



# ***Pyrénées' Cup***

## **FAI WC/ Eurotour Contest**

**Saint-Férriol / Laurac**

**25<sup>th</sup> to 27<sup>th</sup> September 2015**

### **Briefing: (Local rules)**

The following rules are set up to insure and to allow to perform a maximum number of rounds to be flown during the Pyrénées' Cup and to guarantee a maximum of safety during all activities on ground and in the air. These rules have proven their efficiency during numerous contests on the proposed slopes.

#### **1. Round 0:**

It is not planned to have a round 0, despite meteo conditions that are below FAI limits but still permit to fly without difficulties.

#### **2. Meteo and wind measurements**

With the aim to assure equivalent meteo conditions for all pilots, a dedicated measuring device will observe wind speed and direction and will indicate when FAI limits are exceeded (wind direction out of +/- 45° angle from normal slope axis or wind speed below 3m/s or above 25m/s for more than 20 sec). In addition, the system will calculate the average wind conditions during the timed flight (30sec climb + run). Based on the experience on the proposed slopes and their associated characteristics, the minima average wind limit will be fixed and announced on the official information board before starting each round.

#### **3. Re-flights:**

In case of meteo conditions (FAI limits or calculated average) are out of the announced limits, the Course Director (CD) will ask the competitor whether he requests a re-flight. The competitor has to answer **immediately** with a clear **yes** or **no**. This decision could not be changed or revised during the run that has to be stopped immediately in case of a requested re-flight. The re-flight has to be executed rapidly after landing.

#### **4. Time measurements**

Automatic systems will be used for timing and wind measurements. 5 Seconds anti diving rule will be managed by the timing system.

#### **5. Automatic start sequence:**

**The CD will not call for the pilots, neither for their preparation neither for the start of the run (launch).** At the end of the run of the preceding pilot, the following pilot has imperatively to show up and be ready for launch of his glider. After a simple sign from the CD that indicates the possibility to launch, the competitor (or his helper) has to launch the glider within the next 30 seconds. If the competitor does not show up within 30 seconds preparation time, the result of 0 points for the actual run is noted and the preparation time for the subsequent pilot starts. So it is evident that at least two pilots have to be ready to fly.



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### **6. Frequency control:**

The frequency of each pilot will be checked during registration. Double frequencies will be explicitly be mentioned during the pilots briefing, if there are. The starting list and the pilots frequencies will be visibly attached on the information board.

During contest preparation, the organizer will aim that no double frequencies occur by intensive use of 2,4GHz and synthesizer systems.

If necessary, a peg board will be used. A pilot who shows up for his run without his peg will receive a penalty 100 points. The pilot that presents an emitter for the scanner check with a wrong frequency, will start the contest (no joke).

### **7. Safety line:**

The bases are installed approximately 3m behind the edge of the slope. The safety line is situated between the two bases and will be marked on the ground. The exact reference points that are used by the judge (with a horn) who is dedicated to observe the safety line, will be explained to all competitors during a short briefing on the slope. This safety line will be different on the various slopes in order to adapt to the individual shape of the slope.

All passing of any piece of the glider during the entire flight (except during landing phase) will lead to a 100 points penalty.

A limit line to separate the launching area from pilots will be marked on ground ("Pilots spectator line").

### **8. Landing zone:**

The landing has to be performed directly after the run in a dedicated area (marked on the ground) and without perturbation of the following pilot. In case of non-respect (passing between base A and B, a small DS session for example) without obvious reasons, will lead to a penalty of 100 points. A landing outside the marked landing area will lead to a 0 result for the run as well as the flight over the pilot area or the car park.

### **9. Starting numbers:**

All pilots must wear the starting numbers in a visible manner, latest when he starts the preparation for his flight. A pilot that shows up at the CD for his flight without his starting number, will receive a penalty of 100 points.

### **10. Keeping of penalty points:**

The penalty points that are attributed to a competitor for safety reason are not removed in case of rounds being discarded.



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### **11. Group Scoring:**

Under the condition that at least half of the pilots have flown their run and due to meteo reasons (interruption of more than 30 minutes), group scoring might be applied with a 50/50 split.

### **12. Discard of bad results:**

With four rounds flown, the worst result of each competitor will be discarded. In case of 15 rounds flown, the second worst result of each competitor will be discarded.

### **13. Communication:**

The organiser committee will inform through written information that will be attached on official boards on the slope.

In case of questions or discussion, only the CD might be contacted. No pilot is allowed to speak to judges. Non-respect of this behaviour rule might be subject to 100 points penalty.

Protest fee is 30€ and has to be paid when submitting the protest. A protest must be submitted before the start of the next round. In case that protest was justified, protest fee will be returned.

### **14. Environmental Impact:**

Please keep slopes tidy. The local communities and agricultural responsables are accepting us without any condition, so please make sure not to leave anything on the slopes (including scotch tape pieces or cigarette filters). Waste containers are available in St. Ferriol and Laurac and you will pass in front of them when you drive to the slope.

In France, waste separation is standard, and you can dispose glass bottles in respective waste containers that are available in St. Ferriol and Laurac.

Please be friendly to local visitors on the slope. They don't know about the danger of our sport and the nature of our contest.