

REPORT 2011, PLAN 2012

This year we were not so active in overall flying as in previous years, mainly due to financial crisis and higher gas prices. Pilots performed less commercial flights because of the lack of new passengers and performed very little sport flights. Not only due to crisis but also due to one big balloon club that offers flights for less than seventy euros in huge baskets for a few dozens of passengers. All other clubs and pilots have much smaller balloons mainly for 2 to 6 passengers. But on the other hand we were successful. In spite of the crisis two organisers still managed to organize one local competition in April and Open National Championship in October. Both races counted for national rankings. In both events we used AXMERG rules and loggers we bought two years ago. All of the pilots were flying with the help of computer and connected via bluetooth to the loggers. Last year's seminar proved to be useful since no problems occurred with the handling and proper use of loggers.

NAC has also donated to the logger project for some new CIA loggers and our pilots had no problems on Europeans although they were using them for the first time. Also they were very satisfied with the CIA loggers, the new way of task settings and logger handling. The three pilots scored 13th, 62th and 72th place on Europeans, all with classic shaped envelopes which are quite nice results.

There are two pilots going to the Worlds in USA this year and one woman pilot to the Womens Europeans in Germany. Noone will go to the Juniors Europeans since we only have one unexperienced junior pilot this year. There will hopefully be some more junior pilots in a year or two to come.

In 2012 sporting and competition activities will more or less be the same. In the fall we will have National Competition. We have also so far one local competition set in April. There will also be some traditional fiesta festivals as in previous years where many pilots gather and have fun. We hope to have a few meetings with the Civil aviation agency and that they will listen to our proposals regarding new EASA standards and implement them in law in a fair way.

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