

2019 Saint Petersburg Accuracy Cup (FAI 2)

LOCAL REGULATIONS

1. The main provisions

Competitions are held in order to develop the sport of Ultra Light Aviation and to popularize the sport of Ultra Light Aviation among the broad masses of the population, as well as to determine the strongest athletes of St. Petersburg in the Accuracy discipline of paragliding.

Within the framework of the competition, the Championship of St. Petersburg in the sport of ultralight aviation (Paragliding Accuracy) is held, in which the Champion of St. Petersburg is defined.

1.1 The Winner

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

1.2 Competition Site

Leningradskaia obl., Lomosovski r-n., Malaia Ijora, paradrom «Kukkuzi na Finskom»,
59°55'32.0"N 29°38'34.0"E.

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

1.3 Date

30th-31th March, 2019.
Alternate date(s): 06 April - 07 April 2019.

1.4 Organizers

- ROO "Sporting Federation of Superlight Aviation of the Saint Petersburg"
- ROO "Sporting Federation of Superlight Aviation of the Leningrad Region"
- The International Air Sports Federation (FAI)
- Paragliding Sport club "Skystream"
- Paragliding Sport club " Saint Petersburg "

Event/meet Director - Artem Lozovoy
Safety Director - Ali Khasinverov
Launch Marshals - Dmitry Sapozhnikov
Chief Judge - Sergei Gordeev
Event Judge - Mariia Grigoreva
Target Judge - Ekaterina Shubina
Target Judge - Natalia Pashinina
Head of Office - Mariia Grigoreva

1.5 Event Schedule

30th March, 2019

Arrival, accommodation.

8:00 – 9:00 Registration, Draw in HQ.

9:00 – 9:30 Opening Ceremonies, mandatory Pilots General and Safety

Briefing on Competition Site.

9:30 – 18:30 Competition Flights.

18:30 – 19:30 First Day Results.

31th March, 2019

9:30 – Mandatory safety briefing on Competition Site.

10:00 – 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 – 30th March 2019, 09:00 local time.

Deadline for a reduced entry fee payment - 25th March 2019 (inclusive)

Online registration: Pilots who already have an account on lenoblcup.ru register there. Those pilots, who have not managed to pay entry fee online till 30th March, will be able to pay an increased entry fee at registration place on specified time.

Late payment will incur a supplementary fee of 5€ (300 RUR). All pilots must register personally (by signing) at competition office on the first competition day at registration time.

Maximum number of pilots - 60.

Maximum number of foreign pilots – 30.

1.7 Entry fee

Up to 25th March (inclusive) entry fee - 20 EUR. (1500 RUR)

From 25th March - 25 EUR (1700 RUR)

Entry fee at registration place 30th March - 30 EUR (2000 RUR)

Entry fee should be transferred to account:

PayPal: m.grigoreva@mail.ru

In the purpose of the payment, you must specify the name of the pilot of the participant and it is desirable to send an SMS message or message in the WhatsUp application to the number: +79119917681 (Mariia Grigoreva).

1.8 Classes

There are several kind of offsets in the competition:

- Saint Petersburg Accuracy Cup FAI overall
- Saint Petersburg Accuracy Cup FAI women
- Saint Petersburg Accuracy Cup team
- Saint Petersburg Accuracy Cup junior

The women's competition is played with at least 3 women athletes participating in the competition.

Junior (pilots under 21 years old) contest is played if at least 3 athlete are under age 21 at the start of the current competition.

Team championship is held if applications from three or more teams are submitted. Teams are created on a voluntary basis. The maximum number of participants in a team is 4 people.

1.9 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.

1.10 Insurance

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

Russian 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.

1.11 Requirements for equipment

The organizer, preferably the Safety Director, shall make airworthiness checks during the competition. At any time during the championships, the organizers and officials have the right to inspect any competing glider and, if necessary, ground it for safety or non-compliance reasons.

The organizers shall apply any other penalties listed in S7C and the Local Regulations for non-compliance with class or airworthiness standards. All competing pilots are to cooperate with the organizers and officials.

Equipment must comply with pilot qualification in accordance with the requirements in S7C.

Helmet suitable for paragliding.

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

Tow release system.

Harness with the protector.

Rescue parachute.

Footwear must be suitable for a safe landing in all valid wind conditions. Heel and tip of competitors' footwear must not be modified such that it can damage the automatic measuring device. Any footwear addition must be made from soft rubber.

1.12 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.

1.13 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.

1.14 Pilots obligations

Comply with competition rules, morale and ethics.

Attend briefings.

Execute instructions of the organizers.

1.15 Teams

For Accuracy Cup team inclusion pilots may form teams of clubs, towns, regions, etc.

A team consists of 4 pilots. The best 3 scores will be calculated.

1.16 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.

2 Site and Equipment

2.1 Target

The target radius is 5.00 metre. Falls will be scored to 10.00 metre. 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 measuring device shall be used at target center, the results being indicated at the screen outside the target. In case the AMD is out of order, distance is measured by the judges. Clearly marked circles shall be set at 0.5 m, 2.5 m, 5 m and 10m 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. The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken. 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.

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 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.

3 Competition

3.1 Number of Rounds

Minimum rounds - 1 maximum – 7. 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 shall be valid during all competition day. Each pilot must display his contest number on his leg.

Last round order should be set according to current results of previous rounds, starting with pilots who have accumulated maximum scores.

3.3 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 or those who launched without the Launch Marshal's permission, will 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 shall separate themselves by height to ensure safe and unobscured landing at the target. Overtaking at low altitude above the target (AGL) is not allowed and may lead to maximum score penalty; it may be regarded as dangerous flying

3.5 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.

3.6 Re-launches

A competitor may only request a re-launch following a disputed flight by applying to the Event Judge at the target before signing for his score. The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges). The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence. At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.

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. Refer to Complaints and Protests in S7C

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

- Wind Speed - The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.
- Target Obscured - The target is obscured during a competitor's final approach and the pilot makes a clear signal that he is flying away and does not attempt to land on the target.
- Judges Disagree - The judges are unable to agree an accurate score for any reason.
- Safety Reasons - The competitor changes his flight plans for safety, does not then attempt to land on the target and makes a clear signal that he is flying away.
- Distraction - If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes a clear signal that he is flying away.
- Judges' Discretion - At the Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach.

A re-launch may be authorised provided that the pilot does not attempt to fly to the target.

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.

5 Scoring

5.1 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. Falls will be scored to 10.00 metre.

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.

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 rejected.

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

If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores will be declared the winner of the tie break. If they are the same, the highest number of 1 cm scores will be considered, then 2 cm scores, etc.

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. Any protest with the scores after the final round must be submitted within 0.5 hour of the scores being posted.

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 20 EUR (1500 RUR) 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 Penalties

The Meet Director shall impose penalties for infringement of, or non-compliance with, any rule in the Sporting Code or Local Regulations

The penalties imposed by the Meet Director shall be at his discretion and may be one of the following:

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.

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