

Subject: EMC 2006 Chozas

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Dear All

I've spent the last 4 days here at the Spanish National Paramotor championships on the same site as EMC 2006 'softwing classes'.

In principle I am very happy about the way things are going. Perhaps the highlight was that at this championship there were more marshals than competitors, a lot of whom have experience of championships and who will be returning for the Europeans in August. There are people familiar with flight recorders, the scoring, and marshals who have done it all a number of times before. This is a really good team.

I attach some photos. The site is plenty big enough, it's a nice little Aeroclub with 2 large hangars, briefing rooms, workshop, a bar and restaurant and even a swimming pool. Decks will be on adjoining grass fields, the strip reserved for precision tasks. I had a long talk with Jose Luis Esteban and Jose Luis Roldan (the organizer) and went through Jose Luis Esteban's really massive checklist of things you need.

Everything seems pretty much in hand.

There will be wireless internet and an internet cafe on site.

Whilst it will be quite hot in the day (nothing like as hot as Andalucia though), it does get cold at night - it was down to 5c or so while I was there. Jose Luis has a joke about the temperature in Leon - ask him.

Rather than going through the checklist I highlight here some particular problems which need to be addressed.

Maps: The map used in the Nationals is a reproduction of the 1:100,000 sheet 7-5 military map. The reproduction was quite badly out of scale and at A3 doesn't cover a big enough area. For the championships regular printed versions of the map are promised, plus the next one down. It is quite old and missing the newer motorways, but pilots should be able to live with that. As quite a large number will be required it is recommended these are ordered as soon as possible.

Pilots enjoy the 'fly as far as you can on limited fuel' task but if this is likely to be chosen then maps with airspace covering a much larger area should be available for pilots to buy.

Pilot briefings: Will be held in a section of the main hangar. Given that hangars are always noisy places and the restaurant will be in the same building, a Karaoke machine or something will be necessary for briefings.

Electricity: There is a problem with supply due to the capacity of a transformer some distance away. The mains supply will be plenty for the hangar complex but adding the campsite to it will almost certainly overload everything. Best to provide a big generator for the campsite, a 50-60 Kva generator was used at WMC2003 to power the entire paramotor site without problems.

Decks: Need to be rolled to suppress all the stones WELL IN ADVANCE, at least one month before, so the ground has a chance to settle down. Possibly they also need to be mown which will make them much more distinct. This should also be done well in advance so all the little sticks and things have a chance to blow away and generally disappear or pilots will often have problems with debris in their canopy lines.

Leon Airport: This is not a very busy airport but large turboprop aircraft seem to often fly directly overhead Chozas at 4 or 5,000 ft. A NOTAM is apparently going to be in place for the championship, it is to be hoped this will result in aircraft being routed around the North side

of Leon airport and not overhead Chozas at any height.

Competition Director: Because of other commitments it now looks likely that Manuel Rey won't be able to be competition director. Jose Luis Esteban has said he will do it if Manuel can't, but although the team of scorers are pretty competent they will inevitably need some help from Jose Luis as he is the World's leading expert in FR and scoring systems (and their problems). If he is Director too it's important he isn't overloaded with stuff to do. It must be noted Jose Luis is pretty confident about this.

Tasks in the evening: This is the best time for precision tasks as it is when there will be spectators. The weather during these championships was in my experience 'classical' Spanish weather; calm until 10 - 12 in the morning, ideal for one or two nav tasks, then a wind until 19:30, getting dark at 21:00. This gave barely enough time to do a precision landing for 15 competitors. I believe it is still possible to do these tasks in this short time with 50 + competitors but it requires a) thought and preparation, b) careful briefing for pilots and marshals so there is as short a time between pilots as possible without them clashing and c) several instances of the task occurring at the same time. I spoke to the chief marshal Paco Guerra about this and he agreed there should be three instances of tasks running simultaneously.

Organizer agreement: I left for home just before Antonio Quintana (president of FAE) arrived for the prize giving but I am told it is signed and sent to FAI.

Any questions, please ask!

Richard











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