

12-th EUROPEAN MICROLIGHT CHAMPIONSHIPS

KAMENICA n. CIROCHOUM, SLOVAK REPUBLIC, AUG 10 – 17, 2013.

STEWARD'S REPORT

1. Aerodrome and infrastructure

Aerodrome of Kamenica administrated by local Aeroklub pod Vihorlatom o.z., ca 10 km east of town Humenne. Aerodrome Includes one 070° / 250°, 850m x 50m grass runway, two hangars and building of "Sport hotel".

The aerodrome is surrounded by hills, mostly covered by forests.

Hills north of the aerodrome produced lee - side turbulence during north wind. Quality of runway and adjacent parts of aerodrome was low.

Facilities of the Championships: briefing room, registration and scoring office, jury office, canteen, were located in one hangar, ensuring convenient access to all services. The hangar was fully reconstructed just before the event. Camping, aircraft parking and car parking were located on large area near the main hangar.

Services for competitors, officials and other staff working for Championships was generally good. Electricity on camping, water supply and sanitary service worked well.

Five sanitary containers were installed during Championships. All area, including main hangar, was sufficiently covered by WiFi internet. Self service workshop in hangar could help mechanical services.

Canteen was operating all day, restaurant and well supplied market was open in village Kamenica, within 1 km from the aerodrome. Fuel supply for aircrafts was arranged at the aerodrome, the closest commercial fuel station is ca 8 km in direction of Humenne.

2. Airspace

Part of the airspace was occupied by active restricted zones LZR 49 where flights were allowed below 300 m AGL. This area was used in task G "Spider Web" causing problems for competitors and further complains and protest. Competitors, braking LZR49 and disqualified, claimed, that they flown over populated area where altitude *below 300 m AGL* was forbidden. After protest the Jury decided, that penalty will be given only, when competitor flew above 300 m AGL within tolerance of GNSS Recorder 50 m according to Sporting Code SC 10 Annex 6 par 6.3.8.

Decision of the Jury is not questionable but in my opinion:

- Planning the task route below active LZR was unnecessary and unfortunate.
- Above mountain area altitude below 300 m AGL is too low for safety reasons.

3. Tasks, briefings, scoring

Local Regulations including Task Catalogue has been very carefully prepared and published by Competition Director in December 2012

Tasks of EMC were based on tasks used in Open Slovak Nationals 2012, However some remarks given by participating competitors were not considered carefully, see further remarks on safety.

Detailed description of tasks in Task Catalogue considerably improved briefing, which were short and without many questions and discussion. Briefings were not recorded but recording was not needed.

Organization of scoring was very good. Loggers collected immediately after task and quaranteene were delivered to scoring office, processed and transferred to the internet within few hours. Publishing results was fast and mostly efficient, except number of complaints causing delay in some tasks. Nevertheless, final results have been published in planned time.

4. Safety issues

Quality of airfield was low, considerably worse than on any other previous FAI event.

Grass runway was rough, even on 100 m deck for takeoff and landing. The deck was extended up to 120 m; decision looks reasonable, but not legal, because SC 10t accepts extending runway only in certain AMSL altitude and air temperature. Surface of quarantine area and aircraft parking was even in worse conditions, causing taxing problems for aircrafts, not prepared for "off road" driving.

One accident happened during precision landing, when intensively braking trike overturned, pilot was injured by breaking bone in right hand. No information on investigation of this accident is available, so influence of surface roughness on the accident remains unknown.

Fortunately, the accident was not dangerous for pilot's life. Neither medical nor fire service were present at airfield. The ambulance has been called from hospital 10 km apart, fire engine could arrive from ca 2 km; only 6 kg hand fire extinguisher was available on site. Ambulances and fire engines were presented at the during aerodrome open day before the Championships. Next day all this "decoration" disappeared.

I have to admit, that during other events (example Usti 2007, Leszno 2008) ambulance and fire engine were present at aerodrome all the time.

Task G "Spider Web" was questionable regarding safety.

According to the task description, flying to the first, obligatory gate TG 2 pilots

must climb up to 1500 m AMSL forcing engines on high power, in hot air temperature. The long flight took place above mountain slope covered by forest, where no place was available in case of emergency landing caused by lost of power or cutoff the engine.

In my CIMA monitor's report, written after visit in Kamenica July 14 - 17 I wrote:

Routes of navigation tasks should be planned carefully, possibly avoiding long legs above area where emergency landing would be impossible. Experience of other events, held in Kamenica recently has to be considered, particularly Open Slovak Nationals 2012.

Competitors, participating Open Slovak Nationals 2012, reported such part of the task as too dangerous. Their claims, as well as conclusions of my Monitor's Report, has been ignored.

Another part of the route "Spider Web" was located below restricted area, where max altitude was 300 AGL (396 m AMSL). Regardless of problems with this task causing protest, pushing competitors down to 300 m AGL over mountain area was not fortunate and not necessary for performing the task.

Land surrounding Kamenica is a mountain area, partly covered by forests. Such kind of terrain raised question of safety in a case of emergency landing. Before WMC 2007 in Usti n.Orlici where I was Preparation Monitor, the Organizers arranged two hour flight around the area planned for Championship tasks. Visiting Kamenica in July as preparation monitor I planned to make such kind of flights using my trike which I transported from Poland. Unfortunately, regardless of previous appointment, flights could not be done for organization reasons.

Just on the beginning of the Championships an unusual case happened: Persons sleeping at camping were robbed in the night. Money and computers have been stolen from tents and cars. One car was damaged by pushing window. Civil security guards were employed, but after the case, beginning on the next night.

The incident means serious fault of the Organizer, who should be familiar with local reality. When I visited Kamenica a month before Championships, protection of aerodrome area was considered, but rather about lot of visitors, not criminal action. On the other events (example EMC2008 Leszno) camping and aircraft parking were guarded all the night by professional agency.

5. Conclusions

Last years CIMA has problem looking for organizers of Championships.

Organizers from various countries submitting bids failed year after year.

Regardless of presented problems, we have to appreciate Slovak National Aeroclub, supported by skilled team from LAA Czech Republic, the first “new” organizer who successfully prepared, proceed and finished the event. Nevertheless all, good and bad experience should be considered in the future, particularly quality of aerodrome, flight safety and personal security.

As I remember, on one of CIMA meeting proposal of calling Safety Officer on certain event was submitted, but not accepted.. Considering experience of EMC2013 in Kamenica, the idea looks interesting and could be restored.

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Member of FAI Safety Expert Group

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