



Danish Open Nationals HG 2014

Local regulations:

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Local regulations:

1. Purpose

- 1.1. This is a **CAT 2, Class 1** (flex wing) Open National Championship
- 1.2. The purpose of the Championship is to provide safe and fair contest flying in order to determine the **Champion in Danish Open 2014** and to determine the **National Danish Champion 2014**

2. Program

31. of March Training at FHPC

1. of June 10h00 Registration and First Briefing
1. of June Contest Flying Day (time of daily briefing – see Briefing)
2. of June Contest Flying Day
3. of June Contest Flying Day
4. of June Contest Flying Day
5. of June Contest Flying Day
6. of June Contest Flying Day
7. of June Contest Flying Day
8. of June Spare Contest Flying Day

3. Venue of Contest

The venue of the contest is:

FHPC (Fasterholt Hanggliding and Paragliding Center.)
Brandevej 14
7330 Brande, Fasterholt
Denmark

4. General Rules

- 4.1. The contest is primarily held according to these present Local Regulations
- 4.2. Secondly FAI Sporting Code Section 7 is used

5. Entry

- 5.1. This Championship is open to all Members and Associated Member Countries of FAI
- 5.2. Participating pilots must have a valid FAI Sporting License and Documentary Proof of Insurance in English language for insurance against Third Party Liability for a combined single limit of 1.000.000 euro **(this will be scrutinized at the registration)**
- 5.3. Entry is limited to **23** contestants

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Local regulations:

6. Entry Deadlines

- 6.1. Until 1st of April, **16** places are reserved for Danish pilots qualified through the Danish LIGA Tournament 2011
- 6.2. **7** places are reserved for non Danish pilots until 14th of May

7. Championship Validity

- 7.1. The Championship is valid when a sum of **750** points for daily scores is achieved
- 7.2. If not, then the Spare Day will be used

8. Equipment

- 8.1. The Hanggliders must be FAI Class 1
- 8.2. It is **not** allowed for the pilot to change the Hangglider with another during the competition, unless allowed by the Meet Director in the case of a damaged hangglider or other valid reasons
- 8.3. Altimeter and rescue chute are mandatory as well as the use of an approved helmet
- 8.4. Backup GPS is allowed
- 8.5. Pilots must provide a cable for their GPS-type for uploading of turn points and downloading of flight logs

9. Jury

- 9.1. A Jury is set with three persons who are not participating in the event, neither as officials nor pilots
- 9.2. The Jury's task is to decide the outcome of any pilot protest based on these Local Regulations and FAI Sporting Code Section 7

10. Safety Committee

- 10.1. A Safety Committee of at least two pilots is elected among the pilots
- 10.2. The Safety Committee's task is to advise the Meet Director before the start of the daily tasks

11. Task Committee

- 11.1. A Task Committee of two pilots will be elected among the pilots
- 11.2. The Task Committee will assist the Meet Director in setting the heat tasks
- 11.3. When weather conditions or forecasts make it difficult to set one good task early, an A-task and B-task can be set. Then at the final task briefing it can be decided which task to go for

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Local regulations:

12. Protest

- 12.1. Only Participating Pilots can protest
- 12.2. Protests are given in writing to the Meet Director no later than **09h00** the day after the actual heat
- 12.3. For the last heat protest deadline is **1 hour** after results are announced
- 12.4. The Protest Fee is **50 euro** or **350 Dkr.** - it will be returned if the protest is upheld

13. Penalties

- 13.1. If a pilot is violating the **VFR-rules** or other rules announced he will be disqualified from the actual heat
- 13.2. If a pilot flies more than **300 m** into a **restricted area** he will be disqualified from the actual heat
- 13.3. If a pilot flies into a **CTR-area** or more than **3 km** into a **restricted area** he is disqualified from the competition
- 13.4. If 3D GPS is used and the track proves the pilot never entered the restricted area no penalty is given
- 13.5. Towing procedures must be followed (see Towing)
- 13.6. Pilots who do not follow the official rules, cheats or acts unfair, can be disqualified from a heat or the competition, by the Meet Director or the Jury

14. GPS

- 14.1. Any GPS supported by "GpsDump" may be used
- 14.2. Max allowed gap in track log is **15 minutes**

15. Briefing

- 15.1. At **10h** there will be a **daily briefing** with weather forecast, task, start order and safety
- 15.2. The Start Order and the Start Times are announced at least **60 minutes** before the heat start
- 15.3. The Task Briefing must be finished at least **15 minutes** before the heat start
- 15.4. Usually the start of the heats is somewhere between **12h – 15h**

16. Start Method

- 16.1. The Start Method is Static Line Towing
- 16.2. Only pilots that land in the briefed landing area are allowed to take as many tows as needed within the launch window
- 16.3. There will be a drawn start order
- 16.4. After the start official calls "car ready" the pilot has **60 seconds** to start. If other pilots that are ready to start calls push, the starting pilot loses his start after **60 seconds** and is moved to the back of the start order
- 16.5. Each pilot must bring their own **Towing Release Mechanism**
- 16.6. **Start Trolleys** will be available

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Local regulations:

17. Tasks

- 17.1. There will be only **one task per day**
- 17.2. Tasks will be **elapsed time, race to goal** or **AAT**
- 17.3. Speed sections must be at least **40 km**

18. Scoring

- 18.1. The Scoring will be latest version of "FSComp" together with "GpsDump"
- 18.2. Scoring formula will be "GAP 2008" with:
 - Distance points and Time points selected
 - Departure, leading and arrival points will **not** be used
 - Minimum distance is **5 km**
 - Nominal Distance is **40 km**
 - Norm Time is **90 minutes (1,5)**
 - **35%** pilots in goal
 - Jump The Gun Factor is **3**
 - **1000** points for winner
 - Time points given if reached ES **80%**
 - Speed rank used **1**
- 18.3. Abbreviations:
 - **LO** Pilots who starts within the launch window but does not reach min distance is registered as **Landed Out**
 - **DNF** Pilots present at briefing, but not starting is registered as **Did Not Fly**
 - **ABS** Pilots not present at briefing and not starting is registered as **Absent**
 - **Disqualified** pilots is registered as **ABS** with "**Disq**" in comments
- 18.4. Scoring will only be based on the GPS track log
- 18.5. Pilots in goal must land less than **2 km** from goal unless otherwise is briefed
- 18.6. There will only be virtual goals
- 18.7. The goals are always a cylinder
- 18.8. The radius of the cylinder can vary from **400 m and up**
- 18.9. If more pilots end up with same total score the winner is determined with:
 - Best heat placing: Most 1st places then most 2nd places and so on
 - Shortest time on tasks
 - Most km flown on tasks

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19. Cancelling of a heat

19.1. Heats can be cancelled for the following reasons:

- If not all competitors have had the possibility to start within the launch window (on average three minutes per tow is used to calculate the time needed to give all the pilots in a heat one tow)
- If weather conditions have changed so dramatically, that not all pilots have had the possibility to start under similar conditions
- For safety reasons
- If lightning on the course is observed, during the same time as pilots are on the course, the heat must be cancelled

19.2. Due to the launch method Stop Task will not be used in this competition

20. Towing Procedures

20.1. For security reasons towing procedures will be in Danish

20.2. Between pilot and start official English procedures is allowed:

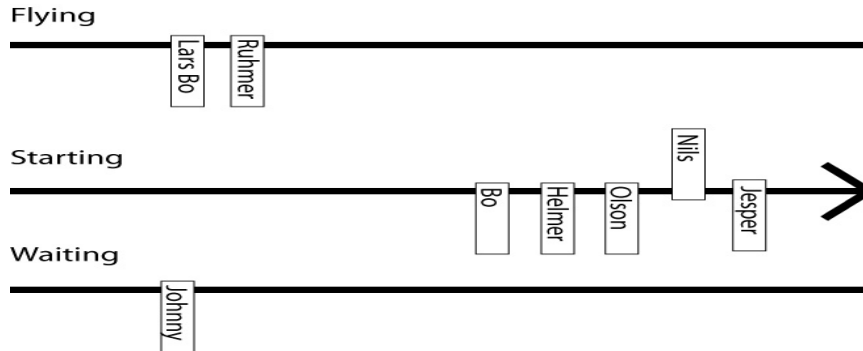
- 1) Starter >> pilot "Bil klar" or "Car ready"
- 2) Pilot >> Starter " Hangglider Pilot ophængt og klar til start" or "Hangglider Pilot hooked in and ready to start"
- 3) Starter >> Car "Hangglider Pilot ophængt og klar til start"
- 4) Car >> Starter "Hangglider Pilot ophængt og klar til start, bil klar"
- 5) Pilot >> starter "Kør ind, Kør ind, Kør ind" or "Go, Go, Go"
- 6) Starter >> car "Kør ind, Kør ind, Kør ind"
- 7) Klip, klip, klip can be used to have the car releasing the line

20.3. If the line breaks during the tow, the pilot must fly and release the line causing it to land on the airfield, but only if this can be done safely

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Local regulations:

21. Start Order



- 21.1. Clamps represent pilots
- 21.2. Top line "Flying line" is pilots flying
- 21.3. Middle line "Starting line" is the start line
- 21.4. Bottom line "Waiting line" is pilots landed and/or waiting to be put on the start line
- 21.5. This board for knowing the start order is controlled by the Start Official only
- 21.6. If a pilot want his/her clamp moved, this is done by asking the Start Official to do it
- 21.7. The heat day starts with all clamps on the start line in the drawn order.
- 21.8. Clamps from the "Starting Line" can only be moved when in the starting position (farthest right), the pilot starts and the clamp is moved to "Flying Line" or is moved to the "Waiting Line"
- 21.9. On request from the pilot, the Start Official moves the clamp from the "Waiting Line" to the back of the "Starting Line" (farthest left position)
- 21.10. Pilots not intending to start, request the Start Official to flip the clamp up. This helps other pilots to better time their start
- 21.11. If 3 or more pilots from the start position withdraws from the start order the next pilot has 5 minutes to start
- 21.12. If during 10 minutes no pilots want to start, all clamps are moved to the "Waiting Line" and the start order is cancelled