

# Jury report

## 3rd FAI World Paramotor Slalom Championships at Fayoum/Egypt 2018

### Event Details:

Title: 3rd FAI World Paramotor Slalom Championships

Date: 27. 10. – 4. 11. 2018

Location: Fayoum/ Egypt,

Organising NAC: Aero Club of Egypt

Organiser: Sky Sports Egypt

Number of flights: ca. 1300

Number of Tasks: 23

Number of competitors: 51 pilots

Number of nations: 13

### Event Personel

Head of Organisation: Kazem HABIB/Ahmed FARANG

Competition Organiser: Hany SHAKER

Event Organiser: Tamer NESSEM/Osama FOUAD

Competition Director: Jose ORTEGA

Chief Scorer: Joel AMIABLE

IT-Support: Ahmed SAMY

Steward: None

Monitor: Barney Townsend (GBR)

### FAI-Jury

President: Wolfgang Lintl (GER)

Member: Richard Shaw (GBR)

Member: Barney Townsend (GBR) remote

### Complaints and Protests

Number of Complaints: 6

Number of protests admitted: 0

Number withdrawn: 0

Number upheld: 0

Number rejected: 0

Amount of protest fees retained: 0 EUR

### Aircraft and Competitors

PF 1: 41 (include 5 PF 1f)

PL 1: 10

Total 51 aircraft, 51 competitors from 14 nations.

### Venue

The competition site is located at Lake Qarun, 120 km south of Cairo / 2-hour drive in region of Fayoum. The location itself was a three storey hotel building (Byoum Lakeside Hotel) next to the beach. The lake is fed by ground water but due to evaporation has a high content of salt. The water is not clear.

Populated area is not close.

There was a 190 x 190-meter take-off deck approx. 400 meters away from the hotel, accessible by walking. Pilots have to carry their equipment by foot. At the take-off deck several tents were provided to store the paramotors and equipment and for shade.

This area, the hotel, and the watching area was highly secured by a large number of armed police with and without uniform.

At the hotel a sufficient briefing room was provided and used for team leader briefings.

A small canteen was open to competitors and marshals and offered breakfast, lunch and dinner in local style as well as drinks for a reasonable price. Hangar space was not available for the competitors at the hotel.

Every competitor and ground crew member were provided with identity badges.

### Accommodation

All participants and officials stayed in the Byoum Lakeside Hotel, which is a relatively new building with spacious rooms including a small kitchen. Breakfast and dinner were included in the entry fee. It was served in- and outside the restaurant and was presented in buffet form. Lunch could be ordered from the menu. Food was of a reasonable quality and quantity.

### Services

The Jury could use the briefing room. There was a printer without a sufficient amount of paper and very soon with an empty cartridge for black ink.

A WIFI network was offered by the hotel for the lobby area, but it was very insufficient. The bandwidth varied from nil to acceptable. The jury members were provided with an Egyptian sim card for data use, this worked well. As the communication process was partially based on WhatsApp, this posed as a problem. Competitors could buy data sim-cards for a multiple price as usual. Fuel was provided for a multiple price compare to a fuel station.

### Competition staff

The majority of the competition staff were Egyptians with sufficient to good ability to speak and understand English.

The Competition Director was an experienced competitor, team leader and CD for some years from France as his deputy. Most of the crew had experience from a similar event the year before.

Briefings were held for team leaders only at the briefing room or, on notice, at the restaurant or the take-off area.

Although the task catalogue was part of the event documents, the majority of the teams needed to take pictures of the selected tasks. Tasks and results were published via a WhatsApp-Group and at the 'board' which was on a window of the restaurant.

Briefings were not video recorded by the organiser.

In general, all staff were friendly, professional, efficient and helpful.

Weather information was given by the CD but was limited to the wind speed. All teams did their own research.

### Accident

Three days before the competition one of the Russian pilots Nikoalev Viacheslav died after he crashed into the water and sunk. Flying was not allowed at this time and therefore rescue boats were not on standby for immediate help. However, a rescue boat reached the location after approx. 1 minute, got his body out of the water and starting resuscitation. But the pilot perished by drowning. Police investigated the accident and the jury was told, that the life vest was still in transport mode and did not activate.

### Competition flying

The competition was affected by an unusual strong wind during the first days and made flying impossible.

During the following days the wind speed restricted the time for flying. Whenever it was possible, the CD kept the pilots flying, first in order by number, later in ranking order or reverse order.

The cut was done at Saturday noon after 23 tasks for both classes.

Marshals were well briefed. Deck and airfield procedures were efficient. The communication between take-off and scoring/pylon area could be improved. Handheld radios were used but not from the first day.

Throughout the comp 11 pilots landed in the water, some caused by risky flying.

For this comp two, sometimes three rescue Zodiacs equipped with trained divers from Egyptian police were on the water all the time close to the circuit. The response time was very good and varied between 20 and 30 seconds. Pilots were obliged by local regs to wear a self-inflating life vest. It was recommended in LR to attach this to the paramotor cage which was only done by a small number of competitors. Depending on the impact speed, except in one case the machines were repairable and were used again after replacing the propeller and removing water and minor maintenance.

### Running the competition

There was a general briefing on the day before opening ceremony. The CD explained the procedure of how and when to fly and gave all necessary information regarding the event. He invited everybody to join a WhatsApp-Group as a base of communication.

### Scoring

The Scoring was done by electronic measurement at a gate in front of the circuit. There were only minor problems to adjust the sensors especially after colliding with the gate by pilots. In parallel to this the CD used a handheld electronic stopwatch, which could count the time up to 1/100 sec. Immediately after the task a result was available. The time taken by hand was used for information, when a pilot missed the gate in or out. This time was added as information to the task sheet.

### Complaints and Protests

There were 6 complaints and no protest. To work with a remote jury member was ok. It makes it a bit more difficult to get new people into the jury's work, if only one of the jury members present is experienced.

## Anti-Doping-Control

None.

## Media coverage

The opening and closing ceremonies were attended by a lot of TV-teams. As far as we could see, the popular sports channel "ON Sport" broadcast a report about the event and a few professional TV teams and newspaper photographers were present during the event. Also, some social media coverage was done. The stage for the opening and closing ceremony was surrounded by advertisement from the sponsors, the hotel and the region.

Due to the fact, that the next village was not close by, no significant public interest was noticed.

## Ceremonies

The opening ceremony was attended by several high-ranking politicians from the region, including the Governor, several high-ranking military and police officers and their entourage, the president and the Sec. Gen. of the Aeroclub of Egypt and not least the former president of FAI, Frits Brink.

The closing ceremony was delayed by one hour due to remaining time for complains and protest. At this time some regional and local aero club representatives were present.

The Ceremony was held in a proper manner with a professional speaker and some video presentation. The organiser failed to play the FAI anthem.

During the closing ceremony in the grounds of the hotel all FAI medals were awarded to the winners in all classes and to the first three teams. Several officials and VIP's were honoured with special trophies as thanks for their support. By mistake the organiser missed handing over the FAI certificates to pilots for places 3 to 10. It was done the day after to the remaining participants and promised by mail to the other teams.

## Recommendations

It would be good, if a display was used with the timing results, even when it is for team leaders, assistants, jury and the few spectators.

Nowadays a good internet connection is expected for all participants. It might be restricted to not downloading videos etc.

It makes it easier for the procedure and for briefing the team-pilots, if the tasks to fly and the order to do so are published before the briefing. Especially the different rounds after the cut can be confusing for those, who are not familiar with or are non English speakers.

CIMA may consider, that the way of conducting the competition after the cut looks very complicated and should be reviewed and should be more clearly explained in the local regulation.

One printer for the competition is not enough and to be supplied with sufficient paper and colour cartridges is essential.

Pilots and even some team leaders did not fully understand the procedures of the comp.

In general, the team leader's responsibility to brief their teams is clearly expressed in our rules, but the questions raised during the event showed, that some participants had none to minor knowledge of the rules. But this can't be improved by better regulation.

The competition related website was insufficient. No news, no pictures, only results without any explanation were published. As such a website is a platform to promote our sport to the

outer world the site must be supplied with more information. If so, the participants and the media can refer to this site.

A special team leaders meeting was held by invitation by the jury to collect thoughts and ideas for this and future competitions. Results will be presented to the PPG sub committee.

### Conclusion

Overall this was a successful and enjoyable championship. The organiser and the competition director and his team did a very good job.

This report was agreed by both jury members present at Fayoum.

Byoum Lakeside Hotel, Fayoum, Egypt, 5. November 2018

(Wolfgang Lintl)  
Jury President

(Richard Shaw)  
Jury member