

FAI World Air Games 2020 Inspection Visit  
Report by Rob Hughes



**Introduction**

CIMA was invited to attend an inspection visit of the proposed venues for CIMA events at the FAI World Air Games 2020. The CIMA President was unavailable; instead I attended as Liaison Officer.

**Overview**

4-13 September 2020. Events are to be held across Turkey. THK (Turkish Aero Club) seem to be well funded and expect to make a positive financial return from hosting the Games. THK propose fairly large events at each venue and have asked that these events take on a greater importance than ASC World Championships.

At the time of writing this report, Turkey is suffering from a poor economic outlook with a rapidly devaluing currency.

The overall World Air Games format with venues spread across the country creates potential difficulties for CIMA; the two CIMA venues are approximately 3.5hrs apart by road. The Commission would be split and delegates would have to choose to attend one of the two events. This would mean that CIMA would have to provide officials at two different places.

One solution to this would be to host one event at the start of the World Air Games period and then the other event would follow. Example: start with paramotors 4-8 September and then microlights & autogyros 9-13 September.

**Paramotors**

Proposed location: Ölüdeniz

A tourist resort with a high concentration of hotels in one area. There is a popular main public beach and the usual tourist facilities (bars, shops etc).

There are very active commercial paragliding activities with hundreds of tandem flights per day. This dominates the proposed take-off area.

There is a separate lagoon (top left) with private hotels and gated access. The lagoon is not a suitable location for WAG: local weather conditions create turbulence and paragliders avoid the area.



**Take-off:** The proposed format is: take-off and landing from the main beach or the paved walkway in front of the beach:



The beach and paved walkway are very busy with tourists and paragliding. The paragliders land throughout the day with high frequency. Clearly one section would need to be closed to competitors.



The paved walkway is not ideal as it is small. There is a significant drop-off from the walkway to the sand of the beach - up to 1m in height. There is one area of walkway that could accommodate 2 or 3 canopies at the same time (see pictures), meaning take-off of all competitors would be slow.

The wind is generally on-shore, meaning that pilots would need to run towards the beach. The useable length of take-off area is approximately 40m at best.

It would be possible to take off from the beach, though the sand is fine and dry, making take-off runs difficult.

A platform could be created to extend the paved walkway, increasing the available space and take-off run.

Otherwise there are remote areas where paramotors could take off before flying to the task area.

**Task area:** Flying slalom over water in front of the main beach. There are designated swimming areas; one would have to be closed during competition phases.

**Weather:** We were there in late June. It was hot (35C) and the wind was reasonably calm until the sun took effect. Paragliders were clearly thermalling close to the ground.

**General:** THK want a large event. The original proposal was 36 competitors, though it has been reduced to 24. For comparison, we took 18 to TWG2017. THK also propose 5 days of competition.

This is predominantly a tourist area and is very quiet. I would strongly recommend that paramotors fly early in the morning and late in the evening to benefit from local weather conditions and also so as not to upset the thousands of holidaymakers. I would also strongly recommend two sessions of intense flying (as per TWG2017) and 4 days of competition. From experience, 5 days (plus practice) is too much and pilots show fatigue towards the end.

There is not enough room for 24 competitors to take off on the paved walkway. We would therefore need to increase the space available or else find a remote take-off field. Access to the walkway is acceptable - it is possible to bring vans onto site for loading/unloading.

It was possible to fly two tasks in one hour at TWG2017 because many pilots were able to prepare for take-off at the same time. Here; pilots could instead take off and then fly in a holding pattern before tasks start.

From a non-event point of view, this venue is very attractive with a wide range of accommodation and other tourist facilities.

We met the local mayor and we understand that he fully supports the event. This may be important when we ask to close a section of a very popular beach and then create a lot of paramotor 'sounds' in front of tourists who have not chosen to attend the event!

I met one local paramotor pilot who told me he had taken off from the paved walkway. I was not made aware of any other local paramotoring activities.

### **Problems to solve**

Size of take-off area

Liaison with commercial paragliding activities

Number of competitors

Number of flying days

Transport to/from take-off area - vehicle access for loading/unloading.

### **Other items**

Nearest airport is Dalaman, approximately 1 hour drive. Accommodation would be in Ölüdeniz.

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### **Microlights & Autogyros**

Proposed location: Antalya, the home airfield of THK.  
Approximately 30km NW of Antalya.

THK own the airfield and also large parts of the surround area.



This is a large private airfield complete with concrete runways, taxiways, large apron and grass glider strip.

The venue would be shared with:





GAC - GA air navigation race  
 CIG - Helicopter Air Races (slalom)  
 CIVA - Glider aerobatics

The venue appears to very little used. It is very well suited for all four air sports with plenty of room for intense competition activity. One proposal is to put the spectator grandstand at the top right of the site (see above photo) with gliders using the grass runway (and part of the main runway for emergency landings), helicopters using the taxiway or the green area between the runway and taxiway, GAC using the main runway and microlights using the taxiway.

It would be possible to host a slalom, most likely in the central green area. I prefer a mixed event, concentrating on what makes a microlight and autogyro so special (short landing, slow speed, agility), perhaps with an element of slalom (speed) as one element.

The venue would be reinforced with temporary facilities for the event.

The flying area is mostly covered with low-lying bushes but there is a wide area that could be used.

**Weather**

On the day of the visit a storm was to the west with a resulting strong wind - straight down the runway. I was told that this was not normal and instead the airfield benefitted from generally calm/ low wind conditions. The runway is orientated into the prevailing wind.

**General**

There are no airspace problems and the airfield is a blank canvas on which the four ASCs need to work together to produce a mini-WAG. The proposed number of competitors is 12 per discipline and this is fine.

**Problems to solve**

Task format! We have a wide choice.  
 Supply of aircraft  
 Liaison with three other commissions

**Other items**

Nearest airport is Antalya. Accommodation would be in Antalya.

Rob Hughes  
 CIMA 1VP and WAG Liaison