

Bid for organizing Czech Open 2012 in Krushevo, Macedonia

1. Intro:

After consultation with relevant pilots from the Czech flying community, we decided to provide this Bid for organizing Czech Open 2012 in Krushevo Macedonia to the Deciding Body. Please find all info as required in the following text:

2. Organizer:

- General organizer of this comp will be Paragliding Club Heli XC, Skopje Macedonia. Head of Organization Team is Mr. Igor Todevski, experienced pilot and instructor, PWCA Pilot, running a club for 15+ years, active in organizing or helping to organize, comps on different levels from National League to Open International Meets.

Ms. Petra Slivova (co-organizer in the following text) is a General Organizer assistant.

- Meet Director is Mr. Goran Dimiskovski, experienced pilot and MD in this event. For reference: MD in FAI Pre Europeans 2007 in Serbia, MD in Nordic Open 2008 in Krusevo, MD in Pre World Cups 2009 and 2010 in Krusevo, co-organizer, observer or advisor in numerous Pre World or World Cups, MD in numerous National Opens, leagues and other comps.
- Transport manager: TBA, local pilot from the local club in Prilep, nearby city, with experience for this specific job gained through competitions in the region. Transportation team will be equipped with mobile phones, radios and gps, English speaking personnel.
- HQ manager is Mr. Stefan Dzugovski. He will be a main scorer too. He will be supported with one scoring helper, TBA, working as a team.

- Take Off Team: Three starting helpers will be provided by the organizers. Primary duty to help pilots starting and to organize things in case of ordered launch. All of them familiar with the paragliding equipment, glider opening procedures, emergency or high wind situations, English speaking.
- Landing team: Landing team is provided out of the transportation and start helping team. They are familiar with goal line procedures like orientation, GPS setting of the position, familiar with the goal report back procedures, English speaking.

3. Competition Dates:

- Suggested competition dates are : 24 June – 30 June, 2012
- Optional competition dates are : 17 June – 23 June, 2012

4. Competition format:

- As required competition format will be 6 days + 1 reserve day in case of less than 3 valid competition tasks out of 6 possible competition days.
- Competition will be held in accordance with actual FAI rules for designated category of event, Sporting Code Section 7 and Czech XC competition rules.

5. Competition Sanctioning:

- This competition will be FAI Category 2 sanctioned.
- Documents needed by the Macedonian NAC will be provided by the General Organizer.
- Documents needed for sanctioning that should be provided by the Czech NAC should be obtained by the Czech co-organizer.

- Payment of the CIVL sanctioning fee will be done by the General Organizer upon receiving all required documents by the Czech co-organizer.

6. Competition Area:

General info on the region:

- Official name: Republic of Macedonia
- Capital: Skopje, one of two International Airports in the country
- Area: total: 25,333 sq. km water: 477 sq. km land: 24,856 sq km
- Climate: warm, dry summers and autumns and relatively cold winters with heavy snowfall
- Location: Southeastern Europe
- Geographic coordinates: 41 50 N, 22 00 E
- Border countries: Albania 151 km, Bulgaria 148 km, Greece 246 km, Serbia and Montenegro 221 km
- Terrain: mountainous territory covered with deep basins and valleys; three large lakes, each divided by a frontier line; country bisected by the Vardar River
- Elevation extremes: Lowest point: Vardar River 50 m, Highest point: Golem Korab 2,753 m

How to get here:

- By car:
- To get to Krushevo is fairly straightforward. Please refer to the following Via Michelin map:



Total distance is : 1440 km, almost door to door highway and luckily, with almost cheapest pay tols in Europe. It should be fairly inexpensive if transportation means are sheraed in between participating pilots.

Another important issue is that price of fuel in Macedonia is almost the lowest one in Europe in the moment with a price of 1.15 € for disel and 1.25 € for petrol respectively.

- By plane:

Skopje International Airport was recently completely build up from a scratch and operated by Turkish Airlines with a promise to open tenths of new lines, Prague included. However precize info on the price of such a flight is not avialable at the moment. If it is becoming interesting, such info will be spread through web and personal e-mail to registred pilots.

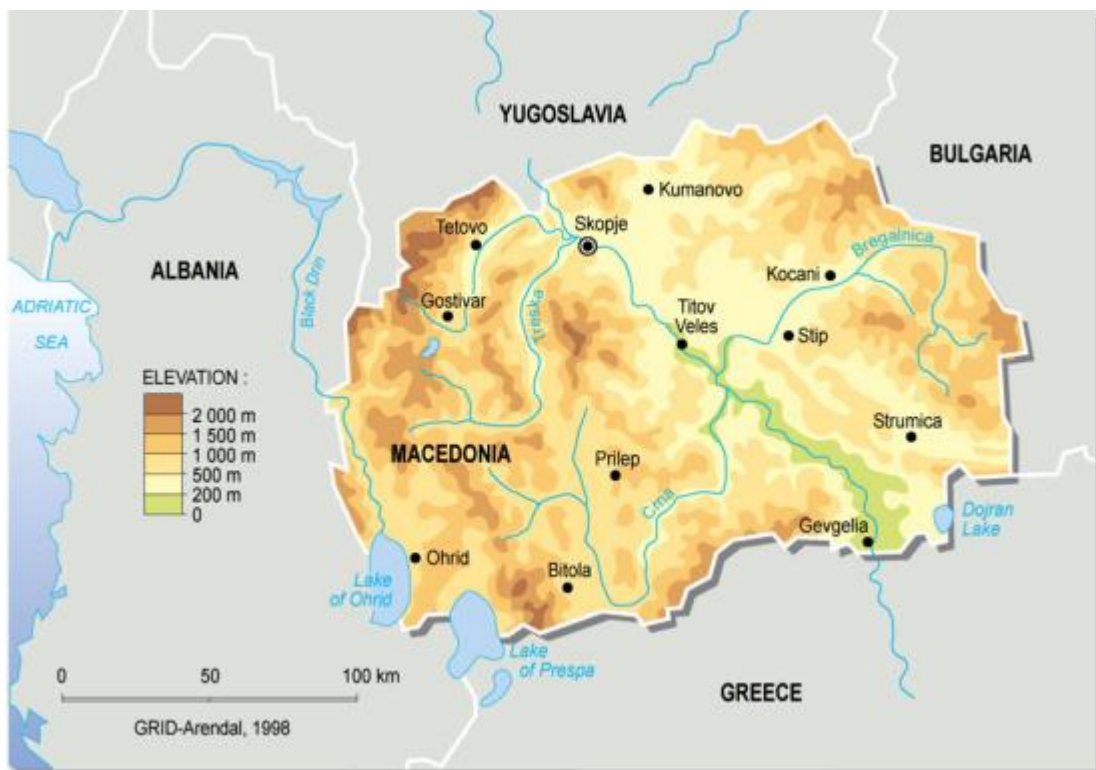
What is well known is that Austrian is operating frequently from Prague to Skopje with a price tag for round trip of 6000 czk while Malev is doing that for 5500 czk respectively.

There is an option that we can offer dedicated charter flight for this comp, if needed, through trusted partner, if sufficient numbers of interesants will be reach.

If not, a group airflight ticket discount is an option that we may provide with up to 30% lower rate. Conditions applies, most important ones are that dates and number of passengers are fixed.

- Local Area info:

The competition area is in the Middle –South West part of the country. It is a biggest valley in the country named as Pelagonia, surrounded with three independent mountain chains on the North, East and West and open to the south to Greece and to the mild influence of the typical Mediterranean climatic zone.



Wider region topographic:

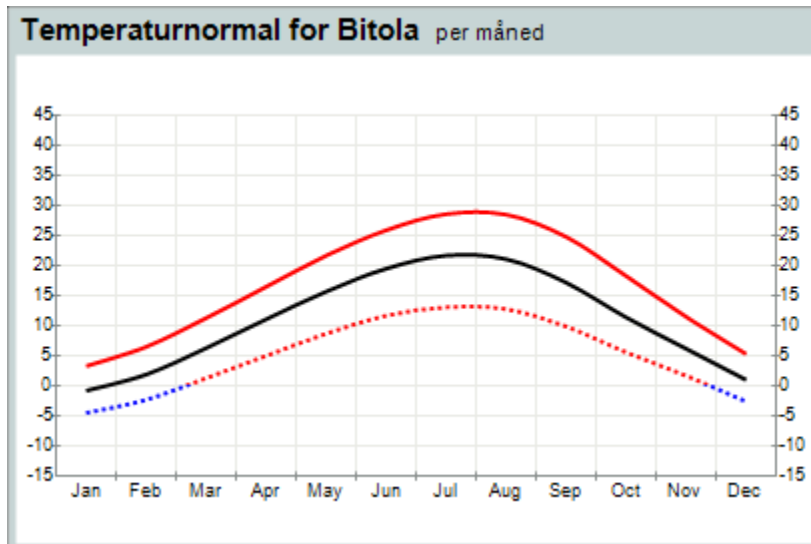


As summer like feeling is hitting the region quite early in the year, averaging temperatures of 25degrees Celsius, or so, already in May, proposed dates are fitting well for organizing high profile paragliding comp.

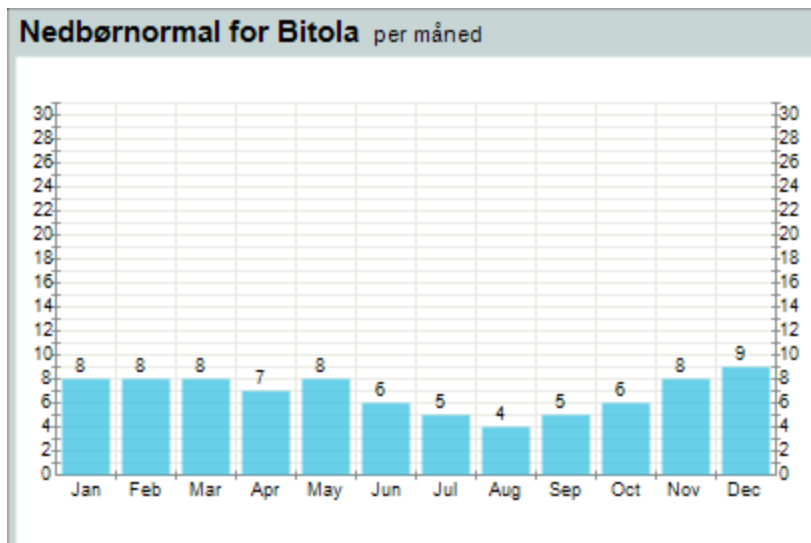
End of June is the period of the year with highest temperature differences in between day and night providing continuous thermal activity starting around 10 AM finishing around 5PM.

You may find some statistics bellow:

Temperatures:



Rainy days :



The region is characterized with permanent influence of the NW wind which is typical for Macedonia all year long.

However, wind strength is usually not an issue for the Pelagonia region as it is heavily influenced by the local thermal breeze and local easterly winds creating very dependable flying conditions alongside the main Mountain chain with two main take offs in the first part of the day.

As North wind is penetrating the valley latter in the day, permanent cycles of thermals are created in the valley giving a possibility for interesting fast and tactical crossings in between chains on the opposite sides facing to each other.

In the recent years we were constantly averaging 5 flying days out of 7, with only one competition fully blown out due to frontal and post frontal metrological conditions in the late Nineties.

Meteorology of the flying area is exceptionally straightforward, easy to understand, follow and predict.

- Flight Area:

North far end of the valley:



There are three main take offs. Two of them on the main ridge, within a walking distance from the main hotel in the town and the intendant HQ

and bus terminal. All departures and final arrivals of the pilots are organized from here .

- Main take off 1: Meckin Kamen East. Covering NE, E , SE wind directions, elevation 1450 m asl, suitable for up to 150 competitors, asphalt access road, sporadic green grass mainly dried one, generally clean, without any kind of obstacles, surrounded with nearby woods with heavy shadow for briefing. It is characterized with highly defined house thermals making beginning of the task as well as start pylon waiting quite easy. It is on the top of the mountain with broad view so it is easy for MD to monitor beginning of the task, possible overcrowding or another safety risks.

We are using this take off in the 90% of the flying days.

- Main take off 2: Meckin Kamen West. Covering NW, W, SW wind directions, elevation 1480 m asl, suitable for up 130 competitors in regular take off conditions, in case of strong wind or dominant cross wind, ordered launch might be needed on this take off. Some of the best flights in the region started from here. It is on the top of the mountain also with broad view so it is easy for MD monitor beginning of the task, possible overcrowding or another safety risks. Asphalt road is approaching this one too, it is in the walking distance from the East take off even if pilot is fully geared up, quite convenient in the case of rapid changes in the wind direction. In such an occasion both take offs might be in use simultaneously upon the task committee or MD decision.

At the top of the mountain, there is a dedicated helicopter landing place, 300 meters from the East T.O. and something like 100 meters from the west T.O.

Please refer to the following Pictures:

West Take Off:



And the East one:



- Alternative take off Sliva : This take off is situated on the opposite side of the valley, at the Sliva mountain chain. Facing to West, suitable for dominant and strong NW, W, SW winds. We are using this one on rare occasions only, when wind strength is not allowing safe start of the task from the main T.O. With an elevation of 1222 m asl, it is a lower take off and wind strength is usually not exceeding values that are too high for a safe taking off.

Sliva Mountains:



Typical day in the region:



- Landings:

In general landing fields are not an issue as it is a flat and wide valley and we are able to organize official landings almost everywhere.

There are three landings mostly in use.

Main one is just below the Meckin Kamen East take off. Asphalt road is touching it, wide green grass covered field, open to any approaching direction, safe on the main road to T.O, communal busses are passing by as well as numerous locals.

Next one is a Sport Airfield with no activity at all due to some deformations on the grassy airstrip. It is on the main road in between Krushevo and Prilep easy to access with any kind of transportation, snacks and drinks can be easily provided by the organizer. In the days with uncertain wind pattern this landing is perfect as it is in the middle of the Valley so no risk of any kind when using it.

Middle of the valley:



Third one is the South landing field, nearby border with Greece, 60 km South from the main T.O. We are using this one in the case of prominent North winds in combination with fast zigzag downwind tasks combined with short upwind legs through the flats. Again, it is touching the main asphalt road to Bitola, regional center, very open and safe.

- Tasks

Virtually any kind of task is possible within the flying area. And all of them have been tried. Different triangles combining mountain leg with two flatland legs, triangles with three flatland legs, along ridge fast out and return, square tasks along the valley borders, wind rose style tasks or combination of previously mentioned ones. It is up to the quality and level of the task committee to choose the best possible task for the day.

Distances that are usually possible within the flyable period of the day are around 100 km.

To the South:



7. Entry Fee:

- The entry fee for this comp is set at 130,00 €
- There will be second step introduced for the late entries or on site registering in case the comp is not fully booked. That value will be set at 150,00€, effective one month prior to the start of the meet.
- Domestic (Czech) payment will be handled with a domestic bank account to keep additional costs for Czech pilots at minimum.
- International payments will be handled by the General organizer bank account in Macedonia.

What is included?

- Registration procedure, uploading of turn points

- Pilot info package including: Local guide to Macedonia and particularly Krushevo, T-Shirt of the competition in high quality materials, presents of the sponsors.
- High Quality Map of the flying area in multicolor standard, A3 format, with turn points plotted, waypoints with coordinates and names listed, road network for retrievals indicated.
- All transportation, shuttle buses to the take offs, all retrievals from the main road network previously defined on each task briefing.
- Downloading of the track logs, calculating and displaying of the results.
- Lunch pack (water in 0,5 liter bottles on the first day, suitable for refilling as water is drinkable all over the place), energy bar, fruit.
- Party for the pilots, including food and certain amount of free beer (according to the preferences of the Czech co-organizer), in a previously arranged restaurant or a bar. If going out of Krushevo, transportation will be covered.
- All local fees to the NAC, civil aviation local Authorities,
- FAI Cat 2 sanctioning fee (upon providing documents and signing of agreement)
- Rescue team for mountain operations, equipped and licensed.
- Ambulance on the take offs, fully equipped and mobile, moving in the direction of the landing for the particular task.

Please note that this calculation is based on 130 pilots participating. This is the maximum number of pilots we would like to work with due to the transport capabilities and prices, safety reasons and man power at our disposal.

Optional:

- Trophies are not calculated into the price. We can define this in details with the Czech co-organizer after defining the trophies, awarded categories and the targeted quality of the trophies. At the moment, this info is not available to us.
- Local transfer from the Skopje airport to Krushevo will be organized on personal basis with each pilot that will need such a service. Fee for this service will be 12,00 €,one way.
- Lunch pack modification might be organized on general level on the suggestion of the Czech co-organizer or on personal basis with the pilots. Of we change the content of the lunch packet that will reflect in the price tag in both directions.
- Local visits to touristic destinations might be organized upon a fee previously presented.
- Additional parties or dinners might be organized in agreement with the Czech co-organizer upon a fee.
- SIM cards from the cheapest local mobile operator will be provided at the registration. As the retrieval system is SMS based , we will put efforts in providing the best deal to the pilots.

8. Transportation:

- Transportation is organized on the 130 pilots calculation basis. It consists of:
- One big bus, usually designated to the goal with capacity of 54 places.
- Three medium sized busses working in cycles like shuttle busses with 30 places.
- Alternatively we will substitute one 30 place bus with smaller 9 seat buses if needed.

Buses are equipped with AC, drivers are familiar with typical pilots needs and behavior. Helpers are English speaking, mobile phone, radio and gps on board.

These set up is tried and tested and suitable to the place and road network present.

9. Accommodation:

- Being a non EU country, Macedonia and especially Krushevo, may be considered as cheap destinations compared to the EU countries or Turkey for example. Accommodation examples:
- Private houses accommodation, rooms for rent, starting price around 6-7€ per night, per person. Usually very clean with nice people, fairly familiar atmosphere.
- Dedicated villas for rent: rooms and or flats for rent, prices varying around 15,00 €, per person, per night, usually only house keeper , more privacy, usually equipped with kitchen . Examples:
<http://vilagora.com/eng/> ,
<http://www.lakola.com.mk/en/index.html> , both of them being on the more expensive side of the offer.
- Hotel Montana Palas,
<http://www.montanapalas.com.mk/Krusevo.html>, is providing higher profile accommodation with a price for pilots in the range around 15 € - 20€ per night, double room.
- Of course there are much more options suitable for any taste or any budget. The same applies for the food and drinks, in general all of them biased to the cheaper side of the price tags. Examples:
sandwiches 1,00 -2,00 €, pizza 3,50 -4,00 €, full meal - local stuff

5,00 – 10,00 €, beer in a market 0,5l can 0,60 €, beer in a local bar up to 1,50 €, same applies to the soft drinks.

- There is an option for a small free camping at the takeoff, however, no facilities and with limited space. Pure nature, usually occupied with pilots on the basis “ if there is a place, it is yours “ Not moderated at all. Certainly, some criteria have to be respected in order to avoid confrontations with the local authorities.

We will provide all services needed in order to help coordinate and accommodate all pilots. Person in charge will be announced with all necessary contacts on the dedicated web site of the comp.

10. Web Site of the comp:

- We will make a dedicated web site for this comp if our bid going to be accepted. In such a case, it will be on line on 01. March, 2012, with all relevant info and details. We will provide dedicated page, place, header or footer to our co-organizer to be used to promote the comp or to advertise partners, sponsors or supporters.

11. Final notes:

- If you decide to grant us an organization of this comp you will get:
- Highly motivated organizing team composed out of serious people

- Experienced crew already granted all logistics for the upcoming PWC at the same location as well as a MD that will handle that PWC too.
- Reliable contest area with proven flight possibilities and excellent number of flying days per event statistics.
- Possibility to fly highly sportively tasks, completely tactical or racing style if you prefer.
- Very safe flying environment, with easy to understand topography, predictable and reliable meteorological pattern and organizers that spent hundreds of flying hours to master it well.
- Fairly budget friendly surrounding.

Regards,

Your Organizing Team

