

July 04, 2001

**Subject: 2nd WAG 2001 SPAIN – Post-action report**

Dear all,

First of all I would like to thank you for your dedicated work in the planning, preparation and especially at the conduct period of the 2<sup>nd</sup> WAG 2001 in Spain. Without your support the 2<sup>nd</sup> WAG 2001 would never happened.

The 2<sup>nd</sup> WAG 2001 are behind us and after a couple of "rest-days" we'll be able to assess it more objectively than at this moment. Air sports events took place in their respective sites with a fair share of technical, organizational and other kind of problems. To be able to make objective technical assessments and evaluation of each of the 2<sup>nd</sup> WAG 2001 air sport events and to get an overall WAG picture, I would like to ask you to prepare the "Post-action report" for the ASC/events where you were the appointed ASC LO, and give short, detailed and objective report. This report should be focusing on technical conduct of respective events and on problems which you encountered and which delays/stop the normal conduct of the event.

Of course I expects that you point out positive matters related to event and an overall assessment of it.

**POST ACTION REPORT:**

1. Local Organization performance
  - a. Head of Local organization (by name) and performance
  - b. Local events' key positions (by names) and performance
  - c. Staff (number and from where were they recruited) and performance
  - d. Other comments related to local organization and it's work and performance
2. Technical equipment
  - a. Computers & Software & Printers
  - b. Photocopying facilities
  - c. Specialized equipment for event (list and name providers)
  - d. Other comments related to the use of technical equipment and it's performance
3. Site set-up
  - a. Registration office – location and performance
  - b. Event's headquarters - location
  - c. Judges facilities and working conditions on site
  - d. Jury & Stewards facilities on site and working conditions
  - e. Facilities for teams/competitors on site and conditions
  - f. Site decoration related to 2WAG (were there national flags of participating teams hoisted)
  - g. Local town decoration related to 2WAG (was there any decoration related to 2WAG)
  - h. Other comments related to site set-up
4. Air space
  - a. Air space during the training period (any restrictions)
  - b. Air space during the competition period (any restrictions)
  - c. Co-operation of local, regional Air traffic controllers related to 2WAG
  - d. Other comments related to availability of air space
5. Meteorological information
  - a. Provider of met reports
  - b. Frequency and quality of met reports
  - c. Other comments related to meteorological reporting
6. Logistic
  - a. Accommodation facilities (distance and quality level) including camping sites
  - b. Catering for participants, organization during training and competition period
  - c. WAG Arrival/departure transport arrangements for participants arrival by air (from nearest international/national airport) and train (if any)
  - d. Local transport arrangements for officials, competitors, other participants during the training period and competition period
  - e. Transport arrangements for WAG Opening ceremony in Seville (number of people attending it)
  - f. Transport arrangements for WAG Closing ceremony in Jerez (number of people attending it)
  - g. Other comments related to local event logistic operations
7. ASC support personnel
  - a. ASC appointed (i.e. Jury, Stewards, judges, controllers, etc) – list by names

- b. Hired Expat support personnel (list by names and positions) and it's performance
  - c. Other comments related to ASC and expat support personnel
- 8. Results processing
  - a. Software used
  - b. Frequency of results updates
  - c. Responsible for results processing and updates
  - d. Other comments related to score processing
- 9. Information distribution
  - a. Frequency of information distribution and updates locally on site
  - b. Quality and validity of released information and updates
  - c. Information points (boards) in contest site and in accommodation facilities
  - d. Was there a person responsible to feed the main organizers WAG web page with updates and results
  - e. Other comments related to information services
- 10. Local ceremonies
  - a. Was there a local opening ceremony (if yes than please make a short comment of it)
  - b. Was there a local closing ceremony (if yes than please make a short comment of it)
  - c. Where and when did awarding ceremony(ies) took place (short comment)
  - d. Number of WAG (and FAI WC if applicable) medals awarded (categories)
  - e. Any ties on medal ranks (any spare medals available in case of ties)
  - f. General opinion on medal awarding ceremony
  - g. Other comments related to ceremonies
- 11. Farewell banquet
  - a. Date and location
  - b. Short comment
- 12. Support by various entities
  - a. Did ASC gave sufficient support to the local organizer
  - b. Did local organizer got sufficient support by the central 2WAG office (management) in Madrid and in what terms
  - c. Did the local organizers got sufficient support from local town authorities
  - d. Any additional comment related to external (FAI – ASC) and internal (Spanish) support to the local organizer by various entities
- 13. Local sponsorships and financing of the event
  - a. Was there any local sponsor involved in the local events?
  - b. Did funding of the event reflected on the events' organization and conduct
- 14. Overall impression (short comment of the events' conduct and competitors opinion) and any other comment related to your respective event not addressed in above points.

In addition I would like to ask you to provide some statistical information as requested in the below table.

**STATISTICAL INFORMATION** (please fill in for each event separately)

Event: \_\_\_\_\_

- |   |       |
|---|-------|
| 1. Number of competitors                          | _____ |
| 2. Number of other NAC delegation members         | _____ |
| 3. Number of ASC officials (Stewards, Jury, LO)   | _____ |
| 4. Number of international judges, observers      | _____ |
| 5. Number of Local organization members           | _____ |
| 6. Number of expat manpower and technical experts | _____ |

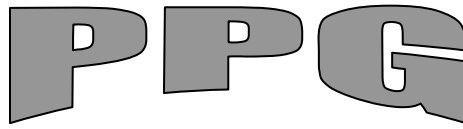
I would like to ask you to return your reports based on above points latest by July 15, 2001.

At the same time I would like to ask you to provide me a hard or electronic copy of the final results for your respective events.

If you have any questions, please do not hesitate to contact me at any time.

Looking forward to hear from you and kind regards

Srecko Medven  
FAI WAGMD



**Beas de Segura, Cordoba, La Puebla de los Infantes,  
Villanueva del río y Minas, Sevilla, Lebrija, Sanlúcar de Barrameda.  
Andalusia, 18 June – 1 July 2001**

Note: as this was originally a confidential report, it has been modified to remove the names of people.

## POST ACTION REPORT

I can only really comment on the PPG championships as I was director and not present for the Classic classes championships at Beas de Segura in the competition week. Below are my comments against some of the requested headings, plus some more.

### 1. Local Organization performance

#### Local organization and performance

There were three key players in the PPG championships organization.

##### **Person A**

Was in charge of logistics. A vital role considering the nature of this mobile championships.

Every year A organizes the "Ruta de Guadalquivir", a rally for PPG's, Microlights, Quadbikes, Enduro, 4WD Etc. Involving several hundred participants over broadly the same route as we took. RMH visited the "Pre-ruta", a short weekend event in february 2001 between Guillena (near Sevilla) and La Puebla de los Infantes which involved about 150 participants. The organization was impressive, particularly the attention to liason with the media and the authorities in the host towns.

A was supplied from the earliest moment (September 2000) with a detailed list of the most vitally required equipment. Notably some sort of mobile office arrangements for the Director's HQ and the basic equipment it should contain. (Air conditioning, computers, big photocopier Etc).

In the event A simply failed to deliver as expected. Some of the confusion could be attributed to his young "interpreter" C who, it seemed, converted my requests into something else. I was promised much, and in my experience the Spanish are quite expert at pulling the necessary things out of a hat at the last moment so I wasn't too concerned. This time it simply didn't happen, but by then it was too late.

Even when we left Beas for Cordoba things did not look too bad, but our arrival there was a rude suprise. Despite promises during the practice week, the site was completely unprepared. Heavy machinery was on site at the time of our arrival..... There were none of the promised showers and only 2 smelly toilets.

Despite the appearance of the 2 red trucks at Beas de Segura at the beginning of the practice week and various discussions regarding their fitting out during the week, for a reason I still fail to understand NO office materialized at all by the time of the first task in Cordoba on saturday 23 June evening. In fact A and some of his people disappeared off to Sevilla for the opening ceremony! The director was forced to set up his computers on the lobby floor of the municipal swimming pool.

C, fancying himself as some sort of computer expert, spent most of the practice week messing up my computer networking arrangements. (mostly brought from UK as I suspected, correctly, they would not have half of the necessary equipment).

The hiatus came on Saturday 23 June as it got dark. A detailed written programme of key events tailored to the schedule and proposed tasks and produced 10 days before, specified a late fuelling which would obviously require lights (as I recall, they were discussed as well) but when needed, they simply did not materialize (oh - they're in a van somewhere else). The director (RMH), by then totally exhausted from not just being in charge of the registration system at Beas, but network administrator, and director, and porter, and photocopy operator Etc. of something which was plainly not working, went away with the intent of returning to UK.

The ensuing fuelling was apparently totally incompetently run by the marshals in the rapidly encroaching darkness and ended in an accident involving an Italian pilot getting his hand in his propeller whilst running his engine to "no fuel".

Needless to say there was no Ambulance on site (unnoticed by RMH at the time, but most certainly discussed and promised in discussions months before). Fortunately Cordoba hospital was less than 1 km from the site and in fact the Italian arrived there in a timely manner, was treated, returned to Italy the next day, and will suffer no permanent disability.

Following a plea by mobile phone from a team leader RMH returned to the site and announced there would be no further competition until things were sorted out, including a permanent office vehicle and the firing of C from any duties involving liaison with me. A HQ van was provided and fitted out by RMH and his brother on Sunday, (with not much help....) ready for the first task on Monday morning.

On every one of my 3 visits to Spain I had asked them for maps & tourist info of each site so I could prepare a "flybook" containing instructions of how to find the site Etc. I just never got this, and even while we were on the road they prepared only the most rudimentary information. For example, A's people all come from Sevilla but simply did not seem to appreciate the difficulties of finding the entrance to Tablada. Consequently some teams had terrible difficulties finding it because the map supplied was inadequate.

The photocopier usually worked... if you knew how to fix the frequent blockages.... It did not do collating and stapling and the boys assigned to the task of doing this were not interested, frequently absent and rarely had a functional stapler. Competitor's paperwork was therefore usually a mess because they were incapable of reliably collating pages correctly and usually lost the originals. One day they ran out of paper altogether, making everything an hour late and ruining the evening task.

All this mess at the beginning of the championships completely ruined my game-plan of which tasks to run where; and so, from crisis to crisis we went on.

It was extremely hot. My brother Barty (scoring and much else) and I just about survived in the midday 40 - 50 degrees C inside the HQ van. It wasn't until near the end of the week that I realised they had all provided themselves with rented air-conditioned vehicles..... For us, nothing better was available even though one of the main sponsors of the WAG was a leading manufacturer of air conditioning.....

### **Person B**

Was in charge of marshalling.

Having been used to running championships with a very small number of inexperienced marshals, it was a pleasant surprise to discover at the 2000 test championships that B came with a team of 10 allegedly "qualified" marshals who performed impeccably. It was clear this would be needed given the expected large number of pilots in 2001.

In 2001 they simply did not perform. Even the most basic tasks were done badly, and even worse, the same errors kept reoccurring. Late arrivals in the morning causing critical delays... many errors and omissions recording simple things like takeoff and landing times (missing times, no seconds Etc.),... hidden gates in the wrong place.... insisting pilots takeoff from the landing deck.....causing complete confusion by displaying the incorrect start order... not preparing precision tasks properly.... losing important flags Etc Etc.. All these things were done well in 2000 but in 2001 it seemed as though most of these people left their brains at home.

There may well have been a language problem, (though not apparent in 2000...). B's translator was an English girl, D who, in my opinion had the same problem as C - translation to what the recipient wants to hear rather than what was said.

### **RMH**

Competition director (& LO)

I am the first to admit that the major responsibility for this (in my opinion) disastrous championship must stop with me. I made several important underestimations; notably that when I asked them to pull the

rabbit out of the hat - it wasn't there. (and by then it was too late). It is quite possible A simply did not appreciate quite what was involved in a FAI championships despite my explanations and requests. (B should have known better however).

I underestimated the sheer area one needs to support safe takeoffs and landings of 50 or 60 PPG's. In fact a much larger space is required than one needs for microlights because they must always be facing into wind. As an example, I had to move operations 24 hours before we arrived at Lebrija to the airfield 3 km away from the town because I was worried that the proposed landing area in the town was too small, got the position of the airfield wrong on the map which led to the abandonment of a valuable navigation task. This was not as bad as at Sanlucar however. In October 2000 I had been promised several hundred metres of beach. A few hours before we arrived it became apparent the Ayuntamiento had only provided one 100m x 100m deck which was totally inadequate. We could fly no task there without serious risk to bystanders.

The weather was totally different to that experienced in 2000, but nobody seemed able to give any kind of sensible advice. It was much windier, which prevented any evening tasks. This disappointed the people in some of the towns we visited who expected to see some sort of evening event.

In mitigation, my work was totally unpaid and I was not able to spend more than 3 weeks in Spain before the championships. I had very little indication that it was going to be a disaster before it happened, in fact I was very confident it was going to be something of a success..... until things started to go wrong.

### **Other comments related to local organization and it's work and performance**

Not all the difficulties can be attributed directly to A, B or RMH. A lot of the blame must go to Madrid for simply not providing funding or any other kind of support in a useful or timely manner.

For months I had been promising between 50 and 60 pilots (56 started) but very few of them (<20) had paid any entry fees even 2 weeks before the event. It seems Madrid took this as an excuse to not provide any support, despite the fact that this event was supposedly bound to happen and it would have still required the same facilities even if there were this small number of pilots.

My view is that Madrid spent most of their time HINDERING our efforts. It may be that A did not really provide a proper budget (this is something I never discovered, but there was rumour) but it should have been the job of Madrid to sort this out as soon as the problem arose, possibly as far back as the beginning of 2001. Instead they did nothing. I found the entire mentality there to be completely negative ie "thank goodness it will all be over by July 2" rather than "lets make this thing work, and help the people in the field as much as we can".

Madrid caused trouble for the marshals too. Despite several forceful pleas from me (and I've no doubt many from them) they were not paid for their work in the June 2000 test event until February 2001. (!) This led to a demand that they be paid in advance for WAG, which only actually happened a few days before practice started (upon threat of withdrawal of services) . This did nothing for their morale and was probably a major cause of the careless attitude which prevailed.

## ***Technical equipment***

### **Computers & Software & Printers**

I was sent 2 Compaq laptops and brought my personal Windows 2000 server, UPS, hub and lots of networking equipment. All this worked together before arrival in Spain and survived the gruelling conditions of heat, dust, generator power and extreme vibration.

After arrival at Beas we were supplied with 4 more Compaq computers with diverse operating systems (1 x 95, 1 x 98, 2 x ME), no network cards and dreadful graphics (useless for photo control). We fixed all this before departure from Beas but despite a lot of messing around it was only until Villanueva del Rio y Minas that someone was finally provided to get their file systems talking to each other correctly. Not impressed with Compaq's (never have been).

The Kodak digital cameras were generally very good but the software to download their images was terrible. It worked OK on Win ME but totally crashed windows 2000 (!).

I built all the photo analysis software which worked as an extension to the website, running locally on my server. This worked very well and was fast and easy to operate.

We had 1 new Brother laser printer which usually worked (but I would never buy one, it was very flaky) and one new Epson colour bubblejet which broke.

### **Photocopying facilities**

Useless. I had specifically requested an industrial sized copier which did collating & stapling. I got an ancient semi-industrial copier with an idiot to do collating and who was not usually equipped with a stapler.

### **Specialized equipment for event (list and name providers)**

Kodak EZ200 digital cameras. A success, much easier than film and probably more reliable too. Madrid caused difficulties however. They agreed to all the Microlights using these only two or three weeks before the championship. To ensure all cameras arrived on site in time (160 could only be supplied from Holland) E paid some 1 million pesetas *of his own money* rather than rely on a payment to Holland direct from Madrid. Quite understandably E was reluctant to release these cameras in the practice week until he had been repaid by Madrid. Despite many many phone calls this did not occur until thursday 21 June evening so most pilots never had the opportunity to practice with the camera (as I had planned) and we, as an organization never had an opportunity to ensure our analysis systems worked or train up any operators.

### **Other comments related to the use of technical equipment and it's performance**

I had come to this championships even more prepared than ever before to do instant scoring and instant publishing to the website.

Instant scoring was impossible with the useless marshals. It was almost impossible to do any kind of scoring..... as for the website, the person assigned to this job did little work and we never had access to a telephone line.

## ***Site set-up***

### **Registration office – location and performance**

As far as I am aware, at no time did Madrid ever inform us about their web based registration system or give us any information they had captured in it.

For Microlights & PPG's at Beas there were no hand filled forms. We used my web system (but running locally for speed) and we asked everybody to update their their info onto 3 networked computers in the office. Considering the amount of info we wanted this was very quick and accurate because most people were familiar with the operation of the system and most people had already entered most of the required info on the pre-registration web site before arriving in Beas.

In principle this worked well and collected more information more quickly and painlessly than ever before, though there are improvements which could be made.

The forms were then printed out, signed by the person as correct and then the limited data required for making the ID cards entered from the printed forms into the Madrid system to make ID cards. This was usually where the queue was.

In opposition, the Madrid supplied system was terrible. Based on MS SQL server it was a very big hammer to crack a very small nut, it often crashed the computers and did not ask for hardly any of the information we required.

Note: I informed Madrid of the spec of my system in January 2001 but they were not interested. It includes a download feature to capture all the data directly off the website and an ID card feature. Personally I recommend FAI makes such a web-based system a requirement of future WAG's. It is far more versatile and is platform independant, needing just a web browser and it is clear that in most cases only the team member (not team leader or NAC) knows the correct information.

A large proportion of the competitors had pre-registered on my website (80%) and of these 75% had entered a lot of the required information. Of interest though was a note on the website saying: "100% correct entries may qualify for a discount". Of course there was no discount in reality - but I don't think anyone qualified for it anyway.....

There was more confusion caused by Madrid ref. payments. As soon as I arrived in Madrid on June 6th I asked them for a full list of all payments made. Quite extraordinarily, they had records of quite a lot of payments - but no idea who some of them were from! Some teams (eg France) did not help matters by paying their entry fees to the wrong account. (they sent it to Hang Gliding)

At that point I sent an email to everybody on my pre-registration list asking them what they had paid and who for. All those who had paid replied. This was the only means we had to confirm who had paid what!

#### **Event's headquarters - location**

Extremely hot, but we survived. Just. See above.

#### **Judges facilities and working conditions on site**

They had air conditioning in their cars and the opportunity to sleep, swim and party from 11:00 to 07:00. A pity they failed to perform the rest of the time.

#### **Jury & Stewards facilities on site and working conditions**

The jury was usually most helpful with advice and support, understood the difficult conditions and sorted themselves out when accommodation arrangements were unsure. We only had one official protest. (I suspect not because there couldn't have been many more, but because all the teams understood the terribly difficult time I was having in getting any kind of championships together.)

#### **Facilities for teams/competitors on site and conditions**

Abysmal. All the promised things like showers & toilets on the airfields failed to materialize. The situation was only saved by the fact that most afternoons were spent at the local Piscina Municipal where there were all these facilities. At least we always had an ambulance after the first accident.

#### **Site decoration related to 2WAG (were there national flags of participating teams hoisted)**

Variable. Never all competing nations but usually FAI / Spain / Andalucia flags.

#### **Local town decoration related to 2WAG (was there any decoration related to 2WAG)**

I was surprised to find very little. I suspect this was mostly a Madrid problem for not supplying the posters etc. until the last minute.

#### **Other comments related to site set-up**

See note above about the sheer size of site needed for 50 - 60 PPG's

## ***Accidents***

#### **We had several serious accidents.**

23 June: Cordoba; An Italian pilot put his hand in the propellor whilst running the machine on the ground. Returned to Italy by air the next day. Will need some plastic surgery to repair a hole in his lower arm but probably no lasting injury.

27 June: Tablada; A Polish pilot cracked a bone in his ankle which was plastered. He carried on as a spectator.

27 June: Tablada; A Japanese pilot broke his ankle. Returned to Japan by air the next day.

27 June: Tablada; A Czech pilot had a very serious accident, (fall from 20m) resulting, extraordinarily, in only a badly broken wrist. Returned to Czech republic within 36 hours for an operation to set all the bones.

There were more accidents in this championships than there ever have been before, but then we had a lot more competitors than ever before and the conditions were often "on the limit". The two broken ankles might have been avoided had the marshals arrived on time that morning....

## ***Air space***

### **Air space during the training period (any restrictions)**

No problems

### **Air space during the competition period (any restrictions)**

Despite potential conflict with other championships (notably Cordoba) there were no problems.

### **Co-operation of local, regional Air traffic controllers related to 2WAG**

Excellent. We asked Sevilla for clearance above Tablada to 2000m on the soaring task and were promptly granted it.

### **Other comments related to availability of air space**

None

## ***Meteorological information***

Despite various requests to A from both me and from a meeting of the team leaders, no met info was ever supplied.... In practice this was not as serious as it sounds because all the weather in the Guadalquivir valley appears to be very locally influenced and is probably un-forecastable to the level of detail useful to a PPG pilot. Nevertheless - it would have been nice... and of course opened a course for complaint.

## ***Logistic***

### **Accommodation facilities (distance and quality level) including camping sites**

Lack of facilities on airfields, saved by visits to local pools.

### **Catering for participants, organization during training and competition period**

Most towns we visited organized (at their own expense) a free lunch or dinner for everybody. Thus generally excellent.

### **WAG Arrival/departure transport arrangements for participants arrival by air (from nearest international/national airport) and train (if any)**

Not an issue. I had wished to put a selection of van rental companies in the mythical flybook, or on the website, but despite requests, the info was never supplied.

### **Local transport arrangements for officials, competitors, other participants during the training period and competition period**

Chaotic. Somehow all the officials got to Beas..... There was some confusion over the officials' cars which took a day or two to resolve (they did it themselves). Maps & directions to the next site seldom adequate. (see note above).

### **Transport arrangements for WAG Opening ceremony in Seville (number of people attending it)**

I can't say I was terribly interested in this, given my circumstances at the time. I believe some people did go. Nothing appeared to have been formally arranged.

### **Transport arrangements for WAG Closing ceremony in Jerez (number of people attending it)**

As we had finished only 20Km away in Sanlucar a lot of our PPG people went to this under their own steam. There were no centralized arrangements. (And in fact no announcement or map from logistics about where or when ... nothing new).

### **Other comments related to local event logistic operations**

See my many comments above.

## ***ASC support personnel***

### **ASC appointed (i.e. Jury, Stewards, judges, controllers, etc) – list by names**

International Jury:	President: Jean Pierre POULEAU (FRA) jean-pierre.pouleau@wanadoo.fr Marton ORDODY (HUN) ordody@mail.matav.hu Tom GUNNARSON (USA) tomusua@aol.com
Stewards:	Alain Blanchot (FRA)



**Hired Expat support personnel (list by names and positions) and it's performance**

Scoring: Bartholemew Meredith-Hardy (UK) Totally invaluable

**Other comments related to ASC and expat support personnel**

none

## ***Results processing***

**Software used**

RMH developed, based in Excel 2000. No problems.

**Frequency of results updates**

Whenever there was a change (ie frequently)

**Responsible for results processing and updates**

Bartholemew Meredith-Hardy (UK)

**Other comments related to score processing**

I think that this may be coming to the limit of numbers we can have in a PPG championships without a GPS logger based solution (it is a single class and with 50 - 60 pilots we are getting near to the limit of reliable data collection in as much as 1 error = 1 abandoned task). With this number it simply takes too much time to collect, check, collate and score the data received and makes instant scoring nearly impossible. (Even if anybody asks, I certainly will never be directing any championships again until we have a working GPS based solution. In future I will be directing my energies into getting a spec and system together which works rather than any more Directing).

## ***Information distribution***

**Frequency of information distribution and updates locally on site**

As frequently as necessary, often spoilt by photocopier idiot boys.

**Quality and validity of released information and updates**

In the circumstances, not bad. Difficult to resolve the location of the HQ van sometimes.

**Information points (boards) in contest site and in accommodation facilities**

Poor. Relied on released information instead. (Everything was copied to everybody - depending on idiot photocopier boy....).

**Was there a person responsible to feed the main organizers WAG web page with updates and results**

Quite simply I was not interested to send anything to the Madrid people. All I wanted on their web site was a link to ours. Instead they repeatedly copied stuff from my website which then rapidly became obsolete.

**Other comments related to information services**

Web updates: We rarely had access to a phone line (despite having brought 100m of telephone cable from UK to alleviate this problem). The journalist we had on board was trained by me at Beas to send daily news items to the website, which he did, a couple of times... but then stopped. (all he had to do was send an email to a special address). By that time this was the least of my problems so no daily news was published.

The lack of a phone line (or any time to find one) prevented us loading the latest scores onto the website (also an extremely simple process).

## ***Local ceremonies***

**Was there a local opening ceremony (if yes than please make a short comment of it)**

Yes. Beas. Late, brief, but OK.

**Was there a local closing ceremony (if yes than please make a short comment of it)**

Yes. Rather a good party in a Manzanilla factory in Sanlucar.

**Where and when did awarding ceremony(ies) took place (short comment)**

Same as closing ceremony

**Number of WAG (and FAI WC if applicable) medals awarded (categories)**

FAI WC Gold / Silver / Bronze Individual & team, Microlight class RPF1

**Any ties on medal ranks (any spare medals available in case of ties)**

no

**General opinion on medal awarding ceremony**

A great relief!

**Other comments related to ceremonies**

*Jerez..... This was a SCANDAL. I was SHOCKED and OUTRAGED. As we finished quite near to Jerez most of the PPG competitors came. We entered, were given our packed lunch...*

*I have worked for months on this; I tried to go to see people and WAS PREVENTED FROM ENTERING!!! I had my ID Card but it was not VIP. I came within 5mm of extreme violence.*

*MUCH WORSE: All my pilots, who had come all the way to Spain from far distant places at great personal expense were made to sit outside in 40 deg of sun while the fat cats ate canapes in an air conditioned tent on top of a tower.*

*They were deliberately ignoring all the people who made the games - the real VIP's - THE COMPETITORS!*

*WHAT EXTRAORDINARY ARROGANCE! I hope that FAI as a body is ASHAMED.*

*At the very least FAI should excommunicate whoever set up this nonsense at Jerez FOR EVER!*

*It brought nothing but DISGRACE to FAI. At the very least there must be some sort of apology.*

***Farewell banquet***

**Date and location**

Same as awarding ceremony in Sanlucar

**Short comment**

As above.

***Support by various entities***

**Did ASC gave sufficient support to the local organizer**

Yes

**Did local organizer got sufficient support by the central 2WAG office (management) in Madrid and in what terms**

Absolutely not. See above.

**Did the local organizers got sufficient support from local town authorities**

Usually excellent, especially from the small towns.

**Any additional comment related to external (FAI – ASC) and internal (Spanish) support to the local organizer by various entities**

*I may still misunderstand the way the funding thing worked - I considered this a matter for the Spanish, but In a regular World Championships it is the championship organizers themselves who organize the budget, receive the entry fees Etc. I would never like to see the situation repeated where a central organization appears to be so much against it's objective to assist where possible and apparently retain all funding in such a way to prevent the proper operation of a championship.*

***Local sponsorships and financing of the event***

**Was there any local sponsor involved in the local events?**

*The 2 (nearly useless) red trucks were provided by CEPESA. I have no idea if there was an expense, but I doubt it.*

**Did funding of the event reflected on the events' organization and conduct**

Most definitely yes. See above.

***Overall impression (short comment of the events' conduct and competitors opinion) and any other comment related to your respective event not addressed in above points.***

**Mobile Championship**

To my mind is still an interesting concept which I think, in different circumstances could still be made to work.

One year ago there was no suitable location for a PPG championships. As described in my proposal document of 12 July 2000 there were 2 alternatives; build an almost completely self-contained site near Beas or go for a mobile event. In my view there wouldn't have been such a difference in cost and the mobile one promised a much greater PR return.

Unfortunately, the PR opportunity was almost completely lost. Whose fault this was; FAI, Madrid or local organizer, I am not able to say. I suspect a combination of all three.

**Competitor's view**

It was very hard. Early starts and extremely hot in the day. Personally I think the majority of pilots enjoyed themselves even if it wasn't much of a championships. Certainly morale was generally very good amongst pilots. Fortunately for me most pilots and teams fully understood the problems we were having and were generally remarkably co-operative and sporting.

A better person to ask is Marton Ordody who, I understand, canvassed a lot of pilots on this. I believe his view was that the "traditional" pilots (ie the people who have been coming to championships for some time) were not as enthusiastic about the mobile thing as many of the "new" pilots (ie people for whom this was their first championship). The latter formed the majority so, to my mind the result is inconclusive.

**Director's view**

It was a terrible experience, which, for all the reasons above I wish never to repeat.

***In addition I would like to ask you to provide some statistical information as requested in the below table.***

**STATISTICAL INFORMATION (please fill in for each event separately)**

Event: FAI CLASS RPF1

1.	Number of competitors	56
2.	Number of other NAC delegation members	N/A
3.	Number of ASC officials (Stewards, Jury, LO)	5
4.	Number of international judges, observers	1
5.	Number of Local organization members	c. 25
6.	Number of expat manpower and technical experts	1