



World Paramotor Championships 2009

Bulletin No. 2 to the Local Regulations for the 6th World Paramotor Championships Nové Město nad Metují 27 July – 9 August 2009

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Dear Competitors,

We have very important information for you that during training days and the competition days as it was mentioned in the Local Regulations and Bulletin No. 1, it will NOT be allowed to camp and/or sleep in the cars and/or mobile homes at the airfield. Dedicated airfield spaces will be used only for parking of unoccupied cars and/or mobile homes for the safety and fire security reasons.

By the above-mentioned safety reasons it will not be possible to use the power generators.

There is NO spare power capacity at the airfield for campers beyond what will be used in team tents, and what will be used by the organization, its staff and marshals.

If you would like to camp and use your mobile homes, you can use the campsite nearby:

<http://www.atcrozkos.com/>

Information for the competitors accommodated in the hotels Metuj and Rambousek

A shuttle bus will be provided between the hotels and the airfield according to the need. For individual transportation, the parking will be provided in front of the hotels and at the airfield-parking site.

Information about Full Board

Full board will be provided at the airfield in the catering tent, meals will be served on porcelain.

Before the first morning task there will be served light refreshment for the competitors who paid for the accommodation and full board.

Time for breakfast, lunch and dinner will be set according to the tasks.

Part of the airfield is a restaurant, but it will run separately from the catering.

Wireless internet at hotels

Despite the bargain price for hotel / full board (less than the daily rate in China) so far, the organizers have not received sufficient commitment from participants to justify installing wireless internet in them.

If you are intending to take advantage of this but have not yet told the organizer, please contact them as soon as possible at WPC2009@laacr.cz

Pilot registration

All pilots and team leaders must [pre-register on the intranet](#). (latest news section – pre-registration) This can be done now. If it is not done in advance of arrival, then they will be made to do it once they have arrived, so **do it now!**

Having arrived at Nové Město nad Metují airfield, **all pilots are forbidden to fly until they are registered.**

Opening hours of the registration office will be published on the intranet.

When registering, pilots, or their team leader must bring with them:

1. Evidence of payment of entry fee (in case the organization does not have it).
2. Payment for full board / hotel accommodation, or evidence it has been paid.
3. Personal identification: eg Passport
4. FAI licence. (IMPORTANT: Valid for paramotors)
5. Pilot licence, aircraft identification and aircraft airworthiness documents (as required in the pilot's home nation).

6. Insurance documentation showing 3rd party coverage to the minimum requirement in the local regulations.
7. A pre-filled [Electronic devices declaration sheet](#) and all the electronic devices declared on it. See the [Electronic devices procedure](#) for what must be included.
8. GPS flight recorder(s). Must be included in the electronic devices declaration sheet, and must be labelled with the pilot name, primary or secondary device and competition number. The memory must be **completely empty**. They will be registered with the flight analysis team and returned to the pilot.
9. An empty fuel can with sufficient capacity for fuel quantity 'B'. (see the [Fuel control procedure](#))

In return, they will be issued with:

1. Competition ID.
2. The official map.
3. Competition numbers.
4. Hotel and full board information (as necessary).
5. Other documentation as necessary.

FAI sporting licences

Please **check the validity** of all FAI Sporting Licenses for pilots *and* navigators. As from 1 Jan 2009 each FAI sporting license **MUST** be registered with FAI as valid for **Microlights & Paramotors**. A sporting license only valid for paragliders **IS NOT ENOUGH** and these pilots will **NOT** be permitted to compete at WPC 2009.

3rd party insurance

Information about 3rd party insurance will be issued in the Bulletin No. 3. The insurance is under negotiation and before contract signing.

Loggers

All pilots competing at WPC 2009 must have a CIMA approved logger. There will **NOT** be loggers for loan or rent at the championships. The [AMOD AGL8030](#) is reasonably priced and you may be able to find one in your own country. Otherwise, a limited number will be for sale on-site, but this cannot be guaranteed unless you contact the organizers first.

Fuel containers from sponsor

The fuelling procedure describes how limited fuel tasks will be managed. Basically, the intention is that all competitors will have their two weighed fuel quantities held in store so when a limited fuel task is declared the weighing is already done and only the actual fuelling of aircraft has to be done before the task. This means each competitor will need **TWO** fuel containers for their stored fuel. Each competitor will receive one plastic 10 l container from our sponsor **J.P.PLAST**, it is the competitor's responsibility to provide the other one.

Initial fuel control

From pilot registration onwards, the organization will hold in store **TWO** marked fuel cans for each pilot, one for fuel quantity 'A' and one for fuel quantity 'B'.

It is intended that initial measurement of each pilots two fuel quantities will occur before the championship starts so when a fuel limited task is declared, all fuel quantities will already be measured and held in store.

Timings of fuel measurement periods will be published on the Intranet.

Aircraft inspection

As per local regulations 1.9.2, all aircraft will be inspected before the competition starts. Photographs will be taken and important parts of the aircraft may be marked by the organization.

Timings of aircraft inspections will be published on the Intranet.

From the point of inspection onwards all aircraft are subject to the **single structural entity** rules of local regulations 1.9.2. There is no penalty for changes between when it was inspected and the start of the championship but the pilot must ensure the aircraft is re-inspected so its state at the beginning of the championship is properly recorded.

Intranet

The test of the intranet system at the Czech Open National Championships went very well and those with laptops found it very convenient. You can take a look at the mirror at www.flymicro.com/cz2009. For those without a laptop, we printed one copy of everything to the official notice board but people found this to be much less convenient and timely. Teams **MUST** come to WPC with a wireless-enabled laptop and printer or they **WILL** find themselves at a significant disadvantage.

The Czech Open National Championships intranet will also give you an idea of how the latest news, tasks and scores at WPC will be presented.

One big difference will be that notice of changes or additions to the WPC intranet will also be (already are being) distributed in short messages via [Twitter](#) and you are encouraged to discover for yourself a good way of receiving these messages on your mobile phone. The simplest possible way to do this is to just enter <http://twitter.com/2009wpc> in the web browser of your mobile phone and refresh it whenever you want to check for new news; for this you don't need a

Twitter login or anything. If you want to be a bit more sophisticated, join up with Twitter, and 'follow' **2009WPC**. Someone at the Czech Nationals demonstrated a perfectly good implementation of a Twitter client on an iPhone but there are literally hundreds of softwares out there for all sorts of mobile phones. Take a look at twitter.pbworks.com/Mobile-Apps for a list of possibilities. If you find a particularly good solution please share it with everyone on the [WPC 2009 mailing list](#).

Propeller protection

Some types of paramotors have inadequate protection against the propeller striking slalom poles in the slalom tasks. The problem is not with the rebound rate of the poles, but rather that some aircraft have limited propeller protection extending underneath the power unit. This is especially the case in class PL2, and the Fresh Breeze Excitor is particularly affected.

The organization will permit devices which improve propeller protection to be fitted to aircraft in slalom tasks.

These devices must be declared at the initial aircraft inspection and must clearly be for this specific purpose rather than some sort of aid to make it easier to strike a slalom pole.

Slalom tasks G & H

"Round the triangle" and "The eight" are new tasks in the catalogue this year and there are no championship records associated with them. The Italian team will be generously bringing their giant inflatable pylons they had made for WAG in Turin and if it is logistically possible, then we will use their pylons in these two tasks. Pilots should therefore be prepared to fly these two tasks with either a standard slalom pole as pylons or giant inflatable pylons as pylons.

Electronic timing in slalom tasks

Due to the late start in organizing this championship there is no budget to buy an electronic timing system for the slalom tasks but the Italian team is generously lending its system in cooperation with the Polish team who are bringing longer lengths of cables so two iterations of all the tasks needing electronic timing can be run simultaneously.

Practice days

Czech law specifies that all aircraft must not fly below 300m AGL outside the airfield.

All [no-fly zones](#) as listed on the intranet (tasks – no fly zones) are permanently active during the practice days.

Temporary no-fly zones may be established at any time and these will be notified on the intranet.

Besides being a matter of safety and good airmanship, both these items are important to the success of the whole championship so pilots ignoring no-fly zones or flying too low will be grounded for the rest of the practice period. In extreme circumstances pilots could find their entries withdrawn.

There are many other airfields in the area of the official map, all of which may be active with light aircraft, gliders, microlights, parachutists and other aerial activities. Pilots are reminded to keep a good lookout at all times and avoid overflying them.

Practice tasks

During the practice days, pilots may fly any of the tasks 4, 5, 7 or 9 of the Czech National Championships. The full briefs are on the website www.flymicro.com/cz2009. Pilots should simply contact the competition director before they wish to fly one of these tasks and arrangements for loggers and scoring will be made. In the fuel limited tasks fuel control will be by each pilot for himself, and if they cheat they are doing nobody but themselves a disservice.

Tasks

The whole point of publishing all the tasks on the intranet in advance is so ALL the problems are ironed out of them BEFORE pilots get to Nové Mesto nad Metují and we can have VERY short briefings. Some of these tasks (though of course using different turnpoints and things) were used in the Czech National Championships and we did find one or two problems. These are either now fixed or will be shortly, but there may be flaws in other tasks and the director may publish a few more navigation tasks. Comments on ANY of them by people coming to WPC have been conspicuous by their absence so far.

In case you hadn't realized, this championships is for your benefit. the championship organizers and the competition director have put an enormous amount of effort into making a good championships for you, so basically, if we get to a briefing for a task at Nové Mesto nad Metují and you start finding flaws in stuff which has already been published for many weeks, then YOU will be equally responsible, because your only possible excuse is you were too idle to have read it before.

The director has NEVER claimed to be perfect, so please make it your urgent priority to help get all the tasks into a bullet-proof form before anyone gets to Nové Mesto nad Metují, life will be so much more pleasant for everyone. All comments and questions should be made on the [WPC 2009 mailing list](#) so everyone has a chance to see them.