

2017 Paragliding Accuracy Eastern European Cup

“Brilliant Foot”, 4th Round (FAI 2)

LOCAL REGULATIONS

1 Objective

The objective of the competition is to determine best individuals and teams in PG Accuracy Landing.

1.1 The Winner

The Winner of each category will be the individual or team with the lowest aggregate score, where appropriate.

1.2 Place

Headquarters (HQ): Hall in B&B Hotel, Paluknys Airfield ([54.47878, 24.99448](#)).

Competition Site: Valkininkai Airfield ([54.37686, 24.85029](#)).

Accommodation: Camping, Paluknys Airfield ([54.47679, 24.99334](#)) and hotel B&B.

Competition Site may be changed due to weather conditions. Information about changes will be published on brilliantfoot.eu.

1.3 Date

9th-10th September, 2017. Reserve dates: 16th-17th September, 2017.

1.4 Organizers

- Lithuanian Hang Gliding and Paragliding Sports Federation (LSPSF)
- Lithuanian Aeroclub (LAK)
- The International Air Sports Federation (FAI)
- Paragliding Sport Club "Arcus"
- Paragliding Sport Club "LSK"
- Competition Director: Gintautas Vilkaitis
- Safety Director: Gintautas Vilkaitis
- Chief Judge: Inga Polennikova
- Launch Marshal: Marijonas Kmitas
- Head of Office: Greta Boliaku
- Scoring: Juozas Kaunas
- Accommodation: Jurijus Jakovlevas

1.5 Event Schedule

8th – 9th (morning) September, 2017

Arrival, accommodation

8th September, 2017

Training flights on demand, depending on weather conditions. Towing cost (100 – 120m) – 2€.

9th September, 2017

8:00 – Breakfast.

8:00 – 9:00 Registration, Draw in HQ.

10:00 – 10:30 Opening Ceremonies, mandatory Pilots General and Safety Briefing on Competition Site.

10:30 – 18:00 Competition Flights. **14:00** – Lunch.

18:00 – 19:00 First Day Results.

19:00 – 22:00 Dinner.

10th September, 2017

8:00 – 9:00 Breakfast.

9:30 – Safety Briefing on Competition Site.

9:30 – 14:00 Competition Flights.

14:00 – 15:00 Total results.

16:00 – Award Ceremony, Closing Ceremony in HQ, Departure.

Organizers reserves rights to change schedule due to weather conditions or others objective reasons.

Changes will be voted in committee consisting of organizers, judges and representatives of pilots whenever possible.

1.6 Registration

Deadline for online registration and reduced entry fee payment – 9th September 2017 (inclusive).

Online registration: brilliantfoot.eu. Those pilots, who has not managed to pay entry fee online and register till 9th September 2017, will be able to register for the competition on 9th September and not pay increased entry fee at registration place on specified time. All pilots must register personally (by signing) at competition office on the first competition day at registration time. Info by email: jurijusjakovlevasbe@gmail.com

1.7 Entry fee

Up to 9th September 2017 (inclusive) entry fee - 40 EUR. Entry fee should be transferred to account:

Recipient: LSPSF
Recipient's ID: 191942027AB
Bank: SEB bankas, kodas: 70440
Gedimino pr. 12, 01103 Vilnius
IBAN: LT94 7044 0600 0032 0349

From 9th September 2017 entry fee - 40 EUR.

Entry fee includes take-offs on competition days. Possibly: warm lunch, tea at the competition site, souvenirs.

1.8 Accommodation

- Camping in Paluknys Airfield

5€ per person per day.

Infants under 10 at no cost.

WC, shower, free WiFi.

- B&B Hotel

30€ double room per day.

Payment in cash on registration.

Number of inhabitants is not limited. Possible to use own sleeping bags.

Number of rooms is limited. Registration by email jurijusjakovlevasbe@gmail.com or on WhatsApp.

1.9 Catering

There will be provided centralized catering for competitors on competition days at cost of 10€. Paid in cash on registration.

1.10 Parking

There will be provided places for parking pointed by organizers. Earlier coming participant should inform organizers by email jurijusjakovlevasbe@gmail.com.

2 Eligibility

2.1 Classes

FAI General.

FAI Women.

Teams class.

Sport class (En C,D).

2.2 Requirements for pilots

Valid national PG license.

IPPI card with Para Pro 3 or higher category, if national license is incompatible with IPPI categories.

FAI class: valid FAI license.

Ability to launch on winch towing in weather conditions specified in these rules.

2.3 Insurance

Each foreign competitor must provide certificate of medical expenses insurance valid in Lithuania. Minimum coverage for this insurance should not be less than 30.000 EUR.

Lithuanian pilots must have compulsory health insurance or other health insurance (disability, death, injury).

It is prohibited to participate in the competition if the pilot has no health insurance.

2.4 Requirements for equipment

Equipment must comply with pilot qualification.

Helmet suitable for paragliding.

Wing able to launch on winch towing in a safe way.

Tow release system.

Harness with the protector.

Rescue parachute.

Shoes with ankle protection.

2.5 Precautions

Alcohol during competition is prohibited. Launch Marshall has the right to perform alcohol control before launch. Allowed alcohol concentration in blood - 0,0 promiles.

In order to avoid damages to the target surface and automatic distance meter, use of sharp targeting things attached to shoes outsoles are prohibited. Launch Marshall has the right to check pilot's shoes before launch.

2.6 Safety director rights

Do not allow for pilots to participate in competition with an inappropriate equipment.

Dismiss pilot from competition if his qualification does not comply with provided documents.

Dismiss pilot from round if pilot's qualification is insufficient for current flying conditions, which do not exceed the limits specified in this document.

2.7 Pilots obligations

Comply with competition rules, morale, ethics.

Attend briefings.

Execute instructions of the organizers.

2.8 Teams

Pilots may form teams of clubs, towns, regions, etc. A team consists of 2 pilots at least but not more than 4 pilots.

2.9 Provision of Personal Equipment

Pilot must have orderly flight equipment, rescue parachute and tow release system.

2.10 Risk

Flight equipment and other property is everyone's responsibility during the competition. By registering, participant refuses of any claims to the organizers in connection with injuries and property damage.

3 Site and Equipment

3.1 Target

Location of the target must allow landing from any direction and it is defined by Competition Director. The target may be relocated during the event (though, not during the same round). 15 cm radius automatic distance meter shall be used at target center, the results being indicated at the screen outside the target. In case the meter is out of order, distance is measured by the judges. Clearly marked circles shall be set at 0.5 m, 2.5 m, and 5 m radius. Take-off by winch, tow height 100-120 m.

3.2 Measuring field

Measuring field is a flat area where competitor's scores are measured. It is represented by clearly marked circle. Radius of measuring field is 5 meters. Measuring field shall be prepared so that allows judges to define pilot's first ground touch (Landing point). Measuring field has to be at the level of the field where it is located. The Chief

Judge and Event Judge shall determine the area around the measuring field that will be restricted to Duty Competition Officials only (minimum 20 m radius from the target).

A pilot confirms his result by signing next to his score in the results list.

3.3 Indication of Wind Direction

A high visibility wind sock shall be located in the vicinity of the target area as high as possible.

3.4 Wind Speed Recorder

The wind shall be recorded within 50 m of the target with the measuring sensor positioned between 5 m and 7 m above ground level. Wind sensor must not prevent a pilot to land in the target.

4 Competition

4.1 Number of Rounds

Minimum rounds - 2 maximum – 8. The results obtained in any round shall count towards individual and team scores, only when a round has been completed (i.e. all of the competitors have received a score or a penalty). In the event of a break in the competition in the middle of a round, the competition shall be resumed from where it left off.

4.2 Contest Numbers

Pilots shall be drawn to random flying order. Random order shall be determined personally during registration and shall be valid during all competition day. Last round order shall be set according to current results of previous rounds, starting with pilots who have accumulated maximum scores. Each pilot must display his contest number on his leg.

4.3 Take-off

Competitors must follow the determined order. Competitors not ready to start in the established flying order when called forward by the Launch Marshal shall be liable to maximum 500 score penalty in lieu of their score for that round. Take off time - 2 minutes.

4.4 Pilots separation

Pilots flying have to separate themselves by height to ensure safe and unobstructed landing at the target.

4.5 Signalling Reference

The official signal for pilots in the air to fly away from the target (for safety reasons) is person or persons at the Measuring field waving a red signal flag.

4.6 Re-launches

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for their score. The competitor must register request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). At the time a re-launch is awarded the competitors score for the disturbed flight will be canceled. Re-launches shall take place at the end of the full round in which they were awarded. If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot.

A re-launch may be granted only for the following reasons:

wind speed at target exceeds 7.0 m/s during no less than 30 seconds. A pilot shall be awarded a re-launch which must be accepted or refused with no delay;

the target is obscured during a competitor's final approach;

the competitor changes his flight plans for safety reasons to avoid another competitor in the air and does not then attempt to land on the target. A pilot must ask for a re-launch

judges cannot unambiguously score the result;

by Judge's decision, for a technical reason (e.g. broken control or too fast descent due to which a pilot is not able to reach the target zone);

if there is any significant external distraction which demonstrably affects the competitor's target approach.

Having noticed the obstacle, a pilot must change his flight direction in order not to approach the target. For a direct approach, i.e. in case a pilot lands in a target, overflies, etc., however attempts the target before landing, a re-launch shall not be awarded.

5 Limitations

5.1 Wind Speed

The maximum permitted wind speed for the competition scoring is 7.0 m/s. If it is deemed likely that the wind speed exceeds 7.0 m/s during a competition flight, the competition will be halted until the wind reaches sufficient speed. The upper winds, which are not measurable, are not taken into consideration.

5.2 Target Obstruction

The competitor will be entitled to unobstructed visibility of the target during the final approach.

6 Scoring

6.1 Method

Competitors shall be scored on the distance in centimeters between the landing point (first point of ground contact) and the edge of the dead center disc. The score shall be 0 if the landing point is at the dead landing disc. In case a pilot hits the ground at several points simultaneously (e.g. with both feet or full foot), the most far-way point shall be measured. If competitor lands outside the measuring field he scores a maximum score, which is the measuring field radius. Landing has to be made on feet. If competitor falls at landing, he scores a maximum score.

A fall means: if any part of the body or equipment (appendage, which includes any part of the harness) except the feet touches the ground before the wing does. Touching the ground with speed or tow release system is not considered as a fall.

6.2 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by the competitor. In case of 5 and more competition rounds, the worst score is rejected.

6.3 Team Scores

The team score for each round shall be calculated as the aggregate score of the best 3 scores achieved by members of the team. In case a team has less than 3 competitors, a maximum 500 penalty scores will be awarded to the each missing team member (e.g. if there are only 2 competitors in a team, the team's score for that round will be the aggregate of the score achieved by two competitors plus one maximum score).

6.4 Tied Scores

In case (after final round) of tied total score between first three competitors, these pilots make additional flights until a winner is clear.

6.5 Validation of Scores

As soon as possible, when the round ends the recorder shall post the scores from the round (with the posting date and time clearly identified) on the main briefing board labeled PROVISIONAL. Any protest with the scores must be lodged within 1 hour of the scores being posted. At the end of the 1-hour from posting the scores the round shall be declared as OFFICIAL.

7 Complaints and Protests

Complaints and protests shall be solved according to the Section 7 and General Section. Competition participant may give his protest to the Chief Judge or Event Director. Protests shall be given in written form pointing reasons, violated rules and demands. Giving the protest shall be paid by 10 EUR deposit. If a protest is satisfied the deposit is

given back. Protest is given in 1 hour after official results are declared. After the protests are considered or in case of no protests in 1 hour the results are declared as FINAL.

7.1 Disqualification

Pilot may be disqualified because of any violation of these competition or other rules. Any person participating in the competition may be eliminated in case his behaviour harms the reputation of the competition. Pilot might be eliminated from the competition in case he raises any threat for his or any other person safety. The pilot can not exert any pressure on the personnel of the competitions, the judges for which can also be disqualified.