

Approved by LPF Board,
The President of LPF
Normunds Pakulis
18.06.2018.

“Z-Accuracy Cup 2018”, Paragliding Accuracy Latvia Cup 2018, 3rd stage

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

Competition Site: Latvia, Jūrmala, Vaivari beach.

1.3 Dates

24th-26th of August, 2018.

Reserve dates: 7th-9th of September, 2018.

1.4 Organizers

Event organizer: Latvian Paragliding Federation (LPF) in cooperation with Z-Pilots (Biedrība Piloti.lv)

Staff:

- Competition Director: Olga Zalāne, olga.zalane@gmail.com, +371 29116201
- Safety Directors: Normunds Pakulis, Jānis Geduševs
- Chief Judge: Inga Polennikova
- Event Judge: Sergej Gordeev
- Launch Marshal: Vilnis Gailums
- Head of Office: Martins Strazdins
- Scoring: Krišjānis Sietiņš
- Accommodation: please apply in the registration form, details below.

1.5 Event Schedule

24th August, 2018

Arrival, accommodation, registration, training flights (one tow – 3 EUR).

25th August, 2018

7:00 - Breakfast

7:30 – 8:30 Registration

9:00 – 9.30 Opening Ceremony, mandatory Pilots General and Safety Briefing on Competition Site

10:00 – 20:00 Competition Flights

14:00 – Lunch

20:00 - First Day Results

20.30 – Dinner

21:00 – Party Event

26th August, 2018

7:00 – Breakfast

8:00 – Safety Briefing on Competition Site

8:30 – 14:00 Competition Flights

14:00 – Lunch

14:00 – 15:00 Total results

16:00 – Award Ceremony, Closing Ceremony

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.

In case if the weather forecast is not applicable for the competition, the organisers will inform all parties separately before 23.08.2018. If the competition takes place in reserve dates (07.-09.09.2018.), the competition schedule is the same as mentioned above.

1.6 Registration

Deadline for online registration – 24th August 2018 (inclusive) at

<https://goo.gl/forms/VEzuSfuEyKJKZB3Y2>

All pilots must register personally (by signing) at competition office at registration time.

1.7 Entry fee

Up to 25th August 2018 (inclusive) entry fee – **50.00 EUR.**

Entry fee should be transferred to account:

Recipient: Latvian Paragliding Federation

Recipient's ID: 40008062282

Bank: Swedbank, SWIFT: HABALV22
126-45 Str. A.Deglava, Riga, LV-1082
IBAN: LV77HABA0551012413176

Purpose of the payment: "Paragliding Accuracy Latvia Cup"

Entry fee includes take-offs on competition days, judges, technical equipment for smooth running of the competition, live stream and awards.

1.8 Accommodation

www.nemo.lv

Accommodation - please apply in the registration form.

1.9 Catering

There will be provided centralized catering for competitors on competition time, please apply in the registration form.

Catering fee: 25 EUR

Drinking water – unlimited, free.

1.10 Classes

- FAI General
- FAI Women
- Teams class

1.11 Requirements for pilots

- Valid national PG license.
- IPPI card with ParaPro3 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.

1.12 Insurance

- Each foreign competitor must provide certificate of medical expenses insurance valid in Latvia. Minimum coverage for this insurance should not be less than 30.000 EUR.
- Latvian pilots must have compulsory health insurance.
- It is prohibited to participate in the competition if the pilot has no health insurance.

1.13 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.

1.14 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 is prohibited. Launch Marshall has the right to check pilot's shoes before launch.

1.15 Safety director rights

Do not allow 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.

1.16 Pilots obligations

- Comply with competition rules, morale.
- Attend briefings.
- Execute instructions of the organizers.

1.17 Teams

Pilots may form teams of clubs, towns, regions, etc.
A team consists max of 4 pilots.

1.18 Risk

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

2. Site and Equipment

2.1 Target

Location of the target must allow landing from any direction and is stated by Competition Director.
The target may be relocated during the event (though, not during the same round).
15 cm radius automatic distance meter will be used at target center, the results

being indicated at the screen outside the target. In case the meter is out of order, the 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.

2.2 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.

2.3 Indication of Wind Direction

A high visibility windsock and wind direction indicator will be located in the target area and at a minimum of 5 m above ground level. The windsock shall be a minimum of 2.5 m in length and designed to fly horizontally in winds of 6 m/s. It shall be able to free to fly and not obstructed by guy lines. It shall be bi-coloured in bright colours such as signal orange, luminous orange, pink or green, in contrast to the target area, and such that a dark colour is at the tapered end and a light colour is closest to the pole. Additional light wind direction indicators shall be located in the target area, of a construction that indicates wind direction in winds of less than 1 m/s. They shall be of similar colour(s) to the windsock.

2.4 Wind Speed Recorder

The wind is 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 disturb pilots to land in the target.

3. Competition

3.1 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.

3.2 Contest Numbers

Pilots shall be drawn to random flying order. Random order shall be determined personally during registration and is valid during all competition day. Pilots start by number in ascending order. Last round order shall be set according to current results of previous rounds, starting with pilots who have accumulated maximum scores. In other case – according to FAI rules S7C.

Each pilot must display his contest number on his leg.

3.3 Take-off

Competitors must follow the determined order. Competitors who are 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.

3.4 Pilots separation

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

3.5 Signaling 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.

3.6 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 as soon as possible during the current round or the subsequent round.

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.

Are-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;
- the 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.

3.7 Video Evidence

The Competition Organiser shall arrange a video recording of landings on the target with a fixed or tracking camera. The video recording can be used as an additional source of evidence only if the Chief Judge decides to review it on receipt of a complaint or a request from the Event Judge.

3.8 Penalties

- Dangerous or aggressive flying
1st offence: warning.
2nd offence: maximum score for the round.
- Radio coaching
1st offence: maximum score for the round.
2nd offence: disqualification.
- Abuse of officials or bringing the sport into disrepute
1st offence: warning.
2nd offence: disqualification.

4 Limitations

4.1 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.

4.2 Target Obstruction

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

5. Scoring

5.1 Method

Landing has to be made on the feet within a 10 m radius from the edge of the centre disc. If a competitor falls at landing(10m radius), he will receive a maximum score equivalent to landing outside the target. A fall means if any part of the pilot's body (other than his feet) or equipment (excluding the speed system, stirrup or tow yoke) touches the ground before the wing or before the competitor has exited 10 m from the target. An additional clearly marked circle shall be set at 10 m radius to signify the area within which a fall is not allowed.

5.2 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 ejected.

5.3 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).

5.4 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.

5.5 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.

6 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.

6.1 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.