

WORLD MICROLIGHT CHAMPIONSHIPS 2003

LONG MARSTON AIRFIELD, WARWICKSHIRE 23 – 30 AUGUST 2003

SUPPLEMENTARY NOTES FOR PPG, PL1 & PF1

Welcome to the 2003 World Championships for FAI classes PF1 (PPG's) PL1 (single seat para-trikes) and PL2 (2 seat para-trikes).

We are sharing the airfield with the World Championships for the classic classes as well as various other activities such as the Drag racing over the opening weekend and so Long Marston will be very busy place for the championship week. Please also note that in ordinary times this airfield has two microlight schools and a large number of resident microlight fliers. There are noise sensitive areas around the airfield and these MUST be respected if we are not to jeopardize the continued use of this airfield. If there are repeated infringements then we could find ourselves subjected to a curfew which will make life very unpleasant for all pilots by being forced to compete in the middle of the day, and in the worst case we might not have a valid championships at all. Please respect the noise sensitive areas and the UK low-flying rules.

Richard Meredith-Hardy, Championships director.

Below are notes to all competitors in the PF1, PL1 & PL2 with reference to local conditions supplementary to the Rules and Task catalogue published 12 December 2002 on www.wmc2003.org

Those items in this document marked with double sidebars are classified as regulations supplementary to the published local regulations.

HQ

The HQ of the championships will be the portacabins close to the takeoff decks. The official clock and official notice board will always be displayed close to the HQ.

All competitors are encouraged to inspect the official notice board at frequent intervals.

All timings by marshals will be synchronised against the official clock. Competitors are encouraged to synchronise their clocks against the official clock.

Manufacturer's teams

All pilots are encouraged to join a manufacturer's team. Every pilot can be in one manufacturer's team, according to the manufacturer of their power unit/trike OR canopy OR engine. It is entirely independent of your national team. If you did not pre-register in a Manufacturer's team and you want to be in one please inform the organization at registration which manufacturers team you wish to join (or create).

The exact rules are contained in Annex 1 to the Local Regulations.

Pilot Registration

Registration is open from 14:00 Wednesday 20 Aug to 13:00 Friday 22 Aug at the following times: 09:00 - 13:00 and 14:00 - 18:00.

Each pilot will be issued with a sheet of sticky labels which should be brought to the Para-classes HQ.

GPS Flight recorders

The French federation will be lending each pilot a MLR flight recorder. After registration each pilot must present himself to the HQ with his sheet of sticky labels to collect his flight recorder and sign a waiver that he will be responsible for any loss or physical damage to his flight recorder whilst in his possession. The replacement value is €200

Status of flight recorder evidence.

Flight recorder evidence will be OFFICIAL PRIMARY. This is for the benefit of all pilots for the simple reason that the results should be more accurate and faster to produce. However, because this is a novelty to most pilots there will be no tasks which cannot be operated using 'traditional' methods and timings Etc. will be taken by marshals. All pilots are strongly recommended to carry and use a camera as secondary evidence and films will be provided. At the Director's discretion, sealed ordinary GPS units may also be possible as secondary.

It is strongly recommended that competitors carry their Flight recorder in ALL tasks, the evidence may easily be used to resolve a dispute even in a precision task.

Some notes about the MLR flight recorder.

This is a French made device which is now quite well tested and has been shown to be exceptionally reliable.

- It has a very good battery life of about 30 Hours. It is recommended all pilots replace the batteries at regular intervals (4 x AA)
- When switched on, it records a fix at 5 second intervals (= 55m @ 40 Km/h) and has an 8000 fix memory. (> 11 hours)
- Pilots should ensure that it is positioned in their aircraft with the antenna **pointing at the sky.**

All pilots will be briefed in its use in the practice week.

Procedure for use

Flight recorders will normally live in the HQ building. Pilots should come to collect their recorders 1 hour before each task, and return their recorders to the HQ as soon as practicable after they return to the field *even if they scored zero*. This is a good way for the organization to detect missing pilots and also keeps the recorders safe.

Sectors

A flight recorder scoring zone will normally be a cylinder of 250m radius and of infinite height. To score, a fix point must either be within this circle or the line connecting two sequential track fixes must pass through the circle.

A Flight recorder Start line, IP or gate time is taken from the fix immediately before the line is crossed. A Finish line or FP time is taken from the fix immediately after the line is crossed.

A start / finish line oriented along the line of the hedge next to the HQ will usually be used in tasks where timings are scored. (see decks map below).

Photo sector

This is NOT the same as the FR sector, but FAI standard with the provision that the centreline is always looking from the pilot, across the turnpoint, towards Long Marston airfield. Margin of error is up to 45° either way.

Aircraft inspection and identification

After each pilot has registered and has been issued with a competition number, and has applied them to their aircraft, they must present their machines for inspection in the takeoff area on any practise day morning between 08:00 and 10:00.

If, for any reason a pilot wishes to change a part, then the normal rules apply. It is the pilot's responsibility to present both the old part and the replacement part before taking off in the next task.

Maps

Two official maps are provided; UK Ordnance Survey 1:50,000 'Landranger' maps Nos. 150 "Worcester and the Malverns" and 151 "Stratford-upon-Avon". These 1:50,000 maps are very detailed and of excellent quality and accuracy.

Airspace information may be found on the Classic classes official map: Sheet 8 ENGLAND SOUTH 1:250,000 topographical air map of the United Kingdom, edition 7. Pilots should note on their 1:50:000 maps:

Wellesbourne Mountford ATZ. sfc – 2158 ft, radius 2nm.

The Malvern, Defford & Pershore areas of high energy radio transmission.

The location of Bidford, Snitterfield & Sherington Glider sites.

The location of Long Lartin Prison (R204)

All these places should be avoided.

The UK Low flying rule

In normal flight no microlight or paramotor may fly over congested areas or closer than 500 ft to any person, vessel, vehicle or structure.

Practice task

Pilots may fly a very simple practise task on Thursday 21 Aug or Friday 22 Aug. The main objective of this task is to become familiar with the flight recorder and view the results. No overall score will be given. Pilots may fly the task as many times as they like. Please see the director for briefing.

Fuel tanks

All tasks will be run on the basis that your PPG has a still air range of 100Km with full fuel.

Pilots are reminded of rule 1.9.3 in the local regulations: *All aircraft must be equipped with a simple method of sealing the fuel tank.* Competitors should ensure their fuel tank can be effectively sealed BEFORE the first fuel limited task.

First briefing

Will be in the tent next to the HQ at 10:00 on Saturday 23 Aug. Briefing information will be made available at 09:00 precisely.

This briefing will detail the first tasks and also a 'demonstration practice task' to be held immediately after the opening ceremony.

Opening Ceremony

Will be at the Classic Classes area at 14:00 on Saturday 23 Aug.

How tasks will be run

Tasks set will be very dependent upon the weather. Nil or very light winds are likely in the early morning, but after 10:00 or 11:00 are quite unpredictable. Pilots should expect an 07:00 takeoff for a navigation task every day. Some days, depending on weather there will be a late-morning task, and every evening there will be a precision task. It gets dark at about 20:30

Notice of briefings will be put on the official notice board as early as is practicable. The main briefing of the day will usually be held at 16:00, which will cover all the tasks planned for the following 24 hours. Briefings are for team leaders only. Briefing sheets will be made available one hour before the briefing and all pilots are expected to be familiar with the proposed tasks before the briefing. This means the actual briefings can be kept as short as possible and we can do more flying. Pilots are also reminded that any question made at the briefing but already answered in the briefing sheet is a stupid question.

|| Pilots who delay the course of the championships by arriving late to briefings, fuel control Etc. ||
|| WILL be penalised. ||

Competitors should ensure they have stocks of fuel and oil at the beginning of each day sufficient for three or four tasks.

Start order of tasks (when there is not a takeoff window) will usually be run in reverse current championship order. Every effort will be made to produce scores quickly. Some new techniques in the operation of tasks will be tried in order to achieve this.

Flags

A system of flags will be used to indicate certain events. The flags will be next to the HQ

|| A GREEN flag indicates the takeoff window is open. Pilots may only takeoff for a task when ||
|| the green flag is flying. ||

	A YELLOW flag on permanent display means pilots may free fly in the local area. The director	
	wishes to encourage free flying when possible. Pilots MUST NOT fly out of sight of the airfield,	
	over no fly zones, into the microlight area or practise for any task already briefed (eg a	
	precision landing, fast slow or kicking sticks task) or they will receive a penalty. They must	
	land as soon as the yellow flag is withdrawn.	

	A RED flag indicates there will be a short briefing on the next hour or half past the hour. ie If a	
	red flag is raised at 10:05 there will be a briefing at 10:30. If a red flag is raised at 10:40 there	
	will be a briefing at 11:00. This system is expected to be used mainly in cases where the	
	weather forces an alteration to a plan already briefed. Pilots are expected to communicate to	
	other teams that a red flag is flying.	

Complaints

Due to the size of the championships it will usually be impossible to deal with verbal complaints, please address your complaints in writing to the Director according to the rules laid down in the local regulations.

Decks, airfield boundaries and no-fly zones

PPG's may not fly AT ANY TIME in a no fly zone. Penalty 20% task score. Repeated infringements = disqualification.

Classes PF1 & PL1

There are 4 100m x 100m decks. Normally decks 1,2 & 3 will be used for takeoff and deck 4 for landings.

The Airfield boundary shall be the hedge or tar roads bounding the fields the decks are in.

Unless otherwise briefed, PF1 & PL1 must stay NORTH WEST of the main runway and NOT fly over any other part of the airfield or inside the Classic classes circuit pattern. sfc – 2000 ft this is a NO FLY ZONE

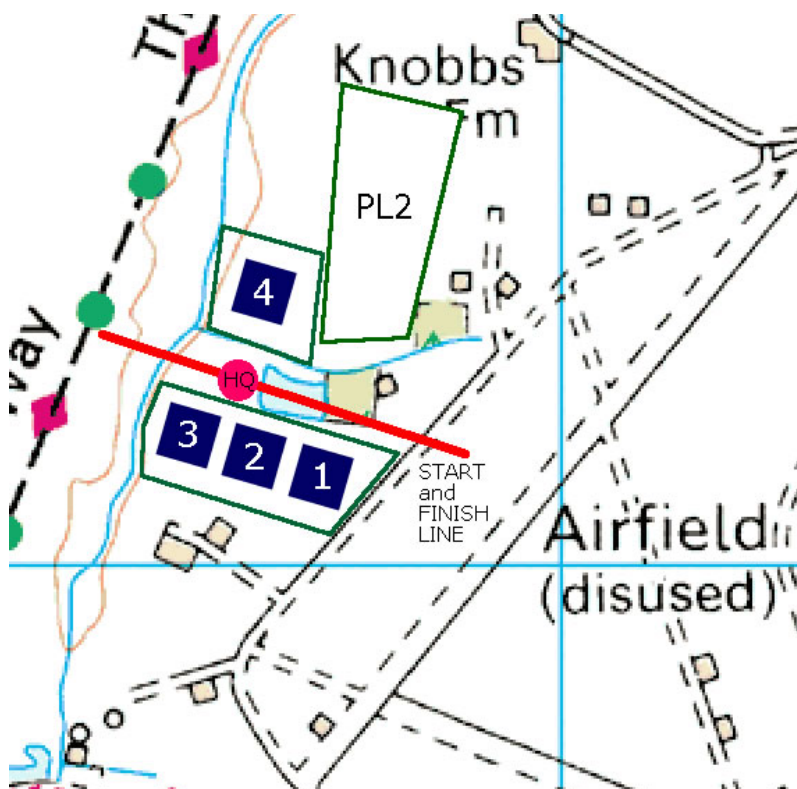
Classic classes aircraft are prohibited from entering the 'PPG area'

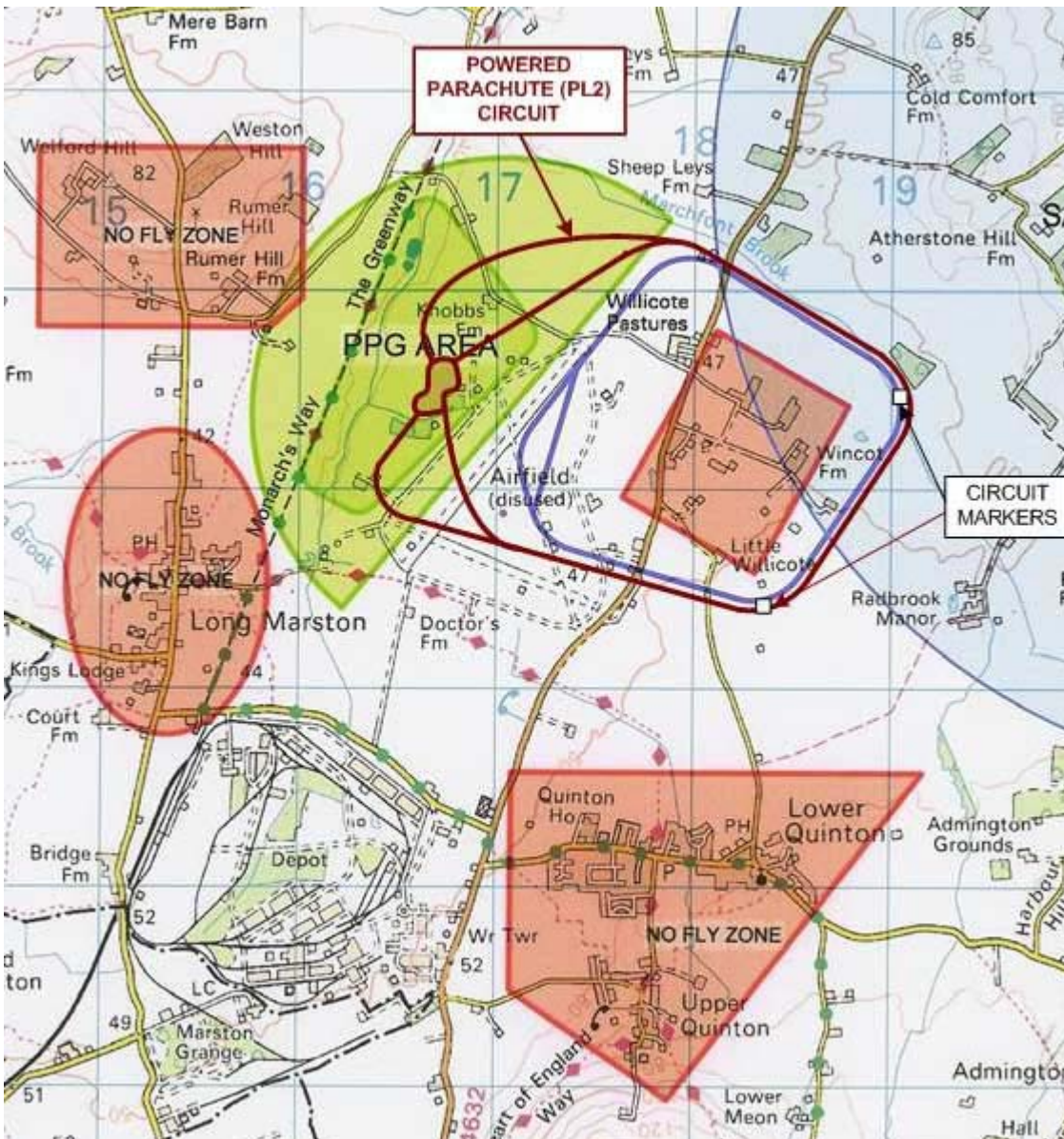
Class PL2

The deck and airfield boundary is the entire PL2 field.

Aircraft in class PL2 should fly an 'extended' classic classes circuit from their own field keeping a good lookout at all times. Unless otherwise briefed they should keep clear of the PPG area and certainly not orbit or linger in this area.

When the drag racing is in operation (23 – 25 Aug) they should NOT overfly the main runway, but go around it.





And finally, a personal note from Richard Meredith-Hardy, PPG Competition Director.

Most of you will know that I have long experience of competing in microlight competitions, was director of the World Air Games PPG championships in 1997 & 2001, the World Cup in 1998, the World championships in 1999, and was a competitor at the European PPG championships in 2000 & 2002.

I am therefore aware of all the methods competitors may employ to improve their scores besides simply flying well.

All pilots should note the opening paragraph of the local regulations: *“The purpose of the championships is to provide good and satisfying contest to determine the champion in each sub-class and to reinforce friendship amongst pilots and nations”.*

One particularly distasteful technique is one that can be described as “the tactical protest” where pilots or teams attempt to discredit other pilot’s performances in an attempt to improve their own score or that of their team.

I consider this type of protest to be extremely unsporting; it neither enhances the competition nor reinforces friendship between nations.

If such protests are made while I am director of this championships then the applicant must be certain the evidence supporting his case is **extremely** good because I will have **no hesitation** in applying penalty 1.13.2.a in the case of false claims. I want to see the best pilots win, NOT the best politicians. Good luck!