

Dear Delegates

I will start with some positive things.

I would like to tell you, that CIMA is very proud to be part of the World Games in Poland next year although it is a real challenge for us. I will explain this later and we will talk about at a different agenda item.

This will be a great opportunity to show our paramotor sport together with the other selected air sports to a wider audience and it is an important chance for FAI to take the next step into the future. I am absolutely sure, that we need this new way of presenting our sport:

We need to be entertaining, easy to understand, with quick results and visible for public and media.

The participation at the WG with such a product will make our Federation recognisable and probably gain income in the future. This income can help us to finance our traditional type of competitions.

Besides that, I'm sure, that we need this new format, because in the long term the traditional way of running our competitions will not find enough participants. May be not in short term, but we need to think about the future.

Therefore I have expressed at the FAI General Conference last month, that CIMA heavily support the current Executive Board strategy in branding and new sporting events.

But this is huge task not only for us as commission – it also needs a mind change from our competitors. I am a little bit worried that it will be difficult to get everyone on board with this in the future.

→ Worries and frustrations

I would like to take the opportunity to put all my worries and troubles on our table.

After one year as a commission president, I am a bit frustrated.

I will over emphasise the situation a bit, but at the end, you will understand, what I mean.

In general, those who are able (and selected) for positions in our commission are mostly male, old, overloaded with other jobs and reactive instead of pro-active.

And it is the same picture, if you look at all of our delegates.

In some respect I am maybe a good example of this myself.

Our officials (and once again I will include my self into this picture) do mostly communicate, giving input or answer under time pressure at the very last moment before the deadline

We still suffer from low interest from some countries. I have been attending our Commission plenaries for more than 15 years. Nearly 60 countries have nominated delegates and alternates for CIMA. But more than half of those national representatives had never attended a CIMA plenary.

The number of persons present here in Kaohsiung should not hide the fact, that only a few countries participate in our activities. The travel costs are only a small part of the problem.

These so called "no shows" are not only from countries like Columbia or North Korea: so to say Countries with probably small or no microlight and paramotor activities.

Even some European countries are showing no interest in our work. I know countries from other regions of the world that are sending competitors but have no idea about our commission structure and have not participated in any way at CIMA.

If we are lucky and able to find a younger person for being part of our bureau or even as a commission delegate, he or she is busy in their jobs, has to spend the time to take care of the family, building a house.... Many good reasons and excuses. No doubt.

I have no answer and no solution to solve the problems I have explained. Every input is more than welcome. But in any case, we need more commitment for everybody here in this room and on the delegates list.

One other problem I would like to talk about is the unreliability in regards of payment.

FAI HO send invoice and several reminder to Poland for paying the sanction fee for the WPSC in 2015.

FAI HO send several reminder and last reminder to Malaysia (and in person to our treasurer Rohaizi) to pay the sanction fee for the FAI Asian Oceanic Paramotor Championships.

FAI HO send a last reminder these days to Spain to pay the costs of medals for the Slalom Championships in Bornos.

My conclusion of all this problems: If I am re-elected as the president, I will only sign an Organiser Agreement with a higher deposit fee which include the medals price. Of course it has to be paid before the event start. No doubt, FAI is very quick in refunding the overpaid money.

At the end of my report I would like to give you a quick view about some other activities we as the bureau or as the president were involved in the past 12 months.

In FAI between the Com Pres and the NACs we have a discussion about the character, need and value of our sporting license. My position is very clear:

The SL is to show the commitment of a person who is part of a FAI Cat-Competition to accept and follow the relevant rules and to accept the anti doping rules. It has nothing to do with the ability to fly in competition, it is not a certificate about flying experience or anything else. Therefore other in cases of infing our rules, the NAC must issue a SL. And the NAC should do it for a reasonable price without adding anything else like insurance.

This item is on the agenda of a CASI working group.

Autogyro

After a change in the presidency of the CIG, the Rotorcraft commission, we have so far no conflict. Quite the contrary: CIG asked us to contribute some of our tasks to here CAT 1 competition.

For this offer we need a wise decision. Despite the different MTOW for Microlight Autogyros, they are still microlights and we are the one who will take care of their participation in competition. I would like to cooperate, but don't want to crush to death.

New weight limit for classic Microlights.

IT

FAI is trying to support us as commissions and our organiser with IT-based solutions. So far we have the SL database and a competition registration tool, but both are away from being easy to use. A workshop these days should collect the needs and ideas of all commissions and help to make a big step into the future. The bureau has decided to send our well known IT expert Jose Luis Esteban to this meeting.-

Future of WIKI:

Our intention is to swap the wiki onto the FAI webserver. Same with MicroFlap, our software to analyze logger tracks. This needs work and support by one of our experts. But as mentioned before: all relevant persons have limited time.

Another topic was on the bureau agenda since the beginning: Logger. After it becomes obvious, that the AMOD logger is not any longer available, we need to find an alternative. One thought was to develop with the help of our 2nd Vice President Nayot a new device, which should be capable to log the flight-data and to send the track data to a server for presenting the flights to the public. This system is very common for Ballons and as well for our friends from the Hanggliding and paragliding commission. We have similar needs and a similar framework requirement. The CIVIL-solution is in an acceptable price range. Our FR subcommittee is involved and will deal with this topic.

