

# Jury report



## 17th FAI World Microlight Championships

Hosin, Czech Republic

### Event Details:

Title: 17th FAI World Microlight Championships

Date: 23-30 July 2022

Location: Hosin, Czech Republic

Organising NAC: Light Aircraft Association of the Czech Republic

Organiser: Aeroclub of Hosin

Number of flights: Approximately 400

Number of Tasks: 9

Number of competitors: 69 pilots and co-pilots

### Event Personnel

Event Director: Jiri Necas

Competition Director: Petr Jonas

Chief Scorer: Marek Velat

Chief Marshal: Lucie Necasova

Steward: Michael Kania (DEU)

Monitor: Krisztian Dolhai

### FAI-Jury

President: Wolfgang LINTL (GER)

Member: Tim Burrow (GBR)

Member : Krisztian Dolhai (HUN)

### Complaints and Protests

Number of Complaints: 3

Number of protests admitted: 1

Number withdrawn: 0

Number upheld: 0

Number rejected: 1

Amount of protest fees retained: 100 EUR

### Aircraft and Competitors

AL1 6

AL2 11

WL1 9

WL2 11

GL2 5

Total 42 aircraft, 69 competitors

## **Venue**

The competition site was Hosin Airfield (LKHS), near the village of Hosin.

The airfield is large with two grass runways and one tarmac runway, the main airfield building is large and well equipped with restaurant facilities and some accommodation for officials as well as facilities for the general administration, briefing room, scoring, toilets, showers, and hangers

The airfield enjoys an elevated position (1625ft amsl) compared to the surrounding landscape with very little habitation in the immediate vicinity, this gives good clear access both in and out.

Quarantine and aircraft parking were situated a reasonable distance from the landing decks, but this is to be expected on an airfield of this size.

There was no visible advertising or signage outside of the competition site to inform people of the FAI event taking place

## **Accommodation**

The campsite was on the airfield; located behind the main building in a sheltered grass area amongst other temporary accommodation buildings. The additional temporary toilet and washing facilities with showers were very good and well maintained throughout the competition.

The FAI officials stayed in rooms within the accommodation block attached to the main building sharing facilities with other officials and Marshall's. FAI officials were offered the use of a vehicle for the duration, but this was not required as two FAI officials had driven to the event in their own vehicles

## **Services**

Catering was provided for local marshals and FAI officials. Competitors were able to buy meals. The food was good and plentiful with very short waiting times. The catering team worked hard and gave a very good service.

The Jury was provided with a comfortable room with a well-stocked fridge of soft drinks. Printing was done via email to the aeroclub administrative office.

The WiFi network in the main performed well with only a couple drop outs early in the week, reception was better in the main building but coverage was available across the camp as well

## **Competition staff**

The competition staff were all Czech. Both the Event Director and Competition Director were highly visible and available throughout the competition, it was clear to see they wanted to gather feedback from competitors and tailor the event as far as possible to ensure it was enjoyable for all. However this can sometimes create its own problems, as the organisers discovered, and by the end of the second task a better balance was established.

For the first two tasks of the competition, Navigation and an Economy Task, quarantine and controlled fuelling could have been better supervised with more marshals to observe and properly secure the area. The lack of marshals however did not create complaints, only competitor frustration. This was resolved by the

second navigation task with a much stronger marshall presence.

On the whole the entire staff were very friendly, approachable and willing to help giving the competition a very positive feel.

### **Competition System**

There was an official [physical] board with paper notices and initially printed scoring. The use of a WhatsApp group created to include all competitors and FAI officials, was the main point of notice for any system updates with links to task briefings, scores and event notices. The success of this system running alongside a well maintained website soon removed the need for printed copy as all competitors were happy with electronic communication only.

The CD chose tasks from the Local task catalogue and made some minor changes which led to greater discussion and further changes at the briefing. The task description could have contained more information in the early tasks, sometimes the required information would be spread across both the published briefing presentation and task description.

Weather information was generally readily available and provided at briefings.

### **Competition flying**

Weather for the week was kind to the organisers, some foreseen poor weather mid week turned out better than forecasts and anticipated disruption reduced. With temperatures between 25°C and 32°C and mostly dry days competitors enjoyed pleasant conditions.

The mixture of tasks flown, all taken from the task catalogue, was good and in the case of the navigation tasks the CD opted to add his own personal touch with a few amendments to keep the task more interesting. How much leeway a CD may have from the official task catalogue is for CIMA to determine but general feedback from the competitors was positive

On the last competition day the organising team, in consultation with the jury, opted to make a change to the local regulations. Having been able to fulfill a valid championship in good time and with the last competition day being rather long and difficult; the CD specified a minimum 4 hour window for complaints which is greater than the 2hrs specified under section 10. Team leader approval was canvassed and the proposal agreed by all.

### **Participants**

Registration of teams and participants was administered well with no significant issues raised. The Jury President highlighted some anomalies with sporting licences however upon notifying the Organising team, together with team leaders this was quickly resolved and discovered to be little more than spelling mistakes with names.

42 aircraft

69 competitors

10 nations

5 valid classes (AL1, AL2, WL1, WL2, GL2)

AL2 was approved valid by CIMA with 11 aircraft registered but only 3 nations represented

### **Running the tasks**

The general briefing was performed on the Saturday after the event opening ceremony and held in the briefing room. The tasks were briefed daily in the briefing room to team leaders. For most tasks the briefing presentation was published online one or two hours prior to the briefing which enabled competitors to consider the task and prepare questions in advance.

Briefings worked well and only improved as the competition progressed

### **Scoring**

Scoring was the responsibility of Marek Verat with the help of one assistant, the scores were issued quickly with a time stamp only to determine the latest version. Initially scores were printed and posted to the website with notification of publication via WhatsApp, it was quickly agreed by all competitors that printed copy was not necessary.

The organisers used scoring software which has been developed by the local university specifically for both their own national championships and Category 1 events, it has been developed and tested over the last 15 years and proved very effective simplifying many of the scoring tasks

### **Publication of information on the internet**

Publication of material, briefings and scores online was excellent. The competition website used in conjunction with the WhatsApp competition group meant that everybody onsite was well informed and the championship was easy to follow remotely for those interested but not in attendance

### **Complaints and Protests**

There were 3 complaints and 1 protest which was rejected.

### **Anti-Doping**

None.

### **Media coverage**

Local TV / Radio reporter attended the opening ceremony and took photo and film footage, conducted a TV interview to camera, filmed sections of the ceremony using drone camera equipment. This was used to create a news article for the local TV channel, some of the footage along with additional film taken at various sites on the last days tasks will go towards a 20 minute segment on national television which is planned to be aired after the championship is complete

### **Ceremonies**

The opening ceremony was enjoyable and entertaining, Ales Trtil, President of the Light Aircraft Association of Czech Republic attended along with Pavel Pígl, Hosin Airfield Manager. The LAA President gave a short speech and the championship was formally declared open by the president of the jury.

There was a model aircraft display given by a local aero club member who flew what could only be described as a musical dance just above the heads of the audience.

Petr Jonas gave a very impressive aerobatic display in his Extra 330 and finally two Czech manufactured Zlin 37 aircraft, commonly named Bumblebees, gave a fly past. Everything was very well received by the audience

During the closing ceremony FAI medals were awarded to the valid classes.

### **Recommendations**

Better information for Marshall's daily activities and the key requirements of running the airfield with particular attention to the potential issues likely to increase the likelihood of either foul play or just the accusation of foul play. A document describing what is required to run a landing deck, a quarantine, how to issue and check fuel etc. The jury observed a couple of issues at the beginning of the championship that they would have liked to have seen done more effectively. None of these observations caused any complaints or protests but arguably had the potential to do so. The jury felt that a document identifying such simple improvements in field activity could be beneficial, and they could see no other resource available to organisers other than individual past experience.

The jury saw little in the way of medical support or facilities to deal with a significant incident within the championship. Details of practiced plans for dealing with potential airfield incidents and accidents would be good to see at the beginning of the championship before flying gets underway.

### **Conclusion**

It is easy to say that the championship overall was successful, the organising team worked well with good infrastructure in place to ensure the smooth running. Jury concerns at the beginning regarding low Marshall numbers in quarantine improved over time and the low number of complaints and protests throughout the championship are testament to the effective organisation.

This report was agreed by all jury members

Hosin, 30. July 2022

Wolfgang Lintl  
Jury President