



LOCAL REGULATIONS

FOR THE 14th

WORLD MICROLIGHT CHAMPIONSHIPS

Matkópuszta airfield
Hungary
6 – 16 August 2014



ORGANISED BY : Kanizsa Repülő Klub

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address: 8866 Becsehely, Jókai u. 20, Hungary

Tel: +36 20 777 9007

E-mail : ferinc@t-online.hu, vizaknai.erezsebet@gmail.com

Official Web Site: www.wmc-wpc2014.hu

AUTHORITY

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



CONTENTS

| | |
|---|-----------|
| 1. Applies to all classes | 3 |
| 1.1 GENERAL..... | 3 |
| 1.2 PROGRAMME DATES..... | 3 |
| 1.3 OFFICIALS..... | 3 |
| 1.4 ENTRY..... | 3 |
| 1.5 INSURANCE..... | 3 |
| 1.6 LANGUAGE..... | 3 |
| 1.7 MEDALS AND PRIZES..... | 3 |
| 1.8 CHAMPIONSHIP CLASSES..... | 4 |
| 1.9 GENERAL COMPETITION RULES..... | 4 |
| 1.10 FLYING AND SAFETY REGULATIONS..... | 5 |
| 1.11 CHAMPIONSHIP TASKS..... | 6 |
| 1.12 CONTROL OF TASK FLIGHTS..... | 8 |
| 1.13 GNSS FLIGHT RECORDERS..... | 8 |
| 1.14 SCORING..... | 9 |
| 2. Applies to Microlights | 10 |
| 2.1 GENERAL REMARKS..... | 10 |
| 2.2 FLIGHT CONTROL..... | 10 |
| 3. Task Catalogue | 13 |

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



1. Applies to all classes

1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations (S10 4.2).

1.2 PROGRAMME DATES

| | |
|--|--|
| Training, aircraft inspection, registration: | 6 th to 8 th of August 2014 |
| Opening Ceremony: | 9 th of August 2014 |
| First Competition briefing: | 9 th of August 2014 |
| Contest Flying Days | 9 th to 15 th of August 2014 |
| Closing Ceremony, Prize-giving | 16 th of August 2014 |

1.3 OFFICIALS

| | |
|-----------------------------|-------------------|
| Event Director | János Bálint |
| Competition Director | Vince Ferinc |
| Deputy Competition Director | Erzsébet Vizaknai |
| International Jury : | to be nominated |
| Stewards : | to be nominated |
| Monitor: | Vladimir Silhan |

(Give nationality of Jury and Stewards)

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter:
For Microlight championship 6 pilots plus one all-female crew in each class.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by 9th of August 2014, the entry may be refused.
- The entry fee is: 450 EUR for pilot in each class
450 for each co-pilot (navigator)
150 for each Team Leader and Team Leader Assistant

10% discount will be given for entry fee paid before 15th of May 2014.

For accompaniment will be fee 50 €, children below 10 years will be free. Fee for accompaniment will be paid in cash at the place.

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (maps, task descriptions, control point atlases, etc.)
- Free use of the airport and free entry to all official events.
- Camping place for each team with water, electricity and wireless internet
- Preferential prices to eat

The entry fee is to be transferred before 8th of August 2014 to Account nr: HU28 1160 0006 0000 0000 2641 4465 Erste Bank Hungary ZRT, **BIC** GIBAHUHB

1.5 INSURANCE

Third party insurance of minimum 750 000 SDR is obligatory. Personal accident insurance for team members and insurance against damage to aircraft are highly recommended. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

1.6 LANGUAGE

The official language of the Championships is English.

1.7 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class.
- National teams placed first, second and third.

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



- FAI Diplomas will be awarded for those placed first to tenth.

1.8 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 1.5):
WL1T, WL2T, AL1T, AL2T, GL1T, GL2T

Each class is a championship in its own right and as far as possible interference of one class by another shall be avoided.

1.8.1 CLASS VIABILITY

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first task, and must start a minimum of one task. (S10 4.3.2)

1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks and at least one task of each type (navigation, economy, precision) has been valid.

1.9 GENERAL COMPETITION RULES

1.9.1 REGISTRATION

On arrival the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Pilot License and qualifications.
- Evidence of competitor's identity.
- Valid FAI Sporting License for pilot and navigator.
- Aircraft Certificate of Airworthiness or Permit to Fly.
- Certificate of Insurance.
- Receipt for payment of entry fees.

The Registration Office will be open as indicated on the information board.

Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

1.9.2 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years.

1.9.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. Each aircraft must possess a valid Certificate of Airworthiness or Permit to Fly (where appropriate) not excluding competition flying. This document must be issued in or accepted by the country of origin of the aircraft or the country entering it or the country of the organisers. The aircraft must comply with the FAI definition of a Microlight or Paramotor at all times (S10 1.3).

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 4.17.4)

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

All aircraft must be equipped with a simple method of sealing the fuel tank.

1.9.4 TEAM LEADER RESPONSIBILITIES

The team leader is the liaison between the organisers and his team. He is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

1.9.5 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started:

- No rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. (S10 4.9.4).
- Competitors may not be substituted, change to another class nor change their aircraft, except under the provisions of 1.10.5.

1.9.6 PRACTICE & REST DAYS

An official practice period of not less than 2 and not more than 5 days immediately preceding the opening of the Championships shall be made available to all competitors. All the infrastructure for the competition (camping, maps, offices, scoring...) shall be ready for the first day of the official practice period. If practicable, on at least one

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



practice day a task should be flown under competition conditions to test the integrity of the organisation. The scores thus generated shall not be counted. (S10 4.7.3) Rest days will only be held on account of bad weather or unforeseen emergency.

1.9.7 COMPLAINTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 6 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the tasks of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 2 hours.

A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official notice board. (S10 4.36)

1.9.8 PROTESTS

If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of 50 EUR. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.

A protest must be presented not later than 6 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 2 hours. The night time between 22:00 and 07:00 is never included. (S10 4.36).

1.9.9 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

The official notice board will have the form of a website. Competitors will be able to connect to the championship's intranet and teams are expected to bring their own computers with a wi-fi network interface.

Official time will be GPS local time.

1.10 FLYING AND SAFETY REGULATIONS

1.10.1 BRIEFING

Briefings will be held for team leaders and/or competitors on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed.

All briefings will be in English and be recorded in notes, by tape recorder or video. A Full task description, meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards. (S10 4.21)

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 4.21)

Flight safety requirements given at briefing carry the status of regulations. (S10 4.21)

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders. (S10 4.22)

1.10.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held. (S10 4.23.1)

1.10.3 PREPARATION FOR FLIGHT

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

1.10.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited. (S10 4.23.2)

Each pilot must assess the weather conditions with reference to his/her capabilities as a pilot and the performance of his/her equipment before making a decision to fly.

1.10.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance. Note. Change of major parts may incur a penalty. (S10 4.23.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class. (S10 4.23.5)

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



1.10.6 TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted. (S10 4.25)
Once a task has been declared, reconnaissance of the route in any aircraft or vehicle is forbidden.

1.10.7 FITNESS

- A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Director before flying.
- Every nation has the full responsibility to fight against doping. Anti doping control may be undertaken on any competitor at any time.
- The decision to impose anti doping controls may be taken by the FAI, the organiser or the organiser's national authority.
- All relevant information can be found on the FAI Web site: www.fai.org/medical

1.10.8 AIRFIELD DISCIPLINE

Marshalling signals and circuit and landing patterns will be given at briefing and must be complied with. Non compliance will be penalised.

1.10.9 COLLISION AVOIDANCE

A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

Air Law must be observed and a proper look-up must be kept at all times. It is every pilot's responsibility to avoid a collision with another.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 4.24.5)

1.10.10 CLOUD FLYING

Cloud flying is prohibited and aircraft shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 4.24.6)

1.10.11 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELTs without voice transmission capability are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task only materials issued by the organizer, mathematical calculators without any capability for any data transfer, and clocks may be used for preflight preparation and flight control. No other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. (S10 4.27)

All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

1.10.12 EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)

Help from assistants is positively encouraged until a competitor enters the take-off / landing deck or pilot weighing area to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Competition Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules. Assistance from fellow competitors is not permitted unless authorised by a marshal.

1.11 CHAMPIONSHIP TASKS

1.11.1 GENERAL

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes. (S10 4.29.5)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 4.30) Precision tasks may be combined with other tasks or set separately.

1.11.2 TASK PERIOD

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

1.11.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure. (S10 4.30)

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A4 will be used:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration, with limited fuel.

C Precision

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

1.11.5 FLYING THE TASKS

Any part of a competition task may be flown either

a along a set course in the direction specified at the briefing,

b along an in flight decided course in the direction selected by the pilot,

c according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be

- a scheduled take off order, balloted by the Organiser,
- open window,
- current championship or reverse championship order

The actual scheduled take off order is annexed to the relevant Task Description.

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing .

1.11.6 OUTLANDINGS

Outlandings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road.

Evidence of the landing place must be obtained from GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (S10 4.32)

1.11.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 4.33)

1.11.8 EMERGENCIES

A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

1.11.9 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

1.11.10 QUARANTINE

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of scoring, fuel measurement and scrutineering of fuel tank seals, fuel systems, telephone seals etc. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

All times are given, taken and calculated in local time or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)

1.12.2 FUELLING

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol. Fuel measured by volume shall be within $\pm 10^\circ\text{C}$ of the ambient temperature.

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

An official observer, or a team leader or competitor from a rival team must control fuelling.

Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fuelling, and that all competitor's fuel systems seals have been inspected after landing. Sealing of tanks is optional if aircraft are moved under supervision of officials directly to the take off place.

If there is no separate class for aircraft with electric engines there shall be no fuel limit for them in any task. (S10 4.17.9)

1.12.3 ACCURACY

Landing accuracy will be verified by video cameras.

1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 400 m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.

- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.

Control points may be: A geographical point, a ground marker or a landing marker.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.

- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by the competitor recording the symbol and position on the declaration sheet.

- by a Marshal's report.

- by flight recorder evidence.

The precise requirements will be described in the Task Description.

1.13 GNSS FLIGHT RECORDERS

1.13.1 The status of GNSS flight recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR which will be used as primary evidence.

- In the event of a failure of the primary FR, a second FR or observer's report may be used as secondary evidence.

1.13.2 Only CIMA approved FRs may be used and they must be operated in strict accordance with their approval documents. (S10 A6)

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilots name and competition number and (if applicable) this information must be entered into the memory of the FR.

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

1.13.5 It is the pilots responsibility to ensure that he is fully aware of the functions and capabilities of his FR eg. that it has sufficient battery power and that the antenna is correctly positioned etc.

1.13.6 Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



positions from a map in any circumstances. Points that will not require FR evidence for scoring (eg. because a marshal will be taking times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone for FR's is independent of any other zone or sector (eg. one with ground observers). A scoring zone will normally be a cylinder of 200 m radius and of infinite height.

To score, a track fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV).

Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius $R = R_p/2$ where R_p = Radius or size of the scoring zone defined by the organizers (*ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone*).

1.13.8 Gate or point time is taken from the fix immediately before it is crossed.

1.14 SCORING

1.14.1 GENERAL

The overall results will be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class. (S10 4.34.10)

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 4.34.13)

All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. (S10 4.34.14)

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified". (S10 4.34.15)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 4.34.16)

If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward. (S10 4.34.18)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time, Q = Partial/intermediate score, P = Total score before penalties

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations.

Calculations will be performed using full numerical precision. Rounding will only be done when calculating Q and P values and will be done to the nearest integer value. Q and P variables will always be integers greater than or equal to zero. If a calculation results in a negative number, zero will be assigned as the result.

Score sheets shall state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors name, country, competition number and score.

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Director. Scores shall not be altered when the Provisional sheet is made Official. (S10 4.34.3)

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests. (S10 4.34.19)

1.14.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty.

1) Not anchored airplane in parking – 20% from next task.

5) Back track – flight in opposite direction = 100 %

6) Not stopping in landing deck (if is required)= 100% in precision tasks, 20% in other tasks.

7) Touch of ground by any part of airplane before landing deck = 100% in precision tasks, 20% in other tasks.

8) Breaking of rear line of the departure deck during take-off - 100% in precision tasks, 20% in other tasks.

9) Touch of ground by any part of airplane after take off deck = 100% in precision tasks, 20% in other tasks.

10) Breaking of side line of the deck during take-off or landing without marshals allowance = 100% in precision tasks, 20% in other tasks.

11) Breaking of safety rules or general aviation rules - disqualification in the relevant task or disqualification in championship - dependently on proportion of risk and guilt.

12) Using of unauthorized equipment for flight preparation or during the flight – disqualification in the relevant task (if this will be not case of item 16)

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



- 13) Out landing – disqualification in the relevant task
- 14) Breaking of sealing - disqualification in the relevant task
- 15) Breaking of quarantine – disqualification in the relevant task
- 16) Deliberate breaking of competition rules and fair play principle – disqualification in championship.
- 17) Using of any drugs or alcohol before flight or during flight - disqualification in championship.
- 18) Test flight or free flight without allowance of championship director – 100% from next task .
- 19) Breaking of restricted or prohibited areas – disqualification in the relevant task.
- 22) Marking of any ground feature over 2 mm tolerance to 5 mm from correct position – ground feature will be scored 0.
- 23) Marking of any ground feature over 5 mm from correct position – ground feature will be scored minus value of ground feature (100 points is standard).

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



2. Applies to Microlights

2.1 GENERAL REMARKS

2.1.1 RANGE

All aircraft will be expected to have a still air range of 250 km..

2.1.2 TAKE-OFF AND LANDING

Unless it is stated differently in the task description all competition take-offs and landings must be completed within the marked deck. The penalty for failing to take off or land entirely within the deck will be 20% - 50% of pilot score, as briefed.

2.1.3 CONTROL OF CLASS CONFORMITY:

2.1.3.1 Weighing equipment shall be made available to competitors during the practice period. All aircraft may be weighed again at any time in the championships. The take-off weight is the weight of the aircraft ready to fly including pilot(s), fuel, and any supplementary equipment. The take-off weight must not exceed the FAI definition of a Microlight for the class in which it is flown.

2.1.3.2 Any competitor attempting to start a task overweight will be disqualified from that task.

2.1.4 CONTEST NUMBERS

The numbers or letters supplied by the organisers shall be displayed on a suitable space on the underside of the wing with their top towards the leading edge. The underside wing number shall be of a colour contrasting to the background. Identification may also be required on other parts of each Microlight (e.g. fin, cockpit side or pilot's helmet).

2.1.5 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute system is highly recommended. (S10 4.24.1)

2.2 FLIGHT CONTROL

2.2.1 FUEL

Prior to fuelling for economy tasks, competitors must be able to demonstrate that their aircraft tanks are empty and that the engine cannot run in either the ground or in-flight attitude of the Microlight. The engine will then be run for 60 seconds to ensure all systems are free of air. Where possible, this process will take place immediately prior to the task to enable engines to be warmed up. When tanks are required to be sealed before a task the penalty for returning to the quarantine area with a broken or a missing seal will be 100% of the pilot score.

2.2.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map of a scale of 1:250,000. Measurement will be made to the nearest 0.5 km.

2.2.3 POSSIBLE MARKERS

H, I, K, L, N, T, U, X, =, Π, Δ

2.2.4 WINNER

The winner of each class shall be the pilot or crew gaining the highest total points in the class. (S10 4.34.10)

2.2.5 TEAM PRIZE

The team prize shall be computed from the sum of the scores of the top three pilots from each country in each class in each task. The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected. (S10 4.34.11)

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



.....
ENTRY FEES

| | Fee | Number | Total Entry fee |
|--------------------|-----|--------|-----------------|
| Pilot / Nav | | | |
| Assistant | | | |
| Team Leader | | | |
| Technical Official | | | |
| | | | |

This amount is enclosed/will be paid by _____ (date) in the form of _____ (currency)

Note : The closing date for the receipt of entry fees is 28 days before the start of the event. Late entries may not be accepted.

We declare that the above information is true.

Signed : Position in NAC

Print Name Date

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



3. Task Catalogue

3.1. GENERAL CONDITIONS

3.1.1 EVALUATION OF FLIGHTS:

All tasks with the exception of those on precision landing are scored with the aid of the GNSS recording equipment. The recording devices are set up for recording in 1-second intervals, unless specified otherwise for a particular task. Each competitor is responsible for correctly setting up their recording equipment and for the condition of their batteries. The recording equipment records location in values of co-ordinates and parallels of latitude, altitude above the sea-level and the time of performing each particular recording at preset intervals. The location in which the recording was taken is called a fixed point or "a fix". In the event an error is made or any competitor becomes disadvantaged as a result of incorrect setting or placement of the recording equipment, discharged batteries or a technical failure, the organizers cannot be held responsible for such occurrence and competitor may not request an adjustment or change to be made to his results. A competitor may utilize two FR and, in the event of failure or of limited functionality of one FR, the other FR or a combination of both recorders may be used by the organizers. Should the recording not be continuous and it wasn't possible to substantially prove flight continuity and assess the flight with the aid of both recorders, then the flight shall not be evaluated.

3.1.2 THE TIME AND SPEED MEASUREMENT

- The time is primarily measured by subtracting the time of the appropriate fix point of the FR recording in a defined location – the time gate.
- The first measured time is the time measured at the start point.
- The time of the fix point is a time of fix located immediately before the gate.
- In task sheet may be fixed for legs, where the maximal or minimal speed will be measured and evaluated, that will be measured the nearest fix point before starting gate and first fix point behind the finish gate.
- Permissible variation of ± 5 seconds is granted while measuring time for check of declared speed at relevant leg. Each flight crew is assigned their take-off time by the take-off list. It is determined by the hour, minute and the second. HH:MM:SS. (for example. 12:05:00). It is each competitor's duty to take off at the predetermined time at the earliest and within the 60 seconds following this predetermined time at the latest. A premature or delayed start shall be penalized, unless specified otherwise at the briefing, at 10 % of the task value.

3.1.3 STARTING LIST

Starting list will be set by declared speed from the highest to the lowest. Purpose is avoiding of collisions during a flight. Team Leaders shall declare speeds of their competitors no later than 2 hours before 1st Tp time. information will be published in the relevant briefing. The starting list will be published as soon as possible, no latter than 1 hour before 1st Tp time.

3.2. GENERIC TASKS

3.2.1 PRECISION NAVIGATION ALONG A KNOWN TRACK

Objective:

To fly as precisely as possible along a known track, whilst identifying ground features from photos provided, or ground markers and marking them accurately on a map. All or a defined part of the course may be scored against declared groundspeed(s). Defined legs of the course may be flown for fast or slow speed. The course may consist of straight legs, circles and/or curves.

A start order will be given. The course will start at SP and each competitor's time will commence at the given SP time. Groundspeed may be measured against elapsed time from SP time as the aircraft passes timing gates, or may be sampled between timing gates. Track accuracy will also be awarded by passing through track accuracy gates. The position of gates will not be given.

Photosheets will be given. If more than one is given then the changeover point along the course where one sheet ends and another starts will be specified. A list of possible ground markers is given in the local regulations. Competitors should identify on a map the actual position of the ground markers and the ground features in the photos. The task ends at FP. The procedure for the flight from takeoff to SP and from FP to landing will be as briefed.

Scoring:

Each track accuracy gate passed correctly = 100 points

Timing gates passed correctly = 100 points – 5 points per second over +/- 5 second tolerance from calculated time.

Each correctly identified ground feature or marker marked within 2 mm on official scoring map = 100 points. If greater than 2mm but less than 5mm = 0 points. If greater than 5mm = -100 points.

Fast / slow – (crews fast speed/fastest speed) x 500 + (slowest speed/crews slow speed) x 500

Competitor's score = Q/Qmax x 1000 where:

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



Q= Competitor's individual accumulated score
Qmax = best individual accumulated score in task/class

3.2.2 PRECISION NAVIGATION WITH A PARTIALLY KNOWN TRACK

Objective:

To fly as precisely as possible along a known track, and to then construct and fly subsequent legs of the track from information found. All, or defined part of the course may be scored against declared groundspeed(s) – or alternatively may be flown with points for fastest speed. The course may consist of straight legs, circles or curves. There may be additional photos of ground features to spot, or ground markers.

Task starts at SP. First track line will be known. When competitor finds a certain marker or feature this will dictate the turnpoint for the next leg which will be a straight line to the SP of the second known track line. Situation repeats until FP.

If competitor does not find a turnpoint feature/marker, they should continue to the end of the known track line then fly directly to the SP of the next known track line (or FP).

Groundspeed can be sampled anywhere on the course between unknown gates. No gate will be within 2km of a turnpoint – but gates may be either side of a turnpoint (means groundspeed may include travel around the turnpoints). Track accuracy will also be awarded by passing through track accuracy gates. The position of gates will not be given.

Photosheets will be given. If more than one is given then the changeover point along the course will be given where one sheet ends and another starts. A list of possible ground markers is given in the local regulations Crews should identify the actual position of the ground markers, and the ground features in the photos. Task ends at FP. The procedure for the flight from takeoff to SP and from FP to landing will be as briefed.

Scoring:

Each track accuracy gate passed correctly = 100 points.

Timing gates passed correctly = 100 points – 5 points per second over +/- 5 second tolerance from calculated time.

Each correctly identified ground feature or marker marked within 2mm on official scoring map = 100 points. If greater than 2mm but less than 5mm = 0 points. If greater than 5mm = -100 points.

If flown for speed, the speed score = fastest elapsed time/competitor's elapsed time x 300

Competitor's score = Q/Qmax x 1000 where:

Q= Competitor's individual accumulated score

Qmax = best individual accumulated score in task/class

Examples:

- „Gearwheel“ - Known track consists of two concentric circles. SP is on outer circle. Pilot starts course on time and proceeds around circle in given direction looking for photos and markers and keeping to declared groundspeed. When turnpoint marker/photo is found, a line consisting of a radial is constructed and flown to intersect with the inner circle. Photos and markers may be found on the constructed line and groundspeed continues. On reaching inner circle follow it looking for photos and markers and keeping to declared groundspeed. When turnpoint photo/marker is found, a line consisting of a radial is constructed and flown towards the outer circle. Photos and markers may be found on the constructed line and groundspeed continues. On reaching outer circle continue and repeat process until FP.

- „Zigzag“ – Known track consists of a number of separated straight lines. Pilots starts course on time and proceeds in given direction looking for photos and markers. When turnpoint photo/marker is found a straight line is constructed to the SP of the second line. Repeat process until FP. If competitor does not find a turnpoint feature/marker, they should continue to the end of the known track line then fly directly to the SP of the next known track line (or FP). Groundspeed may be flown on entire course, or if wind strength is too much competition director may define groundspeed legs and competitors declare groundspeeds for each.

- „Find the right way“ – Competitors should take off from the departure deck in T1, in the time T2 pass the Start point gate, follow the drawn track, find the ground features and mark it into the map, construct unknown part of track in accordance with the following instructions, keep the declared speed over the drawn part of the track. The competitor(s) will receive the map and 2 sets of photos.

Task finishes at the final point. Into the task is inserted precision task – 6 m box. Landing after passing the FP will be independent precision task.

T0 = T1 - ___ minutes

T2 = T1 + ___ minutes

T3 = time of passing the FP + ___ minutes

CP = TP4.

Instructions for construction the unknown parts of the track and the Task description:

In the competition map will be drawn: SP, TP1, straight line between SP and TP1, arcs r1 and r2 and center S1, TP3Alfa, TP3 Echo, TP3 Foxtrot, TP4, curves between TP3 (A, E, F) and TP 4, position of 6m box, TP5, TP6, curve between TP5 and TP6 and lines Whiski, Yankee

and Zulu and FP. Unknown will be the position of the marker (letter) at the arc r1, the position of TP2 and correct track from TP2 to TP 4 and the position of the marker (letter) situated at the curve between TP5 and TP6, what

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



defines the correct track from the TP6 to the FP. The SP and the TP1 are the the known time gates. In the SP gate will be checked the time T2. In the TP1 gate will be checked correct time calculated from pilot's declared GND speed and distance SP – TP1. Competitor shall find a marker – (letter or A, or E or F) at the arc r1.

Position of this letter defines:

- a) construction point,
- b) position of hidden gate
- c) letter defines, which TP 3 (A, E, F) is the right one.

Competitors shall draw straight line from S1, through the markers position to r2. The junction of r2 and straight line from S1 defines position of TP2. From TP2 competitor shall draw straight line to the right TP3. In the hidden gate will be checked time calculated from pilot's declared speed and distance. If competitor did not find the marker at the arc r1, he shall fly directly to the TP4. Competitor shall follow the track from position of marker to TP2 and to right TP 3 (Only for example TP3F is used, how is displayed in the picture) and TP4. Anywhere between the right TP3 and TP 4 can be situated hidden gates. Checked will be keeping of declared speed calculated in km/h. No hidden gate will be between the letter position and the right TP3. After passing the TP4 competitor will make touch and go landing into the 6 m box. From 6m box competitor shall fly directly to the TP5. TP5 is the known time gate. After passing TP5 competitor shall follow the curve to the TP6. At the curve is loaded marker – letter or Whiski, or Yankee or Zulu. Letter defines, which line is the right one track from TP 6 to FP. (Only for example Zulu is used, how is displayed in the picture). Anywhere on the track from TP5 to FP can be some sectors, where will be checked keeping of declared ground speed (in km/h). If competitor did not find the letter (W, Y, Z), he shall fly directly from TP 6 to FP. True or false photos or markers can be situated on the track, only true photos or markers can be on the track from position of marker at the arc r1 to TP3. After passing FP competitor shall fly directly to the airfield. Landing will be independently scored precision task.

Scoring:

Each track accuracy gate passed correctly = 100 points

Timing gates passed correctly = 100 points – 5 points per second over +/- 5 second tolerance from calculated time.

Each correctly identified ground feature or marker marked within 2 mm on official scoring map = 100 points. If greater than 2mm but less than 5mm = 0 points. If greater than 5mm = -100 points.

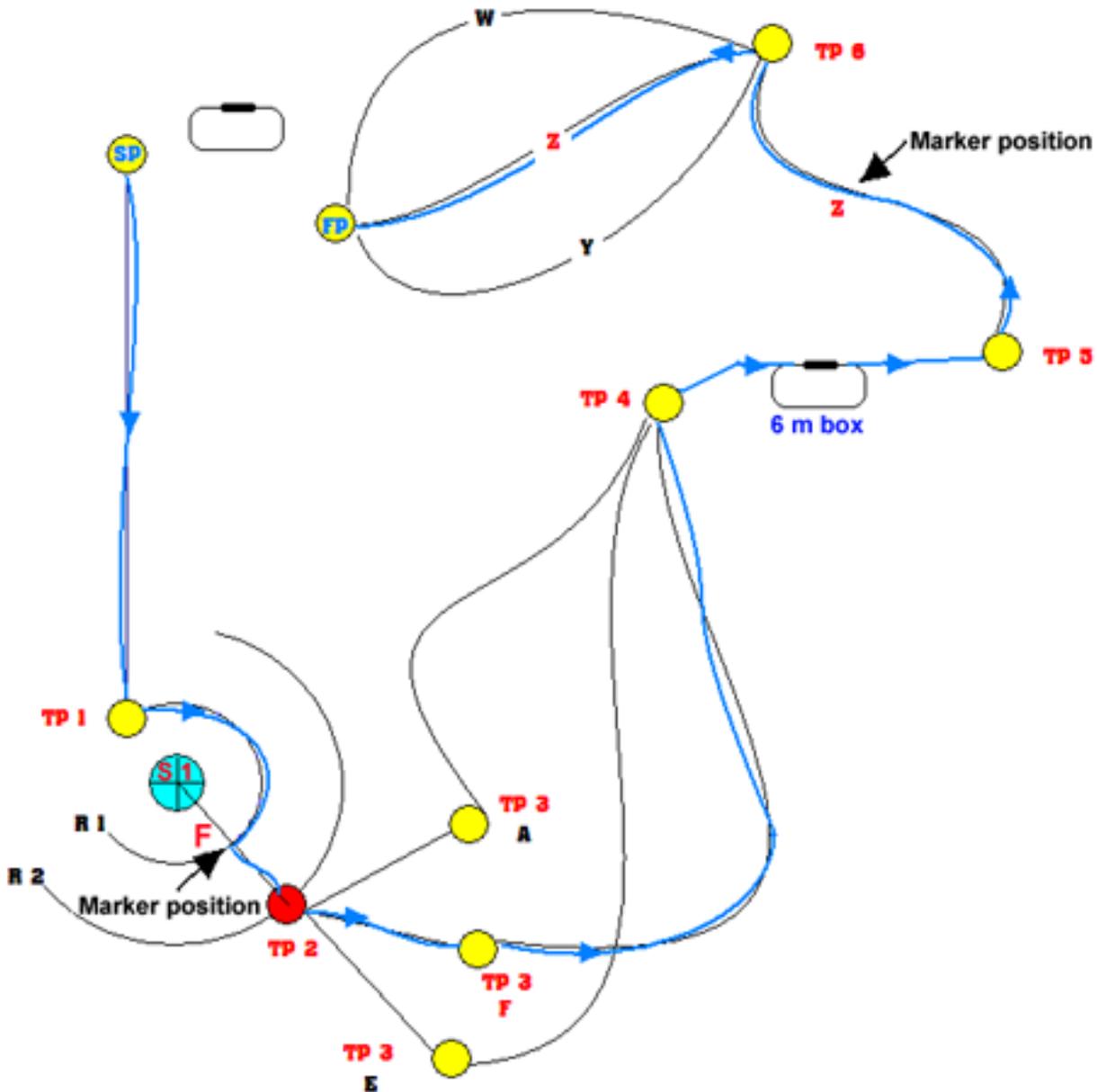
Competitor's score = $Q/Q_{max} \times 1000$ where:

Q= Competitor's individual accumulated score

Q_{max} = best individual accumulated score in task/class

FAI World Microlight Championships 2014 Local Regulations

Matkópusztza, Hungary, 6–16 August 2014



3.2.3 CONTRACT TURNPOINT HUNT

Objective:

To visit as many turnpoints as possible in limited time to a declared plan. Crews assemble next to aircraft prepared for flight in quarantine area near takeoff deck. On stated time they receive map with turnpoints and limited time starts. Before takeoff crews must complete a declaration stating which turnpoints and in which order they intend to visit them. This must be handed to the marshall on start of takeoff deck. Marshalls shall allow aircraft departure every 30 seconds in order of aircraft leaving quarantine ready for flight. Any aircraft reaching the deck and not ready to takeoff shall be sent to back of queue.

After takeoff crews shall fly to SP using procedures as briefed. After last turnpoint is visited crews should fly to FP where time finishes. The procedure for the flight from takeoff to SP and from FP to landing will be as briefed.

Scoring:

Each correctly visited turnpoint = 100 points. Each turnpoint declared and not visited = -100 points. If visited in wrong order = -100 points per incorrectly visited turnpoint.

Crews score = $Q/Q_{max} \times 1000$ where:

Q = Crews individual accumulated score

Q_{max} = best individual accumulated score in task/class

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014

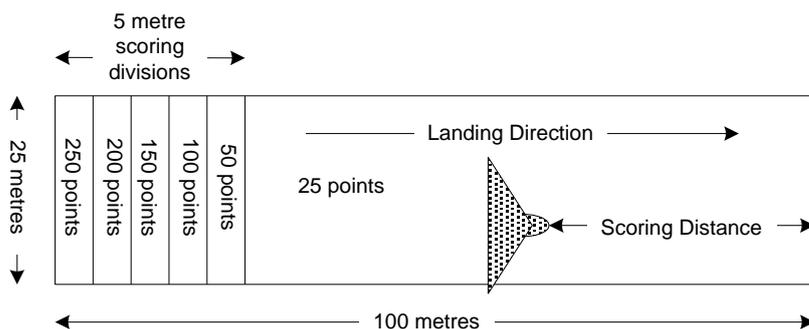


3.2.4 POWERED PRECISION LANDING PRECISION LANDING WITH ENGINE OFF

Objectives

The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

This task simulates a landing on an aircraft carrier deck, the deck being 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible.



Landing

Once the aircraft has started its final approach no deviation of over 90° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips.

The pilot will be scored zero if:

- Any part of the aircraft touches the ground before the deck
- The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
- The aircraft does not stop within the limits of the deck.
- The aircraft moves from the deck before instructed to do so by a marshal
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(PS + PD) \times 250/350$ with a maximum score of 250

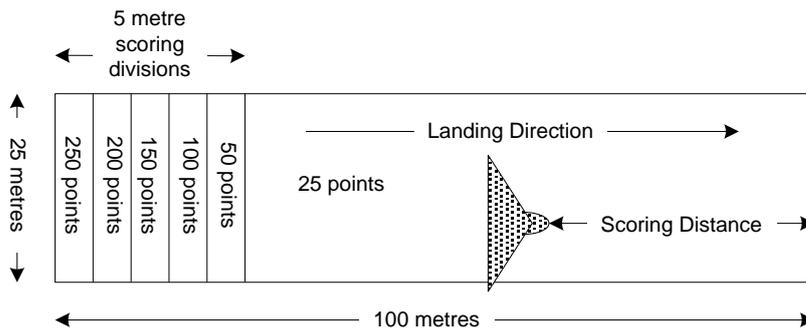
3.2.5 POWERED PRECISION LANDING – TIMED PRECISION LANDING WITH ENGINE OFF - TIMED

Objectives

The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible, coming to a halt in as short a distance as possible. This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



Landing

Once the aircraft has started its final approach no deviation of over 90° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down with the ground (PS) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (PD). Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, $\pm 2-5$ seconds a further 100 points is scored (PT). This score will be reduced by 5 points for every second outside $\pm 2-5$ seconds from a full minute.

The pilot will be scored zero if:

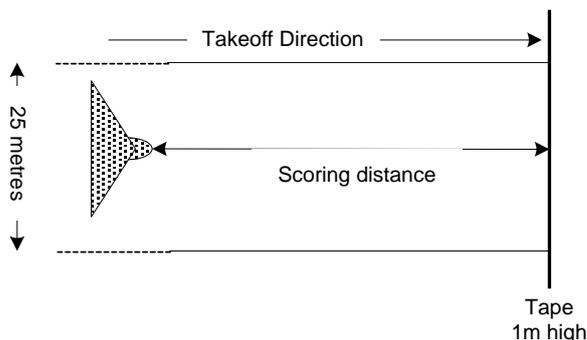
- Any part of the aircraft touches the ground before the deck
- The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
- The aircraft does not stop within the limits of the deck.
- The aircraft moves from the deck before instructed to do so by a marshal
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(PS+PD+PT) \times 250/450$ with a maximum score of 250

3.2.6 SHORT TAKEOFF OVER AN OBSTACLE

Objectives

The objective is for the aircraft to take off over and clear an obstacle, starting the takeoff run as close to the obstacle as possible. This task simulates a short field takeoff over a hedge, the hedge being represented by a tape stretched across the runway 1 metre above the ground. The pilot may position his aircraft on the runway as close as he wishes to the tape. This distance will be measured from the centre of the foremost wheel and rounded up to the nearest 0.1 metre. The aircraft must take off over the tape without breaking it.



The takeoff order will be specified at the task briefing. The pilot may position his aircraft as close to the tape as he wishes and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing. The procedure to be flown after takeoff will be specified at the briefing.

Scoring

The competitor in each class that starts the takeoff run closest to the tape (DMIN) and clears the tape without breaking it will score 250 points. Other competitors will be awarded scores based on their distance from the tape at the start of their takeoff run (DP) relative to DMIN. The competitor will be scored zero if:

- The aircraft commences takeoff before stationary

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014

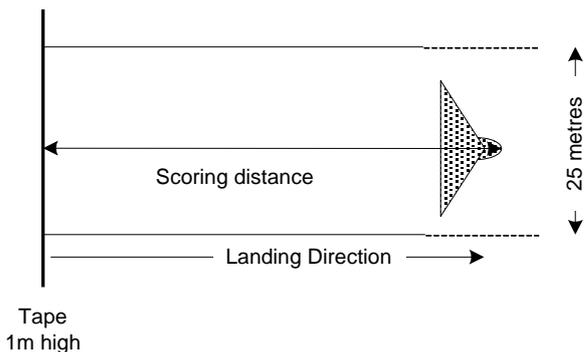


- The aircraft commences takeoff before instructed to do so by the marshal
 - The aircraft fails to fly over the tape
 - Any part of the aircraft breaks the tape
- Thus the score calculation will be $(250 \times \text{DMIN} / \text{DP})$ with a maximum score of 250

3.2.7 SHORT LANDING OVER AN OBSTACLE

Objectives

The objective is for the aircraft to fly over and clear an obstacle, to land and come to a standstill as close to the obstacle as possible. This task simulates a short field landing over a hedge, the hedge being represented by a tape stretched across the runway 1 metre above the ground. The pilot must land over the tape and stop. This distance will be measured from the centre of the foremost wheel and rounded up to the nearest 0.1 metre.



Once the aircraft has started its final approach no deviation of over 90° from the centreline of the runway is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The competitor in each class that comes to a standstill closest to the tape (DMIN) having cleared the tape without breaking it will score 250 points. Other competitors will be awarded scores based on their distance from the tape when they stop (DP) relative to DMIN. The competitor will be scored zero if:

- The aircraft fails to fly over the tape
- Any part of the aircraft touches the ground before the tape
- Any part of the aircraft breaks the tape
- The aircraft turns by more than 90 degrees from the runway centreline between starting the landing approach and coming to a standstill
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(250 \times \text{DMIN} / \text{DP})$ with a maximum score of 250

3.2.8 DECK TAKEOFF

Objectives

The objective is for the aircraft to take off from a deck 100 metres long by 25 metres wide. This task proves the short takeoff capability that is fundamental to the performance characteristics of a microlight by demonstrating that the aircraft can take off in 100 metres in still air at sea level. Where local conditions, such as airfield altitude or slope of the runway, will make a significant difference to takeoff runs the length of the deck may be adjusted accordingly.

This task will form the start of another task. The takeoff order will be specified at the main task briefing. The pilot must position his aircraft with its main wheels, or tail wheel in the case of a tail-dragger, immediately in front of the start line of the deck to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing. The procedure to be flown after takeoff will be specified in the main task at the briefing.

Scoring

There is no score for a deck takeoff but instead a 20% penalty will normally be applied to the main task if the aircraft fails to leave the ground before reaching the end of the deck. This penalty will normally apply if the aircraft:

- Commences takeoff before stationary
- Commences takeoff before instructed to do so by the marshal
- Main wheels fail to leave the ground before reaching the end of the deck.
- Touches the ground before climbing away.

3.2.9 DECK LANDING

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



Objectives

The objective is for the aircraft to land in a deck 100 metres long by 25 metres wide. This task proves the short landing capability that is fundamental to the performance characteristics of a microlight by demonstrating that the aircraft can land in 100 metres in still air at sea level. Where local conditions, such as airfield altitude or slope of the runway, will make a significant difference to landing runs the length of the deck may be adjusted accordingly. Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

There is no score for a deck landing but instead a 20% penalty will normally be applied to the main task if the aircraft fails to touch down and come to a halt within the deck. This penalty will normally apply if:

- Any part of the aircraft touches the ground before the deck
- The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
- The aircraft does not stop within the limits of the deck.
- The aircraft moves from the deck before instructed to do so by a marshal
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

3.2.10 TASKS WITH LIMITED FUEL

AREA TRIANGLE AND SPEED

Objectives

With limited fuel fly a triangular course with the objective of creating a triangle of maximum possible area. The first leg will be score for speed. A standard fuelling operation will be performed. Each class will have a designated amount of fuel. A single start and finish point (SP/FP) will be given at the briefing. No quarantine planning nor declaration is required. A standard take-off in open window will be performed. Unless otherwise briefed, pilots will perform a standard deck take-off from their designated deck. Pilots will fly a triangle that starts and ends in the SP/FP point. The other two turn-points will be corners of the triangle which the competitors may choose freely. These two free turn-points will be the points where the two consecutive sides of the triangle intersect when a precision turn is flown, so the new leg crosses the previous leg. The area within the triangle created by SP/FP and the two free turn-points points will be calculated to determine the *triangle area* score. The first leg, from SP/FP to the first intersection, will be scored for speed. Timing will start at SP/FP and finish at the intersection of the first two legs before the start of the precision turn. Time taken will, therefore, exclude the turn itself. Landing will be performed inside the briefed airfield boundaries. Immediately after landing pilots will proceed to the quarantine area where a standard fuel check in quarantine will be performed.

Scoring

Triangle area

A = Area of the triangle created by the SP/FP point and the first two track intersections.

Amax = Largest area in the class

$Qa = 700 * A / Amax$

Speed

V = Speed measured from SP/FP to the first track intersection

Vmax = Fastest speed in the class

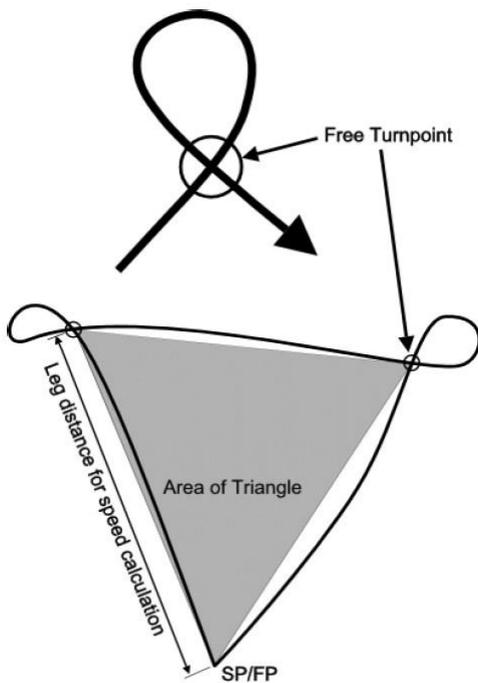
$Qt = 300 * V / Vmax$

Total

$P = Qa + Qt$

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



3.2.11 DURATION

Objectives

Fly for as long as possible on a limited amount of fuel. A standard fuelling operation will be performed. Each class will have a designated amount of fuel. A start point (SP) and finish point (FP) will be given. No formal planning is necessary for this task. A standard take-off in open window will be performed. Unless otherwise briefed, pilots will perform a standard deck take-off from their designated deck. After take off pilots will proceed to the start point SP where time starts. As SP can be crossed many times, start time is taken from the first crossing. Aircraft will try to stay airborne as long as possible. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. Before landing pilots will cross FP where time stops. As FP can be crossed many times, finish time is taken from the last crossing. Landing will be performed inside the briefed airfield boundaries. Immediately after landing pilots will proceed to the quarantine area where a standard fuel check in quarantine will be performed.

Scoring

Time score

T = Time between first crossing of SP and last crossing of FP.

T_{max} = Best time in the class

$P = 1000 * T / T_{max}$

3.2.12 TURN-POINT HUNT WITH LIMITED FUEL

Objectives

Fly the maximum number of turn points with a limited amount of fuel and return to the airfield. A standard fuelling operation will be performed. Each class will have a designated amount of fuel. Competitors will be given a list of turn-points. Planning will be done in quarantine but no declaration is needed for this task. A standard take-off in open window will be performed. Unless otherwise briefed, pilots will perform a standard deck take-off from their designated deck. Pilots will fly to as many turn-points as they wish trying to maximize both number of turn-points and distance. Landing will be performed inside the briefed airfield boundaries. Immediately after landing pilots will proceed to the quarantine area where a standard fuel check in quarantine will be performed.

Scoring

Number of turn-points:

N = Number of turn-points crossed by the pilot

N_{max} = Maximum number of crossed turn-points in the class

$Q_n = 500 * N / N_{max}$

Distance

D = Distance measured in straight lines between consecutive TPs crossed by the pilot.

D_{max} = Maximum distance along turn-points in the class

$Q_d = 500 * D / D_{max}$

FAI World Microlight Championships 2014 Local Regulations

Matkópuszta, Hungary, 6–16 August 2014



Total

$Q = Q_n + Q_d$

$P = 1000 * Q / Q_{max}$