WORLD AIR GAMES
MICROLIGHT CHAMPIONSHIPS
10-21 September 1997
Aydýn-TURKEY

LOCAL REGULATIONS

Note: All areas underlined are BMAA annotations to the original text. No original text is deleted.

Organised by :
TURKISH AERONAUTICAL ASSOCIATION

1st WORLD AIR GAMES MICROLIGHT CHAMPIONSHIPS

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Note : Tasks will be set in accordance with the task catalogue agreed by the International Microlight Commission, and sample tasks will be offered for competitors to fly during the training period.

True contents

1. GENERAL

1.1

The purpose of the championships is to provide good and satisfying contest flying in order to determine the champion in each class and to reinforce friendship amongst pilots of all nations.

1.2 Programme

September 10, 1997	Official arrival day	All day
	Registration	09.00 - 20.00
	Team Leaders Meeting	21.00
September 11, 1997	Official training	07.30 - 19.00
September 12, 1997	Official training	07.30 - 19.00
September 13, 1997	Local Opening Ceremony	16.00
	General Opening Ceremony	to be determined
September 14, 1997	Competition	07.30 - 19.00
September 15, 1997	Competition	07.30 - 19.00
September 16, 1997	Competition	07.30 - 19.00
September 17, 1997	Competition	07.30 - 19.00
September 18, 1997	Competition	07.30 - 19.00
September 19, 1997	Competition	07.30 - 19.00
September 20, 1997	Competition	07.00 - 12.00
	Awards Ceremony	18.00
	Farewell Banquet	20.00
September 21, 1997	General Closing Ceremony	to be determined
September 22, 1997	Departure day	

1.3 Officials

Deputy Director (Microlight) : Dr. Marton ORDODY (Hungary)
Deputy Director (PPG) : Joel AMIABLE (France)

International Jury: Andre FRAITURE (Belgium)
Ian Stokes (UK)
Tom GUNNARSON (U.S.A)

Stewards: David COLE (U.K)
Tormod VEIBY (Norvay)
Miroslaw RODCEWICZ (Poland)
A N OTHER (Turkey)

Chief Scorer: Ferenc VARGA (Hungary)
Chief Marshal: Kevin RUTLAND (U.K)
Deputy Chief Marshals: Mike COLLINS (UK)
Patrick Byrne (Eire)

1.4 Entry

The championships are open to all active Member and Associate Member countries of FAI.
Teams will be limited to 12 aircraft (Fixed wing or Weightshift, solo or two seat) with no more than four in each class. Powered paragliders (PPG) will be limited to teams of four.
Preliminary Entry Forms should be send to THK latest by April 1, 1997; confirmation of entry with full details , should be made on the Official form and sent, together with entry fees not later than June 01, 1997.

1.5 Entry Fee

Entry fee for the competitors : 250 $

Entry fee for the delegation members and other participants: 150 $

Entry fee includes
- Navigational and topographical map
- Lunch-September 10 to 21, 1997
- Opening and Closing Ceremonies
- Farewell banquet (on September 20 1997)
- Place for tent or caravan

The bank address and account number is as follows:
ENTRY FEES must be transfered to : **TURKISH AERONAUTICAL ASSOCIATION**
Bank name : **T.C. VAKIF BANK ANKARA ÞUBESÝ**
Bank Address : **Çankýrý Cad. No:9 Ulus- Ankara, TÜRKÝYE**
Bank account number : **404 59 96**
Bank swift code : **01 TVBATR 2 AA XXX 2129196422**
Purpose of money transfer : **Entry Fees for 1ST WAG MICROLIGHT CHAMPIONSHIPS**

1.6 Insurance

Documentary proof of 3rd party liability insurance cover for a minimum of 100.000 USD, must be presented to the organisers before the start of the championships. Insurance cover may be arranged by competitors in their own countries, but must be valid for Turkey. If a competitors insurance cover is for less than 100.000 USD, top-up cover will be provided on site by private contract.

1.7 Language

The official language of the championship is English.

1.8 Medals and Prizes

Medals will be awarded to pilots and navigators placed first, second and third in each class. World Air Games certificates will be awarded to all participants. Medals will be awarded to the team leaders of teams placed 1st, 2nd. and 3rd.

2. CHAMPIONSHIPS CLASSES

2.1

The championships will be held in the following classes (S10-1.3):

WSC Weightshift Solo Class
One or two seat aircraft flown solo and having a gross mass not exceeding 300kg.

WTS Weightshift Two Seater Class
Two seat aircraft flown with two persons and having a gross mass not exceeding 450kg.

FSC Fixed Wing Solo Class
One or two seat fixed wing aircraft with moveable aerodynamic controls flown solo with a gross mass not exceeding 300kg.

FTS Fixed Wing Two Seater Class
Two or two seat fixed wing aircraft with moveable aerodynamic controls flown with two persons with a gross mass not exceeding 450kg.

PPG Powered Paragliding Class
Backpack powered paraglider flown solo.

Note : The PPG Class will be flown as a championship in parallel with the main competition. Numbers will be limited to a maximum of four pilots per country.

2.2

Two seat aircraft flown by a crew of two must be flown by the same two persons throughout the championships.

2.3

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

3. GENERAL COMPETITION RULES

3.1 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 Licence and qualifications
- Evidence of competitor's nationality
- Pilot's valid FAI Sporting Licence
- *****Aircraft Certificate of Airworthiness or Permit to Fly and Minimum Speed Declaration
- Evidence of conformity to Class rules
- Certificate of Insurance

***** If applicable

3.2 Pilot Qualifications

Competing pilots shall be of sufficient standard to meet the demands of an international competition and hold a valid licence or equivalent certificate. Each Pilot and navigator must hold an FAI Sporting Licence issued by his own NAC.

3.3 Aircraft and Associated Equipment

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. All class R1 aircraft will be expected to have a still air range of 200km.

3.3.1

When required in the country of origin, each aircraft must possess a valid Certificate of Airworthiness or Permit to Fly 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 (S 10 - 1.2.1)

3.3.2

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day (S10 - 4.19.4 - Damage to an aircraft) 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.

3.3.3

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.

3.4 Contest Numbers

For class R1 aircraft the numbers or letters supplied by the organisers shall be displayed on the underside of the right wingtip with their top towards the leading edge, and on the pilot's helmet. Identification may also be required on the fin or rudder.
For PPG class, the number should be displayed on the underside of the canopy, along the centre line with the top towards the leading edge.

3.5 Team Leader Responsibilities

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

3.6 Status of Rules and Regulations

As far as possible, The Championships will be governed by the rules and regulations laid down in the General Section and section 10 of the FAI Sporting Code. 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. Competitors may not be substituted, change to another Class nor change their aircraft (S 10 - 4.19.4).

3.7 Rest Days

There will normally be a rest day after six consecutive days flying unless this day is the last competition day of the championships.

3.8 Complaints and Protests

A complaint may be made to the organisers, preferably by the team leader, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously. If a complainant is not satisfied with the outcome, the team leader may make protest in writing to the Director or his Deputy, (See General Section Chapter 5). The time limit for protest is 12 hours after publication of the official task results, except that after the last contest task it is 2 hours. The protest fee is 50 USD.

4. FLYING AND SAFETY REGULATIONS

4.1 Briefing

The organisers shall hold a briefing for team leaders and/or competitors as a minimum before each flying day at which full task details, meteorological information, flight safety requirements, and details of any prohibited or restricted flying areas will be given in writing. The time and place for Briefing meetings and any postponements will be prominently displayed. A team leader or his deputy, may only be accompanied by an interpreter, unless specific permission for other accompanying persons is granted by the Director.

4.1.1

Flight safety requirements given at Briefing carry the status of regulations.

4.1.2

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.

4.2 Compliance with the Law

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

4.3 Preparation for Flight

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

4.4 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. Aerobatics are prohibited.

4.5 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 conform to the original specifications. A change of any major parts such as a wing or engine may incur a penalty.

4.5.1

An aircraft may only be replaced if damage has resulted through no fault 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.

4.6 Test and Other Flying

No competitor may take off during the competition day from the contest site without the permission of the Director or his deputy. This may be given for a test flight except that 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 landing is not permitted.

4.7 Protective Equipment

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy. An emergency parachute system is highly recommended.

4.8 Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication, which might effect the pilot's performance in the air must be reported to the Director or championships doctor before flying. If doping controls are required by the organisers, the procedures shall be in accordance with the FAI guidelines.

4.9 Airfield Discipline

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

4.10 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.

4.10.1

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

4.11 Cloud Flying

Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground.

4.12 Radio

The use of electronic navigation/positioning aids such as GPS, Decca etc. is forbidden. Electrical or electronic compasses are permitted. Radios kept in a sealed container, may be carried, but their use will be for retrieval purposes only. The sealed container may only be opened under controlled conditions. ELTs without voice transmission capability and electronic compasses are permitted.

4.13 External Aid to Competitors

Once a task has begun, the transmission of any information to a competing aircraft, concerning that task is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids.

Infringement of any flying or safety regulation will result in penalty.

5. CHAMPIONSHIPS TASKS

5.1

To count as a championships 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.

5.1.1

The task for each Class may be different and a task may be set for one Class only.

5.1.2

A competitor will be allowed only one take-off for each task and the task may be flown once only. However in the event of a mechanical failure occurring within five minutes of take-off, a further start may be made without penalty. Refuelling is not permitted.

5.2 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.

5.3 Task Suspension or Cancellation

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

5.4 Types of Task

As far as possible, tasks will be apportioned as follows :

a. Flight planning, navigation, estimated time and speed. No fuel limitation.
   Approximately 50% of tasks flown.
b. Fuel economy, speed range, duration. Fuel limited to 15kg or less.
   Approximately 25% of tasks flown.
c. Precision landings, engine either on or off.
   Approximately 25% of tasks flown, a minimum of four tasks flown.

5.4.1

Precision tasks may be combined with other tasks or set separately.

5.4.2

The organiser will use video cameras to verify landing accuracy.

5.5 Flying the Tasks

5.5.1

A set course shall be flown in the direction specified at Briefing. Multiple tasks shall be flown in the order briefed.

5.5.2

All competition take-offs and landings shall be completed within a deck of 100x25m, except for emergency provisions given at Briefing. Failure to comply will result in a penalty of 20 % of the pilot's score for tasks a. and b., zero task c.

5.5.3

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

5.6 Order of Take-off

For Tasks A, scheduled take off order will normally be used. For tasks B. 'Open Window' will be the norm. For Precision Landing Tasks, take offs will be by Class and in a given order. On the first precision task the order may be by competition number or by lot. Thereafter this order will advance by approximately ¼ on each occasion.

5.7 Outlandings

If a pilot lands away from the designated goal, he must inform the organisers by telephone with the minimum delay and at the latest by the closing time for the task. He may fly home or return by road, having obtained evidence of the landing place (6.3).
On return to base the pilot must report immediately to control. Failure to follow this procedure without good reason may result in no score for the task in charges for any rescue services called out, or disqualification.

5.8 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 the Briefing to cross such boundaries.

5.9 Precision Landing Deck

Deck 25m x 100m, *5 metres scoring divisions:* 250 200 150 100 50 25 points

[note: text OK, only the original formatting did not appear]

6. CONTROL OF TASK FLIGHTS

6.1 Weight of the Aircraft

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 limit for the Class in which it is flown.

6.2 Distance Measurement

Distance will be measured for all competitors on the same official map.

6.3 Outlanding Confirmation

Pilots must take photographs of their aircraft on the ground showing its competition number and recognisable local features. They must also obtain the name and address of at least one witness other than a member of their own national team.

6.4 Fuel Measurement

Fuel will be measured by weight, except that for Class R5, (PPG), an official 2 litre container may be used. Refuelling will be in the order and in accordance with the instructions given at Briefing. Failure of the aircraft to be presented on time may result in penalty for the pilot.

6.4.1

Competitors must be able to demonstrate that their aircraft tanks are empty and that fuel lines are no longer than normal. If fuel is discovered in an aeroplane's tank when presented for re-fuelling, the pilot may be penalised at the Director's discretion. Penalties may include disqualification.

6.5 Photographic Evidence (See also Section 10, para 5.8)

6.5.1

Unless a Tp is controlled by ground observers. when photographic evidence is required, only a photograph is admissible. Incorrect or unclear photographs will not be scored.

6.5.2

Cameras must have a fixed focus lens between 35-58mm focal length, and it must not be possible to alter the order of the exposures.

6.5.3

All photographs must be single uncut roll of films as follows :

i. Photograph of the official task board showing date and time.
ii. Photograph of the aircraft showing the aircraft competition number and recognisable background.
iii. Turn points as briefed in correct sequence.
iv. If outlanding, photographs showing the aircraft competition number with recognisable background of the landing place.

6.5.4

As soon as possible after the landing the pilot must take his flight report and camera(s) to Control and rewind and remove the film in the presence of the marshal. If two cameras are used both films are to be handed in marked 1 and 2 (back up film), however only one film will be developed unless there a technical problem occurs during the processing.

7. SCORING

7.1 General

7.1.1

The overall results will be computed from the sum of the daily scores for each competitor, the winner having the highest total score in the Class.

7.1.2

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

7.1.3

All distances are rounded up to the nearest 0.5km. All times are taken to hours, minutes and seconds.

7.1.4

A pilot who did not fly scores zero and will be marked DNF on the score sheet. A pilot who is disqualified will be marked DSQ on the score sheet.

7.1.5

Deduction of penalty points shall be made after scoring for that task is completed.

7.1.6

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

7.2 Scoring Symbols

The following standard symbols will be used during scoring :

V = Speed D = Distance T = Time

7.3 Scoring Method

7.3.1

Cross country and navigational tasks. Maximum score 1000 points calculated as follows :

$$P = \frac{Q \times 1000}{Q \max}$$

Note: original formatting: P = Q x 1000 / Q max

Q = pilot scores Q max = best score for the task P = Total score

7.3.2

Precision Landing Tasks with engine stopped. Maximum score 250 points.

7.3.3

The pilot will be scored zero for :

- engine not stopped before the gate
- gate not passed correctly
- any part of the aircraft touching down before the deck
- aircraft non stopping within the limits of the deck
- aircraft not able to taxi from the deck unaided, except that failure to start the engine will not be penalised.

WORLD AIR GAMES MICROLIGHT CHAMPIONSHIPS '97
September 13 TO 21, 1997 Aydýn, TURKEY

Our delegation of_____(total) persons, representing the Aero Club of_____will

participate in the 1997 World Air Games Microlight Championships to be held in Aydýn.

NAC" :_____
Contact Person :_____
Contact Phone :_____office_____home
Contact Fax :_____office_____home
E-Mail :_____
Address :_____

Name	Function (P,T,A,O)	Sex	Championship Class	P1/ P2	Aircraft Type	Aircraft Registration

NOTE 1= P: Pilot; T: Team Leader; A:Assistant; O:Others.
NOTE 2= In case space provided is not enough, please use copies of this form
Entry Fees: The entry fee for each pilot and navigator 250 USD
The entry fee for each Team Leader 150 USD
The entry fee for each Assistant 100 USD

Total Entry Fee due USD:_____

Bank Account No : 404 59 96

Bank Address : TC Vakýfbank Ankara Þubesi, Çankýrý cad. No:9 Ulus 06030 Ankara -TURKEY

(Entry fee does not include bank transfer cost Entry Fee must be received by organizer without any deduction)

Our team will arrive on_____by flight No:_____to _____ Airport.

Our team will depart on_____by flight No:_____from _____Airport.

Date:_____ Signature:_____

NOTE: PLEASE FILL OUT THE OFFICIAL ENTRY FORM AND RETURN IT TO THE WAGCC ADDRESS LATEST *JUNE 1st 1997*

ANNEX A; PPG REGULATIONS

TO BE ISSUED LATER

ANNEX B; TASK CATALOGUE

1. NON FUEL LIMITED TASKS

1.1 These tasks test the pilot's / crew's navigation and observation, whilst maintaining a declared speed over all or part of a course. The pilot will fly a course begining with an Initial Point, (IP), and leading to a finishing point, (FP), which will be designated and may be labelled by objects on the ground.

To gain points, the pilot must fly the course and :

a. Round turn points, (Tps), which may be geographical points.
b. Identify and clearly indicate on the in-flight chart, the position of hidden markers.
c. Identify targets from photographs given.
d. Maintain correct speed and track while crossing 'gates'. The tracking tolerance for correctly passing a gate will be given at briefings.

1.2 A Tp may be identified by:

a. A simple drawing on the task sheet. The pilot/navigator must draw a short line on the map/task sheet from the point at which the marker was found, and indicate the nature of the marker or the number of the target photograph..
b. A photograph of the object.

1.3 Scoring.

A pilots score is calculated by the formula:

$$P = \frac{Q}{Qmax \times 1000}$$ [Note: original form P = Q/Qmax x 1000]

where Q is the pilot's achievement, Qmax is the best achievement in the Class, in the task.

Crossing a gate: $Pg = G - K$

where Pg = Points gained, G = Value of the gate, K = Deduction for early/late/ out of sector

Identifying an object/Marker: $Pm = M - K$

Where Pm = Points gained, M = Value of marker, K = Deduction for error

The pilot's score is therefore $Q = n(Pg) + n(Pm)$

2. Control of Tasks

2.1 Typically, the pilot/crew will be given an approximate time of take off, and a precise time of passing overhead the IP. He will also be given a task sheet, a task verification form and a flight declaration form. The task sheet will be a copy of the official map and if tracks are marked on it, they must be adhered to.

2.2 Maximum time to complete a task will be briefed.

2.3 After lining up at the take off point and having handed in the flight declaration, the aeroplane must take off within 1 minute of being flagged away, and pass overhead the IP at the appropriate time. After flying the task, the pilot/crew will return to base and carry out a normal recovery and landing or a precision landing as briefed.

2.4 Flight verification forms and tasks sheets must be completed and handed to a marshal as quickly as possible and before any contact with other competitors or team members.

3. Sample Tasks

3.1 Navigation along a topographically defined course.

3.1.1 The task consists of a given IP followed by two Tps, Tp1 and Tp2, which are on the arc of a circle. After finding the Tps, the pilot flys to a given FP and returns to base. A precision landing may be required. A time overhead TP1, TP2, and FP, must be declared prior to take off. Time overhead IP will be given. Planned ground speed must not be less than 50Km/h

3.2 Navigation along a polygon course, with in-flight identified turn points.

3.2.1 After take off, the pilot is required to fly a track between IP and TP1 (given) until a marker is found. Having found the marker, a track must be made good to arrive at TP2, (given). From TP2, the next track is to TP3 to find another marker. At the marker, a turn should be made onto a track for TP4. From TP4 fly to TP5. From the marker found on the final track, fly to FP and recover to base as briefed.

3.2.2 Declared ground speeds required : IP - TP2
TP2-TP4
TP4-FP
In Km/h

4. Navigation along a circular course, with in-flight identified turn points.

4.1 After take off, the pilot must fly over the IP, which is on the perimeter of a circle of given radius with 'C', marked on the task sheet, as its centre. Having overflown the IP, the pilot must fly a track in the direction shown on the task sheet finding objects as briefed, until reaching the 'stop' marker, which will be briefed. At this point the pilot must fly across the centre of the circle until reaching the perimeter again. The perimeter point will not be marked. At the perimeter, the circle must be flown in the opposite direction to the initial track until the last marker, (given), is found. From the marker return to base via the FP. A ground speed declaration from IP - FP is required before take off.

5. Turn point Hunt.

5.1 There will be 6-9 compulsary Tps, which have to be found and photographed. Only after the compulsory Tps have been found, can pilots choose from a further group of Tps which will be at varying distances. Each Tp may be visited once only. An elapsed time is to be declared before take off.

7. FUEL LIMITED TASKS

Note: In all fuel limited tasks, land out - score zero.

7. 1 These tasks test the pilot's management of the aeroplane when flying for maximum distance, best speed or duration, with a defined amount of fuel. The pilot will fly for :

a. Duration within designated airspace.
b. Best speed along a prescribed route.
c. Best distance between known points.

8. Control of Tasks

8.1 The airspace designated will be controlled by :
a. Marshals placed at the ground boundaries.
b. Airborne marshals.

8.2 Aircraft will be timed in any of the following ways :

a. Take off and touch down
b. Crossing gates
c. Touch and goes

8.3 The permitted landing area will be defined at briefing.

8.4 Markers or Targets may be included in the task.

9. SAMPLE TASKS

9.1 Pure duration. The pilot will fly for as long as possible within the designated area, and lands at base.
9.2 Speed. Best out and return speed along a given route or around a given triangular route.
9.3 Best speed along an out and return route with in flight selected Tp.
9.4 Merry -go round. Along an out and return or triangular course as often as possible.
9.5 Area navigation. Navigation to in flight selected Tps. This task may be given with a time limit.
9.5 Speed triangle followed by out and and return for distance.
9.6 Speed triangle followed by duration in specified area.
9.7 Any combination of the above.

10. SCORING

10.1 $P = \frac{Q}{Q \text{ max} \times 1000}$ [note: original form: P = Q/ Qmax x 1000]

where: $Q = T/Tmax + tmin/t + D/Dmax$

T = *Elapsed time between start and finish within the designated area*

$Tmax$ = *Best time within the Class*

t = *Elapsed time for a speed sector*

$t\ min$ = *Shortest elapsed time for the task*

D = *Distance covered*

$Dmax$ = *Best distance for the task*

ANNEX C; INTERNATIONAL ACCESS, TRANSPORTATION

International access to the site.

There are main access possibilities:

- flýght to Ýzmir and then by bus to Aydýn (127 km),
- flight to Dalaman and then by bus to Aydýn (180 km),
- flight to Antalya and then by bus to Aydýn (360 km)
- flight to Istanbul, then flight to Izmir (many flights every day) and then by bus to Aydýn,
- flight to Trabzon and flight to Ýzmir then by bus to Aydýn.

How to come to Türkiye (except from Travel Guide published by Ministry of Tourism), **Republic of Türkiye**

BY AIR

Turkish Airlines (THY):THY has regular flights in Boeing 727 s, 737-400 s, RJ 100 s and Airbus 310-200 s and 310-300 s, to Ankara, Istanbul, Izmir, Antalya, Adana, Trabzon and Dalaman, from the principal capitals and major cities of the world.

International airlines: Most international airlines have regular flights from all major cities of the world to international airports in Türkiye.

BY SEA

Passenger Ferries: Apart from the numerous cruises in the Mediterranean, several foreing shipping companies have services to the ports of Trabzon, Samsun, Istanbul, Dikili, Izmir, Çeþme, Kuþadasý, Bodrum, Marmaris, Antalya, Mersin and Iskenderun.

BY RAIL

Train journeys can be made to Istanbul directly from and via some of the major cities in Europe.

BY ROAD

By private car: London - Istanbul, approximately 3.000 km.
Northern Route: Belgium, Germany, Austria, Hungary, Romania, Bulgaria, Türkiye.
Southern Route: Belgium, Germany, Austria, Italy, with a ferry to Türkiye.

BY COACH

There are regular services between Türkiye and Austria, France, Germany, Holland, Italy, Switzerland, and Greece.

Frontier Formalities, Passports And Visas

1. Nationals of the following countries can enter Türkiye with a valid passport, a visa is not required.

a) Up to 3 Months:
Germany, USA, Argentina, Australia, Bahamas, Bahrain, Barbados, Belgium, Belize, United Arab Emirates, Denmark, Marocco, Fiji, Finland, France, Granada, South Korea, Holland, Iran, Switzerland, Iceland, Jamaica, Japan, Canada, Qatar, Kenya, Kuwait, Turkish Republic of Northern Cyprus, Liechtenstein, Luxembourg, Malaysia, Malta, Mauritius, Monaco, Norway, Oman, St. Lucia, San Marino, Seychelles, Singapore, Saudi

Arabia, Chilli, Trinidad, Tobago, Tunisia, Vatican City, New Zealand, Greece, Ecuador, Sweden.

b) Up to 2 Months
Republic of Croatia, Republic of Slovenia, Yugoslavia, Romania, Moldova.

c) Up to 1 Month
Azerbaijan, Bolivia, Kazakhistan, Kyrgyzistan, Turkmenistan, Republic of South Africa.

2. For the countries mentioned in above Clauses, and Bulgaria, a transit visa is not required.
3. Nationals of the following countries require a visa:

a) Austria, United Kingdom, Ireland, Spain and Italy, Israel, Portugal, can obtain a sticker visa at border gates (Up to 3 Months).

b) Nationals of the Commonwealth of Independent States (except Azerbaijan, Kazakhistan, Kyrgyzistan, and Turkmenistan) Hungary, Poland, Czechoslovakia, Lithuania, Latvia, Estonia, can obtain a sticker visa at border gates (Up to 1 Month)

c) Nationals of Guatemala can obtain a visa for up to 15 days at border gates.
- Nationals of Jordan, at most for 30 days.
- Nationals of Indonesia can enter the country for two months by obtaining a visa at no charge at the border gates.

d) Nationals of all other countries require a visa, which can be obtained from the nearest Türkiye embassy or consulate.

Formalities For Motorists

General

Those who wish to enter the country with their vans, minibuses, automobiles, station wagons, bicycles, motorcycles, tricycles, sidecars, buses, motor coaches, trailers, caravans will have to provide the following documentation:

1. Passport.
2. International driving license.
3. Car license (document where all details related to the car and the owner's name is registered). If it is somebody else's vehicle a power of attorney should be provided.
4. International green card (Insurance card). The TR sing should be visible.
5. Transit book "Carnet de passage" (for those who want to proceed to the Middle East).

Period

The vehicle can be brought into Türkiye for up to 6 Months. The owner should declare on the apposite form the date of departure at the border gate. The owner should absolutely leave the country at the date declared. If for any important reasons the staying period has to be extended, it is necessary to apply to the Türkiye Touring and Automobile Club or to the General Directorate of Customs Tel : (0-312) 310 38 80 before the end of the period declared.

In Case of Accident

The accident should be reported to the police or gendarme, That report has to be certified by the nearest local authority. The owner should apply to the customs authority with his passport and the report.

If the vehicle can be repaired, it is necessary to inform the customs authority first and then take the vehicle to a garage. If the vehicle is not repairable and if the owner wishes to leave the country without his vehicle, he has to deliver it to the nearest customs office, and the registration of his vehicle on his passport will be cancelled. (Only after the cancellation can the owner of the vehicle leave the country.)

Formalities For Private Plane Owners

General

When coming to Türkiye, International airlines should be followed. Private planes may stay for up to three months in Türkiye with tourist status, but for longer periods permission should be obtained from the General Directorate of Customs Tel : (0-312) 3103880.

The airports of Ankara, Adana, Istanbul, Izmir, Antalya, Trabzon and Dalaman have facilities for private planes. It is also possible to hire planes and helicopters in Türkiye.

For further information, apply to the Civil Aviation Department of the Ministry of Transport (Ulastýrma Bakanlýgý Sivil Havacýlýk Gen. Müd.). Ankara, 90. Sokak, No : 5-06338 - Emek, Tel : (0-312) 2124574, Tlx : 44659 Ga-tr, Fax : (0-312) 2124684.

Local Transport

Plenty of good bus connections. Useful for the transport carrying bus, midibus, minibus and cars. Local transport is low cost and very easy.
There are a lots of bus services from here to many cities of Türkiye which are regularly comfortable and cheap.

Annex 6 to the World Air Games Microlight Championships local regulations
10 - 21 September 1997, **Aydýn-TURKEY**

LOCAL REGULATIONS

for the

POWERED PARAGLIDER Class

(PPG)

ISSUE 2

1. General

IMPORTANT: In principle, this annex includes only those regulations which supersede or are additional to the regulations laid down in the main section of the local regulations.

The purpose of the championship is to provide good and satisfying contest flying in order to determine the champion in the PPG (R5, solo) class and to reinforce friendship between nations.

2. Definitions

2.1. The foot launched Powered Paraglider (PPG)

2.1.1. See Annex 1 to Sporting Code, Section 10:

A foot launchable powered paraglider (PPG) consists of a wing without any rigid structure, coupled to a power unit carried on the pilot's back during flight.

A powered paraglider (PPG) shall be capable of carrying not less than 6 kg of fuel.

It may commence take-off with the paraglider canopy laid on the ground

2.1.2. The PPG shall be flown solo.

2.2. The Secure Area (Parc Fermé)

2.2.1. This is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.

2.2.2. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

2.3. A “clean” take off

2.3.1. Is defined as a take off attempt in which the canopy does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

2.4. The landing deck

2.4.1. A landing deck is a clearly marked area 100m x 100m.

2.4.2. There will be one landing deck provided for every 30 competitors.

2.4.3. Unless otherwise briefed, all take-offs and landings are to be made within a landing deck.

2.4.4. A landing deck will have a wind-sock within 100m of its boundary.

2.4.5. There will be no significant obstacles within 200m of the boundary of a landing deck.

2.4.6. Unless otherwise briefed, penalties will be awarded to Pilots or any part of their PPG's touching the ground anywhere outside the landing deck during a task.

2.5. The airfield boundary

2.5.1. The airfield boundary is the recognised boundary of the airfield upon which the landing decks are situated.

2.6. An outlanding

2.6.1. Any touch of the ground by pilot or PPG outside the airfield boundary will constitute an outlanding.

2.7. Timings

2.7.1. All times are given, taken and calculated in local time.

2.7.2. Unless otherwise briefed, take-off times are taken at the moment a pilot's feet leave the ground.

2.7.3. Unless otherwise briefed, landing times are taken at the moment a pilot's feet or any other part of the pilot or PPG touch the ground.

2.7.4. A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

3. Flying and safety regulations

3.1. Flight limitations

3.1.1. Pilots must observe such airfield departure and approach procedures as may be given by the Director. Infringements will be penalised.

3.1.2. All manoeuvres considered dangerous are forbidden, whether a danger to the pilot, other aircraft or the public, or not. This includes stalls, spins, B line stalls and deep stalls. 'Big ears' is not considered a dangerous manoeuvre.

3.1.3. Flight in clouds is forbidden.

3.2. Test and other flying

3.2.1. Once a task has been declared, reconnaissance flights of the route in any aircraft are forbidden.

3.3. Prohibited equipment

3.3.1. In addition to those items detailed in the main section of the local regulations: Ballast.

3.4. Damage to aircraft

3.4.1. Although the regulations in the main section of the local regulations apply, the director may choose not to award a penalty to pilots who damage their aircraft in tasks involving protracted low level flying. In all cases damage MUST be reported to the director before any repair is undertaken.

3.5. Protective equipment [1]

3.5.1. A protective helmet must be worn whenever the pilot is strapped into the harness of a PPG

3.6. Assistants

3.6.1. Help from assistants is positively encouraged until a competitor enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

4. Championship tasks

4.1. General

4.1.1. A pilot will be allowed one take-off for each task and the task may be flown once only. However, if a pilot returns to the landing deck within 5 minutes of take-off then he will be permitted to restart without penalty. This flight time will be added to subsequent flight time and refuelling is not permitted.

4.2. Types of task

4.2.1. The tasks listed below in the ***Catalogue of tasks*** section will be used.

4.2.2. Tasks are divided into 3 Categories and will as as far as practicable conform to the following guidelines:

Tasks with limited fuel: 25% of the total tasks flown.

Tasks with no fuel limit: 50% of the total tasks flown.

Precision tasks: 25% of the total tasks flown.

4.3. Take-off

4.3.1. No pilot may take-off without permission from the Director or a Marshal.

4.3.2. All take-offs, unless otherwise briefed, must be effected entirely within the landing deck.

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[1] *It is recommended that pilots are equipped with emergency parachutes.*

4.3.3. Before departure a pilot and/or his machine may be inspected at any time for contraventions of any regulation of the task. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

4.3.4. Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

4.3.5. In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but should be within the overall time window.

4.3.6. In the case where the take-off order is given, the pilot may have three attempts at taking off and then will be relegated to the back of the queue.

4.3.7. In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

4.3.8. In all cases a minimum of two minutes separation shall be maintained between take-offs.

4.4. Emergencies

4.4.1. All pilots must fold up their canopies immediately upon landing. A canopy which has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organisation as soon as possible.

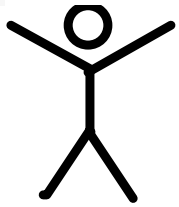
4.5. Outlandings

4.5.1. There may or may not be a penalty applied for outlanding depending on the task being undertaken.

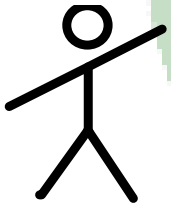
4.5.2. Upon outlanding and having folded his canopy, a pilot must contact the organisation *as soon as possible* and before contacting anyone else to declare that he has outlanded. The organisation will need to know the pilot's precise landing location, where he can be picked up and the name of the person the organisation should contact to pick him up.

4.5.3. The contact procedure must be followed EVERY time, even if the pilot, by outlanding, has scored zero. Failure to do so will attract a penalty.

4.5.4. To signal other pilots, the international emergency signals are:



I have need of assistance (YES)



I do not need assistance (NO)

4.6. Landing

4.6.1. All landings, unless otherwise briefed, must be effected entirely within the landing deck. The pilot may be liable to penalty if he or any part of his PPG touches the ground outside the deck before he has removed his harness.

4.6.2. Upon landing, pilots must immediately remove their PPG's to a parking area.[2]

4.6.3. Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.

4.6.4. In certain tasks pilots will be penalised for falling over as a result of a poor landing.

4.6.5. Landings outside the airfield boundary are considered outlandings.

4.6.6. Pilots 'abandoning' their PPG's on the landing deck will be liable to penalty.

4.6.7 In tasks where pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his own two feet without falling over. “Falling over as a result of the landing” will be interpreted as:

OK: If the pilot falls to ONE knee - landing score as achieved.

NOT OK: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

4.6.8 In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

[2] *It is recommended that competitors view the official notice board as soon as possible after landing to get the latest information.*

4.6.8.1 500 Ft: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."

4.6.8.2 5 metres: "The engine must be stopped & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

4.6.9 Obstruction at landing markers: If a pilot or any part of his PPG obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply, however, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

5. Control of flight tasks

5.1. Fuelling

5.1.1. All PPG's must be equipped with a simple method of sealing the fuel tank when required.

5.1.2. A time window or individual times may be set for competitors to fuel their aircraft.

5.1.3. Fuel quantities may be measured by weight or by use of an official 2 litre container.

5.1.4. Measured fuel quantities *include* oil where it is mixed with petrol.

5.1.5. The competitor must bring his PPG to the refuelling area ***completely*** empty of fuel [3] together with a can of fuel, an empty fuel can into which to pour the measured amount, and a funnel.

5.1.6. Immediately refuelling is complete the competitor, under supervision of a marshal, must remove any spare fuel from the refuelling area and place his PPG in the Secure Area.

5.1.7. It is the duty of the competitor to assist the marshals as much as possible in expediting the refuelling process.

6. Scoring

6.1. Ground markers, turn points and gates

6.1.1. In certain designated tasks, ground markers made of one or more white sheets or tarpaulins 3m x 0.5m will be laid out along the line of a route to represent different symbols.

6.1.2. Certain ground markers may additionally be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker. Landing markers are min. 4m x 4m.

6.1.3. Depending on the task, pilots may be required to record their passage via a ground marker photographically and/or on a task sheet. In either case, when a ground marker is observed its symbol AND position should be recorded.

6.1.4. Control at turn points will normally be by photographic evidence of a ground feature photographed by the pilot on the flight in question from the correct photo sector. Binoculars are prohibited for PPG pilots. (Sporting Code, Section 10, para 4.26.3)

6.1.5. Gates shall be passed at a maximum height of 30ft.

6.1.6. Unless briefed otherwise, each marker, turn point or gate may only be visited once during a task.

7. Penalties

Abbreviations:

A = Warning
x % = Percentage of score penalised for that task
S0 = Zero score for that task
DSQ = Disqualification from the competition

[3] *Completely means the entire fuel system including fuel tank, fuel lines, filters, primer bulbs and carburettor. Competitors not presenting their PPG for refuelling completely empty may be liable to penalty.*

	Infraction	Penalty
7.1.	Bringing the event, its organisers, the FAI or the sporting code into disrepute	DSQ
7.2.	Not informing the organisation of an injury, medical complaint or medication being taken	DSQ
7.3.	The use of performance enhancing drugs	DSQ
7.4.	Unauthorised interference with a PPG in the Secure Area	DSQ
7.5.	Flight outside the specified flight envelope of the PPG or dangerous flying	DSQ
7.6.	Flight in clouds	DSQ
7.7.	Flight or attempted flight with prohibited equipment	DSQ
7.8.	Use of any other transport during a task (before declaring an outlanding)	DSQ
7.9.	Use of a camera with an unpermitted focal length	S0
7.10.	Unauthorised assistance during a task	S0
7.11.	Unauthorised changes to canopy or power unit	S0
7.12.	Flight without Helmet	S0
7.13.	Unauthorised take-off	S0
7.14.	Outlanding in a task where it is not permitted	S0
7.15.	The aircraft disappears from the sight of the marshals (Economy tasks only)	S0
7.16.	Departure from the permitted flight area (Economy tasks only)	S0
7.17.	The task is not completed in the given order (Precision tasks only)	S0
7.18.	Violation of briefed airfield departure and approach procedures	20%
7.19.	Landing or touching the ground outside the deck but within the airfield boundary	20%
7.20.	Abandoning a PPG on the landing deck	20%
7.21.	Obstruction at a landing marker	20%

8. Catalogue of tasks

1. Precision takeoff and landing PRECISION

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.

Description

The pilot is permitted four takeoff attempts, climbs to 500ft overhead the target, cuts the engine before passing through a gate and tries to make a first touch as near as possible to the centre of a target consisting of a series of concentric circles.

Special rules

The pilot scores 250 points for a clean take off at the first attempt, 170 for the second, 90 for the third, zero for the fourth.

The circuit to be flown will be detailed at briefing.

The first touch of the ground by the pilot's foot is the point from which the pilot's score will be derived. A first touch on the line scores the higher score.

Contestants will be awarded a zero score for:

- The pilot or any part of the aircraft touching the ground outside the deck while undertaking the task.

Contestants will be awarded a zero *landing* score for:

- Engine not stopped before the gate.
- Gate not passed correctly.
- Falling over as a result of the landing.

Scoring

Pilot score = (Bto + Bld) *Where: Bto = Takeoff points, Bld = Landing points*

2. Precision circuit in the shortest time PRECISION

Objective

To strike a number of targets laid out in a given order in the shortest possible time and return to the deck.

Description

8 targets 2m in height are laid out 50M apart in two arrays. The first array has 4 targets in a straight line, the second array has 4 targets in a slalom.

A further target is placed 50M behind target 10 to serve as a pylon which must be flown round (by the body of the pilot) before target 10 is struck.

Special rules

A valid strike on a target is one where the pilot or any part of the FLM has been clearly observed to touch it.

To count as a strike, target No. 9, the pylon, must be rounded in a CLOCKWISE direction.

A strike on target 1 starts the clock, a strike on target 10 stops the clock.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted. Failure to strike the first or last target: score zero.

Scoring

$$Q = \frac{NQ^3}{Sp}$$

Where: *Pilot Score* $= \left(1000 \times \frac{Q}{Qmax}\right)$

NQ = The number of targets struck by the pilot
Sp = The pilot's elapsed time in seconds between striking target 1 and target 10

3. Slow / fast speed PRECISION

Objective

To fly a course as fast as possible and then return along the course as slow as possible.

Description

A straight course between 250m and 500m long and 25m wide is laid out with gates at each end.

The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.

Special rules

For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.

If the pilot or any part of his PPG touches the ground during the first leg: VP_1 = zero and EP = zero

If the pilot or any part of his PPG touches the ground during the second leg: VP_2 = zero and EP = zero

If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.

The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

Scoring

$$\text{Pilot score} = \left(125 \times \frac{Vp_1}{Vmax}\right) + \left(125 \times \frac{Vmini}{Vp_2}\right) + \left(250 \times \frac{Ep}{Emax}\right)$$

Where: *Vmax = The highest speed achieved in the task, in Km/H*
Vp_1 = The speed of the pilot in Km/H in the first leg of the task
Vmin = The lowest speed achieved in the task, in Km/H
Vp_2 = The speed of the pilot in Km/H in the second leg of the task
Ep = The difference between the pilot's slowest and fastest speeds, in Km/H
Emax = The maximum difference between slowest and fastest speeds, in Km/H

4. Pure Economy ECONOMY

Objective

Take-off with a measured quantity of fuel and stay airborne for as long as possible and return to the deck.

Special rules

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

Land outside the airfield boundary: Score zero. Land inside the airfield boundary but outside the deck: 20% penalty.

Scoring

$$\text{Pilot score} = 1000 \times \frac{Tp}{Tmax}$$

Where: *Tp = The pilot's time, Tmax = The longest time taken to complete the task*

5. Economy & distance. ECONOMY

Objective

To take off from the deck with a given quantity of fuel, fly as many laps as possible around a course not exceeding 1Km in length and land on another deck.

Special rules

Pilots must not exceed 200ft height at any time, or 30ft whilst rounding pylons.

Exceeding the height limitations or failure to round a pylon does not score that lap.

If the pilot or any part of his PPG touches the ground during the task and takes off again, score zero.

Failure to land in the landing deck: 20% penalty.

Scoring

$$\text{Pilot score} = 1000 \times \frac{Lp}{Lmax}$$

Where: *Lp = The number of whole laps completed by the pilot*
Lmax = The maximum number of whole laps achieved in the task.

6. Economy & Navigation. ECONOMY

Objective

To take off with a given quantity of fuel and locate an unknown number of markers within defined sectors and return to the deck.

Description

Each sector will contain a given IP (initial point) and a FP (finishing point) which may be a turn point, marker or gate. The pilot flies a given track between the IP and FP. An unknown number of markers may be distributed along the track.

Special rules

Outlanding: Score zero.

Scoring

$$\text{Pilot score} = 1000 \times \frac{NBp}{NBmax}$$

Where: *NBp = The number of ground markers and/or turn points a pilot collects in the task*
NBmax = The maximum number of markers and/or turn points collected in the task

7. Economy & precision ECONOMY

Objective

To make a clean take-off in the time window with a given quantity of fuel, stay airborne as long as possible within a defined area and land on landing markers situated within the deck before the end of the time window.

Special rules

The pilot scores 300 bonus points for a clean take off at the first attempt, 200 for the second, 100 for the third, zero for any attempts thereafter.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

When landing, If the pilot elects to switch off his engine at least 5m above a marker and:

- Makes a first touch on the marker: Landing bonus: 200 points

If the pilot elects to not switch off his engine and:

- Makes a first touch on the marker: Landing bonus: 50 points

If the pilot falls over as a result of the landing: zero landing bonus.

If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

Scoring

$$\text{Pilot score} = \left(500 \times \frac{Tp}{Tmax}\right) + Bto + Bld$$

Where: *TP = The pilot's time*
Tmax = The longest time taken to complete the task
Bto = Takeoff bonus points
Bld = Landing bonus points

8. Pure Navigation

Objective

To fly a course between as many turn points or markers as possible within the time window and return to the deck.

Scoring

$$\text{Pilot score} = 1000 \times \frac{NBp}{NBmax}$$

Where: *NBp = The number of ground markers and/or turn points a pilot collects in a task*
NBmax = The maximum number of markers and/or turn points collected in the task

9. Navigation, precision & speed

Objective

To make a clean take-off from the deck, to fly a course between as many turn points or markers as possible within a given time, and to collect bonus points for landing at designated markers before returning to the deck.

Special rules

The clock starts the moment the marshal makes the signal to take off.

At the start, the pilot scores 300 bonus points for a clean take off at the first attempt, 200 for the second, 100 for the third, zero for any attempts thereafter.

In the case of landing markers, If the pilot elects to switch off his engine at least 5m above the marker and:

- Makes a first touch on the marker: Landing bonus: 200 points
- Misses the marker: landing bonus: 50 points

If the pilot elects to not switch off his engine and:

- Makes a first touch on the marker: Landing bonus: 100 points

If the pilot falls over as a result of a landing: zero landing bonus for that landing.

If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

The clock stops the moment the pilot either crosses a line or lands back on the deck.

Any outside assistance: Score zero.

Scoring

$$\text{Pilot score} = \left(500 \times \frac{NBp}{NBmax}\right) + Bto + \left(200 \times \frac{Bld}{Bldmax}\right)$$

Where: *NBp = The number of ground markers and/or turn points a pilot collects in the task*
NBmax = The maximum number of markers and/or turn points collected in the task
Bto = Pilot's takeoff bonus points
Bld = Pilot's landing bonus points
BldMax = The maximum landing bonus points achieved.

10. Navigation / estimated speed

Objective

To fly a course between any combination of turn points, markers and gates as defined at the briefing having declared estimated flight times or estimated times of arrival as required at the briefing, and return to the deck.

Special rules

The value of T, in seconds, will be given at the briefing.

Scoring

$$\text{Pilot score} = \left(700 \times \frac{NBp}{NBmax}\right) + (300 - T)$$

Where:
NBp = The number of ground markers and/or turn points a pilot collects in the task
NBmax = The maximum number of markers and/or turn points collected in the task
T = The total difference in between pilot's estimated and actual times for all timed sectors. (>=300 = 300)
Tsmax = The number of timed sectors set in the task

11. Navigation / estimated speed / precision

Objective

To fly a course between any combination of turn points, markers, landing markers and gates as defined at the briefing having declared estimated flight times as required at the briefing, and return to the deck.

Special rules

The value of T, in seconds, will be given at the briefing.

At the start, the pilot scores 150 bonus points for a clean take off at the first attempt, 100 for the second, 50 for the third, zero for any attempts thereafter.

In the case of landing markers, If the pilot elects to switch off his engine at least 5m above the marker and:

- Makes a first touch on the marker: Landing bonus: 100 points
- Misses the marker: landing bonus: 25 points

If the pilot elects to not switch off his engine and:

- Makes a first touch on the marker: Landing bonus: 50 points

If the pilot falls over as a result of a landing: zero landing bonus for that landing.

If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

Scoring

$$\text{Pilot score} = \left(500 \times \frac{NBp}{NBmax}\right) + (250 - T) + Bto + \frac{Bld}{Bmax}$$

Where:
NBp = The number of ground markers and/or turn points a pilot collects in the task
NBmax = The maximum number of markers and/or turn points collected in the task
T = The total difference in between pilot's estimated and actual times for all timed sectors. (>=250 = 250)
Tsmax = The number of timed sectors set in the task
Bto = Pilot's takeoff bonus points
Bld = Pilot's landing bonus points
Bmax = The number of landing markers set in a task.

PPG

Information for Pilots

Issued: Wednesday, 02 Dec. 09 at 14:07

OPENING BRIEFING for ALL PILOTS

Briefing time: Thursday 11 September, 16:30

Briefing location: In briefing hangar. *(This is the right hand hangar next to the toilets)*

WORLD AIR GAMES MICROLIGHT & PPG COMPETITION, AYDIN

PILOT NOTICE

NO PILOT MAY FLY UNLESS REGISTERED

Pilots wishing to fly must book out and in again at the terminal building

Registration starts 08:00, 10 September

PPG

Information for Pilots

Issued: Wednesday, 02 Dec. 09 at 14:07

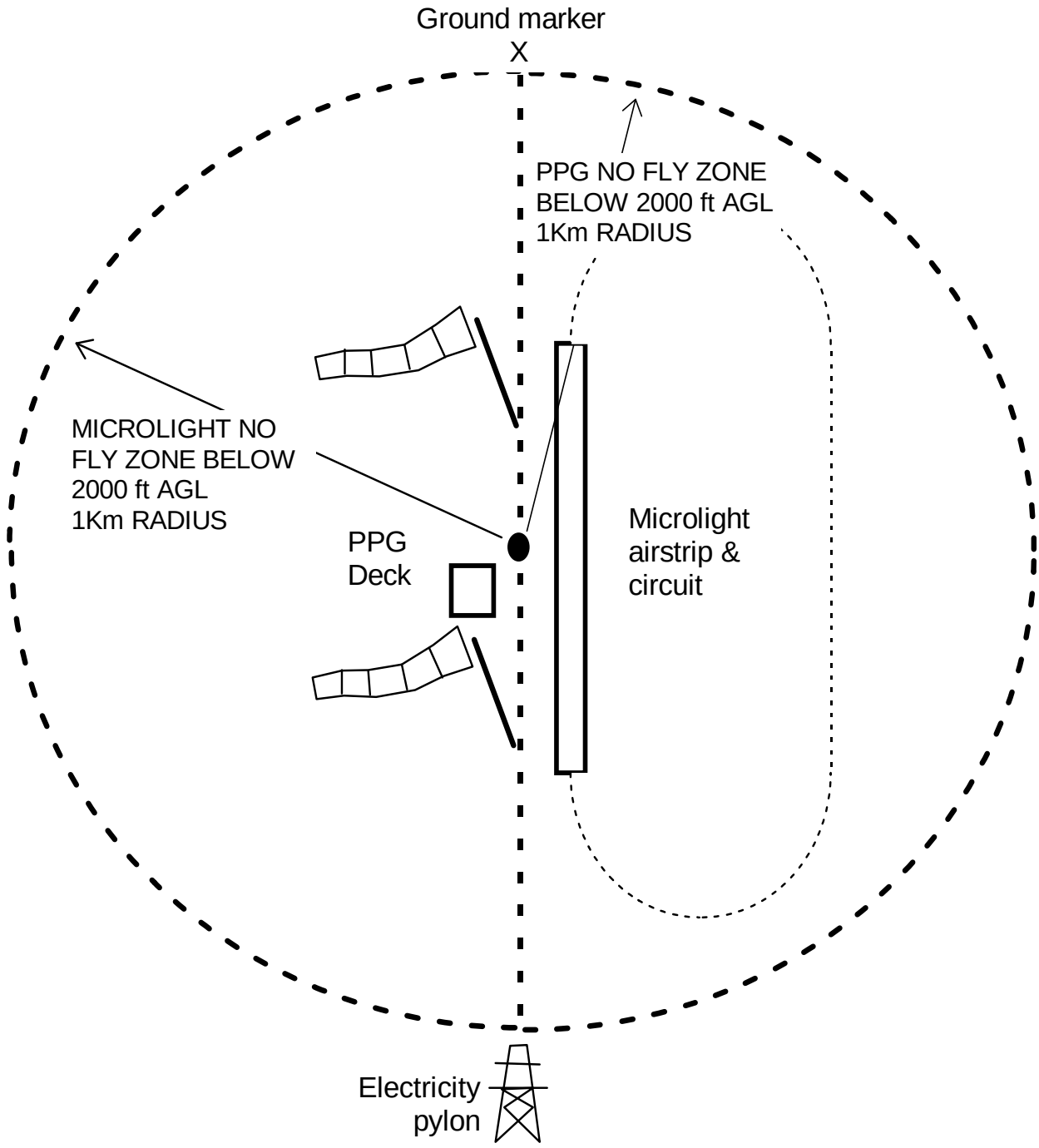
NO FLY ZONE

The Turkish army has issued specific co-ordinates for the no fly zone as below. Fly here and you might be shot!

WORLD AIR GAMES - AYDIN

Circuit Patterns

FOR SAFETY, the No Fly Zones must be respected
AT ALL TIMES



Airfield emergency Tel: 256 213 7092 Airfield Tel: 256 214 8879

PPG

Information for Pilots

Issued: Wednesday, 02 Dec. 09 at 14:07

PPG MASTER CLOCK

ALL TIMES USED IN SCORING PPG TASKS WILL BE SYNCHRONISED TO THIS CLOCK

PPG

Information for Pilots

Issued: Wednesday, 02 Dec. 09 at 14:07

1. **PILOTS MUST READ THESE NOTICES! It seems some are not!**
2. **Photos: There are still some pilots who still have not had their photos taken. There was opportunity yesterday and today, a total of 4 hours…..IT IS IN PILOT'S INTEREST THAT MARSHALS HAVE A PHOTO OF EVERY PPG OR THEY WILL NOT BE SCORED AT MARKERS!**

   There will be a final photo session Saturday 13 September 08:00 to 09:00 at the deck. BE THERE!

3. **Competition numbers: If you can put your competition number on your canopy this will help the organisation but is not mandatory.**

   You MUST put your competition number on your helmet. Small digital type numbers are available at the registration. You will need to photograph this number to identify your turnpoint films.

WORLD AIR GAMES PPG COMPETITION

PPG PHOTO DESCRIPTION LOG

Pilot Name	Country	Description

WORLD AIR GAMES MICROLIGHT & PPG COMPETITION - AYDIN

PILOTS BOOKING IN AND OUT SHEET

Pilot Name	Country	Time out	Time in