Unintelligible Proposals 2007

All proposals contained herein were received by the S10 Editor just before the deadline for proposals for amendments finished at **23:59:59 UTC THURSDAY 27 SEPTEMBER 2007**.

The S10 Editor's job is to assemble all proposals into a single document which can be inserted into the CIMA Plenary Agenda, in a form which, if they were to be accepted, is compatible with the rest of the Sporting Code.

With 30+ proposals from many non-native English speaking delegates this is quite a big job, delegates are therefore requested to send in their proposals in a particular format, but even then some consultation is usually required to arrive at a form of words which will work in the greater context of the whole Sporting Code.

Because this usually takes some time, delegates have been asked many times to submit their proposals in good time before the deadline; this year, delegates had more than 10 months between 12 Nov 2006 and 27 Sept 2007 to do it.

The common thread behind the "proposals" below is they were submitted less than 3 1/2 hours before the deadline and in a form the S10 Editor finds incompatible with the Sporting Code. There was consequently no time to discuss a form of words with the proposer which might work in S10. In some cases the editor has no idea what they are even about.

Proposals from Joel AMIABLE, FRA.

Modifications Section 10

3.17.5 : **I need more explanation for this item.**

3.17.6 : Elapsed times (after normalization, if required), if less than five minutes shall be rounded down to the nearest 0.01 second, otherwise to the nearest second.
This point is very important because during the last World Paramotor Championship in China, the International Jury, steward and director refuse to apply this rule. They said that the only rule that they have to apply was : *5.2.6 : ... Time interval : hours, minutes, seconds – HH:MM:SS.* French team made a complaint and a protest and the answer of director and the International Jury was completely unacceptable, and a jury member said that we have to propose amendments to change the rule??? NO Rules are clear we just need to have an real authority to force the organization to respect the rules. Items 3.17.6 and annex 3 part 1 1.12.1 are very clear no need to change, just need to respect the rules (see - General Section 4.3.2 about the international jury

- **General Section 4.3.4.2 about stewards**
- **Section 10 4.9.1 and 4.9.2 about stewards)**

4.3.3 : we have to specify the notion of separate task.

4.5.4 : that means that we need to have separate task. It was not the case if the director makes a PA at the end of a navigation task. In this case we have 1 task and not 2 separates tasks. In the last WMC CC in Usti Nad Orlici the Director have made 4 tasks combined It was unacceptable because if a pilot have a problem during the 1 task he have not the opportunity to fly the 3 others tasks.

Proposals from Rene VERSCHUEREN, BEL.

PROPOSAL 1

Proposal from

René Verschueren Belgian Delegate

Proposal title

Director, Jury, stewards will fly whith you ! ! !

Existing text

Not at this moment

New text

S 15 4.7.3
Recommandation (so not obligation)
Director must fly whith competitors at least 25% of the Navigation, économy (if it's still on % of ranking) and precision task.
If Director start and do all the task, all the task must be valid.
No points of course will be gived to the director , jury, steward or observers.

Reason

If the director start on the begining or in the middel of the starting open door, all pilots will be on the air.
It give more credibility to the director.
I've do all our championschip last June and it give to the director more power to avoid protest and complains.

But it takes more health power to do it, so be calm and fresh (good sleeping…) if you do it.

Also the peopel who will fly (of course upper or lower to avoid any disturb of competition) could take video or photos for TV or press… Think about it, it will be great to have it in real time for press AND the Jury, Director, steward or Observer could see any infringment of our section.

BUT they must be thinking to be out of the line of the direction of fly of the competitors.

Comments from CIPM delegates

None at this time

CIPM decision

PROPOSAL 2

Proposal from

René Verschueren Belgian alternate Delegate

Proposal title

Annex 4 S 15 2 B 11

Economy task

Existing text

Not at this moment

New text

If all competitors recive 4 liters or 6 or 8 for PF1
If all competitors recive 8 liters or 12 or 16 for PF2
If all competitors recive 4 liters or 6 or 8 for PL1
If all competitors recive 8 liters or 12 or 16 for PL2

For an economy task the director may choise this apllication and the scoring will be :

All the rest off fuel will be defueling and put in the same bottel , you put all the bottle on a flat street and you now directly who's the winner, second…

Scoring : % between the first 1000 and last one who have fuel on his tank and land on field (out of field = 0)

Reason

I'm sure it's more reasonabel to give more fuel (except for the longer distance whith limited fuel)
So the competitor could land in safety (eaven if a heavier pilot need 4 liters / Hours)
Many land ask to land with a minimum of 45 minutes fuel for safety

More facilities for refueling/defueling , you don't need to have a empty carburator, only cheking the tank.

Comments from CIPM delegates

None at this time

CIPM decision :

PROPOSAL 3

Proposal from

René Verschueren Belgian Delegate

Proposal title

Improve the description of ground markers in the local regulations

Existing text

S15 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:
- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Control points may be:
- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.
Proof of reaching a control point may be:
- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence
The precise requirements will be described in the Task Description.

New text

S15 An 3, 1.12.4 GATES, TURNPOINTS AND MARKERS
Gates are normally a straight line 250m wide perpendicular to the briefed track.
Gates may be:
- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.
Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.
Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.
Ground marker size, colour and shape must be pre-declared by the organiser. Each must be at least (0.75m X 1m) in its smallest dimension and of a colour and shape not easily confused with existing features on the ground or any other marker in the catalogue. In Case of marking on field min largest is 1m
Control points may be:
- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.
Proof of reaching a control point may be:
- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence
The precise requirements will be described in the Task Description.

Reason

Last year i’ve make as Director of course our Belgian Championschip and peopel can see this at 150m high (letters where 1mX 75 cm) but only marked on street. Orange Painting is the best…

No dubt if the mark are letters oriented on North. So if you see a N and you mark a Z, you mist the gate… (same with W an M)

Comments from CIPM delegates

None at this time

CIPM decision

PROPOSAL 4

Proposal from

René Verschueren Belgian Delegate

Proposal title

Number of stewards

Existing text

S15, 4.9.1 The organisers shall appoint not less than 3 stewards of 3 different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited. Stewards must be able to speak a common language, preferably English and have extensive experience of international microlight or other FAI competitions. One steward should if possible be able to speak the language of the organisers.
S15 Annex 5, 3.1 APPOINTMENT AND QUALIFICATIONS
Requirements for stewards at events sanctioned by CIPM are defined in paragraph 4.9 of Section 15 as follows:
The organisers shall appoint not less than 3 stewards of different nationalities excluding that of the organiser, except that, in the event of last-minute failure to attend, a replacement of any nationality, and acceptable to the other stewards, may be invited. Stewards must be able to speak a common language, preferably English, and have extensive experience of international microlight or other FAI competitions. One steward should, if possible, be able to speak the language of the organisers.
At least one steward shall be present at the championships site or contest area throughout all operational activities." (G.S. 4.3.4.2)

New text

S15, 4.9.1 Only 1 steward will be on field if paramotor bureau ask it, he will be apointed by the FAI S15 comitee.

Reason

1 steward is compllety enought.

Comments from CIPM delegates

None at this time

CIPM decision

PROPOSAL 5

Proposal from

René Verschueren Belgian delegate

Proposal title

Amendment to S15 4.24.3, task proportions

Existing text

S15 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes PF and PL
A Navigation: 33% of total competition tasks.
B Economy: 33% of total competition tasks.
C Precision: 33% of total competition tasks.

New text change for New Classes

S15 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes PF and PL
A Navigation: 40% of the total value of the tasks flown.
B Economy: 10% of the total value of the tasks flown.
C Precision: 40% of the total value of the tasks flown.

Reason

It's compleetly boring to see pilots 6-7 hours on the same site, eaven for pilots, they do it to reach more points.

New text change for New Classes

S15 4.24.3 Tasks should, as far as practicable, conform to the following guidelines:

For Microlight aircraft classes PF and PL
A Navigation: 50% of the total value of the tasks flown.
B Precision: 50% of the total value of the tasks flown.

Reason

Economy is boring

Comments from CIPM delegates

None at this time

CIPM decision

ACCEPTED DENIED

PROPOSAL 6

Proposal from

René Verschueren Belgian delegate

Proposal title

Existing text

3.C3. SLOW / FAST SPEED
Objective
To fly a course as fast as possible and then return along the course as slow as possible.
Description

A straight course between 250m and 500m long and 25m wide is laid out with gates at each end. The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.
Special rules
- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his PARAMOTOR touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PARAMOTOR touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.
Scoring
Pilot score = $\left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmin}{Vp_2}\right) - \left(250 \times \frac{Ep}{EMax}\right)$
Where:
Vmax = The highest speed achieved in the task, in Km/H
Vp1 = The speed of the pilot in Km/H in the first leg of the task
Vmin = The lowest speed achieved in the task, in Km/H
Vp2 = The speed of the pilot in Km/H in the second leg of the task
Ep = The difference between the pilot's slowest and fastest speeds, in Km/H
Emax = The maximum difference between slowest and fastest speeds, in Km/H
3.C10 SLOW / FAST SPEED (variant)
Objective
To fly a course as slow as possible and then return along the course as fast as possible.
Description
A straight course consisting of four equally spaced ‘kicking sticks’ between 250m and 500m long is laid out facing approximately into wind.
The pilot makes a timed pass along the first course as slow as possible, returns to the start, and makes a second timed pass in the same direction along the course as fast as possible and then returns to the deck.
Special rules
- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered ‘too high’, penalty 50% leg score for each stick missed.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.
In the slow leg;
- If the pilot or any part of his PPG touches the ground or the fourth stick is missed: VP1 = zero and EP = zero
- If the pilot zigzags: Score zero.
In the fast leg;
- If the pilot or any part of his PPG touches the ground: VP2 = zero and EP = zero
- The pilot may have three attempts at kicking the fourth stick.
Pilot score = $\left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmin}{Vp_2}\right) - \left(250 \times \frac{Ep}{EMax}\right)$
Where:
Vmax = The highest speed achieved in the task, in Km/H

Vp1 = The speed of the pilot in Km/H in the first leg of the task
Vmin = The lowest speed achieved in the task, in Km/H
Vp2 = The speed of the pilot in Km/H in the second leg of the task
Ep = The difference between the pilot's slowest and fastest speeds, in Km/H
Emax = The maximum difference between slowest and fastest speeds, in Km/H

New text

3.C3. SLOW / FAST SPEED
Objective
To fly a course as fast as possible and then return along the course as slow as possible.
Description
A straight course of minimum 500m long and 25m wide is laid out with gates at each end.
The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.
Special rules
- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his PARAMOTOR touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PARAMOTOR touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m (or 5m if thermical conditions) above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.
Scoring

Pilot score = 1000 / (best pilot time (Time slow(in seconds) – time fast (in seconds)) = X time pilot (Time slow(in seconds) – time fast (in seconds))

3.C10 SLOW / FAST SPEED (variant)
Objective
To fly a course as slow as possible and then return along the course as fast as possible.
Description
A straight course consisting of four equally spaced ‘kicking sticks’ of minimum 500m long is laid out facing approximately into wind.
The pilot makes a timed pass along the first course as slow as possible, returns to the start, and makes a second timed pass in the same direction along the course as fast as possible and then returns to the deck.
Special rules
- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered ‘too high’, penalty 50% leg score for each stick missed.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.
In the slow leg;

- If the pilot or any part of his PPG touches the ground or the fourth stick is missed: VP1 = zero and EP = zero
- If the pilot zigzags: Score zero.
In the fast leg;
- If the pilot or any part of his PPG touches the ground: VP2 = zero and EP = zero

- The pilot may have three attempts at kicking the fourth stick.

- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m (or 5m if thermical conditions) above ground: Score zero.

Pilot score = 1000 / (best pilot time (Time slow(in seconds) – time fast (in seconds)) = X time pilot (Time slow(in seconds) – time fast (in seconds))

Reason

If you have a minimum of 500m you will see more the difference between the pilots
On our belgian championship i've do it with a distance of 900m and you see directly the difference.
5 m if thermal condition or wind of 15-20 km/h is more conform of reality.

For scoring, you don't must to calculate the speed, you have the time in seconds and it will more easy to calculate.
It's only a rules of 3 (% FOR ALL PILOTS)

Comments from CIPM delegates

None at this time

CIPM decision