Tracking Working Group Minutes

Composition:
Weber Claude, chairman (present)
Martine Besnainou, member (present)
Gerald Stürzlinger, member (excused)
Christian Michel, member (absent)

Minutes:

Thursday, 9th of March 2006

Report on new technologies
The report was shortly discussed and a brief description of new technologies will be added as an appendix to the minutes.

“Guidelines for the use of GPS in ballooning competition“ - Update
We are pleased to see that the COH-annexed report has been taken out of COH by Scoring WG and given to our WG. The Guidelines can now be updated with all reports and experiences and will continue to be an overall guide and report of new technologies, e.g. GPS logging and tracking devices, in ballooning events. A new version will be published during 2006.

Online contest
Online contest has been the main topic of our discussion.
Since FAI is considering a possible online contest to be launched, a provisional version of “FAI World Online Contest - Ballooning” rules has been developed during the last weeks before the plenary. More fine-tuning was possible through discussions with members of other WGs and SCs. The “final” provisional version was presented to the WG and an official presentation will be made at the Open Forum Discussion.

The main concern raised was the loss of social contact and the fear that, in some future, a “virtual” competition could reduce the number of “real” competitions, with the consequence that balloonists may not meet “physically” anymore. This would be a great loss.

In response to that, it was stated that the very clear goal of the FAI WOC Ballooning was to be a supplementary competition. It will promote the sport and also allow people from around the world, normally not having the possibility to join in many events, to measure their sports performances with international pilots.

Proposed composition for 2006
Weber Claude, chairman
Martine Besnainou, member
Gerald Stürzlinger, member
Bengt Stener, member
Steve Ireland, member

Motion:
The Tracking Working Group request an extension of its lifespan for the reasons mentioned in the report and minutes.
1. Trackers and loggers today

Many different loggers are available today on the market. Many of them fulfill the requirements of ballooning competitions. Shape may vary a lot, specifications do less. There are no revolutionary new features available.

Two examples of loggers, different from what is used in ballooning today, are given here:

- Delorme Bluelogger
- RUAG Logger

Trackers’ function is a bit different, as positional information needs to be send back to a server. Therefore a communication module needs to be present. This is mostly done by GSM, either SMS or GPRS. Although the possibilities are growing and getting more and more interesting for ballooning, the perfect logging tracker is still not available.

Examples of tracker:

- vPos
- RUAG Tracker EAST

- Falcom GPS (bluetooth mouse) with Cellphone Nokia 6600 (or similar) and CompeGPS Mobile
- Dual Band WebTrac-4 from San Rose Navigation
2. **Real-time tracking solutions today**

Tracking, as for real-time tracking, is not only interesting for a competition direction, but even more for the public. Some solutions are available today, and were used in several events. Only few ballooning events used a real-time tracking, and if, it was only for public use and information, not for competition purpose. Other airsports, especially paragliding and gliding, are using this technology and possibility to score, promote their sport and attract sponsors.

“Broadcast” by CompeGPS, *used in Mobilux Trophy 2005*

“SeeYou”, *used in RedBull Xalps (Paragliding)*

3. **Future solutions**

Tracking systems will in future definitely use the Internet to collect and publish tracks. Merging logger and tracking capabilities in one single system is the only reasonable solution. Near real-time scoring will be a new and very interesting option then.

Another good solution would be a PDA (combined with GPS) and appropriate software. Mark events (virtual marker drops) or even declarations could be made by the pilot in flight. Further investigation and maybe tests will be made on this option.