



2014 DRAMA CUP XC OPEN

LOCAL REGULATIONS FOR THE COMPETITION

Name of the event

2014 DRAMA CUP XC OPEN F.A.I. 2nd CATEGORY INTERNATIONAL EVENT.

Location

Korilovos hill, DRAMA in Northern part of GREECE.

Dates

20-21-22 of June 2014 with reserve dates 27-28-29 June.

Purpose

The purpose of the event is to provide safe, fair and satisfying contest flying so that the best pilots will be awarded and to reinforce friendship amongst pilots and nations.

Event schedule

The event schedule will be on the General Information Board at the headquarters.
Any modifications or changes will be announced in time by the organizers

Organized by:

Air Club AIOLOS – Drama on behalf of Hellenic Aeronautical & Air-sports Federation.

Officials

The **Meet Director** of this competition is IOANNIDIS IOANNIS with the following key persons.

Iordanidis Dimitrios	Task Committee & Retrieval coordinator	+30 6944 460404
Ioannis Pistikos	Scoring & Registration office	+30 6937 765677
	Registration & Retrieval coordinator	+30 69
	Rescue Team coordinator	+30 69

Jury

The competition jury will be selected by the organization and will be announced in the general briefing for the competition and in the General information board

Category

This event is sanctioned as **OPEN FAI 2nd cat.** competition, with ranking interest for the WPRS.

Team Liaison

Each country participating in the competition will select one person to liaise between the team of the country and the organization during the competition.

His /her work is to communicate with the organizers for all the team issues.

Task selection and safety Committee

The Task selection and Safety Committee will be selected by the organization. The pilots or persons in the Task and Safety Committee will be announced in the general briefing for the competition and in the General information board

Respect

Please, have respect to the organizers and follow their orders without objections because they are responsible for your safety.

Respect the timetables of the competition (briefings, transportation, report back, GPS consignment e.t.c). In case of offense penalty will be applied on the pilots.

Please also respect the competition area.

Rules

In this race we will follow the FAI official rules.

Scoring formula of GAP2013 will be used. Details of the formula you'll see on General Information Board if someone need them.

GAP Parameters will be announced at the first task committee briefing.

The evidence for the flight control will be only GPS.

All the participating pilots must have their own GPS cable for their specific instrument(s) in order to upload/download competition GPS logs.

Prizes

Best three male pilots and best three female pilots in the competition will receive a souvenir cup.

COMPETITION

Safety

1. Radios are mandatory. VOX are prohibited. During the race only the VHF band will be used.
2. During the flight all the pilots must be on the "Safety Frequency" of **146.150 MHz and must NOT transmit on this frequency except for safety reasons.**
3. It is very important that after your landing you **change your radio** from the Safety Frequency to the Retrieval Frequency of **144.150 MHz.**
4. In order to increase the safety of the each day's task there will be observers at the turnpoints and on the air (Task & Safety committee) who will be in direct contact with the MD.
5. The designated landing area is free of obstacles, but in case of landing **out of this area be aware of high tension cables and poles with power lines** because of the high number of them around, especially near the roads or towns. Also be careful for fences or wires in the cultivated fields.
6. The **Safety Report Back** is **obligatory** for all pilots **as soon as possible and in any case as specified on the task board within the time limits.** All pilots **must** come **in person** in Headquarters for safety report back. This allows us to have the constant control of competitors and to avoid a searching rescue action. Pilots who do not respect this rule could be disqualified for the event.
7. In case of the cancellation of the task this will be announced on the Safety Frequency exclusively and only by the MD who is the only person in charge to do so.
8. There is a Helicopter available for SAR operation in case of emergency with response time of 90 minutes.
9. Restart will be possible in case of early landing around the take off area.
10. **Cloud flying** : Except of the dangers involved, cloud flying is considered as a cheating on other competitors. On arriving at the cloud wisps the pilots must demonstrate clearly his/her intention to leave from ascending air.

The organizer has the right to check via GPS every pilot's daily track log (altitude) to discover if this rule is respected.

11. **Thermalling at the take off area** : Each competitor after take off must leave the take off area in order to give clearance to the other competitors to have a clean take off. Pilots who thermal at low altitude over the take off area will be **sanctioned or even disqualified.**

12. A pilot who lands (or limits his flight) to assist another pilot in distress will be scored for the day. The MD will decide on the validity of each case.
13. **Leonardo Live system** although is not obligatory for this year, **is strongly recommended** for all pilots participating in the event. Every pilot using this system must transmit the details of his/her flight immediately after the landing, to the Leonardo server, with the appropriate end of flight indicator. After that the pilot can use the Leonardo Live as evidence of his/her flight if the main or backup GPS are failed to proof so. The organizer will provide an expert of this system for assistance to the pilots during the registration. Details of the system can be found in Leonardo Live web page : <http://www.livetrack24.com>

Penalties

Penalties for rules violation other than what is already in S7B will be announced at the Pilots' briefings by the Meet Director.

Cloud flying

- 1st offense – 100 points
- 2nd offense – 500 points
- 3rd offense – expelled from the competition

Wrong turn direction

- 1st offense – warning
- 2nd offense – 100 points then doubling for every offense after that.

Dangerous and aggressive flying

- 1st offense – warning
- 2nd offense – 100 points then doubling for every offense after that.

Aerobatics after reaching the goal area

- 1st offense – warning
- 2nd offense – 100 points then doubling for every offense after that.

Top Landing without permission after the launch window is open

- 1st offense – 100 points then doubling for every offense after that.

Failure to report back

- 1st offense – zero for the day.
- 2nd offense – expulsion from the competition.

Too much ballast

- 1st offense – 100 points
- 2nd offense – zero points for the task
- 3rd offense – expulsion from the competition

Complaints and Protests

A complaint may be made to the MD or his deputy by the team liaison 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 team liaison may make a protest in writing to the MD or his Deputy.

The time limit for submitting protests **is 10 hours** after the outcome of the complaint is announced, **except** for the **last competition task**, when the time limit is one hour after provisional results are published for complaints and 2 hours for protests. The protest fee is 30 EUR. It will be returned if the protest is upheld.

Weather forecast.

The task length depends on the local weather conditions. The weather in the task area changes mostly from the W - NW. There will be constant information to the pilots about the weather changes before and during the tasks. Please be aware of fast changes of weather conditions. The flight times (the open window, the close window, the type of the task etc.) will be chosen according to the weather forecast.

Start point

Organizers will provide the transportation to the start point (take off area) for the launch.

Turn-points

The number of turn-points is 55. Turnpoints radius is 400 m. Organizers can change or add co-ordinates and radius during the event. In this case the changes will be announced at the task briefing.

Take-off

The official competition time is the GPS time. The MD can stop take-off at any time for safety reasons. If the pilot decides not to fly, he/she must notify the organizer before the mandatory safety report back deadline, preferably on take –off.

DURING THE TASK

Cancellation or stopping of the task

The Meet Director is the only person authorized to cancel or stop a task in progress, for emergency reasons.

When a Race to Goal task is stopped but not cancelled, the pilot's scores will be determined from their GPS track log position **10 minutes back** the official time when the task is stopped. **The task will be scored only if over 90 minutes have elapsed since the opening of the start gate or at least 1 pilot has reached Goal. In case of a pilot in Goal the considered time for all the other pilots will be the official stopping time.**

Goal

The goal will be either:

-A cylinder for the end speed section with size and position to be decided by the task setting committee and a cylinder or a physical line for the end of the task.

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

For cylinder time is taken at the entry to the cylinder.

Pilots finishing speed section but not reaching the end of task will get zero of their speed points.

In case of a remote landing or when there is no physical line displayed, the goal cylinder will be the default TP cylinder. Organizers can change the radius of the cylinder for safety or other reasons during the event. In this case the changes will be announced at the task briefing and will be displayed on the Task Board.

AFTER LANDING

Retrieve

All pilots must pack their glider immediately after landing.

It is obligatory for the pilots to change from Safety Frequency to Retrieve Frequency and report safe landing by radio, telephone, SMS to retrieval cell phone number. The retrieve cars will be moving on determined asphalt roads.

On behalf of organizational team I wish you the best of luck in the competition tasks, safe landings and a nice stay in wonderful Drama at this special event.

MD