

The BGD Weightless 2020



BGD Weightless 2020

Roldanillo, Colombia

Rules: V1.0

01/01/2020

These rules are subject to amendment or alteration at any time prior to the competition start

Local rules shall be published on the official notice board throughout the competition and may not be included in this document

Local rules, BGD Weightless 2020

Introduction

The BGD Weightless is run according to the General Section and Section 7 of the FAI Sporting Code. References to Section 7b refer to the latest edition of this Code that can be found at <http://www.fai.org/civil-documents>. These additions supersede section 7 and are in place to promote pilot safety and improve the sporting nature of the event.

Safe flying: All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competition, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the BGD Weightless for all pilots to accept without restriction to hold the Organisers blameless, and waive all claims to compensation.

Sportsmanship: The purpose of the BGD Weightless is to provide a sporting, fair, competitive and safe contest, in order to determine event winners in the many different categories involved, see § 8, and to reinforce friendship among competitors.

The BGD Weightless event is a mid level competition with a focus on addressing the weight issues that impede lighter pilots from scoring fairly. For that reason, the scoring will be run as per standard Section 7 scoring methods, with the addition of a weight compensator factor.

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1. Sporting Behaviour

1.1 Behaviour

Competitors not behaving in a safe, proper, friendly and sporting manner will be penalised and may be disqualified.

1.2 Abuse

Any verbal or physical abuse of any of the competition officials will be dealt with according to the FAI General section of the sporting code rule concerning stewards and jury members and Section 7 of the FAI Sporting Code.

2. Competition Outline

2.1 Number of Participants

The 2020 BGD Weightless allows for a total of up to 120 participants.

Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below.

2.2 Competition Dates

The 2020 BGD Weightless will follow the following schedule, unless informed otherwise prior to the start of the competition or on the official notice board if the competition has already started.

- Registration: On-site registration will be at the competition HQ on Saturday 4th January. All appropriate documentation must be demonstrated at this time.
- Mandatory briefing: Saturday 4th January at 19:00 at Competition HQ
- First Task: Sunday 5th January
- Last task: Friday 10th January

The prize giving ceremony will normally be on the last day of the competition. The last day is a full competition day.

2.3 Pilot Entry Requirements

All Pilots must hold the following:

- International license with IPPI card level 4 or 5
- International FAI Sporting License
- GPS which records a 3D track log, 3D track logs are mandatory

2.4 Right to Refuse Entry

The organisers reserve the right to refuse entry to any pilot.

3. Insurance

3.1 Medical Cover + 3rd Party liability cover

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability insurance with an insured limit of at least EUR600000 (or foreign currency equivalent).

A statement from your insurance company, in English language, may be required at registration, proving that you have met the insurance requirements and including 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot may lose their place to a pilot on the waiting list.

4. Glider classes

Any LTF/DHV or EN certified glider is permitted to enter the competition. CCC class gliders are excluded from competing.

4.1 Glider Classes

- **Overall Class** is for any glider up to EN-D
- **Sports Class** is for any glider up to EN-C
- **Leisure Class** is for any glider up to EN-B

It is the pilots' responsibility to ensure he has registered the correct wing before the competition start.

4.2 BGD Weightless

The highest ranked pilot (any nationality) after the last task is the BGD Weightless Winner.

4.3 BGD Weightless Event Prizes

Prizes will be awarded for:

- Overall Class
- Sports Class
- Leisure Class
- Female Pilots

Other prizes may be awarded at the discretion of the organisation.

5. Organisers and Committees

5.1 General Organiser and Meet Director (MD)

The General Organiser works together with the Meet Director. They are responsible for the successful management of the event, assisted by other officials.

5.2 Task & Safety Committee (TC)

The Task & Safety Committee consists of:

- The Meet Director (MD)
- The Task Director (TD)
- The Safety director
- One pilot with good local knowledge chosen by the TD

This task committee must unanimously agree each day's task, considering all issues affecting task safety. They should also remain in contact during the task in order to continuously evaluate conditions and make decisions regarding safety.

6. Transport

6.1 Transport to takeoff

The transport to takeoff is by buses and minibuses. The vehicles leave from the competition HQ at a predetermined time each morning – these times will be published in the official Whatsapp group. Pilots should make sure that they are ready to leave on time; if the buses have gone up without you, you may be asked to find your own transport to launch.

The minibuses leave from the HQ, using the following loading system:

- The pilots glider may be transported in a separate vehicle. Adequate time must be allowed for loading of the glider prior to departure.
- Pilots must present their ID card to the bus driver and then be seated in good time for the published departure time.
- If a pilot is not present at the departure time and the buses have already departed they must find their own transport to launch.

NOTE: There will be restrictions on the use of private vehicles to launch.

7. Time schedule

8.1 General Briefing

We will have a general briefing in the HQ on Saturday evening at 1900h. After this the General Briefings and the Task Briefings will be held together at launch, generally at 1100h. The times for the briefing on launch, as well as changes to the departure times for the buses will be published in the Official Whatsapp group, normally on the evening prior to the day in question.

7.2 Task Briefing

The task briefing will be held on launch at the time specified on the website, normally at 1100h. The launch window MAY open as early as 15 minutes after the end of the formal task briefing. Setting of task times do not form part of the formal Task briefing, and the window may open as soon as times are posted.

7.3 Scoring

The scoring officer opens the track download each afternoon at the time announced during the task briefing, normally around 1700h. We encourage everyone to come as soon as possible so we can have the provisional results ready early.

Note: your tracklog will initially be scored by using the data from your GPS/logger. Your own GPS data will only be used in the event of difficulties with the automated data from the logger or a pilot believing the tracklog is faulty or inaccurate.

7.4 Provisional results and complaints

Provisional results are published online only, on the official Airtribune page. The results will be published as soon as we have them ready. We will strive to get this done before normal bedtime but remember that we need your cooperation for the whole thing to run smoothly. Complaints may be made up to two hours after the formal publishing of provisional results, in exceptional cases (late publishing) they may be made on launch the following day, *before* the window opens.

8. Complaints, Protests and Appeals

8.1 Complaint Procedure

Any pilot registered in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results (for exceptions see above). The Meet Director will deal with the complaint.

9. Flying and safety regulations

9.1 Compliance with Law

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

9.2 Airspace

Task setting will avoid conflicts with restricted airspace where possible. Pilots must be fully conversant with air law and must be in possession of an altimeter and a GPS device recording 3D tracks. The GPS should be recognised as a free flight model, and if it is an uncommon make or model it makes sense to provide your own cable. Finally the GPS must be able to communicate with GPSDump

9.3 Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public is prohibited.

9.4 Damage to a Competing Glider

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

9.5 Protective Equipment

Every competitor shall wear a protective helmet and carry an emergency parachute and back protection on all flights.

9.6 Fitness

A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.

9.7 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

9.8 Turn Direction

The TD will confirm each day the direction of all 360deg. turns in front of take-off, within a given area and time. Failure to comply with turn direction may incur a penalty.

9.9 Cloud Flying

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited and may be controlled by marshals, GPS track log and witness statements supplied by more than one pilot. For safety reasons, including collective cloud flying, the TD may cancel the task before the last landing time.

Should a pilot enter cloud he/she must be seen by pilots to return to a point of no advantage. This means leaving the cloud in a timely and safe manner and losing height to return to a position lower and further (in relation to next turn point/goal objective) than when the pilot entered cloud.

9.10 External Aid to Competitors

External aid to competitors is not permitted. Live GPS Tracking is not considered an external aid.

9.11 Communication Equipment

Radios should be carried in flight by all participating competition pilots and radios may **only** be used in the air for safety reasons. The Organiser of the event will announce an official safety frequency. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

We recommend that you leave your mobile phone switched on and readily reachable during flights. This MAY aid in locating you if you are injured, and it will surely make it easier for yourself to call for help.

9.12 GPS

GPS will be used for flight validation. Each pilot must be equipped with at least one GPS with the ability to record a 3D track log. If the primary GPS fails a second GPS, also with a 3D tracklog, is acceptable to validate a competitor's flight, provided there is no dispute over the flight

9.13 Restart

If a competitor has an issue affecting safety after launch he can request permission from the Meet Director or a Safety Marshal to top land. If this is granted he may top

land as directed. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the Meet Director or Safety Marshal. The pilot's takeoff time remains, in any case, the one of the earliest start.

9.14 Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

9.15 Language Requirements

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings. If they cannot then they must provide an interpreter to translate for them.

10. Safety Report Back system

10.1 Sign-To-Fly

All pilots who wish to compete in the day's task have to take a Live Tracker at launch. Collecting the live tracking device is equivalent to Signing to Fly, and agreeing to the task set.

WARNING: Failure to take a Live Tracker will result in the pilot scoring ZERO for the day. There will be no exceptions to this rule.

10.2 Reporting back

You MUST let us know as soon as practically possible that you have landed and are safe and sound. "As soon as practically possible" means right after landing, or as soon as you have GSM coverage thereafter. The method of reporting back is by using the Live Tracker device. You must also report back when you land in goal!

11. Start cylinders, turnpoints and goals

11.1 Start systems used

The start system for both Elapsed Time races and air start Race to Goal tasks is a start cylinder that must be either entered or exited after a time given on the briefing. We may decide to have a Turnpoint 0 that must be taken BEFORE the start cylinder. This is done to reduce congestion in the air around the start.

11.2 Turnpoints

The BGD Weightless 2020 uses GPS for task verification. This means, among other things, that all turnpoints are "virtual", i.e. if there is discrepancy between the physical object on the ground and the GPS coordinates then the latter overrules the former. Turnpoint sectors are set by the task committee. It is up to the pilot to make sure that there are track log points stored in his GPS from inside the turnpoint cylinder.

11.3 End of Speed Section and Goal

The goal is also a "virtual" cylinder, often with a 400m radius. We will normally set a larger ESS cylinder where the time is stopped, but to be awarded the full amount of time points you must still make it into the smaller goal cylinder. This is one way to make

sure that pilots do not race too hard close to the ground. There are no goal marshals to time goal arrival – arrival times are taken from the GPS.

12. Scoring

12.1 Scoring system

Scoring formula settings shall be approved by the task and safety committee before first task and announced to all pilots prior to the start.

13. Validation of tasks

13.1 Task Validity

The launch window will be validated when:

The Launch window has been open for the minimum required time OR all competitors have launched.

The formula for the minimum required time is as follows:

Number of competitors (who have signed to fly on that day) multiplied by 2 minutes and divided by number of launch positions.

$$(\text{Minimum_window_time}) = \frac{(\text{Num_of_competitors})}{(\text{Num_of_launch_positions})}$$

The number of launch positions will be declared by the Meet Director at the first General briefing.

13.2 Stopping of a Task

The Meet Director can stop a task in case of hazardous weather or other conditions that in his view could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency. If a task is stopped it will be scored according to the FAI Section 7.

13.3 Assistance to a Pilot in Danger

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

13.4 Compensation to an Assisting Pilot

A pilot rescuing an injured pilot will be given points at the discretion of the MD.

F competitor is issued a Flymaster Live tracker daily at launch. This will also be used for Sign-To-Fly. On check in, you must return the Live Tracker, where it will be recharged for you.

The live tracking device is worth 250EUR and must be returned in working order after each and every task. In case of failure to return the live tracking device the pilot agrees to pay 250EUR.

14.1 Validation of tasks

Weightless Scoring variation method

14.1 Task Validity

As well as the standard GAP scoring variations, such as Lead Out Points (LOP), FTV etc, the BGD Weightless will additionally compensate lighter pilots

The principle is based on research that demonstrates that for each 1kg a pilot is lighter, they will lose 0.5% of their points, squared. For example, if a pilot is 60kg lighter than the heaviest pilot then they will score 30% less points, squared, which is 51%. This is a huge disadvantage to the lighter pilots and can be seen reflected in that the top pilots within the sport are visibly heavier pilots.

14.2 Adjustments to scoring

For the 2020 BGD Weightless the following method will be applied.

All pilots will be weighed at registration, with their entire flying equipment. They will then be split into weight categories accordingly, and awarded a Class Number.

For example;

- Pilots weighing 130kg+ will be class (0)
- Pilots weighing 120-130kg will be class (1)
- Pilots weighing 110-120kg will be class (2)
- Etc

When the task is set each turnpoint radius will be announced in the usual manner. However, when the pilots program this in to their instrument they must put that radius figure PLUS their Class number, multiplied by 100. Some turnpoints maybe declared as fixed size for all classes.

For example;

With a 400m radius published, the pilot should enter in to their instrument;

- Class (0) pilots enter 400m
- Class (1) pilots enter 500m
- Class (2) pilots enter 600m
- Etc

Thus lighter pilots will fly less distance overall, and be compensated.

NOTE: The Start Cylinder (SSS), End of Speed cylinder (ESS) and Goal radius's will not change radius at any time. Only Turnpoints will alter radius.

When the task is scored, all pilots will be checked to ensure they made 'their' cylinder radius. If they turned prior to the radius they will be marked as landed at the closest point.

When the task is scored, the task will be displayed not as it was published at launch (ie 400m radius), but as the largest radius in the event (ie 1,200m if there are weight classes from (0) to (8)). This is correct.

14.3 Pilot Weight

A pilots weight will be with himself, all his equipment and any ballast, drinking water etc that he may carry. This will be recorded at registration. It may also be checked at various times in the event, so a pilot must take care to make an initial, correct declaration.

A pilot may request that he be re-weighed prior to any task start in order to adjust his class. This may be to move themselves up or down a class.

Flying at a weight that changes your Class without declaring this to the MD is unsporting and will result in a penalty.

CLOSING STATEMENT

The BGD Weightless is a fun event. There are no prizes for how you score in the event and the trophies have no material value. The event itself is very much a Concept event and pilots should consider this when they are flying. Fly safe and fly in the spirit of the event. Keep your options open for landings. Do not fly in a manner to endanger yourself, or others. Be patient with the organisers if they are slow to release the results (it is our first time scoring this method).

Enjoy the air. Enjoy Colombia. Tranquillity is the nature of the nation!