

Record of MBT Debriefing session, 10.30, Castell dels Hams.

Chair (as Chair of Jury) L Purfield (LP) Jury Chair
Officials present: D Bareford (DB) Event Director
Z Palhegyi (ZP) Deputy Event Director
A Odell (AO) Steward
M Noll (MN) Meteo officer
S Van Guillaume(SG) Steward
Ricardo Aracil (RA) Organising Committee Chair
and 6 others

Attendees: 10 pilots, 14 crew persons, 1 team manager
Austria, Sweden, Croatia, Poland, Belgium, UK, Switzerland, Finland, Spain

1. **General Comments**

Warm thanks to RA and his team for having coped so well with all the uncontrollable issues which have arisen on the lead-in to the Pre-event and the Championships.

2. **Communications (pre-event)**

This has been a mixture of e-mails, Facebook and WhatsApp.

Participants would have found it preferable to have a single point/means for raising/collecting questions and responses to which other colleagues could refer, ie a published Q&A page accessible to all participants.

Administration: the OC (organising committee) has been efficient and very responsive to all queries.

3. **Entry process**

The pre-submission of documentation was welcomed as it had made the registration process more efficient in most cases.

4. **Director and direction team**

The Director's approach was one which had ensured that maximum opportunity was taken to achieve a standard of task/quality of flight in the prevailing conditions during the two competition flights in the MBT.

DB commented that the competition map offered a rather tight competition area, but was trying to constantly improve both regarding the terrain and the use of available met information, eg he had used two different met models yesterday, and was gaining confidence in which was most reflective of local conditions.

5. **Briefing Facilities**

5.1 **Briefing hall**

The PA system had been upgraded (more voice specific) on the last day, and should continue to improve when more people are in the hall. For future events this is a check which needed doing earlier and not on first general briefing.

Attendees noted that each day the tables/chairs in the briefing hall would be removed and replaced for each briefing to allow the hall to continue with its daily activity programme.

5.2 **Toilets:** improvement required in regular check on supplies and cleanliness.

Location of toilets available to competitors and crews needed better signage. **Action: RA**

5.3 **Screen:** need to ensure volunteer available to switch hall lighting on/off when screen in use

5.4 **Wifi supply.**

Noted that there is a Wifi supply for "Officials only".

At present only the Public wifi at the Centre would be available to pilots/crews.

At the Gen Briefing, teams would be asked only to designate one member of a team to access this source. Thereafter, teams would be advised to purchase a local SIM card and use own personal hotspot.

5.5 **Wet weather arrangements for checking in at briefing**

RA would be asked to consider *either* providing a tented corridor for protection of those queuing for check-in, *OR* pilots/crew chiefs would be asked to line up at the rear of the Hall, having entered through the rear vestibule/or door on back wall of the centre, to queue in the back of the briefing hall and file past Steve Jones (using bar code reader) to register as present.

Action: RA Discussed: no tent possible but rear entrance agreed 20.10.19 18.30 with RA/AO.

5.6 **Car Parking at the Briefing Centre**

Diagram of car parking layout provided on WatchmeFly.

Local residents already warned of increased parking demand.

Crews welcomed the police presence already evident to manage exit routes especially from the car parking areas around the Briefing Centre.

6. **Castel Del Hams Hotel/Competition Centre**

Concern expressed about exiting this site across a main road, especially with a trailer when vehicles approach at speed. Agreed, police presence required at specific times of day eg 05.45 – 06.05, and 15.15 to 15.40. **Action: RA Discussed AO/RA/LP 18.30 20.10.19, police presence unlikely but presentation of alternate exit routes from the hotel will be described by Safety Officer during General Briefing .**

7. **Flying Area**

DB acknowledged that use of common launch points (CLPs) was best in the terrain available and most especially if there was a lot of rain.

In the event that a target has to be removed from a given location immediately prior to a flight launch (as had happened in the last week), then WhatsApp would still be used to deliver a message to pilots. On the launchfield, a purple flag would also be displayed (or an alternative colour as given at the flight briefing). Since the purple flag (denoting a WhatsApp has gone out to competitors) might be a colour which was difficult to see in early morning flights, the event team was tasked with finding a solution to ensure it could be seen from a distance. To shine an uplight on the top of the flagpole to (a) show flag colour and (b) flagpole position seemed potential solution.

Action: RA/S Jones/AO: Discussed with AO/RA 18.30 20.10.19: RA to supply uplight.

Display of signal flags needed in Gen Briefing to affirm colours to competitors: **Action: S Jones**

8. **Launchfields: launch positions**

Launch spots on all CLPs would be required/set out by diagram issued at briefing.

DB proposed that the actual location of each balloon launch position would be issued as a GPS location – there were no objections to this proposal.

9. **Trackers (Tubes)**

ZP noted that an e-mail would be issued to all pilots by 12 noon on Tuesday, Oct 22, 2019 instructing them in the use of the trackers eg how to limit their use as well as the potential for obtaining flight information beneficial to the carrier alone.

The publicly available version of the tracked balloons will have a 15 min delay on its display .

The purpose of using trackers in this event is to develop public interest: the tracker display has been linked to the Mallorca Balloons website.

10. **FAI Loggers**

10.1 Those present did not report any significant problems with the loggers in spite of their age.

The Event Direction would try to ensure there were spare loggers available at both briefing and launch sites (CLPs): **Action: Scoring team**

- 10.2 ZP indicated he would issue a note on how to use a Tracker as partial back-up for a failed logger
Action: ZP.

11. **Competition Map**

It was noted that the grid co-ordinates on the Competition Map were all only at the edges: in future competitions it would be helpful to have these displayed at intervals across the map too.

12. **Met Information**

- 12.1 Those present agreed that if MN could provide it, a map with spot winds location inserted would be welcome. **Action: MN**

- 12.2 DB apologized for no wind readings during the last week: there was no team available. A wind reading team was expected to arrive in time for the European Championship. In addition a drone would be used, giving off readings at the first target every half hour, and then moving through the flight tasks to deliver further readings where possible. The information derived from this source would be posted via WhatsApp.

- 12.3 A request was heard for local times to be used on Met information sheets, but was declined as in this discipline all timings were normally stated in UTC (for local time add 2 hours, except on last day of championships when this would reduce to UTC + one hour.)

13. **Scoring/debriefing**

The Chief Scorer indicated that he anticipated using the same notification system for results ie an Excel sheet, to indicate preliminary results.

A request for an enlarged typeface to be used for the date/time of publication of results was noted.

Action: Asst Chief Scorer, Marcos.

Provisional results would not have date/time on them.

It was also noted that if the system could be developed for use of gold/silver/bronze positions for rewarding the pilot in the top 3 places in the overall results on a regular basis, then it would be used during the European Championships.

It was noted that in the European Championship each pilot would be allocated 6 markers: there were no replacement markers available, so pilots would be reminded to only use markers within the MMAs.

14. **Refueling**

- 14.1 Refueling would begin on Monday at 10.00 for all pilots competing in the EuHABC. Whilst most challenges relating to operation of the refueling system had been resolved, if any pilot arrived toward the end of any single refueling session, then the system might not have the correct pressure balance to deliver to a small number of tanks. In this case, Mallorca Balloons had set aside 5-8 tanks which could be used (borrowed) in emergency to ensure every pilot had sufficient gas for the next flight. (*Rego connections only*) Some pilots expressed concern about their insured position if they accepted to borrow tanks in this way.
- 14.2 At the General briefing pilots would be reminded that on returning their FRPs, they should also state whether they would need to refuel at the current opportunity or not. **Action: DB (Gen Brief).**
- 14.3 At the end of the event, all pilots would need to vent their tanks for ferry travel. In this respect they would be asked to 'manage' their refueling quantities after the final flight of the competition.
- 14.4 Pilots/crews would be strongly reminded to park considerately to allow others to pass in the refueling area.

15. **Results : measured markers**

Competitors welcomed being able to see the list of measured markers as soon as possible via WhatsApp, as it allowed them to know whether markers had been found or not.

16. **Use of WhatsApp for the European Championships SPECIFICALLY**

It was agreed this should be limited to two secure channels so pilots can be confident of the source(s) of information:

(a) a list for the group of officials, and

(b) a list for the pilots (and crew chiefs?), plus the officials to understand what data was shared.

Action: ZP and SvG

The Debriefing finished at 11.40