

Slovenian Open & Pre-Worlds

Murska Sobota. 27th August- 1st September 2019

Competitors:	35 pilots.
Competition:	9 flights, 30 tasks
Complaints:	0
Protests:	0
ED:	Claude Weber
Jury President:	Sandor Hidas
Jury Members:	Paolo Oggioni, Stefan Händl

Jury Report

General

Overall a well-organized and managed FAI Event. The **Slovenian Open National Hot Air Balloon Championship** was organized in accordance with the FAI Sporting Code and the Rules and Regulations approved for this Event by the CIA. The Event was also the test event of the **Worlds 2020** to be organized here next year.

Scoring

BFA scoring program was used at the Event. All results were verified by the Jury and no major deficiencies were found. Three tasks had to be rescored because of flaws detected by the Jury.

All tracks have been analysed by the Jury and all question related to scoring were answered by the Chief Scorer and the Event Director.

Event Centre, briefing facilities, terrain

The terrain is suitable for balloon events also with higher number of participants, the surroundings and the facilities of the Event Centre were good. The briefing area was spectacular and great with an excellent audio and video system. It must be noted this area will not be enough next year but the Organizers have already an alternative plan for the Worlds 2020.

CLA, air traffic limitation

The grass runway of the local airfield was used as the main CLA which was perfect and offers enough place for take off next year, as well. The blue PZ is very low for half of the map from 8:30 onwards and this might be a problem next year as take-off will be between 30 minutes to an hour later. It would be advisable if the Organizers start negotiations with the air traffic control authority to get a better solution.

Maps

Printed and electronic maps are not the best they should be developed. The Organizers are working on it and there is hope to have better ones for the Worlds 2020.

Refuelling

Refuelling with two rigs was adequate for this year but it was too near to a main road. Organizers are planning to move refuelling to airport at the end of the runway and they will have six rigs for next year. This solution will be much better. Alternatively, they are also looking at a field adjacent the Competition Centre in order to keep all in the near vicinity.

Event Director

Event Director, Claude Weber, and his staff made perfect and high level professional work in running and managing the competition very smoothly and properly. Thanks to the perfect wheather conditions we had 9 flights and 30 tasks. So many tasks are rarely completed even in the biggest events.

Task setting

Task setting was very good and the tasks were a combination of virtual and regular ones. It was good that the Event Director was able to fly the balloons over the host city so the local people could enjoy the sights of the balloons over the town while the competitors still had challenging task to fly. It was a very good promotion and publicity for the Worlds 2020.

Officials

At the Event we had well experienced officials recruited from different countries. All officials have made huge and excellent professional works. They were very cooperative and helpful and they created a good and friendly atmosphere.

Social activities

All participants had received a batch of touristic leaflets from the Organizers but any common social event was not organized. It is considerable to pay higher attention for this area next year.

Accommodation and meals

Most of the officials were accommodated in the Event Center which was a Mansion. Some of the officials and the Jury were accommodated in a motel 6 km away from the Event Centre. The motel was too noisy because it was located between the main road and a big service station. It should be considerable to find a better and nearer accommodation for the Jury and the Officials next year. Breakfast and lunch were offered for the Officials and the Jury in the Event Centre. The meal was very good both in quality and quantity but next year the dinner also should be included.

Ceremonies

The Opening and the Awards Ceremony were held in the yard of the Event Centre. Both ceremonies were very well organised in accordance with the FAI Protocol. After the ceremonies buffet reception was offered to the participants and the guests.

Sportive atmosphere

The Jury highly appreciate the very sportive atmosphere that was created and maintained by the pilots and officials during the whole Event. According to the Jury the sportive atmosphere and the common sense here was on higher level than it can be experienced at some other events.

Jury

The Jury was a great team. Both Paolo Oggioni (ITA) and Stefan Handl (GER) were very reliable, punctual, hard working, knowledgeable with CIA Rules, polite, analytical, searching for equilibrium pilots-ED-organisers. It was an excellent co-operation.

Performance Bond

The Jury has examined the criteria of releasing the Performance Bond and have made the decision that the Performance Bond should be totally returned to the Organizers.

Summary: the the Event deserves good marks in a lot of areas and it has properly met the requirements of a test event because it has shown very well which areas need further improvement. Based on the experience gained now the Jury is sure that the Organizers are capable to organize successfully the Worlds 2020 next year.

The Event Director and his staff were conducting the Event in an open, relaxed and very professional manner. The Organizers did their best to organize and host successfully this event in Murska Sobota.

No Event Debriefing Report!

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4th Szeged Balloon cup 2019
1st Women European Cup, 3rd Central European Cup and
39th Hungarian National Championship

Szeged, Hungary. 9th to 14th September 2019

Competitors:	27pilots from 10 NAC's
Competition:	7 flights, 24 tasks
Complaints:	1
Protests:	1 withdrawn
ED:	David Bareford
Jury President:	Johann FÜRSTNER
Jury Members:	Vladimir KARNAUKOV and Mike MEINL

Jury comments

The Jury recommends that the Performance Bond be released in its entirety (No Penalty)

The Cup 2019 was held at the local airport of Szeged, SE Hungary, a large grassy field as part of the Competition Area.

The Invitation Process worked well. The number of participants was

27 pilots of the 3rd Central European Cup which included

3 pilots of the 1st Women European Cup

14 pilots of the 39th Hungarian National Championships

The spirit of the event was relaxed and competent. It was conducted in a professional and efficient manner. The given tasks were varied and apparently well received by the pilots.

FAI CIA Protocol Opening and Closing Ceremonies were held.

An Event Debriefing was held, attendance 24+Jury.

There had been some complains that some local officials were able to speak Hungarian only which hinders the co- working, for example in the target team.

The safety officer recommends more space for the gas supply, further away from parking areas.

The facilities (briefing, debriefing, jury room, network, food supply etc.) were sufficient for the 27 teams.

The Jury thinks that the holding of a large event (70 or more teams) would require a considerable increase of qualified staff, infrastructure and facilities.

Event debriefing

4th Szeged Balloon Cup, 20191st Women European Cup, 3rd Central European
Cup and 39th Hungarian National Championship

Szeged, Hungary. 9th to 14th September 2019

All pilots, officials and crew were invited to attend!

Present:	Senior Officials:	
	Event Director:	David BAREFORD
	Deputy Event Director:	Zoltan PALHEGY

Steward:	Alison ODELL
Chief Scorer:	Martin GRAF
Chief Target Teams:	Vanja VANOVSSEK & Katalin CSAVAS
Safety Officer:	Goran GRGIC
Number of officials attending:	10
Number of pilots attending:	12
Number of others attending:	2
Total number of attendees:	27

Debriefing starts at 13:05 loc., ends at 13:29 loc. Minutes taken by Mike MEINL

Topics discussed were:

Invitation Process

- Overall: OK
- Suggestion: links for booking the accommodation would be good

Communication

- Before the event: No complaints
- During the event: No complains
- General comments concerning communication:
 - o Were enough people available with foreign language skills to support the international attitude of the event? Not in all areas.

Event Director

- Overall: very good
- Task settings: conservative task settings, but good for the weather, also open for pilots requests
- Availability: ok
- announcements were good to understand

Briefing / Debriefing

- Facilities
 - o acoustics in briefing room not satisfying (too loud)
- Briefing
 - o General briefing: No comments
 - o Task briefings: No comments except for acoustics
 - o MET briefing
 - Forecast in general precise
 - PiBall reading should be 1 hour instead of 3 hours before briefing
 - Suggestion: more PiBall information required before and also during the flight (eg. send by SMS or WhatsApp or other modern communication technique)
 - o Safety briefing: No comments
 - o Flight debriefing No issues, was fast and efficient

Scoring, Loggers

- Logger: No comments
- Scoring: Very fast, at the beginning some more question, later fine

Measuring at targets

- Target selection: no complaints
- MMA size: some very small (e.g. river band)
- Using of red cross not optimal, suggestion: use white crosses only

- Target Team:
 - o Number of team members: ok
 - o Experience of team members (ballooning & language skills): no comment during the event debriefing, but told separately: should be improved by training and invitation of more international experienced target team members, also more bi-lingual members should be available

Flying Area, Maps

- Flying Area: Nice area, but limitation close to city and close to a border in the corner makes it problematic for landing. Usage of the whole map would be great.
- Map
 - o Paper map: would be good to have all PZs and other information printed on
 - o digital map: used by most of the pilots
 - o general: high tower not as PZ and not in the map

Rules

- No official flags (color) were used at the flag pole, nation flags instead
- Title of the event was misleading: "Womens" competition or not? (Effect for male persons in basket)

Refueling

- Speed: OK
- Safety: no comments

Safety general

- MDD flight in an area with big powerlines- dangerous situation could be avoided by moving this task to another area of the competition map

Social

- o Opening ceremony was great
- o No social event during the week organized by the organisation

Costs

- Direct costs: Entry fee 100 EUR => good cost conditions
- Indirect costs: Compensation / Insurance for private equipment to be used by officials during a completion for competition purposes

technical infrastructure

- Network: separation of public and "competition office purposes only" necessary
- InterNet Access: not stable, should be improved
- Printers: ok

General Comments

- Food supply: Overall good, but more vegetables should be offered
- Briefing hanger too loud because of the air show in parallel, more microphones etc. required

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63rd Coupe Aéronautique Gordon Bennett, Montbéliard, France FAI World Long Distance Gas Balloon Championship

12th to 21st September 2019

Competing teams:	20
Complaints:	2
Protests:	2
ED:	Markus Haggene
Jury President:	JC Weber
Jury Members:	John Grubström, Martine Besnainou

Jury comments:

Pre-event preparations and local organiser cooperation were adequate, and the invitation process was run in time. Registration was slow and 12 out of 20 entrants did not register within the set deadline of April 15. The Competition Rules were published on March 15, 2019.

There were no pre-event complaints or protests concerning the entry and registration process.

The full FAI International Jury met on Thursday September 12 for an uneventful pre-event briefing with the ED. As agreed with the CIA Jury Board chairman, the Event organiser and the ED, it was decided that the Jury President JC Weber and Jury Member Martine Besnainou would not remain on-site during the week (from Saturday Sept. 14 to Friday Sept. 20) and that Jury Member John Grubström would replace the Jury President during that period.

Protocol

CIA event protocol for the Opening Ceremony was respected with a well-staged launch order draw. Event Rules were found to be complying to the GB 2019 MERs.

General

Briefing

The General Briefing on Thursday Sept. 12 at 15:00 was uneventful, and all entered competitors were present. There were no NO-SHOWS. Competitors were thoroughly briefed on all relevant ATC issues and the ED informed them that air space violations would not be tolerated.

On Friday Sept. 13 during the 17:00 field briefing the ED decided to delay the start of the launch period to 20:00 to 22:00 due to windy conditions on the launch field preventing easy transfer of the balloons to the launch podium. After a competitors' poll most competitors decided to carry the ready balloons to the podium by manpower and not to track them by car. It has to be noted that the podium was at distance of a few hundred metres from the inflation area and that the balloons had to be carried up-wind.

Launch

The launch of the 20 balloons was uneventful and spectacular and finished in good time. The Spanish competitor had to move at the end of the launch sequence because he had to replace his balloon envelope.

The competition centre was operating during the full time period of the event and there were no issues requiring the intervention or presence of the full Jury from Saturday Sept. 14 to Friday Sept. 20.

Jury meeting

The Jury President JC Weber called a Jury Meeting on Friday Sept. 20 at 15:00 CET and invited the Jury Members by Email. On Friday Sept. 20 at 15:00 the Jury had no news from Jury Member Martine Besnainou who could also not be contacted by phone. At that time, and being obliged to urgently organise two protest hearings, the Jury Members present decided to ask the CIA Jury Board chairman to replace the absent Jury Member. No CIA approved Juror being available at short notice,

it was decided to appoint the CIA Jury Board chairman as the 3rd Jury Member who would participate at the hearings and deliberations via ZOOM video conference.

During the first Jury hearing Martine Besnainou called the Jury President to apologise for her absence due to business obligations.

There were two complaints filed in good time with the ED who gave his replies also in good time.

The two complaining competitors decided to file a protest with the Jury in good time.

Complaint and protest files, including the ED replies and the Jury decisions, are attached to this report.

The **Prizegiving Ceremony** was held at the Aventure PEUGEOT Museum in Montbéliard **with a somewhat discordant protocol**. Due to the fact that only one set of Bronze Medals was available for the two teams tied in 3rd place, the FFA President decided to present the two available medals to team Germany 2 and to present another set of Bronze Medals to team France 1 at a later stage. Team Germany 2 was therefore called onto the podium before team France 1 and. Out of courtesy did not wear their medals. **Team France 1 was not pleased and after having been called left the podium under protest.**

Overall, the event was successfully organised and staged, and the organisers and officials should be commended.

The Event Results, the entry list and pictures, as well as the protest fees of 200.- €, have been transmitted to the FAI Secretary General by the ED Markus Haggenev

The Event Debriefing Report has been sent to the CIA President, CIA Jury Board chairman, the CIA EDS chairperson and the CIA Competitors SC chairman.

Performance Bond

The Jury President has informed the CIA President and the FAI Secretary General that the Event Performance Bond can be released in full.

Jury recommendations:

1. Rules

With their decision concerning the protest of team Germany 2 the Jury decided to recommend to the CIA to amend rule 7.1. of the Gordon Bennett Rules to read as follows:

7.1. Landing position

The precise point at which any part of the aerostat's basket, car or gondola comes to rest on the ~~ground or makes more than brief contact with any water surface, or anything attached to, or resting on, the ground or water~~ is the landing point.

*Momentary contact with the ground or water does not constitute a landing, nor does contact between a trail rope and the ground, unless the aerostat is moored. **A drag after initial ground contact during landing is considered to be a normal part of balloon landing and the final resting place should be taken as the landing position.***

Pilots landing on water such as lakes, seas, or rivers will not receive a result.

2. Juror absence during the event

The Jury recommends to the CIA Jury Board to take note of the unexcused absence of Juror Martine Besnainou from the Jury during the event and to consider eventual consequences for this Juror.

3. Behaviour of team France 1 during the prizegiving ceremony

The Jury recommends to the CIA to reprimand team France 1 for their un-sportsman like behaviour during the prizegiving ceremony.

EVENT DEBRIEF

63rd Coupe Aéronautique Gordon Bennett, Montbéliard, France FAI World Long Distance Gas Balloon Championship Saturday September 21st 2019, at 15.00

Location: Competition centre, Hotel Charme, Montbéliard, France

Chair: Jean- Claude Weber, Jury President

Notes and Minutes by John Grubbström, Jury member

Participants: All Teams except ESP (excused). Pilots, Officials, Crew, Organizers, others; a total of approx. 50 persons

General comments: The Chair started by thanking all for coming and for the spectacular flights. He congratulated all on their results. After the roll call he gave an overview of the purpose of the meeting and inviting all to give their views, recommendations, criticism or appreciation on all relevant subjects.

.**The time for Event debriefing** should be later in the day; closer to the Awards Ceremony, like two hours before, giving all more time in the days for travel and general preparations.

.**The Landing point** as defined in the Rules (GB Rules 7.1). The general opinion was that the final resting point of the basket should be the Landing position to which the result is measured. This is consistent with the Jury's recommendation.

The Jury decision to tie was based on the possible ambiguity in the present Rule wording.

All teams except one had agreed in writing to their respective Landing position given by the Event Director (ED). However, one team (landing from East to West) insisted that their Landing position instead was where they had "more than brief contact" with the ground (hard landing with open parachute followed by a drag).

The ED declared that he did disagree with the Jury decision (to tie). The track positions are measured with an accuracy of a few metres, and the final resting point of the basket has always been the Landing position. One team claimed that all teams should have been given the possibility to re-consider their acceptance of the Landing position.

This issue has been referred to the CIA by the Jury with a suggestion of new wording in the rule.

.**Distance calculation.** It was suggested that maybe it would be better just to use the competitors' GPS instruments to establish the distance. The GPS logging interval is set to shorter intervals (typically 30 sec) whereas the competition tracker is set to 5- or 3-min. logging intervals. The ED mentioned that to establish the final resting place of the balloon the logging interval is irrelevant as the time and position is when the recording first shows that the altitude is constant (an altitude below the flight altitude) and moving with a speed close to zero. The result calculation is based on formulas in Annex 4 to the Sporting Code Section 1 (Earth model set to FAI sphere). We were told the CIA AA WG will ask for input on this matter.

.**Air Rules and regulation.** The so-called handout (partly by e-mail) with definitions and information on air space regulations particular to the Coupe could be difficult to comprehend for teams with lesser competition experience. Considering the complexity of the information, it could have been better clarified at the General briefing. For us this is important for the future. *(Note: See also comments under item #10 – ATC contacts below)*

.**Inflation.** Some teams suspected gas contamination (air/gas mix) or not full filling and took off with less ballast than planned (one competitor stated they had to take off with only 24 10kg bags). A chance to top up the balloon closer to take-off was expected and would have been

- helpful, especially since the take-off was delayed. One reason for not topping-up was that the trucks were not allowed to move.
- .**Lighting.** It was regretted that the launch field was not lit up after sunset, making it difficult for teams to safely prepare their balloons in darkness. Same situation as last year.
 - .**Pre-launch movement of balloon.** Due to higher than forecast wind speeds on the launch field the take-off had to be delayed. After a longish competitors' consultation process, moving the balloons from the launch field to the launch platform became stressful, quite rushed and hard work. Particularly for first time participants. There are no reasonable safety reasons to inflate and keep the balloons that far away from the launch platform and then having to do so much physical work before an 80 h flight. There was a reply from the organisers that the hydrogen handling is a difficult issue for safety reasons in France.
 - .**Local organising committee.** There were no other questions regarding the local organisation and there was a warm applause for the Organizer the FFA President Benoit Pelard and his team for his work, as well as for Event Director (ED) Markus Haggeney and his team.
 - .**Safety.** No issues. The Safety Officer Benoit Péterlé was thanked with a warm applause.
 - .**ATC contacts.** The competitors were asked what their preferred option would be if given the choice to have a fully assisted race with all ATC issues covered by the organisers (like the actual one) or a totally free one where every competitor would have to make his own ATC arrangements prior to the race. The work to update all concerned ATCs on what the Coupe is about is very tedious. Many telephone conferences with many countries. Most teams felt that the preparations by the organisers are very valuable and necessary to prevent the potential closing of the air space for gas ballooning in general and the Coupe in particular. The competitors understood that the entire flight however remains at the pilot's responsibility.
 - .**Breach of Air law.** Some claimed this should always lead to disqualification (DQ). The CIA President asked for a show of hands how many pilots in the room had never broken air law: 2. He concluded that the Event Director needs some latitude to deal with ATC issues and the Rule for this has been there for a long time. DQ has number of serious consequences and should not be used except in exceptional circumstance. The air law issue is primarily between the pilot and the authorities.
 - .**Inappropriate ATC contact.** The ED reported that one team's ground crew member had contacted the logger/tracker provider, pretending to represent the Event organiser to obtain unwarranted information concerning privileged organisational details. The Chair pointed out that each team is responsible for its crew and should always remain in control.
 - .**Flying area, trackers, loggers.** See above. Tracking system great.
 - .**Meteorological information.** There was a request for better weather information at briefings.
 - .**Time limitation.** For the future, there was a suggestion from one team to shorten the Race to 48 hours, at least in Europe. No consensus.
 - .**Pilot registration, deadlines.** The chair informed the teams that 13 out 20 teams did not respect the registration deadline. In the future, competitors will not be allowed to enter the competition if entry/registration deadlines were missed. It was also noted that at this event many competitors arrived late for briefings, which is disrespectful to all others and should not be accepted.
 - .**Sporting license.** Some did not have it and this was managed at the last minute by the ED. You can always ask your NAC if you are uncertain.
 - .**Doping tests.** Should definitely not be carried out during balloon inflation as at this Event. Unacceptable long wait. If you are on a medication consult fai.org for help.
 - .**No show at prize giving Ceremony.** A penalty (such as no return of entry fee) was discussed. Attendance at the Prize Giving Ceremony is a question of respect, not only to the podium.
 - .**Co-pilot qualifications.** Should the co-pilot have a gas licence? In the US this is a legal issue. None of the pilots present supported this as a requirement for the co-pilot.

.WEB. There were launch site videos of last year's event on the Organizer's web page. This should be controlled by FAI and every year the same. The FAI TV team and the tracking system very much appreciated by all.

In general, the atmosphere of the Event was considered very friendly. At the end of the debriefing there was again warm applause for organisers, the safety officer, the ED and his team.

The Chair thanked all and closed the debriefing meeting at 16.30

REPORT OF THE JURY PRESIDENT TO THE FAI
21st FAI European Hot Air Balloon Championship 2019
Manacor, Mallorca, Spain 22nd – 27th October 2019

Competitors:	83
Flights:	5
TASKS:	16
Complaints:	1
Protests:	1 Failed
ED:	David Bareford
Jury President:	Thomas FINK
Jury Members:	John GRUBBSTRÖM, Luc van GEYTE

Summary

Nicely organized event held in a new location, only suffering from bad weather the first days and a flying area not suitable in many areas.

FAI CIA Protocol / Opening Ceremony

Perfect, held in a former church

Closing Ceremony

Minor variation of the FAI/CIA protocol have been overcompensated by a very exclusive location and finally by a great show ending with a laser show outside (waterspout ballet)

Invitation Process

No complaints

No Shows

None

Pre-Event Meeting

Held the week before without Jury

General Briefing / Briefings

There had been two PA Systems: One fix in the sports hall with portable microphones used by pilots was much better than the portable system used by the officials.

Competition

Much traditional, influenced by weather, flying location and airspace restrictions. Nice mix of logger and marker tasks.

Event Debriefing

There had been no time between last flight and prize giving in a remote location to perform a proper personal debriefing. Jury decided to try a survey online instead.

As I am not a pilot (yet), I will only comment on the topic that needs commentary the most in this competition from team's perspective - refuelling. Despite safety director's personal efforts to control the refueling queue, if you were not among the first 5 teams to come to refuelling you were up for scratching your entire right side of the car by bushes while trying to get around others that were still refueling, loading/unloading, etc. in the narrow road that led to the truck. Repsol team was professional, but overly strict with requirements. Refuelling was not as fast as they thought it was when there were 12+ cylinders connected and the theory of quickly moving queue did not work. Also, as is becoming usual, only rego fittings.

Loggers are getting old (nothing new); Maps were not detailed enough. Mallorca Topo Maps app was much more useful for crews than official maps; A great effort to use some sort of safety system, but it was too cumbersome, not easy to use and couldn't be trusted. I would suggest mandatory use of camera on the crown ring.

I had a feeling that organiser had more control of flying than the event director regarding flights cancelled or not when they should be. On the other hand I have to compliment event director to perform only CLPs because ILPs would be impossible to make in very bad flying area as much as concerns take-offs and landings on mostly fenced areas. I also liked that we had 5 markers all the time with the same colours. I am not that old, but I had quite some problem accepting WhatsApp as primary channel for communication. Supplementary briefings on CLPs should have been made physical as in the past. The map was a real catastrophe. OpenTopo maps are for home and fun use only. Also the flying area was very poor with all the fenced properties and hard landings and also low blue PZ. Luckily the director had chosen all the CLPs and no ILPs. I don't know why but there were some changes between provisional and final scores especially regarding 3DT and FON, PDG targets where calculation was based on track points from loggers. I find that very strange. Where there any mistakes in calculation programs before? Refuelling was very quick at the tank hoses, but a catastrophe at parking. I don't believe there would be possible an evacuation on that one way road if anything would have happened...

4Refueling - longer hoses and the ability to refuel in baskets makes things easier.

I did not have time to check about the live tracking, but i heard some people from Switzerland they sad was not working? The scoring in general was ok or good, but for the spectators horrible! i think was very bad to put this as a 45page file as PDF and with every task it becomes longer.....- I really no go way..... On watch me fly we mostly had a other system used and this was also for the people ariound the world better to follow.... David and his team did a great job. It should never be done again, that we have a flight in the morning and prizegiving in the same evening! There ware missing a lot of panalties! On this last flight one balloon hit me at the top really hard (we rere lucky nothing happend); we have rules but nothing happend! normally there should be more intention to this! This is safety fo all!

Safety: Goals very close to powerlines. Otherwise ok. Fueling: Not enough communication/sanctions about cueing procedure. Actual fueling efficiency was excellent. Maps: Electronic map formats we very proprietary. No KML. Event Director: Free flight should have been given for the first cancelled flight (where weather was absolutely fine). We didn't drive 2x2400km with a trailer to not fly. Free flight on flight "3" was given waaay to late and competition would have been fine anyway. Backing down to a single PDG is bad but OK, but backing further down and cancelling the flight and give "free flight" with only 20min before sunset is a complete wasted opportunity. But better than nothing. Live Tracking: We did not get any feedback on the use of the tube system. We did not experience any added safety by using the system. The android App was supposed to be *sideloaded* outside the Play Store, e.g. totally insecure. This should be a no-go for anyone and made us not use the app.

AM

Scoring: draft result fast, very good. official results by far too late and finals still incorrect. Blue PZ reduction to 1500 ft not penalized. Last flight dangerous flying not penalized. Event director: difficult to understand his english. Seemed struggling to answer rules questions. Director and alternate not acting as a team.

■	Briefing well organized. The scan of the badges was a good idea to win time and to avoid a long rollcall. The event director did smart tasks with difficult weather conditions and island/roads constraints. It was a high level competition in a very good sport spirit. The official WhatsApps was also very convenient to inform pilots on the field and to avoid long walks just for a new information. It is also convenient to go quicker in a task when the weather condition is improving just near the end of a flight slot possibility. We don't have time to use the live tracking, the tasks were The live tracking is good idea to follow the competition by people who are not on the spot. Good initiative.	
■	Admin standards were good considering the size of the organiser's team before and during the event. Comp Director's explanation behind some of the task setting appreciated in a challenging environment. Flying area very challenging in terms of access, weather, and therefore some limitation on range of task setting possible. Refuelling - sensible system but certain teams' poor behaviour and disregard for the need for queuing and sensible vehicle parking was a significant challenge to the organisers and safety officer. Live tracking is a potential asset, but only once the system has matured and this sector of the sport has reviewed and decided on its real purpose/benefit is, ie what aspects of another balloon's flight may be made available to other competitors, to scorers, to public etc.	11/3/2019 12:41 PM
10	The Event Director did a huge job to put a good championship in a tough area with poor conditions of the fields. Here there were no fly in anyway possible which has been used too often for the inability of the event director. The scoring was fast and good and no more roll call but scan the badges and messages with purple flag and Whatsapp was very nice. The starting place with coordinates indicating it was a good and clear tool. The legend of the maps was made poor and happy new navigation make it not really necessary anymore. The safety of flying was okay, everyone was forced by the rules. The gas refueling infrastructure unfortunately not otherwise be possible and there through difficult and uncertain how to drive. The acoustics in the sports hall was poor and happily spent a good sound system that outcome	11/2/2019 2:06 PM
11	It was a perfect organised event with a great team. I enjoyed every minute of it. It was a big pleasure to be there and work with you.	11/1/2019 6:24 PM
12	I knew just before the competition that there would be live tracking. To late to be informed and get updated in the program..	11/1/2019 8:52 AM
13	- Limited task variety, but understand that the conditions were "challenging" to say the least. - One very annoying detail: targets which were not on the given coordinates ! It seems that the pre-competition screening of target fields was not done properly, e.g. lack of permissions and last-minute changes of goals. - Have not seen the live tracking in action, so not rated.	10/31/2019 2:03 PM
14	The task setting was poor sometimes. First morning the hare balloon made strange descion. The second morning goals were set not on general direction. The evening windy flight was based on luck only. Also it was not safe, all the co.petitors were force climb immediately over motorway pz. It looks like this flight was needed by organizers first. Live tracking - very poor. No presentation, no instructions, nothing. I didn't switch it on due to poor communications about it.	10/31/2019 1:58 PM
15	The island is definitely not the best place for the 84 balloon championship. Thanks to the evet director for finally having the pilot competition again! Not the teams meteo services competition :)	10/31/2019 10:59 AM
16	Unable to comment as directly involved	10/31/2019 10:32 AM
17	safety was impaired by the need to have balloons grouped together all the time	10/31/2019 9:43 AM

championship Debriefing

Survey

Monkey

-
- 18 Event Director: We had the feeling that not David was our Director rather Zoltan. It was 10/31/2019 9:17 AM sometimes looking that David gets the Tasks last minute and we had too much Discussions about some points. The second point was the Task

seeting. It was boring because we had all the time the same Tasks. Nothing inspired or different Tasks. The Area was good enough for some cool Settings. Scoring: The scoring was in my opinion fast but orderly not. We had too much changes and specially at the last flight has nothing to do with orderly.

19	Briefing hall sound system. AM	10/31/2019 9:07
20	Check in was perfect. David Bareford did a good job regarding to the flying area and task setting 8:37 AM despite the weather.	10/31/2019
21	Flying Area: Mallorca is a beautiful place to go ballooning, but it is completely unsuitable for 10/30/2019 8:46 PM holding a European Championship. We had not a single ILP and this was not caused by the weather but the fact that there are not ILP. Safety: I had a very severe situation at the Manacor church JDG which	
22	could have easily led to fatalities. Why is the safety officer always concerned about refueling when there are a lot more safety issues related to task setting. Communication: Having a WA group was a good idea but only after restricting the write permissions (before it was a huge mess). Map: Totally unsuitable for flying. Not even the competition director was using it! He used OziExplorer internet maps (as did I). Refueling: Taking the location into account it was okay. Live Tracking: We did not get any feedback or what so ever if it is working and how many are following. I tended at almost all event debriefings and there was Always a possibility to bring something in 10/30/2019 7:14 PM for apoving etc etc. At the last worlds I asked why there is also a world championships for woman and youht. I asked why there is no worlds for the seniors. Untill now I have never seen any reaction at all. This gives me a strong idea that a FAI debriefing is off no use. I hope to get a reaction on this matter (and please not a reaction that I may/can organise such a event)	
23	Live tracking was non existing as far as we could experience. 6:25 PM	10/30/2019
24	It would be nice to provide information on the wind also on the ground targets (on the crosses). 19 4:10PM This is to give all the drivers of the competition the same opportunity as those who have only one Balloon , or two Balloons in the race. it is clear that the teams with 4, 5 or 8 balls are more advantaged than the nations with only 2 or 3 balloons in the race. It should be considered to provide 3 places for each country, so that there is always a minimum number of participants to make a decent team. Those who participate with 2/3 basic Balloons are excluded from the top positions. The Ballooning seems to be an individual sport, but I believe that to be successful there must also be a team among the teams.	10/30/20

If an improvement could be made it would be to have had the event at a single location. If we could have had the briefing at the Hotel that would have been excellent and possible cut costs, 10/30/2019 3:59 PM

even if it had been in a marque. The live tracking had not

been thought through GDPR, Operation of the Receive antenna, A big screen or two in the town and the hotel.

I cannot comment on the administration, as I was part of the one for the officials... Event director: David did a good job, but I'd prefer more personal contact before and during the event to all staff. Safety: With such a big group of balloons, it is safer to spread them with more HZW or different launch positions. Such a big group together can cause many collisions.

10/30/2019 3:45 PM

Communication via whatsapp was convenient, although the nice pictures at the beginning were too many. To limit the admins, who were allowed to post notes was a good idea. Unfortunately, the group was too big at the end and some could not be part of it. There should

be a limitation , who is allowed in the group. Live tracking: Yes, there was one, but it would have been great to promote it more with a review of the flight on a big screen at debriefing or a summarize during the week by the operators.

IN despite we had very good competition which was organised in very professional level, I

feel 10/30/2019 1:12 PM that the flying area was not good for this type of competition. It was small, with limited landing spots, no launching spots. low blue PZ... We could feel that the directors have very limited options for proper task settings.

I can say nothing to the live tracking 12:34 PM

10/30/2019

The refueling was a little a jungle during the 2 first days. Communication about cars don't move

10/30/2019 12:01 PM and crew go to the refueling with the bottles were a good idea. Attitude about some cars were dangerous to win only one place in the queue !! But refueling were very very ! the equipment were very good !! 30 My only remark will be concerning the organization of the gaz. The refueling was very very very 10/30/2019 11:28 AM quick but the way to pilot queue for gaz wasn't clear and strict enough. Pilots and crew didn't respect the established rules. Thus it was source of conflict between teams. It's regretful :(

31 Breifing : room was big and good. Bar code check in is awesome No big car park to park the cars but it was OK Sound system was a bit terrible at the beginning but then was ok

10/30/2019 11:16 AM