



2024 CIVL PLENARY – ANNEXE 11A CHAMPIONSHIPS REVIEW

CHAMPIONSHIPS

17th FAI World Paragliding Championships, Choux-sur-Gelon, France

Website: <https://civlcomps.org/event/pgworlds-2023>

FAI Jury: Zeljko Ovuka, Bill Hughes, Ivan Lukanov

FAI Steward: Goran Dimiskovski

Meet Director Jac Fournier

Safety Director Joel Favre

This event was originally planned for 2021 but was rescheduled due to COVID limitations to 2023. Meanwhile Meet director that was in the bid (Didier Mathurin) retired and Jac Fournier was appointed to replace him. The rest of the team stayed the same.

Budget

Due to local government sponsorship the event had one of the biggest budgets in PG XC History – over half million euro, but as it was understood the main objective of this budget was to provide entertainment to local schools and club. This significantly drained the org force both physically and financially, so that at the end the organizer ended with deficit.

A significant sum of money was spent on [live video transmission](#) also from the flight. It was probably good for the French paragliding but not much attended worldwide as the transmission went mostly in French.

Unlike the test event when all the FAI team was living in almost pedestrian distance from HQ this year the officials were scattered all over the region lacking cars and spending too much time on solving accommodation and transportation issues.

Team

The main team working at the event was highly qualified with a lot of French events in their experience. There were no complaints and many thanks to the work of rescue, retrieve, safety director and the launch marshal.

The organizer has a great number of volunteers working at the event: they were engaged in entertainment of the clubs and school groups, on managing the traffic on the roads to take off and helping to launch the gliders.

Organisational issues

Allocation. Due to the mess happened with the allocated Iranian pilot some time was lost to restore the sequence and define the next pilot in the row. One member of the organizing team has secretly transferred the emails of the Jury and the screening committee to the French team and it caused a lot of tension.

Insurances. Insurances were not checked at the registration and had to be checked after the competition began.

Opening and closing ceremonies were considered as a disaster. The opening of the competition was disorganized. Although the organizer tried to do his best, he probably didn't even know what it should look like. In this case CAT1 competition looked like a regional

small competition. The concept of HQ on a muddy meadow is not good, because it often rained and such terrain in itself creates problems. There were a lot of bad comments about the opening from the pilots as well as the TL.

Closing ceremony with an inadequate stage and pedestal is inadmissible. The medals could not be presented adequately as the 1st place stand was actually a scaffolding that was too high, and for 2nd and 3rd place there was no stand, just a ribbon with the numbers 2 and 3 written on it. There was no raising of the country's flags the winner, and there wasn't even enough flags for everyone who was on the podium. For example, the French had 3 pilots on the podium, and there was only one flag held by the mascot of the competition.

Transportation. The take-offs were located sometimes very far (up to 1,5 hour by car) and some of them had traffic limitations so Team buses were not allowed to enter. After the discussion and consultation by the Steward and the team leaders the transportation issue was improved.

However not all FAI officials has been provided transport. Live tracking manager had to beg and hitchhike all the time trying to find the way to get to take off and back.

Once the whole live tracking team (Ulrich and Lenea) were forgotten in HQ together with all the trackers, just because there was no transport assigned to them. Later they were assigned to a Mountain rescue car, but it was one way only. Ulric just flew to the HQ, Elena had to concentrate on not to be forgotten on the TO every time.

Task setting and briefing

Pilots approved the work of the task committee however they complained about insufficient explanation of the hazard on the task route. Some of them had to catch safety director privately after the briefing and ask for clarifications.

Incidents.

One of the main issue was very high amount of incidents. After 5 tasks there were 16 incidents with 18 pilots involved. Jury president insisted on stopping the competition because of many collisions, and aggressive flying. Many of them were not reported, but some of them as result had injuries, and broken gliders. After a lot of fighting Jury managed to enforce the rest day which reset the caution in flying. Flying in Alps is difficult by itself and not all the pilots were well trained for such tasks. Here the situation was complicated by the fact that pilots often had to fly in "narrow corridors " along the ridges and they were in big number and they had new low drag harnesses to which they were not well accustomed. Such harnesses have limited view angles and which make additional difficulty when flying in big crowd in narrow thermo-dynamic "corridor". As promised on finishing the competition low drag harness workgroup was created to discuss the safety aspects of CIVL competition harnesses.

Scoring.

Compcheck was used as the scoring software to which the majority of pilots were used to at PWC events.

The Jury dealt with 2 protest.

Misconduct

There was an issue with the meet director who refused to penalise the pilot for the obvious breaking of the Section 7 rules. Not even to give him a warning.

Some pilots went wild on social media, but the team leader put down the fire by apologising to the Jury.

Ecology

Ecology wise the event was well maintained.

150 pilots from 49 nations competed in 9 tasks:

- Individual - Maxime Pinot FRA, Honorin Hamard FRA, Pierre Remy FRA
- Female Meryl Delferiere FRA, Constance Mettetal FRA, Nanda Waliser SUI
- Team - France, Great Britain, North Macedonia

23rd FAI World Hang Gliding Class 1, 9th FAI World Hang Gliding Class 5, 14th FAI Women World Hang Gliding Class 1 – Krushevo, N. Macedonia

Website: <https://civlcomps.org/event/hgworlds2023>

FAI Steward: Jamie SHELDEN (USA)

FAI Jury: Andy Cowley (GBR), Truddy Craddock (ITA), Bill Hughes (USA)

Event organiser: Ivan LUKANOV

Meet director: Goran DIMISKOVSKI

Safety director: Martin JOVANOVSKI

The event received an excellent evaluation.

Opening ceremonies were well organized, but started late, as usual. Short speeches by local officials made the event very reasonably brief with a great band and party in the city center. A pilot's dinner was held on the night before what was expected to be the rest day.

The steward specifically noted the daily weather briefing to the pilots delivered by the Safety director Martin Jovanoski as the best even seen. He gave precisely the information that pilots wanted and needed.

The take-off preparation had some issues on the first day. A specific early bird setup area wasn't prearranged. But it was corrected from the second task onward. Landings were generally great. There were again complaints about the goal field near the Greek border. A few pilots claimed that the field was unsafe because the north wind put the field in the rotor of the tree line. However, there was no north wind on days when that goal was used.

Scoring was excellent overall. There were questions at safety briefing about which version of FS would be used and complaints that the 2023 version had never been used in a Cat 1, so we should not be using it. The scorer, Cristiano Pereira, was kind enough to take the time to score the first task in the current version and with the previous version to ensure there were no issues. He informed everyone that there were no substantive changes in the newest version, only bug fixes. As it turned out, later Cristiano found that there were still bugs that effected leading points for Task 1. He was able to speak with Joerg to correct the issue.

There was one complaint of cloud flying on the second to last task. MD denied the complaint. The Australian team then filed a protest. The jury denied the protest.

Time for the closing ceremony was left flexible until the last few days before. It would be much better for pilot travel planning purposes to have that set well in advance and to make sure it starts on time. Several pilots had to leave in the middle of the prize giving to catch flights home.

Media was carried out by CIVL mainly though socials. It was marked as excellent.

Incidents. There were two blown launches and several very near blown launches. While launch conditions were, on occasion not 100% perfect, they were generally good and easy and the problems were entirely pilot skill related, not site related.

Of the two blown launches, one resulted in injuries requiring pilot to be taken to hospital, the other resulting in serious damage to glider, but no injuries. There were also two mid-air reports. In both instances, the pilots flew away and continued on task.

Medical personnel were on site at both launch and goal fields. However, after a blown take off, the medical personnel didn't appear to have control of the situation. Also, the ambulance did not have a back board on hand. It would be good to specify that they always carry one during hang gliding events. Also, a pilot had a minor injury at the goal field and needed an ice pack, but the ambulance didn't carry those either. The Australian team leader made a suggestion that CIVL create some guidelines for minimal safety equipment requirements for safety/medical crew at Cat 1 events. That will be discussed in the HG committee.

All involved failed to take into account how to score the female class and include that in the local regulations. It was not clear that there would be enough women to compete until shortly before the start of the event. However, the steward should have made sure that scoring for the female class was decided upon and published in the local regulations. For the coming worlds in Ager, it will be decided well in advance and the HG committee will be working on that for the Plenary in 2024.

Class 1 - 104 pilots from 22 nations competed in 8 tasks
Class 5 - 27 pilots from 7 nations in 9 tasks

Class 1 Overall Alex Ploner (ITA), Marco Laurenzi (ITA), Alvaro Figueiredo Sandoli (BRA)
Class 1 Teams Italy, Great Britain, Brazil
Class 1 Women Sasha Serebrennikova (AUT), Corinna Schwiegershausen (GER), Chisato Nojiri (JPN).
Class 5 Overall: Anton Raumauf AUT Dirk Ripkens GER Andreas Sand AUT
Class 5 Teams: Austria, Germany, Japan

12th FAI World Paragliding Accuracy – Sopot, Bulgaria

Website <https://civlcomps.org/event/pga-worlds-2023>
FAI Jury: Andrew Cowley, Thomas Senac, Daniel Dimov
FAI Steward Kamil Konecny
Meet director Zlatko Spirkoski
Chief Judge Koun Young Park
Event Judge Sasho Spirkoski

Sporting Level:

The new competition format, although not really tested before the event, offered amazing tension throughout the whole duration of the championship. The level of the performance of the top athletes was incredible and the sport has made a giant leap over the last 20 years. The team competition was completed in the 6th round, while in the individual categories there were tough fights to the very flights. The team format needs to be improved before the use of knock out system in the next Cat 1 event.

Organisational issues

Before and from the beginning of the event itself, it was obvious there was a lack of suitable personnel in the organising team. The organiser blatantly did not comply with any of the directions given myself and ignored all advice given, even during the event. By good fortune after the event had started, the ED was changed from Valrey Tzvetanov to Sotir Lazarkov. This action saved the competition.

No staff were available to provide registration. Competitors filled their entry forms during the training rounds and they were collected by ED. The registration was completed by the ED, MD with assistance from the Steward; they checked the entry form, licences and insurance. FAI licences were checked by the Jury members.

The FAI officials were accommodated together with the organising team and some judges in a well equipped villa about 500m from the landing site such that they could walk to the event. But the Jury members were all placed in a single room – and the officials would have had to share a double bed (!). By good fortune, the Steward was in other accommodation with friends. No car was supplied to the jury.

Scoring and judging

There was no technical staff. There was no IT staff and the only internet was arranged on landing.

The Scorer was changed after training round and the stand-in scorer had to be taught how to use the SW and much schooling was necessary. The person selected was only able to simply record the results as they were called out by the judging team... he was unable to use the system and the FAI Steward had to take over this role. He also cared for video recording and online results.

A new scoring system with camera system and connected anemometer with wind record was used. The ability of getting quick feedback helped in many situations

Judging Team: acceptable, there were enough judges to allow the CJ to ensure rest periods. Judging was excellent: the CJ Kyp together with EJ Sasho ran the team smoothly. There were a few small mistakes, but in general, the judging was fair. Steward praised the good communication and interaction between the CJ and EJ and the pilots.

The CJ was firm but fair and published the complaints together with her decisions on the WhatsApp group. As a result there were no protests.

There was only one very experienced person as Launch director; ideally there should have been at least one other to assist him

Opening and closing ceremonies as well as pilots' dinner were rather well organized.

129 pilots competed in 12 rounds

Teams (after 6 rounds): Indonesia, Czechia, South Korea

Individuals

Overall - Yang Chen (CHN) , Linus Schubert (GER), Aris Afriansyah (INA)

Women - Eunyoung Cho (KOR), Catherine Devos (FRA), Donghwa Yang (KOR)

Junior - Linus Schubert (GER), Rafael Carvallo (CHI), Lennard Schubert (GER)

TEST EVENTS

17th FAI European Paragliding Championships, Pegalajar, Spain

Website <https://civlcomps.org/event/european-test-event-pegalajar-2023>

FAI Steward: Goran Dimiskovski

Meet director Íñigo Redín
Scorer Samuel Aguilera
Safety Director Cristina Sofía Rodríguez Ortega
Organizer Antonio Romero Herrera
Organizer Antonio Lope Morales Gonzalez

The event was very successful and received only Good and Excellent evaluation marks from the FAI Steward.

Excellent HQ, highly professional team, sufficient take-off facilities. Quite a variety of tasks to fly. Flexible transportation management.

Not a single minute of FAI officials were wasted on solving accommodation problems. It was basic but good in walking distance from HG, also the organizer provided perfect transportation solutions.

Still there are some issues which are needed to be addressed:

- This is very competitive and serious flying site. It is crucial to have very experienced and respected CIVL team on site.
- The take off is well prepared and maintained but is fairly extreme by its nature. Proper information should be delivered to potential competitors regarding the particularities of the takeoff. High skills for launching in strong winds is a must.
- Some part of the task are very demanding. The area is full of olive trees and there are some watering ponds. Rescue over a watering pond, with modern low drag harness could be deadly. Luckily assistance was available instantly in the event of 2023.
- English language must be mandatory requirement for all of the crucial personnel in the local team. MD, SD, transport manager, LT manager and take off marshal at least. The lack of English was felt especially at the Mandatory safety briefing and the daily task briefing.
- Closing Ceremony must be much more representative. Different quality for the Opening and Closing ceremonies is needed. Closing needs much more care and effort. At the test event it failed to provide glorious atmosphere. On the other hand, it very pleasant as it was friendly and non-formal.

Summing up it can be called a very creative cooperation, all points have been discussed with the Steward and accepted by the local organizers.

133 pilots from 17 countries competed in 4 tasks

Overall Ivan Haas (FRA), Luis Martinez Iturbe (ESP), Francisco López Ricardo (ESP)

Teams: Armada Portuguesa, Hilsprich Racing Team, Niviuk

Female: Sandra Antony (FRA), Rika De Kam (ESP), Maite Moreno Benito (ESP)

Junior: Ivan Haas (FRA), José Jiménez Belda (ESP), Roger Pifarré Abad (ESP)

FAI Pan American Paragliding Accuracy Championships, Colombia

Website: <https://civlcomps.org/event/pre-pga-panam-2024>

FAI Steward Igor Erzen

Meet director Pedro Tirado

Chief Judge Carlos Javier Lozada Sanchez

Event Judge Ricardo Tejada

Organizer Colombian NAC

On the whole the evaluation was very positive

For this event, sufficient number of officials was present. Depending on the number of pilots in the main event a few more will be needed

Most of the staff worked in an accuracy event before, so not much was needed

Somehow it worked, due to small number of pilots, but for main event more staff will be needed with dedicated roles

HQ was in a bar across the lading area. Some dedicated room for Jury/FAI staff will be needed in case of a protest

Registration was smooth, but FAI SL will need to be checked for cat1 even

MD published a few info, but a dedicated person for the media job will be needed for main event

Standard of facilities provided for FAI officials. Basic. There is a better hotel in the area which was occupied by XC competitions.

Good Experience of competition officials

Landing area - Sufficient quality, but needs some minor attention, cow shit cleaning, more grass cut around the area

Scorer's tent must not be accessible to pilots, so he can work without interruptions. Also a tent for resting target judges, so they don't mix with scorer, MD etc.

Judging was Good. Recommend a judging seminar before the event

For Lice scoring a better internet connection will be required, for a better smooth operations.

Organizer must look into better options

Incidents 1 minor. Ambulance and team helped the pilot. Apart from some pain, all was fine, but pilot was asked not to continue the competition. He agreed

Steward recommends more clearer options for MD to forbid pilots from flying in case they were involved in accident

28 pilots from 4 countries competed in 8 rounds

Overall Felipe Arboleda (COL), Daniel Monsalve Montoya (COL), Cristian Cruz Leon (COL)

Female Mayerly Florez Seguro (COL), Mariana Arboleda Jaramillo (COL), Nathalia Pinzon Gomez (COL)

Junior Jhoan Alejandro Rodriguez Prieto (COL), Mayerly Florez Seguro (COL,) Mariana Arboleda Jaramillo (COL)

Teams: Colombia 1, Colombia 2, Cuba

1st FAI World Junior Paragliding Championships, Tolmin, Slovenia

Website <https://civlcomps.org/event/pre-junior-pgworlds-2023>

FAI Steward Jamie Shelden

Meet director Igor Erzen

Scorer Antonio Golfary

The event received Good evaluation on all parameters. However the following notes were made by the Steward:

There could have been more staff, especially at registration which was very long and pilots waited in line for quite a long time.

Too few officials/helpers, so registration took a very long time. The presence of a full FAI staff (steward and jury members) will be helpful at registration for the Cat 1 as they can help with sporting licenses, insurance and other paperwork matters.

SD and weather man were working "remotely" and just contacted by phone. For the Cat 1, they should be on site.

Information dissemination was good, but perhaps too much on WhatsApp because this test event was also the Slovenian and Polish Nationals and there were too many different WhatsApp groups and far too much chatter on all of them, and mostly in languages other

than English. Obviously, the Cat 1 event will be a stand alone event, so this won't be an issue.

At the same time, official communication was somewhat sparse. Pilots were often unaware of what was going on terms of timing of briefing, launch start, etc. This was due to having a very small staff for this test event.

Social events & ceremonies were good. Nice pilot dinner and plenty of event/activities provided for non-flying days (and there were several).

Coverage on social media was very good.

The pilot's briefings also need to be more formal, with a specific set time. We only had 3 flying days and the briefing was late all three days and pilot didn't always have info about when briefing or launch would start. Better communication needed for the Cat 1.

Safety Committee needs to be more actively involved. The same is true of Task Committee. Most tasks were set by the MD with just phone calls to task committee members. Ideally, setting provisional tasks the night before would be preferred. Unfortunately, I don't believe the quickly changing weather conditions in Tolmin would allow for that. But, at a minimum, the Task Committee needs to have a set meeting time each morning (early) to work on task setting before going up to launch.

No protests or complaints or incidents.

Next year we are hopeful that the Cat 1 event will have between 50 and 80 pilots and in any event, it will not be combined with any other events, so everything will be a bit more formal.

14 Juniors from 5 nations competed. 3 tasks

Totally there were 128 pilots competing.

Junior Overall: Jacob Butterworth (GBR), Josh Sanderson (GBR) Sara Lovrec (CRO)

Junior Female: Sara Lovrec (CRO) Kanan Thakur (GBR) Kiera Wong (GBR)

FAI European Paragliding Accuracy Championships, Albania

Website: <https://civlcomps.org/event/test-event-of-8th-fai-european-paragliding-accuracy-champion>

FAI Steward Igor Eržen

Organizers Alket Islami and Xhonatan Islami

Meet director Zlatko Spirkoski

Safety Director Kiro Ginoski

Chief Judge Xhelal Leskovci

Event Judge Sasho Spirkoski

Scorer Denis Miftari

Overall feeling on the competition - ery nice atmosphere, pilots loveed it. From a cat1 point of view, still needs a lot of work, but organizer has a NAC support and necessary funding For the test event, enough officials was present. Depending on the number of pilots in the main event a few more will be needed

Most of the staff worked in an accuracy events before, so not much was needed. Somehow it worked, due to small number of pilots, but for main event more staff will be needed with dedicated roles. Pilots were assisting with organization, and helping with launching, ...

The scorer decided to participate in the event, so was unable to perform. FAI Steward took the role of the scorer, so all the scores were live and up to date. I would recommend CIVL to send a dedicated scorer to the event and not rely on the locals.

HQ was in the landing field (under the tent), due to low number of pilots it was OK-ish.

Organizer showed the rooms in the dedicated hotel that will be used for the mail event.

There are plenty of rooms that we will be able to use for HQ, Team leaders briefing and Jury.

LR were not published in time, organizer did not update them. FAI Steward had to update them and publish them, or it would not be done. There is no sign that organizer will do it for the main event as well.

A lot of basic information for the pilots was missing on the website. Pilots had to call Alket to get the information, he did his best in informing them but he did not have to do it if all was published on the website.

Registration was smooth no problems. Although registration extended late into the night and moved to the bar in town. FAI SL were checked. Those without updated them when notified, only one ended up without, and he was removed from the list for WPRS.

Information dissemination almost none. Some were sent around via WhatsApp group by Xhonatan Islami, but much more is needed. Weather was not sent on Whatsup neither was on info board.

No info board was present. All the results were only published on CIVLCOMPS (live scoring), and some info in WhatsApp group, but no physical board.

Publication of results online was up to date and live

Social events & ceremonies were good.

Media. Alket was very active with media. Local TV was present on landing, and a great stage in the centre of the town

Facilities provided for FAI officials were basic. I suggest a better hotel in the area. Organizer actually showed me one that they plan to use during main event (Hotel Çajupi), and that one is very good option.

Transportation was not needed, pilots drove to the landing on their own

Launch control was good. Kiro did great job at launching, but he will need helpers (MUST)

Take-offs. Winching take off and area is good and clean. But hill take off must be prepared, currently there are big bushes and not suitable for competition, even though it will only be used in case there are problem with winches.

Landing area was sufficient, but toilets are MUST.

Scorers tent must not be accessible to pilots, so he can work without interruptions. Also, a tent for resting target judges, so they don't mix with scorer, MD etc

Practice round. Pilots were testing the area, but there was no scoring, no measuring, no order on take-off. If something would be wrong with equipment it was never properly tested, and organizer refused to use it. They were afraid it might get damaged and not ready for the event. New targets will have to be ready for the main event

Judging was good. FAI Steward recommend a judging seminar before the event.

Radio frequency provided from organizer did not work. They used channel radios, but they did not know the frequency they were operating.

Better internet connection will be required, for a better smooth operation. Organizer must provide local internet to the CIVL staff

Opening ceremony was not held during the test event. Organizer already has good ideas for main event.

Closing ceremony most pilots attended. It was fun and a lot of media, officials, mayor of the town were present

Suggestions for future

Winching seminar before every event that involves winching

The steward recommends, that the organizers should prepare everything in time and not wait for the last minute. All the equipment must be tested, way ahead, and everything prepared way in advance. Steward and MD should go there at least a week before the event to make sure everything is ready.

CIVL must appoint a scorer (did not see anyone locally, that did the job before)

There is a need for a meeting room for the first pilots briefing, to accommodate all the pilots in one room. Steward, and Jury will need separate private cars.
Must have toilets on the landing area

Changes that organisers have already stated will happen for next year:
Better hotel, improved airfield (apparently local authority already approved improvements).

34 pilots from 10 countries competed in 8 rounds
Overall Yang Chen (CHN), Matjaz Sluga (SLO), Xhonatan Islami (ALB)
Teams Skysports Albania, Team China, Team Kosova
Female Liao Qingli (CHN), Myrianthe Ewington (GBR), Kosovare Leskovci (KOS)
JUNIOR Xhonatan Islami (ALB), Milen Milchev (BUL), Kosovare Leskovci (KOS)

2nd FAI Asian Oceanic Championships, Mungyeong, Korea

Website: <https://civlcomps.org/event/pre-asian-2023-pwc-asiantou>

Organiser Yunjo Han KOR
Event Director Ginseok Song KOR
Meet Director Goran Dimiskovski MKD
Safety Director Sunghyu Lim KOR
Scorer Daniel Dimov BGR

Staff

All officials are extremely experienced, behind them are a large number of competition organizations. Given that this competition was a mix of the Test Asian-Oceanic and the Paragliding World Cup, the officials from both organizations are in fact the essence of the best that the paragliding world has to offer.

In the competitive part of this event, all engaged persons worked very professionally. Functions were not duplicated, there were enough people, and they worked very well. The experience of all the people is great and good, especially the key people, such as Meet Director Goran Dimiskovski, the task committee, who did an excellent job, safety committee and of course Mr. Ginseok, who, although he was a competitor in this competition, always acted with his advice, instructions and similarly.

Safety briefing and task briefings were carried out at a high professional level

Scoring.

In terms of IT, Daniel Dimov was hired on the spot, who used an application he developed himself, and it was improved in many ways compared to other solutions that exist in the world. Scoring was done online, using the current positions of the pilots, that is, with the help of the Flymaster server and livetracking itself. Practically after the landing of the last pilot, the results were "provisional", which meant a lot to the pilots. This shortens the time for appeals, facilitates the organization of the closing ceremony of the competition, and the results are sent to the world almost immediately. The Livetracking itself worked great, and the co-owner of the Flymaster company, Cristiano Pereira, was on site, and as always, he was very helpful.

Pilot monitoring and help with livetracking is the work of Ivan Lukanov, as with pilot registration itself.

HQ

The HQ is very good, spacious, with all necessary furniture, technical aids, internet, etc. Considering the preparedness of the staff and officials, the registration was completed in about an hour and a half.

Information to the pilots was disseminated via the Telegram social network. The results were published daily by PWCA on its website, as well as by CIVL on the competition website. Pilots were notified via the Telegram group that the results were published.

Standard of facilities provided for FAI officials.

All the necessary funds were provided and the complete relationship with the officials was impeccable.

Pilot assistance

Assistance to the pilots was always available thanks to the exceptional commitment and kindness of all staff, especially the main organizer Miss Yunjo Han

Lunch packets for pilots were excellent, probably the best that were ever seen and tasted so far. For one thing, they are not for taking with you, because they are meant to be eaten before the race.

Social events & ceremonies

Since there were 6 tasks, there was not much time for social activities. However, since there was no flying for one day due to strong wind, a trip to a nearby fortress was organized, as well as a tourist tour in Mungyeong.

During the competition, the organizer celebrated the 30th anniversary of the Korean Paragliding League, and on that occasion, in addition to Korean pilots, competition officials were invited to the dinner.

Media liaison

Good cooperation with the media, especially during the opening and closing, but the announcement of the competition itself was well done through Korean newspapers and other media. The competition was followed through social networks, which today represent the main way of disseminating information, and this was well done by the representatives of PWCA and CIVL.

The transport worked great. First of all, the departure for take off was on time, at 9:00. There was no delay. Small trucks were used, which can drive 5 pilots and 10-15 paragliders, as well as minibuses, which drive about 20 pilots. All vehicles were visibly numbered. Collecting pilots along the route was also good and fast. There were no complaints from the pilots that they waited a long time for the transport, even though there were not many pilots in the goal.

Several meteo models were used to obtain correct information about the weather forecast. The host also used some local weather information, so the fidelity of the forecast was quite accurate. The weather forecast was complicated the last two days, but with a bit of luck and waiting for take off, those two races were held.

The launch manager did his job well. Two gates were used for pilot access. The take off is facing east and south, and practically allows take off for all the prevailing winds that blow here. The time set for the pilot's takeoff was sufficient for a safe takeoff and arrival in the starting cylinder zone.

The take off is oriented to the west and east, and can be flown in all directions, i.e. it is good for all winds that are dominant in this area.

Also, there is a solid facility at the take off where you can stay in case of rain, or strong wind. There are separate men's and women's toilets on the ground floor of the building. The

building has water and electricity. The take off is grassy, big enough and steep. There are no obstacles or tall trees in front of it.

Official landing is fine. Outlanding can be tricky due to rice fields and power lines. Other goals fields are not ideal.

It is necessary to check the landing sites before the competition itself, as well as to redefine the goals for the next competition, and to check the landing conditions well.

Opening ceremony

The opening ceremony of the competition was excellent. The participants of the competition had a parade with the flags of their countries, accompanied by a military orchestra. Arriving in front of the stage was greeted by numerous spectators, and the stage itself was grandiose. The presenter who spoke in Korean and excellent English, then city and regional officials, the president of the Korean Paragliding Association, the president of CIVL, the president of PWCA, the mayor of Mungyeong, spoke at the opening. Then followed a concert in various genres from ancient Korean instruments, drums, to opera singers. After the opening, everyone was served food in a nearby restaurant, along with a concert by a local pop group.

Closing ceremony

The closing of the competition was at SNUH, in the nice hall, with officials and all pilots. The floor was taken by Mr. Ginseok, president of KPGA, Goran Dimiskovski, president of PWCA, Bill Hughes, president of CIVL.

The announcement of the winners was well conducted, with nice trophies and cash prizes. this was followed by a dinner for all present, and a DJ program.

There were no complaints or protests. There were 2 incidents with minor injuries.

Recommendations

1. Try to agree with the military authorities that during the competition they fly at higher altitudes, or that, in agreement with the organizer, they do not fly in the area where the race will be held that day.
2. Determine additional goals, and necessarily check them physically, i.e. whether there are power cables nearby, or some other dangerous objects. Also, before the competition itself, check all the goals.
3. When creating a new map for the pilot briefing, it is necessary to do it on a slightly larger scale, with the displayed scale as it was easier to draw the tasks.

Asian-Oceanic Championship 80 pilots from 5 nations competed in 6 tasks

Overall there were 88 pilots from 10 nations

Overall Zhenjun Zhao (CHN), Keiko Hiraki (JPN), Jianyuan Lu (CHN),
Female Keiko Hiraki (JPN), Tomoko Yoshikawa (JPN), Jinhee Baek (KOR).