



# World Paramotor Championships 2009

## Task design

Pilots may notice some unusual provisions in the task descriptions, things like “*The time is taken the FIRST time a pilot flies through a gate*”, and “*If a turnpoint is visited again more than five minutes after the time of the first visit then the pilot does not score that turnpoint at all.*”

The reasons for this type of provision is because it is very time consuming to analyze flights where a pilot repeatedly visits a gate or turnpoint. We are therefore asking pilots to just score these things ONCE and then avoid them in the flight thereafter, or there will be a penalty.

Although we won't be using it this year, the whole idea of genuinely instant scoring is nothing like as farfetched as it once was and progress is being made on systems where you simply put a GPS track in and get a score out. Because multiple visits to scoring points are likely to cause a conundrum in automatic analysis systems, pilots will see this sort of ‘only one visit’ provision becoming the standard practice. Now is a good time to start getting used to it.

## Overview of task management

All the tasks at WMC 2009 will be published in advance on the intranet website <http://www.flymicro.com/wpc2009> and will be maintained on the live intranet at Nové Mesto nad Metují.

The ‘key’ elements will be missing so people can't practice the tasks in advance, and timings, turnpoints, gates and so on will be delivered just before the actual task briefing, but otherwise, each ‘advance’ brief will be as complete as possible and will be the one the pilot uses to fly the task. All team leaders and pilots should look at these briefs, and if there's anything which is **difficult to understand, confusing, missing, or just wrong**, they should make comments on the **WPC 2009 mailing list**. The intention is that only last minute information will need to be conveyed at each task briefing which will make them very short.

## Documents

**Task sheets** are published on the intranet and amended if necessary after comments. There will also be some **generic procedure** sheets describing fuelling, takeoff decks, quarantine Etc. and these will be referred to in task sheets as necessary.

A **Document manifest** is maintained on the intranet detailing the current edition and publication date of each task and generic procedure.

As the actual order of tasks is unknown, task sheets are described by a letter, A, B, C... and are maintained as **Task A, Task B, Task C...** in the **Tasks** section of the intranet.

Each task sheet has two important items:

**Key information:** This is a broad overview of the task and also contains the document version.

**Information which will be provided before the briefing.** This is a list of items which will be provided by the organizers in advance of the briefing. These will be published on the intranet in good time for teams to prepare the documents before the briefing.

During the championship, **Briefing announcements** will be placed in the **Latest news** section of the intranet and on the **official notice board**. Each briefing announcement will contain the date and time of the briefing, which tasks will be included, and when the remaining information will be provided for those tasks.

**Task information** sheets provided before each task briefing will be in the form of a document placed on the intranet in the **Tasks** section and named **Task 1 info, Task 2 Info** Etc. When combined with the appropriate task sheet and generic procedures, these should provide a complete brief containing all a pilot needs to know about how to fly a task, hence the actual briefing should be very short.

## Summary for pilots

- The **Document manifest** in the **Tasks** section of the intranet details the latest available task documents.
- **Task sheets** in the **Tasks** section of the intranet contain the bulk of a task brief, are published in advance and are named alphabetically.
- **Generic procedures** in the **Tasks** section of the intranet describe common activities such as fuelling.
- **Briefing announcements** are placed in the **Latest news** section of the intranet and on the **official notice board**, and describe when and where briefings will occur and which tasks will be briefed.
- **Task information** sheets complete the brief for a task and are published in the **Tasks** section of the intranet at a time described in the briefing announcement.
- It is important to understand that the championship organizers will **NOT** be providing hard copy printouts of any document published on the intranet. If teams or pilots need printed copies they are expected to make arrangements to do this themselves. As there may be facsimiles of maps and photographs, a colour printer is recommended.

## Task management

The **Task preparation check list** is for the benefit of the organization and lays out the personnel and equipment required to run a task.

## Flight data collection

The purpose of a championship is to find the best pilots and teams in their respective classes. This requires disciplined data collection from the organization, and it comes from a variety of sources.

- **Marshal observations.** Takeoffs, landings, whether a stick was kicked, the time it was kicked Etc. Marshals will be provided with an observer sheet tailored to their job. *It is very important that marshals also make a note of everything unusual, however trivial it might seem at the time.*
- **Flight recorders:** Analysis of tracks finds whether turnpoints or gates were passed and the time they were passed. In tasks where this is required, marshals will be on the airfield with laptop computers ready to download flight recorders **as pilots arrive back from the task**. It is a pilot's duty to proceed to these marshals as soon as possible after landing and there will be a penalty for late presentation. After download, flight recorders will be returned to pilots immediately.
- **Pilot declarations.** Either pre-flight or post-flight. These must be handed in as required by the task sheet.

## Flight analysis

The collected data is returned to the scoring office who have prepared enough **Task analysis sheets** for every pilot. These are available in the Tools section of the intranet. These sheets serve as a method of consolidating in one place all the information required to score a pilot's performance.

Several people may be working on these at once, for example one person might be transferring takeoff performance from the marshal's observer sheet to a pilot's analysis sheet, while another person might be inspecting a recorded flight track.

## Scoring

Completed Task analysis sheets are passed to the scorers for data entry into the score sheets. Once this is done for all pilots in a class, the current task, overall and team scores for the class are published to the Intranet.

## Complaints

There is a formal procedure for complaints laid out in the local regulations and they must be submitted in the intranet at **official documents – complaints** within the deadline as shown on the applicable score sheet.

All complaints will be published and the competition director will respond with either **Accepted** and a description of the action taken, or **Denied** with the reason.

Pilots wishing to withdraw a complaint before it has been answered should see the Competition director. Pilots wishing to pursue a denied complaint should follow the protest procedure in the local regulations.

Successful complaints will usually cause a new version of the scoring to be published to the intranet.