



Fly games World Brazil 2011

Locas rules:

Introduction

Fly Games Paramotor, is an aerial competition that gathers speed, technique and disciplinary precision. However the competition was also based on safety.

This event will make viewers enjoy one of the most modern and spectacular aerial sport: Paramotor

Thanks to its autonomy owing to minimal space requirements for taking off and landing, its light weight and flying style; paramotor differently from other sports Is the one sport that is closest to the human dream of flying like birds.

If we add to it easily understood rules, safety for the stunts and the best pilots worldwide we will certainly have and unprecedented spectacle.

As a great aerial event should be, there will be runways and various skill tests, acrobatic paragliding exhibitions, and free style paramotor displays, as well as great surprises, and other aerial sports.
All that alternated with pilots qualifying at all rounds.

We are sure that the result will be 2 intense show hours and a competition day that viewers will be amazed and stunned by the paramotor magic.

1 .Competition Rules:

1.1 general Info

The main goals in the competitions are safety and showiness in the events for viewers and pilots. Besides that we also aim to qualify the five best pilots in Fly Games Paramotor.

As previously said speed, technique and accuracy were combined in the competition.

Depending on the area available we will adapt the runways using 8 to 12 meter high inflatable conic pestles. These pylons will define the circuits and two pilots will be flying simultaneously. These slaloms will be designed based on the goals we mentioned before.

1.2.Precision

Besides the runways there will be precision abilities such as Swoop (pilots touch the water with their foot), inspired in parachuting, the death spin where pilots will touch the sand with the tip of their gliders. These abilities will be included in the events and shall grant pilots bonuses for the qualifying rounds.

1.3 Slaloms

- Slalom between pylons FG3 in doubles: pilots will fly the runways in twos flying 2 parallel circuits simultaneously.
- Speed race FG2: In twos pilots will have to fly the same course (runway) forming a triangle, this part will be very simple and easy to understand.
- Skill raced FG1: Individually pilots will fly the FG2 course doing abilities such as the swoop and the death spin.

1.4 Presentation

Each contestant will be presented by the speaker and shall have some minutes to demonstrate his flying skills free style.

2.Local Rules

2.1Championship development

In Fly Games Santos Beach 2011, three tasks will be happening FG1, FG2 y FG3 (check tests catalogue).

Initially there will be 3 races on the 03/12/11 . On this day 10 pilots will be selected to continue the competition.

On the 04/12 t 1 race to take two of the pilots disqualified the day before , then there will be two races will happen, and 5 pilots will be selected for the finals.

2.2Finals:

The 5 best pilots will compete the FG1 individually; from this qualifying round we will obtain the 5th, fourth and third best pilots that will compete the FG2 to race one by one for the first and second place.

For the prizes, in case of unfavorable weather conditions, the last qualifying block event will be taken into consideration.

It will be organizers discretion to shorten or modify qualifying rounds. For the event to be valid at least 3 tasks must be executed.

2.3 Prizes:

The organization shall grant prizes in cash for the first five places:

1º: 3000E

2º: 2000E
3º: 1500E
4º :1000E
5º: 500E

2.4 Cancellation:

The organization has the right to cancel rounds in the following cases: bad weather conditions, sudden change of wind direction during takeoff (in this case the race would be restarted). Other...

2.5 Pilots Committee:

The pilots will elect two representatives between them and the organization. Their opinion will be decisive in case of sudden change of wind direction during takeoff, in case of technical problems and safety, and they will be able to speak but not vote in other matters.

3.Punctuation:

In order to Rank races, every qualifying round times and penalties will be taken into consideration. The first qualified pilot has the smallest amount of time accumulated and the last one the largest amount of time. Times will be measured in minutes, seconds, and hundreds seconds = 00:00:00

3.1 Round penalties:

Not touching the ground during FG1 = 3 second

Not swooping correctly= 3 second.

This means that the pilot will have to touch the water before the first landmark and maintain his feet in the water until the last landmark.

3.2 Fault Penalties.

- Having the worst timing the all pilots in the round:
- Pilots shall be penalized in the following cases:
- Not correctly flying course
- Failing to accomplish takeoff in FG1
- Delaying during takeoff more time that your double need to do one lap of the courses (FG2 FG3)
- When 2 pilots do not takeoff at start flag, meter will be on, after 30 seconds without taking off pilots shall be penalized.

3.3 Competition Director Penalties

- Dangers flying over viewers
- False declaration
- Aggressive or dangerous flying at doubles runways
- Inappropriate stunts
- Not abiding to referees' rules
- Insults at the public or Jury and marshalls
- Any unpredicted sudden and unfair flaw not previously mentioned and clearly no justified.

3.4 Void Takeoff

A takeoff might be considered void in FG1, when pilots delays more than 10 seconds to do so.

4. Deck Organization, inland discipline and takeoff:

The organization will assemble various decks in the different wind directions so that pilots can prepare for takeoffs in single or double rounds.

4.1 Start line

Start lines will be assembled facing winds and equally distant to the first pylon. There will be enough time for pilots to prepare their equipment at takeoff. There will be at least 4 positions marked at each deck. Every one of these positions will be placed at the same distance from the first pylon and will allow takeoff in many directions. In the double rounds pilots must always start in relative positions.

4.2 Takeoff

No pilot shall takeoff without director's or Marshall's permission.

One authorized assistant may help pilot to assemble his glider however takeoff must be performed without any kind of help. In case of failed takeoff, pilot may require help, as long as it is fast and in case it does not exceed maximum allowed time.

An aborted takeoff will not be considered a penalty at first. If the race has already started and there is a flaw in takeoff it does not mean that the pilot has to rear to start line, but in all cases pilots must takeoff during indicated time. (See 4.3)

4.3 Instructions for takeoff.

Pilots must be prepared for takeoff when his deck is free and it is his turn.

Pilots will be granted extra time to confirm takeoff permission with 30 seconds

In case of void takeoff FG1, the pilot must relinquish his turn to the next pilot, the pilot who failed to takeoff will then be last in his deck for the second try.

In case of void takeoff FG2 and FG3, pilots will be allowed to try again, as long as his double decks to complete one lap.

In case of void takeoff FG2 and FG3, time referees will grant pilots 30 seconds for another try, however total time will continue to be taken into account, in case pilot that one pilot is able to accomplish takeoff the previous rule will be applied.

4.4 Takeoff procedure

In order to fulfill the main objectives in the event, it is necessary that takeoffs be done organizedly and practically, for that decks were assigned for each pilot groups so that we have many pilots prepared for takeoff at the same time.

5. Flight Equipment

It is pilot's responsibility to keep his equipment in good state and to check safety status before and after the flight; If the director does not approve of any equipment in terms of safety such equipment might be restricted. In case of engine change, the pilot has to communicate organization and for gliders, they can only be changed in case of tear or if it does not favor pilot. The mandatory equipment is glider, helmet, event t-shirt, glider dorsal and dorsal helmet, and radio system for communication.

6. Briefing and training

Pilots must take part in every briefing meeting and training in order to understand championship rules and technical organization

7. Signals, Flags and communication

For the sake of good communication among runway referees, time referees, director and pilots there will be flag signalization and radio.

7.1 Flag square Signals.

Flag signals will be used to indicate clock start and takeoff.

7.2 Red Flag.

The red flag will be used to indicate penalties during runway, it does not mean pilots should stop and land.

In exceptional cases red flags may be used to indicate blocked courses, in such case many red flags will be waved at the same time.

7.3 Green flag

Indicates that pilots must prepare takeoff and that all staff is ready.

7.4 Radio Communication

The pilots and director will communicate thru radio. The director will indicate takeoff, and presentation entrances or any other. Pilots will only communicate in case of emergency or force majeure.

7.5 Puerta de cierre de tiempos

There will be a gate to close the times in the tasks, it consist, two photoelectric sensors, positioned in a way that the piloto or part of paramotor should pass through a gate, under two meters over the terrain. The organisation will do a remaining by radio in FG-2-3, knowing that the responsibility to count the laps and cross the finish gate, it will be of the pilots.

It will be a fault penalty not to close the time.

8. Traffic

The director will explain norms of aerial traffic, takeoff, landing and course safety; it is the pilots' responsibility to abide to such rules.

There will be official landing spots in runways.

Emergency landing: there will be an emergency protocol in case of landing in runway. It will be activated if pilot lands anywhere in runway.

9. Complaints.

The contestant that is not in accordance to rules and is penalized in time may issue a complaint to the director.

As soon as a qualifying round ends complaints can be made, it can never be done during races.

Complaints must be done and resolved at once. Pilots have to be sure that his complaint is accurate and relevant.

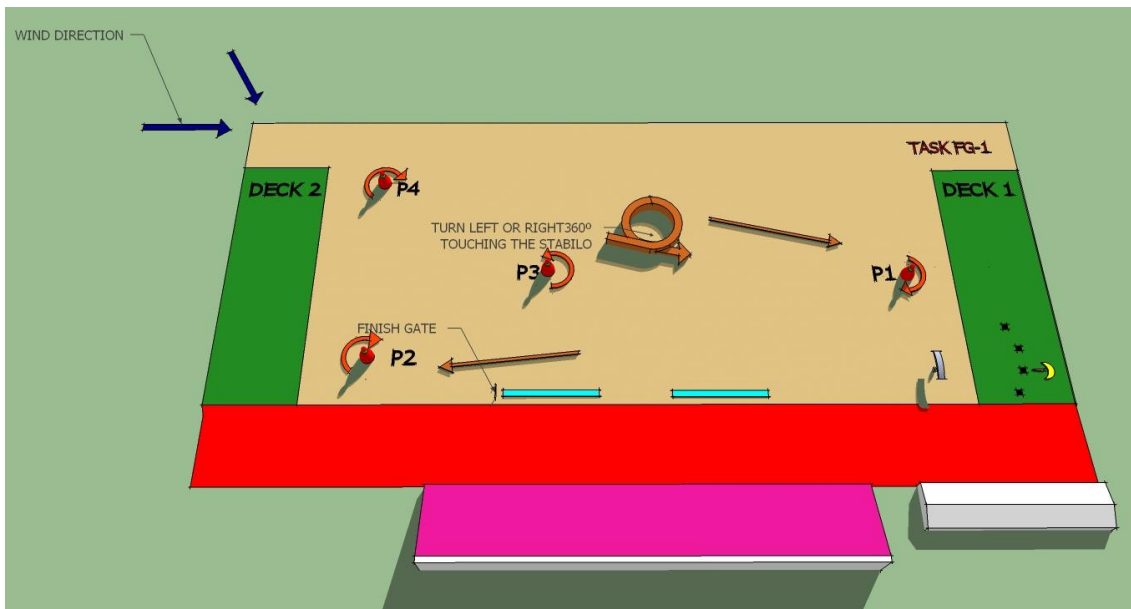
Limit time will be: 10 minutes after qualifying blocks

To resolve any complaints referees opinions will be taken into consideration, the director will immediately solve complaints.

10.Tasks catalogue

Task catalogue:

TASK FG-1



TASK : FLYGAMES 1 FG-1
INDIVIDUAL

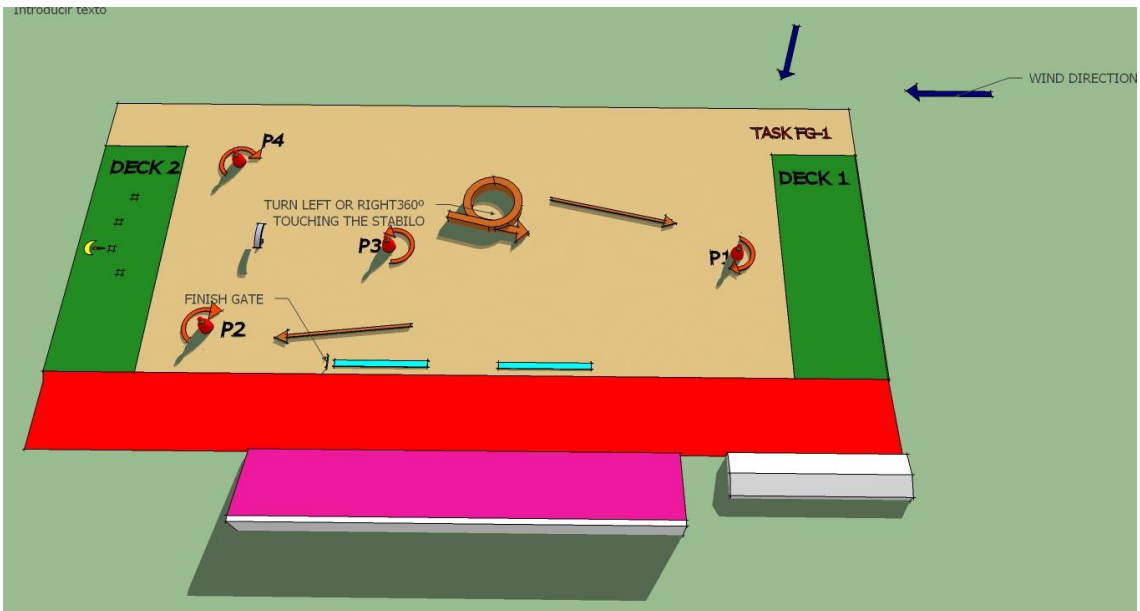
PILONS : 4

DESCRIPTION : FG-1 is a slalon task, where the pilot must to do a circuit around four pilons, and to do a 360° touching with the stabilo the ground and a swooping. The scoring of the task will be the time with the penalties

The pilot takes-off at the Marshal's signal. On the flag (or any other signal determined by the Competition Director), and timing commences at this point, the pilot enters the course as indicated in the diagram above, toward the P2 facing him, goes round it, the pilot flies toward the P3 pylon, He continues toward the P4 pylon and between the P4 and P1 the pilot will try to do a left or right 360° touching the ground with the stabile, then the pilot will go toward P1 and then to the swooping and he have to touch the water with the foot a determinate distance, at the end of the swooping cross the exit gate to close the time.

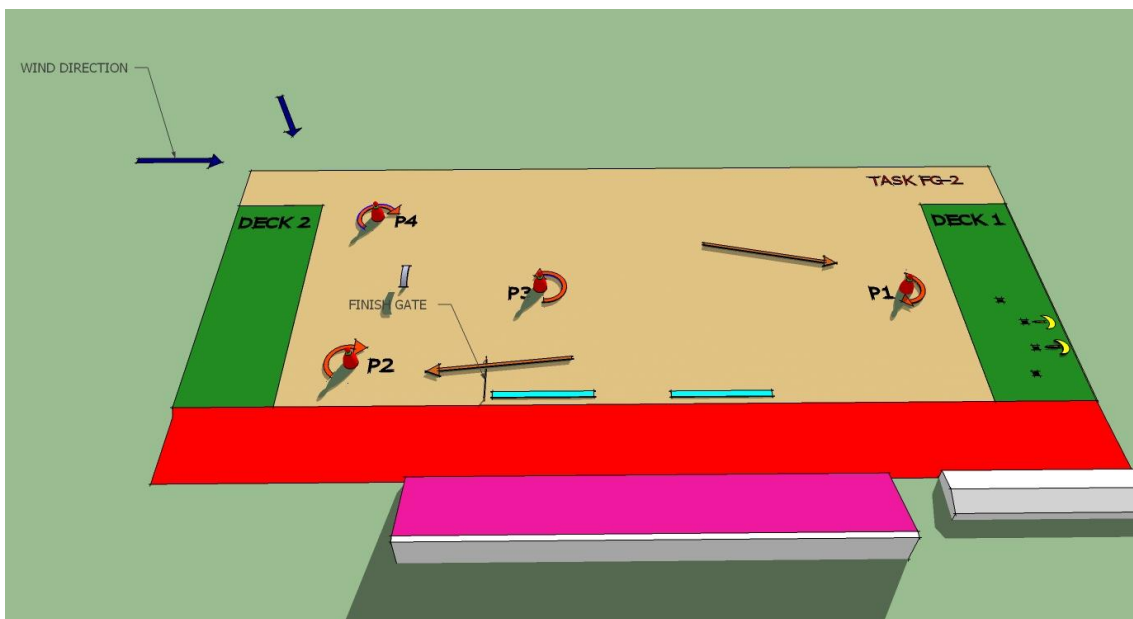
ESPECIALS RULES: In the case the wind direction change.

FG-1 SOUTH WIND



The pilots will have to take-off and enters the course as indicated in the diagram above, toward the P1 facing him, goes round it, where starts the 1st round and then they go toward to the P2 facing him, goes round it, the pilot flies toward the P3 pylon, He continues toward the P4 pylon and between the P4 and P1 the pilot will try to do a left or right 360° touching the ground with the stabile, then the pilot will go toward P1 and then to the swooping and he have to touch the water with the foot a determinate distance, at the end of the swooping cross the exit gate to close the time.

TASK FG-2



TASK : FLYGAMES 2 FG-2

DOUBLE

PILONS : 4

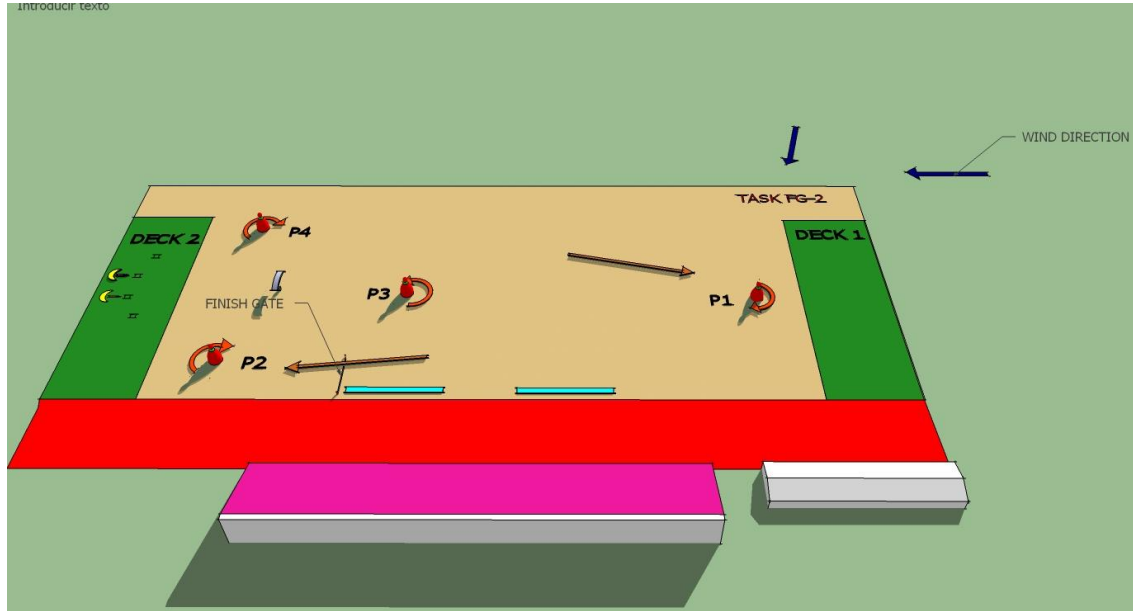
DESCRIPTION : FG-2 is a slalom task, where participate two pilots, they must to do a circuit around four pilons, and must run it three or four times. The scoring of the task will be the time.

The pilots takes-off at the Marshal's signal. On the flag (or any other signal determined by the Competition Director), and timing commences at this point, the pilots enters the course as indicated in the diagram above, FGB-18 LOCALS - RULES ENGLISH.doc Página 8 de 12

toward to the P2 facing him, goes round it, the pilots flies toward the P3 pylon, He continues toward the P4 , then the pilots will go toward P1 round it, The circuit must be run three or four times and timing will cease at the passage through the the exit gate. The P1 open and close one round.

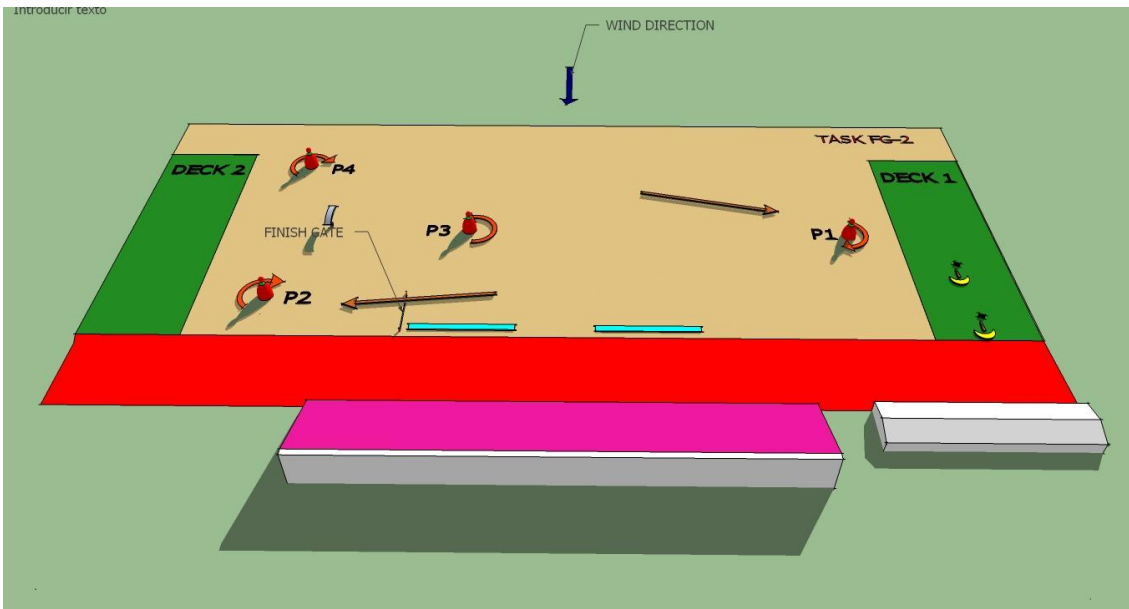
SPECIALS RULES: In the case the wind direction change.

FG-2 SOUTH WIND



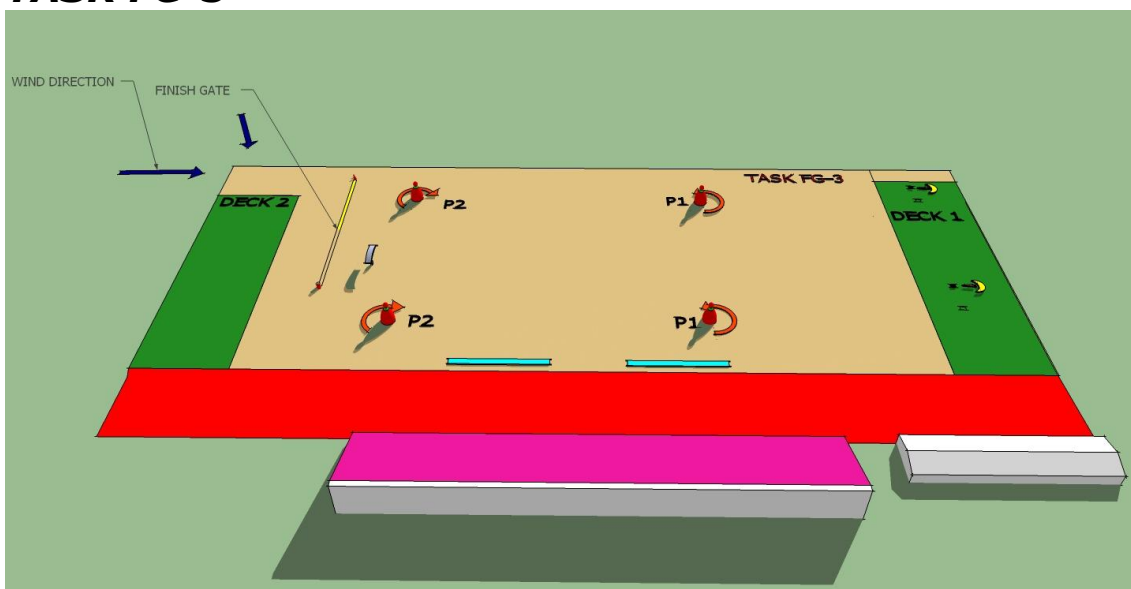
The pilots takes-off at the Marshal's signal on the flag (or any other signal determined by the Competition Director) and timing commences at this point, enters the course as indicated in the diagram above, toward the P1 facing him and round it, where starts the 1st round, the pilots go toward to the P2 facing him, goes round it, the pilots flies toward the P3 pylon, He continues toward the P4 , then the pilots will go toward P1 and again round it, this mean one round. The circuit must be run three or four times and timing will cease at the passage through the the exit gate. The P1 open and close one round.

FG-2 EAST WIND



The pilots takes-off at the Marshal's signal on the flag (or any other signal determined by the Competition Director) and timing commences at this point, enters the course as indicated in the diagram above, toward the P4 facing him and round it, the pilots goes toward to the P1, where it starts the 1st round, facing him, goes round it, the pilots flies toward the P2 pylon, He continues toward the P3 , He continues toward the P4, then the pilots will go toward P1 and again round it this mean one round. The circuit must be run three or four times and timing will cease at the passage through the the exit gate. The P1 open and close one round.

TASK FG-3



TASK : FLYGAMES 3 FG-3
DOUBLE

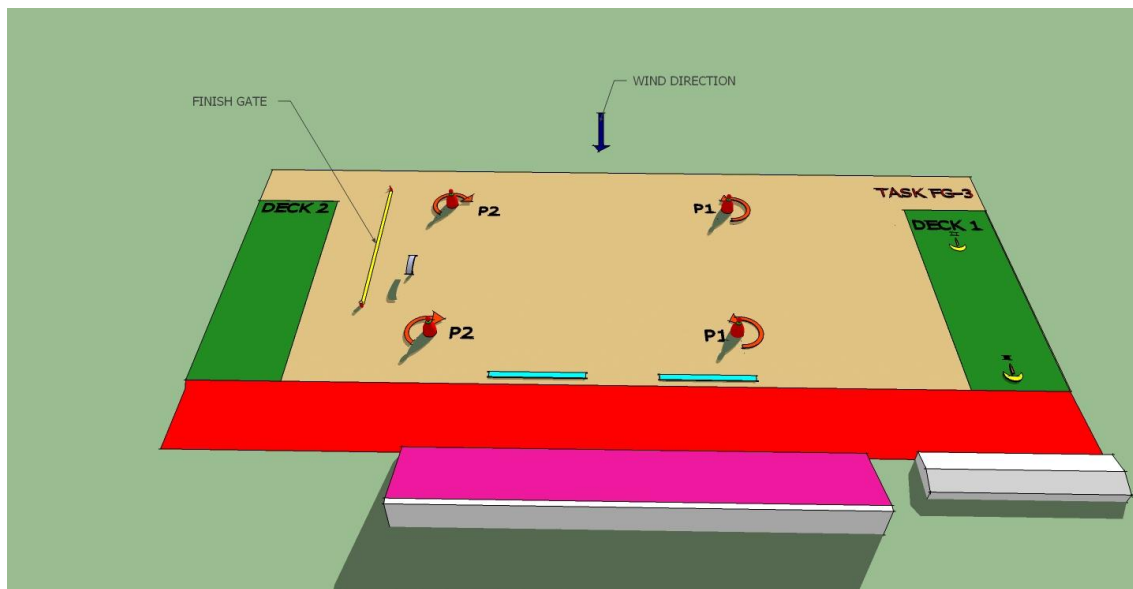
PILONS : 2

DESCRIPTION : FG-3 is a slalon task, where participate two pilots, they must to do a circuit around two pilons, and must run it twice. The scoring of the task will be the time. It will be two parallels courses, and it inspired with the FAI catalogue "the eight"

The pilots takes-off at the Marshal's signal. On the flag (or any other signal determined by the Competition Director), and timing commences at this point, the pilots enters the course as indicated in the diagram above, they must leave the P1 to the left, then toward to the P2 facing him, they go round it right, the pilots flies toward the P1 round it left, this mean one round, The circuit must be run twice, then the pilots go directly to the exit gate. The gate is the same for both and timing will cease at the passage through it.

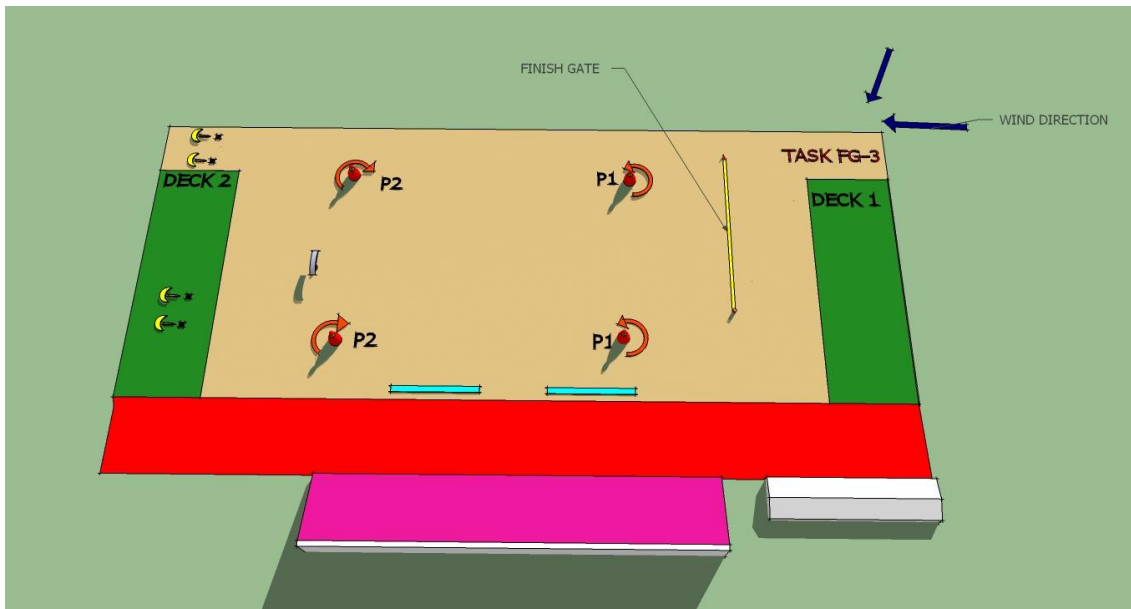
SPECIALS RULES: In the case the wind direction change.

FG-3 EAST WIND



In this case the pilots take-off and they must leave P1 to the left side, and the task will continued as the explanation FG-3 above.

FG-3 SOUTH WIND



The pilots takes-off at the Marshal's signal. On the flag (or any other signal determined by the Competition Director), and timing commences at this point, the pilots enters the course as indicated in the diagram above, leaving the P2 to his/her right, then toward to the P1 facing him, they go round it left, the pilots flies toward the P2 round it right, this mean one round, The circuit must be run twice, then the pilots go directly to the exit gate. The gate is the same for both and timing will cease at the passage through it.