



Danish Open HG 2017

Local regulations

Contents

1. Purpose	2
2. Purpose	2
3. Program	2
4. Location of the Competition	2
5. General Rules	2
6. Entry	2
7. Entry Deadlines	3
8. Championship Validity	3
9. Equipment	3
10. Jury	3
11. Safety Committee	3
12. Task Committee	3
13. Protest	4
14. Penalties	4
15. GPS	4
16. Briefing	4
17. Launch Method	4
18. Tasks	4
19. Scoring	5
20. Cancelling of a heat	6
21. Towing Procedures	6
22. Launch Order	6

Danish Open HG 2017

Local regulations

1. Purpose

- 1.1. This is a **CAT 2, Class 1** (flex wing) Nordic Championship

2. Purpose

- 2.1. The purpose of the Championship is to provide safe and fair contest flying in order to determine the **Danish Open Champion 2017 and Danish Champion 2017**

3. Program

03. of June Training at FHPC
04. of June 10h00 Registration and First Briefing
04. of June Contest Flying Day (time of daily briefing – see Briefing)
05. of June Contest Flying Day
06. of June Contest Flying Day
07. of June Contest Flying Day
08. of June Contest Flying Day
09. of June Contest Flying Day
10. of June Contest Flying Day
11. of June Spare Contest Flying Day

4. Location of the Competition

The location of the competition is:

FHPC (Fasterholt Hanggliding and Paragliding Center)
Brandevej 14
7330 Brande, Fasterholt
Denmark
+45 40 81 65 02

5. General Rules

- 5.1. The competition is held primarily in accordance with these local rules
- 5.2. Secondly FAI Sporting Code Section 7 is used

6. Entry

- 6.1. This Championship is open to all Members and Associated Member Countries of FAI
- 6.2. 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 checked at the registration**)
- 6.3. Entry is limited to **25** pilots

Danish Open HG 2017

Local regulations

7. Entry Deadlines

- 7.1. Until 1st of May, **All** places are reserved for pilots from Sweden, Norway, Finland, Iceland and Denmark with 5 pilots from each country.
- 7.2. After 1st of May registration is open for all countries.

8. Championship Validity

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

9. Equipment

- 9.1. The Hanggliders must be FAI Class 1
- 9.2. 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 hanglider or other valid reasons
- 9.3. Altimeter and rescue chute are mandatory as well as the use of an approved helmet
- 9.4. Backup GPS is allowed
- 9.5. Pilots must provide a cable for their GPS-type for uploading of turn points and downloading of flight logs

10. Jury

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

11. Safety Committee

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

12. Task Committee

- 12.1. A Task Committee of two pilots will be elected among the pilots
- 12.2. The Task Committee will assist the Meet Director in setting the heat tasks
- 12.3. 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

Danish Open HG 2017

Local regulations

13. Protest

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

14. Penalties

- 14.1. If a pilot is violating the **VFR-rules** or other rules announced, he will be disqualified from the actual heat
- 14.2. Towing procedures must be followed (see Towing Procedures)
- 14.3. 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

15. GPS

- 15.1. Any GPS supported by "GpsDump" may be used
- 15.2. Max allowed gap in track log is **5 minutes**

16. Briefing

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

17. Launch Method

- 17.1. The Launch Method is Static Line Towing
- 17.2. Only pilots that land in the briefed landing area are allowed to take as many tows as needed within the launch window
- 17.3. There will be a drawn launch order
- 17.4. After the launch official calls "car ready" the pilot has **60 seconds** to launch. If other pilots that are ready to launch calls push, the launching pilot loses the possibility to launch after **60 seconds** and is moved to the back of the launch order
- 17.5. Each pilot must bring their own **Towing Release Mechanism**
- 17.6. **Trolleys** will be available

18. Tasks

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

Danish Open HG 2017

Local regulations

19. Scoring

- 19.1. The Scoring will be latest version of “FSComp” together with “GpsDump”
19.2. Scoring formula will be “GAP2016” with these settings:

GAP2016

GAP edition

Official CIVL GAP version
 OzGAP 2005
 GAP 2000
 custom

Competition Parameters

Minimum distance 5 km
Nominal distance 40 km
Nominal time 01:30 hh:mm
Nominal launch 95 % of pilots
Nominal goal 35 % of pilots

Minimum time for valid tasks
 60 minutes (FAI Cat. 2, FAI Cat. 1 Female) 90 minutes (FAI Cat. 1 male)

Type of altitude used for scoring
 GPS QNH 1.013,25 hPa

Advanced settings... Ok Cancel

Advanced Settings: GAP2016

Advanced Settings: GAP2016

Point Types

Use Distance Points Use Departure Points Use Arrival Position Points
 Use Time Points Use Leading Points Use Arrival Time Points

Official CIVL GAP (HG) OzGAP 2005 GAP 2000

Technical Parameters

Day Quality override 0,00 Time points given if reached ES but not goal 80 %
"Jump the gun" factor 3
Max "Jump the gun" 300 seconds
 1000 points for winner if no pilot in goal Stopped Task Bonus Glide Ratio 5 : 1
 1000 points for winner before DQ is applied
 Use distance² for LC calculation Use "difficulty" for distance points calculation
 Double Leading Points weight (compared to original GAP)
 Proportional Leading Points weight if no pilot in goal

19.3. 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

19.4. Scoring will only be based on the GPS track log

19.5. Pilots in goal must land less than **2 km** from goal unless otherwise is briefed

19.6. There will only be virtual goals

19.7. The goals are always a cylinder

19.8. The radius of the cylinder can vary from **400 m and up**

19.9. If more pilots end up with same total score the winner is determined with:

Danish Open HG 2017

Local regulations

- Best heat ranking: Most 1st places then most 2nd places and so on
- Shortest time in tasks
- Most km flown in tasks

20. Cancelling of a heat

20.1. 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

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

21. Towing Procedures

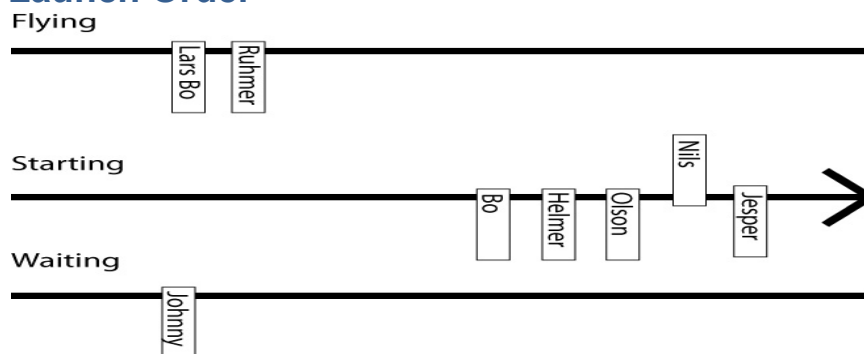
21.1. For security reasons towing procedures will be in Danish

21.2. Between pilot and launch official English procedures is allowed:

- Launch official >> pilot: "Bil klar" or "Car ready"
- Pilot >> Launch official: "Hangglider Pilot ophængt og klar til start" or "Hangglider Pilot hooked in and ready to start"
- Launch official >> Car: "Hangglider Pilot ophængt og klar til start"
- Car >> Launch official: "Hangglider Pilot ophængt og klar til start, bil klar"
- Pilot >> Launch official: "Kør ind, Kør ind, Kør ind" or "Go, Go, Go"
- Launch official >> car: "Kør ind, Kør ind, Kør ind"
- "Klip, klip, klip" can be used to have the car releasing the line

21.3. 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

22. Launch Order



22.1. Clamps represent pilots

22.2. Top line "Flying line" is pilots flying

22.3. Middle line "Starting line" is the start line

22.4. Bottom line "Waiting line" is pilots landed and/or waiting to be put on the start line

Danish Open HG 2017

Local regulations

- 22.5. This board for knowing the launch order is controlled by the Launch Official only
- 22.6. If a pilot want his/her clamp moved, this is done by asking the Launch Official to do it
- 22.7. The heat day starts with all clamps on the start line in the drawn order.
- 22.8. First heat the order will be taken from CIVL WPRS ranking. For the following heats launch order will be taken from the comp result.
- 22.9. Clamps from the "Starting Line" can only be moved when in the launching position , the pilot launches and the clamp is moved to "Flying Line" or is moved to the "Waiting Line"
- 22.10. On request from the pilot, the Launch Official moves the clamp from the "Waiting Line" to the back of the "Starting Line" .
- 22.11. Pilots not intending to launch, request the Launch Official to flip the clamp up. This helps other pilots to better time their launch
- 22.12. If 3 or more pilots from the start position withdraws from the launch order the next pilot has 5 minutes to launch
- 22.13. If during 10 minutes no pilots want to launch, all clamps are moved to the "Waiting Line" and the launch order is cancelled