



PILOT, TEKAČ IN TRIATLONEC

BESEDILO: ANNA MARIJA KOROŠEC
FOTOGRAFIJE: IGOR LAPAJNE, OSEBNI ARHIV

MARJAN MAJCEN JE KAPITAN NA ADRIJINIH LETALIH. NJEGOVO DELOVNO MESTO JE NA LEVEM SEDEŽU V PILOTSKI KABINI LETAL BOMBARDIER CRJ-200/900. POLEG SVOJEGA POKLICA, KI JE ZA PILOTE NAJVEČKRAT TUDI HOBI, SE MARJAN UKVARJA ŠE S TEKOM IN TRIATLONOM.

Kako gledaš na svoje tekaške in triatlonske začetke?

Kolo vozim že od rane mladosti, tako da zame ni le sredstvo za rekreacijo, ampak tudi glavno prevozno sredstvo po mestu – živim namreč v Ljubljani. Kolesarjenje kot šport pa me je prevzelo kasneje in zahteva drugačno opremo, zato imam več različnih koles.

Ko sem bil mlajši, se mi je zdel tek precej monotona dejavnost, vse se je dogajalo prepočasi. Konec devetdesetih let pa je popularnost teka v Sloveniji precej narasla in kar nekaj znancev je začelo teči. Zgledi vlečejo in sem si rekel: Pa pogledjmo, kaj je v tem teku! Tako sem se pričel leta 2001 intenzivneje ukvarjati z njim: dvakrat do trikrat na teden. Po dobrem mesecu dni sem začutil, da to ni le »matranje«, ampak je tudi malo »fajn«. In ta »fajn« je sčasoma naraščal. Z ženo sva se priključila organizirani tekaški vadbi pod vodstvom Igorja Kogoja, našega znanega triatlona. Na treningih pa sva pogosto poslušala tudi zgodbe o tem, kako dobro je na plavalnih treningih. Na ženino prigovarjanje sva poskusila tudi to. Borba,

kako preživeti od roba do roba bazena, je polagoma postala prijetna rekreacija. Zdaj plavava že šest let.

Ja, kaj naj rečem o tekaških in triatlonskih začetkih? Vodila me je želja po gibanju in po tem, da si na zraku.

Kdaj najraje treniraš?

Dopoldne. Vendar se je treba prilagoditi našemu neenakomernemu delavniku in odprtosti plavalnih bazenov.

Iz »zgolj želje« po gibanju na prostem je začela tvoja dejavnost postajati način življenja in danes se udeležuješ tudi najrazličnejših tekmovanj. S čim si na tekmovanjih zaposliš misli?

Na tekmi sem osredotočen na to, kako se potek tekme sklada s planom, ki sem si ga zastavil, in na to, ali se ravno prav »mučim«, ipd. Seveda so dolgi treningi teka ali s kolesom pravo razkošje razmišljanja. Poleg tega

pa je treba biti pazljiv, da ne pozabiš na ostale udeležence v prometu.

Katero je tvoje najljubše tekmovanje? Te vežejo kakšna posebna čustva na Ljubljanski maraton?

Vsako leto se udeležim Teka trojk, ki je maja v Ljubljani, Ironmana v začetku julija v Celovcu in Ljubljanskega maratona, ki poteka zadnje nedeljo v oktobru.

Tek trojk je posebno doživetje. Tečeš v ekipi in med tekom je potrebno usklajevati zmožnosti in želje treh posameznikov. Ljubljanskega maratona pa se udeležujem že od leta 2002. Včasih tečem na 21 km, drugič na 42. »Obred« se začne z zajtrkom, približno štiri ure pred startom. V zraku je že čutiti prijetno napetost, in ko se z ženo odpraviva proti mestu, se le ta samo še stopnjuje. Ljubljana je polna tekaških navdušencev. Všeč mi je, da mesto diha s to prireditvijo. Ja, Ljubljanski maraton je moje najljubše tekmovanje.

Ali tekačem s črne celine kdaj zavidaš ugodne genetske predispozicije in verjameš v vseмогоčnost treninga?

Ne razmišljam o drugih, kajti rekreativci tekmujemo sami s seboj in šele nato z uro.

Menim, da lahko s treningom dosežeš olimpijsko normo in se uvrstiš na Ol. Za olimpijsko medaljo pa je potreben kanček nečesa več; ali se to imenuje talent, sreča ..., ne vem. V tem smislu ne verjamem v vseмогоčnost treninga.

Kaj je po tvojem mnenju »železnega« v Ironmanu, tekmovanju, ki vključuje 3,8 km plavanja, 180 km kolesarjenja in 42,2 km teka?

Že to, da ga končaš.

Triatlon se zdi marsikomu ekstremen in obenem vreden občudovanja. Se doživljaš kot ekstremni športnik?

Nikakor ne. Vse to je za ljudi. Z voljo in vztrajnostjo se da doseči marsikaj.

V triatlonu se prepletajo tri športne discipline. Nekdo je rojen tekač ali kolesar, drugi je kot riba v vodi. Tebi leži vse troje? Kako tekmovalac nadomesti svoj manko v enem segmentu?

Plavam že šesto leto in še nisem ravno »splaval«, vendar upanje umre zadnje – tako pravijo. Po drugi strani pa vendar – Blejsko jezero preplavam po dolžini tja in nazaj. Če to ni dovolj za smrtnika ... Na kolesu in teku je to to. Leta so tu.

Mislím, da tekmovalci nadomestijo manko s specifičnim treningom v slabši disciplini, za nas rekreativce pa je to nepomembno. V šali rad rečem, da vse to počnemo zato, da nismo »predebeli«.

Bi lahko še kaj povedal o svojem odnosu do letalstva – kakšen je Marjan Majcen kot letalec? Kaj ti je dalo letalstvo?

Letim, ker mi letenje daje občutek svobode. Gibanje v prostoru: mislim, da je bil to vzgib, da sem se začel ukvarjati z njim. Letenje v prometu nima zveze z izvajanjem akrobacij v zraku, vendar si gibljiv v gibljivem; in tako, kot nikoli ne stopiš v isto reko, tudi let ni enak letu.

Ukvarjanje z medčloveškimi odnosi znotraj in zunaj posadke, upravljanje kompleksnega stroja in pogoji, na katere velikokrat nimaš vpliva (npr. vreme, promet ...) oblikujejo nešteto različnih scenarijev in poti do istega cilja – varnega, udobnega, točnega poleta. Mislim, da so standardni postopki najboljša pot za to – in vendar (kako zanimivo, da vedno lahko najdem kak vendar ali ampak) moramo vedno videti gozd, ne samo posameznih dreves.



V letalstvu sem se naučil (»natreniral«, ha, ha) sistematičnega dela, sposobnosti ponavljanja istih opravil, pustiti napako zadaj in se z njo ukvarjati, ko je čas za to ...

Lahko med letalstvom in športom potegneš kakšno vzporednico?

Precej bi jih lahko naštel. Obstajajo vzporednice, skupne točke, lahko pa izpostavim dve, ki mi prideta prvi na misel: red in disciplina. Seveda moram pojasniti, kaj mi pomenita ta dva pojma, da ne bo zvenelo preveč vojaško. V pilotski kabini je delovni proces tak, da delamo eno stvar, in ko jo končamo, začnemo z naslednjo. Tega pravila se skušam držati tudi v življenju. Ko tečem, ne poslušam glasbe, ko gledam televizijo, ne brskam po internetu. Toliko o redu.

In disciplina? Da se skušnjavam navkljub lahko držim reda.

Hvala za pogovor in srečno na vseh poteh!



TEXT: ANNA MARIJA KOROŠEC
PHOTOGRAPHS: IGOR LAPAJNE, PERSONAL ARCHIVE

Pilot, runner and triathlete

MARJAN MAJECEN IS A CAPTAIN WITH ADRIA AIRWAYS. HIS "OFFICE" IS THE LEFT-HAND SEAT IN THE COCKPIT OF A BOMBARDIER CRJ200 OR CRJ900. APART FROM HIS JOB, WHICH FOR PILOTS IS INVARIABLY ALSO THEIR HOBBY, MARJAN IS A KEEN RUNNER AND TRIATHLETE.

How did you get started with running and triathlons?

I've ridden a bike since I was very young, so for me it's not just a means of recreation but my main mode of transport around town, since I live right in Ljubljana. I got hooked on cycling as a sport later on, and it requires different equipment, so I have several different bikes.

When I was younger, running seemed a really monotonous activity, with everything happening so slowly. But at the end of the nineties, the popularity of running grew enormously in Slovenia, and quite a few people I know started running. Seeing other people doing it made me decide to find out what this running was about. So in 2001 I started getting intensely involved in running – two to three times a week. After a bit more than a month I got the sensation that this wasn't just "tiring" but also quite "good". And that

"good" gradually increased. My wife and I joined an organised training group for runners, run by Igor Kogoj, Slovenia's famous triathlete. At the training sessions we often heard stories of how good the swimming training was. So with my wife's persuasion, we also tried that. The struggle of surviving from one end of the pool to the other gradually turned into a pleasant recreation. We have been swimming for six years now.

So what can I say about my beginnings in running and triathlons? I was guided by the desire for exercise and to be in the fresh air.

When do you prefer to train?

In the morning. But we have to adapt to our variable work timetable and to when the swimming pools are open.

What started as "just a desire" for outdoor exercise started growing into a way of life, and now you take part in a range of different competitions. What does your mind focus on at competitions?

At competitions I focus on how the progress of the race matches the plan I set myself, am I "torturing" myself properly and so forth. Of course, the long training sessions for running or cycling are also a great time to think. Still, you have to watch out that you don't forget about other road users.

What is your favourite competition? Do you associate any particular feelings with the Ljubljana Marathon?

Every year I take part in the Troika Race, which takes place in Ljubljana in



May, Ironman at the beginning of July in Klagenfurt (Celovec) and the Ljubljana Marathon, which is held on the last Sunday in October. The Troika Race is a special experience. You run in a team, and during the race you have to coordinate the capacities and desires of three individuals. I've taken part in the Ljubljana Marathon since 2002. Sometimes I run 21 km, and other times 42 km. The "ritual" begins with breakfast around four hours before the start. You can already sense the agreeable tension in the air, and when my wife and I go off to the city centre, it only increases. Ljubljana is full of running enthusiasts. I like the way the city breathes with this event. Yes, the Ljubljana Marathon is my favourite competition.

Do you ever envy the African runners, with their physical predisposition, or do you believe in the omnipotence of training?

I don't think about other people, since we recreational runners compete against ourselves, and only then against the clock. But I do think that training can get you to Olympic standard, and then a place at the Olympic Games. But an Olympic medal requires something extra: whether that's talent or luck, I don't know. In this sense I do not believe in the omnipotence of training.

What in your opinion is the "iron" component of Ironman, the competition that includes 3.8 km of swimming, 180 km of cycling and 42.2 km of running?

Just finishing it.

To many people, triathlons seem both extreme and awe-inspiring. Do you experience it as an extreme sportsman?

No way. All of this is for normal people. With will and perseverance you can achieve many things.

Triathlon involves a mix of three disciplines. Some people are born runners or cyclists, and some can swim like fish. Are you comfortable with all three? How does a competitor make up for a weakness in one discipline?

I've been swimming for six years now, and I still haven't really found my form, but hope dies last, as they say. On the other hand, I can swim the entire length of Lake Bled and back. And if that's not enough for a mere mortal... I can do it on the bike or running. I'm not as young as I was. I think that competitors make up for any deficiency with specific training in their weakest discipline, but for us recreational athletes that's not important. I say in jest that we do all this so as not to get "too fat".

Tell us something about your relationship with aviation – what are you, Marjan Majcen, like as an aviator? What has aviation given you?

I fly because flying gives me a sense of freedom. Movement in space – I think that this was the motivation for me to get involved in it. Flying in air traffic has nothing to do with acrobatics in the air, but you are mobile in a mobile medium, and just as you never step into the same river twice, no two flights are the same. Dealing with interpersonal relations within and beyond the crew, managing complex machinery and conditions over which you have no influence (e.g. weather, traffic) create countless different scenarios and routes to the same objective – a safe, comfortable and punctual flight. I think that the standard procedures are the best way to achieve this, although (funny how there always seems to be an "although" or a "but") there is a risk of not being able to see the wood for the trees: it is also important to look at the overall picture. In aviation I have learned (or "trained for", like in sport!) systematic work, the ability to repeat the same tasks, to leave mistakes behind and deal with them when it's the right time.

Can you draw any parallels between aviation and sport?

I could draw quite a few. There are parallels and common points, but I could highlight two that come to mind straightaway: order and discipline. Of course I should explain what these two terms mean to me, so it won't sound too military. In the cockpit the way we work is that we do one thing, and when we finish it we begin the next thing. I try to stick to this rule in life. When I run, I don't listen to music, and when I watch television, I don't browse the internet. But enough about order. What about discipline? That despite temptations, I can maintain order.

Thank you for talking to us, and safe journeys!

