



Jury President Report



Of the 1st FAI World Paramotor Slalom Championship

Aspres sur Buèch (France) 2013

First of all: Thanks for the organisation and a special thanks to the 3 Directors: Joel Amiable, Patrice Girardin and José Ortega.

So I've tell on the closing ceremony, it was the first time since a long time that there **were no complains and no protest!!!**

Airfield:

As describe on the Monitor report, the airfield was large enough to have 3 Deck and 6 take-off and landing area. Fire Man's with a big truck were on the airfield during all tasks. They didn't have to help pilots even in case of crash (in fact the frame take all and no pilots were injury). Just before the final they were replaced by a medical truck due to a big fire just near the camping site (a farm 'bed and breakfast' where some pilots or organisation have sleep). No victims hopefully.

Weather:

Unfortunately the North wind was there and the organisation could run only 6 tasks before the cut for Final. We had 3 mornings and 1 afternoon to run the Final.

Hopefully the site was in the Alps and some pilots could make paragliding in a site protected from North wind the 2 days without tasks.

Facilities:

Camping area was large enough for all teams, a pool was also available but the temperature in the air was too cold to use it. A restaurant was available on the site and a lot of other facilities were near the site around 15km. Wi-Fi was available in the centre of camping. Tents were available for teams and a large tent for briefing on the field.

Administration:

Marshalls and volunteers were enough to run all task (inflating the pylons, run the take-off and landings with security). Some of them were well briefed to use the electronic cell to count the time. Lot of them were also on Slalomania and have a large knowledge on this kind of competition. All Pilots thanks them for their knowledge and the security that they have given during this event. Competition Director helped with the same scorer man in WPC 2005 and who have experience in Slalomania have make the scoring.

Some explains about scoring: why it's marked final on the results: It's because Jury find an error in the scoring. First in the 2 first task max point + 5 in case of error scoring, but in the local regulation posted and accepted on CIMA meeting if no cell, score Max but without +5. Local regulation 15.6.2, GS 3.9.1 and S10 4.9.2 and 4.9.4

Then, we (jury member) have found that a tie on time was scoring with the entrance of the number of registration just before the cut. In fact we were focalised in the top 10 pilots in each class and didn't affect the cut. That's the reason were you find a Final on the results. See GS 3.9.1 and S10 4.9.2 and 4.9.4.

You'll find some strange description on final result such Cell in, Cell out, CE (circuit error), Crash, Abort. In fact it was to be understood by the pilots.

In the case of Abort, 4 pilots decide to leave the competition, one for safety reason (didn't have time to practise with a new glider) 3 other for work reason. Deputy Director ask Jury to disqualify them and results for them will count as zero. Jury member didn't find in S10 or GS how to do it. S10 4.34.12 say: valid task flown by the pilot are not affected. And GS chapter 5 5.2

I suggest thinking about it on the next CIMA meeting. First they penalise their team and second they disturbs the organisation.

WADA:

4 pilots on the 10 first were controlled by a German laboratory on the airfield. A member of the jury was there as witness.

Running the event:

Pilots find all task fun, a printed catalogue of around 200 different tasks were give on each team leader and was send by email before the running of the competition.

Competition Director has chosen tasks before the cut and on secret ballot the tasks for the final.

All results were posted on the net and writing on the official board.

Only 6 task could be run in each class due to the weather (wind or rain) before the cut.

I suggest for future competition to allow the competition director to extend or reduce if it's possible the number of pilots who could participate on Final. 63 pilots in PF1 and only 8 chosen for final and 13 pilots in PL1 and also 8 first pilots for the final...

Final and racing team where the most exiting think I've see.

Briefing:

Briefings for the day were done on the big tent and additional briefings were done on the field. All briefings were recorded by jury. All team leaders have time to ask any questions and the competition director has answered all.

I suggest for future championship to describe in the local regulation all the penalties.

Example: Miss the gate out: score Max ... in case of final? 1 for the pilot who miss the last gate so same points...

Anyway, pilots were fair-play and I thank them for all.

Remember: No Complains and no Protest!

Conclusion:

For this first championship, I would like to tanks the French organisation for the good atmosphere and the good spirit for our sport. We had 66 pilots from 16 countries in PF1 Qatar, France, Poland, USA, Estonia, Italia, Russia, Great Britain, Thailand, Czech Republic, Spain, Tunisia, China, Belgium, Switzerland, Lithuania.

13 pilots from 5 countries in PL1 and 13 teams for the racing from 9 countries.

Poland and China will present on next CIMA meeting the next bid for 2015 or 2017 to do it in their land!

What could I say more? Pilots enjoy it and country wants to do it in their land!

René Verschueren

President of Jury 1st WPSC