

Estonian Report to CIMA 2010

EPPA

Since Estonia is mostly flatland, there are not many PG pilots and most of them fly also PPG, so it is one community around here. PG activities are limited to winching and some rare and demanding coastal spots for dynamic soaring. All together there are over 100 active pilots involved in this (PG/PPG) sport and over 40 had FAI Sporting License this year.

About a year ago most of Estonian PG and PPG pilots joined into Estonian Paragliding & Paramotoring Association (EPPA) and formed appropriate committee for Estonian NAC (EAF). Until then there was no such committee in Estonia and this sport was not represented in NAC.

There are still PG & PPG activities outside of NAC, based mainly on pilots from russian speaking community.

One of the reasons for such an organization was to keep PG and PPG free of hard regulations like we have for microlights.

There are about 50 microlights in Estonia but a lot of them are illegal according to EU regulations. Microlights are not represented in our NAC at the moment but hopefully there will be relevant changes in statute of our NAC soon and this will motivate our microlight community to form their own association and subcommittee to be represented in NAC and FAI. Unfortunately the situation is the same with some other disciplines, so changes are inevitable in the nearest future to help our NAC to catch up and improve the situation.

Training.

In Estonia we have no PPG fatalities but this year some minor prop involved accidents and equipment damage happened.

There is still a lot of work to do to improve pilots training availability, level, standards and motivation of new pilots towards the best education. EPPA organized already some basic theoretical lectures for pilots and this trend is continuing, especially at winter time. We are considering using IPPI card as a proof of pilot's qualification. Also there are Paramotor SIV courses planned to organize in Estonia annually in June, due to excellent location, conditions and stuff available for this type of advanced training.

Competitions.

Until now, our sport has no subsidies.

Estonia has been presented in FAI comps and gathered experience in competing and competition organizing at many international

competitions: EPC 2008 Lomza, WPC 2009 Nove Mesto, British Open 2010, Polish, Lithuanian, Czech, Latvian and Finnish Championships 2010 In Estonia some competitions have been held before but this year was most active after EPPA involvement. After Estonian Open Paramotor Championships 2010 in May we already started with Baltic Open Paramotor Championships 2010 with three

countries this season very successfully. According to the agreement, next year it will be held in Lithuania and then Latvia.

We also organized Estonian Open Paramotor Cup 2010 and started with completely new event, Paramotor Endurance Race, which will be probably proposed to CIMA Plenary 2011 as a new competition format.

Since we are interested to activate all our neighboring countries to participate in paramotor competitions, we helped finns to organize their comps and practically exported our management to Finland for this. Hopefully they follow this activity and aim more into international competitions in future too.

Estonian pilots competed in 4 local and 6 foreign competitions this season. Besides winning Baltic Open Paramotor Championships 2010 in individual and team results, our competitors won Finnish Open Paramotor Championships 2010 and had some exceptional single task results in other international competitions.

We are working towards organizing EPC 2013 strongly and I believe we can manage this event well because we became very active on competition management and participation in last years and gained valuable experience already. Besides all other local competitions in Estonia, to improve our skills and activate more Nordic countries into international paramotor competitions, we are also aiming at Baltic Sea Open Championships 2011. It is scheduled to the beginning of June in Estonia with 9 potential countries involved around Baltic Sea. Most of these countries already expressed their support but we still didn't manage to discuss this matter thoroughly with Sweden and Germany.

Our competition calendar project for 2011 is as follows:

29.04. - 1.05. Estonian Open paramotor Championships 2011 (EOPC 2011), Viljandi, Estonia

13. - 15.05. Baltic Open Paramotor Campionships 2011 (BOPC 2011), Birzai, Lithuania,

2. - 5.06. Baltic Sea Open Championships 2011 (BSOPC 2011), Viljandi (not confirmed), Estonia

8. - 10.07. Estonian Open Paramotor Precision Cup 2011 (EOPPC 2011), Jõhvi, Estonia

19. - 21.08. International Paramotor Endurance Navigation Race 2011 (IPNER 2011), Saaremaa, Estonia

Most of these events seem to fit into the idea of Continental Paramotor League Cup as proposed by Poland. It will become even more interesting in case single discipline events like precision or navigation competitions will qualify too.

We support any innovations and also try to be active ourselves, to make this sport more attractive to participants and to spectators (new tasks, new formats, integrated tasks, fuel weighting, new scoring system etc.) Mean time we were using successfully digital cameras for navigation tasks, which is considered not acceptable. Despite it was easy and effective, this was mainly for economical reasons and we try to move towards using loggers or GPS next season.

We ourselves developed a new task this year, Precision ParaBall, which is also added to CIMA proposals.

Another improvement was new format - Endurance Navigation Race. This year we didn't propose it to CIMA because there are some details to finalize, but we already organized first event and it was success, a lot of fun and very practical for any pilot.

Basis of this competition format is prolonged version of A1 Navigation with significant additions, one of which is: more freedom - minimum limitations.

Huge territory, about 100 turnpoints and 12 hour time window with mandatory ?Time Out? period every pilot has to stay on airfield.

In such a race everything is allowed: change of motor or parts, amount of fuel, even outlanding, support vehicles and any kind of assistance, except only pilot, wing and camera (or FR) has to be the same throughout the race.

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