

GENERAL

The purpose of the championship is to provide a good, safe and satisfying flying contest in order to determine the Pre-World paragliding champion and to strengthen the friendship among pilots and nations (Section 7b, 2.2).

1. PROGRAM

Registration: **Comp HQ** Saturday 10th July **17:00 - 20:30**

Opening Ceremony: Piedrahita town centre (21:00)

Mandatory Safety Briefing Sunday 11th July (09:30)

First competition briefing: Sunday 11th July (09:30)

Contest flying days: Sunday 11th July 2010 – Saturday 17th July 2010

Prize-giving, closing ceremony: Saturday 17th July 2010 (19:30)

2. TYPICAL DAILY SCHEDULE

- 08:00 - Headquarters open
- 08:30 - Deadline for protests for the previous day
- **10:00** -Pilot briefing at the HQ
- 10:45 - Transport to take-off
- 11:45 - Meet Director / Task and Safety Committee meetings
- 12:00 - Pilots' briefing / Previous task official results / Task definition
- 12:30 - Take-off window opens
- 16:00 - Scoring office opens at the Headquarter
- 18:00 - Report back deadline - as soon as possible, if landing is after deadline, then maximum **30** minutes after landing.
- 22:00- Scoring office closes
- 22:30 - Provisional results

3. OFFICIALS

General Organizer: Jose Luis Diaz **Iraeta**

Meet Director: Steve Ham

Deputy Meet Directory: Chris Burns

Safety Director: Chris Burns

Safety Officer: Vicky Morón

Take-Off / Goal Marshall: Benjamin Escamilla Cid

Scorer: Chris Burns (Calvo)

Transport and Retrieval: Jose Julian Muelas Escamilla

Weather Forecast: Steve Ham/Chris Burns

Air Marshalls and Pre-flyers: Steve Ham/Calvo

Emergency Coordinator: **José Luis Diaz Iraeta**

Retrievals and Headquarters Coordinators: **Puri Almansa**, Susan Overton

Public and press Relations: Pedro Chapa

Communications: Felipe Astarloa

Web and reports liaison: Paul Russell

FAI Steward: Leonard Filoti **Grigorescu**

Assistant Steward. Dr. Dietrich Münchmeyer

4. ENTRY

The Championship is open to all Member and Associated member countries of FAI.

Entries must be made on the Entry Form that can be uploaded on the competition website (www.flypiedrahita.com).

4.1. The Entry fee will be:

- 270 Euros per pilot

4.2. The Entry fee includes:

transport to take-off and retrieve for all registered pilots during all competition days,
GPS download coordinates,
competitor and glider identification,
colour map with turnpoints and restricted areas marked on the map,
ID card,
lunch package, water,
competition tee shirt,
tickets to all championship events.
GPS control and task scoring
Emergency rescue and first aid medical service

4.3. Refunds

All entry fees must be paid in full before June 10th 2010. Fees will not be refunded to disqualified competitors.

Cancellations before June 10th 2010 are 80% refundable minus all fees and charges for transfer and bank commissions.

Cancellations received after June 10th 2010 will not be refunded.

5. INSURANCE

Documentary proof in English of insurance covering public liability risk to the value of **€ 1,600.000** must be presented to the organizers before the start of the championship. Competitors are required to take out personal accident insurance.

6. REGISTRATION

The official registration date will be on Saturday 10 July 2010 from **17:00 to 20:30**

Competitors should present:

- evidence of competitor's nationality
- a valid FAI Sporting License,
- satisfactory evidence of glider airworthiness and line strength certificate
- Certificate of Insurance as detailed

Each competitor will be required to sign:

- the Waiver Declaration (agreement on release of liability),
- the Safety Form (updated information on the glider specifications, medical conditions -allergies- and contacts in Piedrahita and at home)

7. HELMETS

All pilots must wear helmets certified to EN966 when flying.

8. COMPLAINTS AND PROTESTS

A complaint may be made to the meeting director by the pilot or team leader in writing, to request a correction. It should be made at the latest 2 hours after publication of the provisional results. It will be dealt with expeditiously. If the complainant is not satisfied with the outcome, the pilot or team leader may submit a protest in writing to the Meet Director. The time limit for submitting protests is 10 hours after the outcome of the complaint is announced, except for the last contest task. For the last task the time limit is one hour after provisional results are published for complaints and 2 hours for protests. The protest fee is € 50,- . It will be returned if the protest is upheld (S7b, 2.5.6).

10. TAKE-OFF METHODS

Foot launch from hill site

Main take off – Peña Negra

Height above sea level 1.909 m

Height above valley 900 m

Take off direction W - NW

Surface Size about 115 x 70m

Ballast water available at take off

Helicopter landing space: at take off

Car park about 40 vehicles capacity

Telephone cellular mobile only

Toilettes at take off

Distance from HQ 30 min. paved road from Piedrahita

Transport to take off by bus and mini bus

10.1. Ordered Launch

If necessary, an ordered launch method will be used.

First Task: The priority at take off will be based on the current WPRS.

Following Task: The competition ranking will be used. In any case, the top 15 male pilots and top 5 female pilots will have the right to enter the take-off area whenever they wish.

10.2. Take-Off Area

During the competition, the take-off area will be reserved for the pilots, by the Meet Director authorized media and identified staff personal. The public in general will be kept in a specific area.

11. RE-Launch

Re-Launch is not permitted

12. TASK PERIOD

The task board at take-off will show:

the time the take-off window opens and closes,

the time the start gate opens,

any modification of the take-off window and start gate times,

the start cylinder radius,

the turn points,

the task deadline,
the ultimate landing report time.

The minimum period of time that the launch window must remain open for the day to be considered valid is based on the number of launch points available with 30 seconds of safe launch conditions per competitor.

13. MAXIMUM WIND SPEED

No task will be set with an average wind speed above 7 m/s at launch. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

14. RADIO TRANSCEIVERS

It is mandatory that every pilot has a functional radio using the competition frequencies. Radio transmitters are permitted for communication between competitors, drivers and team leaders and between them and the organizers. For safety reasons it is mandatory that one pilot or team leader monitors the safety frequency for his team at all times during the competition task.

14.1. Frequencies

Safety frequency is 143.875 MHz.

Voice activated transmissions (VOX operated) are not permitted.

At the registration, each team must communicate frequency to the organizers. The use of mobile telephones for retrievals and landing reports is highly recommended.

15. SCORING

For scoring, Compcheck scoring program will be used and scoring formula will be GAP 2008.

GAP Parameters and scoring options to be used will be announced in writing and posted on the bulletin board after the first briefing. Some scoring options may be decided for individual tasks and announced at task briefings.

GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log has to comply with the current requirements in Section 7b of the FAI Sporting Code, chapter 15.

Each pilot must, as a minimum, provide one tracklog of a 3D GPS device. All standard types of GPS will be accepted. Backup GPS are mandatory to be 3D.

A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. The Meet Director will decide on the validity of each case. (Section 7b, 5.4.1)

Pilots leaving before the start gate opened, are awarded minimum distance points. Pilots must fill in landing and safety forms after each flight

to receive valid scores for the day. The Meet Director has the power to stop a task after some or all pilots have taken off only in an emergency resulting from hazardous weather or other conditions which could not be avoided by the pilots, and which would endanger their safety.

The GPS map datum is WGS 84 and the format to be used is UTM time offset of: + 02.00 (hours).

15.1. Competition altitude limits and controlled airspace

Competition altitude limits will be shown on the competition maps and all restricted areas will be clearly marked. Altitude from the pilot's track log will be checked using barometric altitude using the standard pressure setting of 1013.25HPa and verified using the scoring software. Primary units will be meters.

It is the pilot's responsibility to understand whether his instruments record and/or display barometric or GPS altitude, or both, and what corrections are made automatically. He must ensure his instruments are set correctly before he flies. A QNH pressure altitude for the day, with corresponding height, will be posted on the Task Board each day.

See Annex on Altitude Verification for further information.

Penalties for verified infractions of controlled airspace or competition altitude limits will be applied as per Section 7b 2.29.2.1 and 2.29.2.2

15.2. Team Scoring

The team score calculation is the daily sum of the score of the 2 best pilot scores from the entire team on each task (Section 7b, 5.2.5)

16. PENALTIES

Penalties for rule violations other than what is already in S 7b will be announced at the Team Leader briefing by the Meet Director.

17. THERMALLING

All pilots must read, understand and follow chapter 17 in Section 7b, Thermalling Rules and Techniques. Pilots must turn left on odd days and right on even days between the launch and start gate, or as stated at the daily briefing.

19. GOAL PROCEDURE

The goal will be either

-A cylinder for the end of speed section, size & position to be decided by the task setting committee and a 400m cylinder or a line for the end of task.

The crossing/entering of the end of task line/cylinder is controlled by GPS track log.

Cylinder: Time is taken at the entry to the cylinder.

20. ANNEX ON ALTITUDE VERIFICATION

Introduction

For the purpose of altitude Verification, the scorers will group GPS instruments into three broad categories:

Group 1: Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

Group 2: Instruments recording only GPS altitude

Group 3: Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude.

Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a highpressure, hot day.

GPS set-up

Group 1: All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the takeoff height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

Group 2: No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

Group 3: The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board.

Note: Restricted airspace will be indicated on maps provided.

Verification by Scorers (Using FSflight, SeeYou and CompeGPS)

To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

Group 1: Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log.

Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ($1013.25 - \text{QNH} * 27\text{ft/hPa}$) to derive the actual (standardised) flight altitude.

Group 2: Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

Group 3: Due to the nature of these instruments, it is essential that the auto-calibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.