



# AIOLEIA 2012 XC OPEN

## LOCAL REGULATIONS FOR THE COMPETITION

### ***Name of the event***

**AIOLEIA 2012 XC OPEN F.A.I. 2<sup>nd</sup> CATEGORY INTERNATIONAL EVENT** this competition includes the **GREEK PARAGLIDING CHAMPIONSHIP 2012** and it is also a **Pre Paragliding World Cup event**.

### ***Location***

PETRUSA village located 15km from city of DRAMA in Northern part of GREECE.

### ***Dates***

**17 to 22 of June 2012** with one practice day 16 June 2012.

### ***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 in Petrusa central square.

Any modifications or changes will be announced in time by the organizers

### ***Organized by:***

AirClub AIOLOS – Drama on behalf of Hellenic Aeronautical & Airsports Federation.

### ***Officials***

The **Meet Director** of this competition is **Mr Myrianthopoulos Ioannis** +30 6945212000 with the following key persons.

Ioannidis Ioannis	<b>Safety coordinator</b>	+30 6944 528947
Iordanidis Dimitrios	<b>Task Committee coordinator</b>	+30 6944 460404
Peleki Eleni	<b>Scoring &amp; Registration office</b>	+30 6932 668717
Pistikos Ioannis	<b>Registration office</b>	+30 6937 765677
Tsiklakidou Spiridoula	<b>Registration &amp; Retrieval coordinator</b>	+30 6945 775636
Karakatsianis Antonis	<b>Rescue Team coordinator</b>	+30 6945 015306
Valavanis Agelos	<b>Radioamateurs team</b>	+30 6944 391093

### ***Jury***

The competition 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 2<sup>nd</sup> cat.** Competition, with ranking interest for the WPRS. This event will be the Greek Paragliding Championship for 2012 for the Greek pilots.

### ***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 offence penalty will be applied on the pilots.

Please also respect the competition area.

### **Rules – Scoring – Task discards**

In this race we'll follow the FAI official rules.

**Scoring formula of GAP2011** 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.**

### **Task discard**

If 4 or more valid tasks are flown in the competition the worst task result for every pilot will be discarded in the overall results.

### **Gliders**

ONLY CERTIFIED WINGS are allowed to fly in the competition according to the decision of the Greek NAC

All gliders must be flown within their certification limits and with no further modification

This Competition includes three categories: The certified wings class EN B LTF 1-2, EN C & LTF 2, EN D & LTF 2-3. The first three pilots in the Overall classification and the first woman will be awarded with a money prize offered by the Organizers. Special money prize will be awarded to the first pilot in each of the other two certified wings categories.

### **Pilot's weight may be checked at the take off or after landing**

If their all up weight is out of their glider's certification range, they will be penalized without tolerance on the measurement

### **Gliders check**

Gliders will be checked after a complaint. In addition the meet director can request a glider check. Pilot must give his glider for checking or comparing immediately upon such request

- comparison with other glider same model and size
- measurement according to the parameters given by the manufacturer

### **Prizes**

Best pilots in the competition will receive a cash prize. The cash prizes are for the following places

1 <sup>st</sup> place general <b>600 €</b>	1 <sup>st</sup> female <b>300 €</b>	1 <sup>st</sup> EN B & LTF 1-2 <b>300 €</b>
2 <sup>nd</sup> place general <b>400 €</b>		1 <sup>st</sup> EN C & LTF 2 <b>300 €</b>
3 <sup>rd</sup> place general <b>200 €</b>		

### **NOTICE:**

Total cash prize that we will give is 2.100 Euro with 120 pilots registered.

Prizes awarded are subject to numbers of participants.

Cash prize for female pilots will be awarded only if more than 10 female pilots participating in the competition

Cash prize for certified wings sub categories will be awarded only if more than 10 pilots in each category participating in the competition

## 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 **144,250 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 **146,150 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 an Helicopter available for SAR operation in case of emergency with response time of 90 minutes.
- 9) **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.**
- 10) **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.**
- 11) 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.
- 12) **Leonardo Live system** is obligatory for this years competition. 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/index.php>

### 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 offence – 100 points

2nd offence – 500 points

3rd offence – expelled from the competition

#### Wrong turn direction

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

#### Dangerous and aggressive flying

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

#### Aerobatics after reaching the goal area

1st offence – warning

2nd offence – 100 points then doubling for every offence after that.

#### Top Landing without permission after the launch window is open

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

#### Failure to report back

1st offence - zero for the day.

2nd offence – expulsion from the competition.

### **Too much ballast or total equipment weight > 33kg**

1st offence – 100 points

2nd offence – zero points for the task

3rd offence – 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 53. Turn-points 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