	250	400	0	917	789	500	0	0	528	4195	9
058	ESP	Francisco José ESCOLAR	254	250	0	0	500	367	357	0	437	362	2527	10
059	ESP	Daniel CRESPO	899	250	412	0	0	511	0	0	0	432	2504	11
057	ESP	Cristobal ARANDA	515	250	440	0	0	532	0	0	104	413	2254	12
055	DEU	Jens HICKEN	266	250	256	225	0	0	0	0	0	262	1259	13

## Team Classification

Results for valid classes follow.

TEAM SCORES														
European Microlight Championships 2006														
Chozas de Abajo, León, 19 – 26 August														
Class PF1														
Official Results														
26-8-06 9:00														
Team	01	02	03	04	05	06	07	08	09	10	Total	Pos		
	Task:	PrecNav	PrecTkOff	JapSlal	PrecLand	TpHunt	PureEco	SlowFast	CurveNav	Contract	Distance			
	Date:	20-8	20-8	20-8	20-8	21-8	21-8	22-8	22-8	22-8	23-8			
	Status:	Official	Official	Official	Official	Official	Official	Official	Official	Official	Official			
FRA	2962	750	1323	750	1587	2223	1153	2564	2749	2163	18224	1		
CZE	2905	750	1345	500	1941	2320	1162	2487	2833	1885	18128	2		
GBR	2637	750	1106	0	2765	2120	966	2277	2762	2085	17468	3		
ESP	2783	750	1423	700	1764	2194	1402	2503	2798	1137	17454	4		
POL	2395	750	1286	300	1588	1122	953	2103	2477	694	13668	5		
CAN	246	250	436	0	706	420	485	720	875	268	4406	6		
RUS	517	250	385	0	529	528	400	626	729	245	4209	7		
DEU	862	250	362	0	412	377	311	488	895	216	4173	8		
BEL	0	250	405	0	0	344	0	0	866	269	2134	9		
HUN	0	250	363	0	0	0	79	0	0	0	692	10		

Results for PF classes were calculated from PL1 scores only, being PL2 invalid.

TEAM SCORES														
European Microlight Championships 2006														
Chozas de Abajo, León, 19 – 26 August														
Class PL														
Official Results														
26-8-06 9:00														
Team	01	02	03	04	05	06	07	08	09	10	Total	Pos		
	Task:	PrecNav	PrecTkOff	JapSlal	PrecLand	TpHunt	PureEco	SlowFast	CurveNav	Contract	Distance			
	Date:	20-8	20-8	20-8	20-8	21-8	21-8	22-8	22-8	22-8	23-8			
	Status:	Official	Official	Official	Official	Official	Official	Official	Official	Official	Official			
CZE	2729	750	1377	625	2917	2625	1376	2653	2490	2645	20187	1		
ESP	2209	750	1267	0	1083	1410	779	974	1272	1257	11001	2		
DEU	770	500	652	225	750	352	270	765	1000	782	6066	3		
FRA	1000	250	332	225	833	432	283	961	932	505	5753	4		
RUS	568	250	426	225	750	636	425	974	829	549	5632	5		



# European Microlight Championships 2006 New Classes

Chozas de Abajo, León, 19 – 26 August



## Competition Records

During this championship, two tasks were run where the best competitors in each class claim a World and European Championship Record, as established in FAI Sporting Code, Section 10 (2006) 3.11.

### Precision Circuit in the Shortest Time (“Japanese Slalom”) – Sec. 10 3.11.8.5

Class	No	Team	Pilot / Co-pilot	T (s) measured	T (s) normalized to ISA sea level
PF1	015	ESP	Ramón MORILLAS	57.81	56.95
PL1	054	CZE	Frantisek SALAVA	61.97	61.05
PL2	075	ESP	Francisco DIAZ / Sonia MARTIN	86.30	85.01

### Distance with Limited Fuel – Sec. 10 3.11.8.1

Class	No	Team	Pilot / Co-pilot	Distance (Km)
PF1	024	GBR	Dave HAIRS	110.161
PL1	054	CZE	Frantisek SALAVA	42.218





## Acknowledgements

I must thank so many people, that I have decided to reduce the list to the essential persons. Without them, the championship would have been different.

**Marta, Natalia, Iciar and Martita**, my wife and daughters. Most of the time spent by me in this competition was stolen from the time I should have dedicated to them since January.

**José Luis Roldán “Luque”**, the best possible organizer for this championship. He masters the art of finding sponsors, support from authorities, permissions from dozens of land-owners, finding collaborators or doing himself big and small pieces of work. He deserved the big applause that everybody dedicated to him during the closing ceremony.

**Juanjo García**, local pilot, member of the organising club and also member of the Spanish team for the first time. He took part in the organisation and designed and tested himself the disposition of all decks and ground task areas.

**Paco Setién**, president of the Paramotor Commission of the Spanish Air Sports Federation and deputy director in this competition. He has great experience in running paramotor competitions, and he is aware of every detail needed to design and marshal a good task.

**Raúl de la Puente**, IT specialist and chief scorer during the competition. He installed and maintained the computer network and Internet access, developed the score sheets, mastered all the scoring methods and programs, and survived to my pressure.

**Miguel Monzón**, one of the most experienced persons in designing, marshalling and directing microlight competitions. I feel very confident when he is around because I know he can always find good solutions for big or small problems. He designed and updated the official web site daily, adding more pressure to me, constantly asking for scores and documents to upload.

**Rob Hughes**, enthusiast steward who came with the experience from the previous year in France, and weeks before in Germany. He helped me save hours of work writing documents, not only in good English, but also going deep into the contents. Also finding key paragraphs in the regulations in order to answer complaints even before I could ask for it. He also wrote a nice [blog](#).

**Richard Meredith-Hardy**, who needs no introduction, was CIMA-appointed monitor for this competition. We had successfully worked together in two previous international competitions, so he was able to give me very specific advice. He made me feel very confident during his visit to Chozas as Monitor.

And one last thought for **Carlos**:

