LOCAL REGULATIONS FOR THE 1998 MICROLIGHT WORLD CUP

Matkopuszta, Hungary

13 - 20 September 1998

ORGANISED ON BEHALF OF THE
FEDERATION AERONAUTIQUE
INTERNATIONALE
by

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LOCAL REGULATIONS FOR THE WORLD CUP

Note: These local regulations are based on the current Annex 3 to Section 10 but have been re-ordered to clarify the differences between regulations for PPG's and other microlights.

SECTION 1. Applies to all classes

These Local Regulations are to be used in conjunction with Section 10 of the Sporting Code. References from Section 10 should be used in the Local Regulations to avoid unnecessary repetition, but reference numbers should be cross-checked with the latest edition of Section 10.

1.1. PURPOSE

1.1.1. 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 and nations (S10-4.2).

1.1.2. To provide a ground and forum to test new ideas serving the media and marketing orientation of our new age by setting new spectacular championship tasks.

1.2. PROGRAMME

- 9 - 13 September Training, aircraft inspection, registration
- 13 September, 16:00 Opening Ceremony
- 13 September, 11:00 First Competition briefing
- 14 - 19 September Contest Flying Days
- 20 September, 20:00 Closing Ceremony, Prizegiving

1.3. OFFICIALS

- General Director: Marton Ordody
- Director, Microlights: Marton Ordody
- Director, PPG: Richard Meredith-Hardy
- Meteorologist: Kalman Szabo
- Scoring, Microlights: Mate Ordody
- International Jury: There will be 2 juries, one for microlights and one for PPG, each consisting of a representative from each participating team. A vote held on an issue will be decided on the basis of a 2/3 majority, the president holds a casting vote.
- Task marshals: As provided by the organisation. Teams may also be asked to provide personnel to assist in the running of tasks.

1.4. ENTRY

1.4.1. The Championships are open to all Active Member and Associate Member countries of FAI who may enter any number of microlights .

1.4.2. Not more than 6 may be entered in any one class in a team (S10-4.10.1).

1.4.3. Entries must be made on the official Entry Form.

1.4.4. Entry fees:

- 150 USD / Pilot or Co-Pilot.
- 50 USD / Team leader and accompanying persons.
- The entry fee is waived for those people providing assistance to the organisation.

The entry fee includes:

- Access to the competition.
- Use of the airport (Camping Etc.)
- Entry to all official events

Competition materials, (maps, films Etc.) will be available at cost price.

1.4.5. If applications, with fees paid, are not received by 28 days before registration, the entry may be refused.

1.5. INSURANCE

Documentary proof of insurance as specified on the Entry Form must be presented to the Organisers before the start of the Championships.

1.6. LANGUAGE

The official language of the Championship is English.

1.7. MEDALS AND PRIZES

Trophies will be awarded to pilots placed first, second and third of each class. Trophies will be awarded to national teams placed first, second and third. Trophies may also be awarded for outstanding achievement.

1.8. CHAMPIONSHIP CLASSES

1.8.1. The Championships may be held in the following classes (S10-1.3):

- WSC Flexwing Solo Class: One or two seat aircraft flown solo and having a gross mass not exceeding 300 kg.
- WTS Flexwing Two Seater Class: Two seat aircraft flown with two persons and having a gross mass not exceeding 450 kg.
- FSC Fixed Wing Solo Class: One or two seat fixed wing aircraft with moveable aerodynamic controls flown solo with a gross mass not exceeding 300 kg.
- FTS Fixed Wing Two Seater Class: Two seat fixed wing aircraft with moveable aerodynamic controls flown with two persons with a gross mass not exceeding 450 kg.
- PPG Powered Paraglider Class: Foot launched powered paraglider flown solo.

1.8.2. 2-seat aircraft flown by a crew of 2 must be flown by the same 2 persons throughout the championships.

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

1.9. CLASS VIABILITY (S10-4.4.1)

If in any class there are less than 5 countries the Director may, before the start of the championships, allocate the aircraft to other classes provided they fulfil the requirements of the class.

1.10. 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. Competitors may not be substituted, change to another class nor change their aircraft (S10-4.19.4).

1.11. 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
- Valid FAI Sporting Licence for pilot and navigator
- Aircraft Certificate of Airworthiness or Permit to Fly and Minimum Speed Declaration
- Evidence of conformity to class rules
- Certificate of Insurance as detailed on Entry Form (at least 35,000 USD)
- Receipt for payment of entry fees.

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

1.12. 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 licence or equivalent certificate. He must hold an FAI

Sporting Licence issued by his own NAC. The navigator must have reached the age of 14 years and hold a sporting licence.

1.13. 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.

1.14. 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.

1.15. 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.

1.16. 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 the complainant is not satisfied with the outcome, the team leader may make a protest in writing to the Director or his Deputy. (See Section 10, 4.6.3). The time limit for protests is 12 hours after publication of the provisional task results, except that after the last contest task it is 2 hours. The protest fee is 20 USD.

1.17. REST DAYS

Will only be held on the account of bad weather.

1.18. AIRCRAFT AND ASSOCIATED EQUIPMENT

1.18.1. Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event.

1.18.2. 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 (S10-1.2.1/1.2.2).

1.18.3. The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day (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.

1.18.4. 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.

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

1.19. FUEL MEASUREMENT

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

1.20. TIMINGS

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

1.21. BRIEFING

1.21.1. Briefings will be held for team leaders and/or competitors on each flying day. Full task details, met information, flight safety requirements, and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders. The time and place for briefing meetings and any postponements will be prominently displayed. Briefing may be postponed from the set time in the event of bad weather.

1.21.2. Flight safety requirements given at briefing carry the status of regulations.

1.21.3. 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.

1.22. PREPARATION FOR FLIGHT

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

1.23. 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.

1.24. DAMAGE TO A COMPETING AIRCRAFT

1.24.1. 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. Change of major parts such as a wing or engine may incur a penalty.

1.24.2. An aircraft may be replaced 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.

1.25. TEST AND OTHER FLYING

No competitor may take-off during a competition day from the contest site without the permission of the Director. 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 precision landing is not permitted.

1.26. AIRFIELD DISCIPLINE

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

1.27. COLLISION AVOIDANCE

1.27.1. 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.

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

1.28. CLOUD FLYING

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

1.29. ELECTRONIC APPARATUS

1.29.1. Radios, VOR, GPS and similar electronic navigation aids are strictly prohibited. The normal penalty is disqualification.

1.29.2. ELTs without voice transmission capability are permitted.

1.29.3. Mobile phones may be carried in a pre-declared sealed container for use solely in the event of an emergency. The director must be immediately informed if the seal is broken.

1.30. EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including 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.

1.31. CHAMPIONSHIP TASKS

1.31.1. To count as a 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.

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

1.31.3. 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 occuring within 5 minutes of take-off, a further start may be made without penalty. Re-fuelling is not permitted and the original take-off time will be used for scoring.

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

1.31.5. The organiser will use video cameras to verify landing accuracy.

1.32. FLYING THE TASKS

1.32.1. A set course shall be flown in the direction specified at briefing.

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

1.33. 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.

1.34. 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 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.

1.35. PHOTOGRAPHIC EVIDENCE (See also Section 10, para 5.9)

1.35.1. If photographic evidence is used no other evidence is admissible except that evidence of crossing a finish line may be from ground observers. If a championship task has more than one part separated by a touch and go or the overflying of a control point with ground observers the evidence of the observers is valid for such points only.

1.35.2. The camera must be of focal length between 30-60 mm and take 35 mm film. Cameras with zoom lenses beyond 60 mm must have the zoom sealed.

1.35.3. A film used for evidence must remain uncut.

1.35.4. Data back cameras may be used.

1.35.5. If it is possible to alter the order in which exposures are made or change the time shown on the film during the flight, the camera must be sealed before take-off.

1.35.6. Two cameras may be used but only one film will be used to verify the flight. Both films shall be handed in after landing, marked 1 and 2.

1.35.7. Pilots are advised to scratch their competition number on the leader tongue of the film before loading.

1.35.8. The photographic evidence on each film must show as a minimum:

1 The complete task board showing date, task, official clock and pilot's competition number. Alternatively the pilot's number can be shown on his helmet or wing on the following photo.

2 Photograph of the start point or clock if applicable.

3 Photographs of turn point or control points in the correct or pre-declared sequence.

4 Photograph(s) of the same aircraft after landing with its number or identity together with identifiable evidence of the landing place.

1.35.9. The photo sector is a quadrant (90°degree s ector) on the ground as defined at the briefing or with its apex at the turn point and orientated symmetrically to and remote from the two legs of the course which meet at the turn point. The Director may vary the sector size to lie between two unmistakeable linear surface features on the ground provided that the sector is not extended beyond 150 degrees.

1.35.10. The photograph may be taken from higher or lower than the turn point provided that the turn point feature is clearly visible in the picture

1.36. GROUND MARKERS, TURN POINTS AND GATES

1.36.1. 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.

1.36.2. 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.

1.36.3. 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.

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

1.37. OUTLANDINGS

1.37.1. Any touch of the ground by the aircraft or its occupant(s) outside the airfield boundary will constitute an outlanding.

1.37.2. In the case of an outlanding a pilot must inform the organisers by telephone with the minimum delay and at latest by the closing time of 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, charges for any rescue services called out, or disqualification.

1.38. 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.

1.39. FLIGHT BOUNDARIES

The airfield boundary is the recognised boundary of the airfield upon which the landing deck(s) are situated.

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.

1.40. SCORING

1.40.1. 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.

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

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

1.40.4. 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.

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

1.40.6. 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.

1.40.7. The following standard symbols will be used for scoring :

V = Speed D = Distance T = Time

1.40.8. Score sheets are to be titled with the Championship class, task name, date and time of publication, and shall be marked PROVISIONAL or OFFICIAL. Official score sheets shall be countersigned as such by the competition director.

1.40.9. The title of Champion shall be awarded only if there have been at least 6 separate tasks in the class of which at least 4 shall be navigation/cross-country tasks, and 2 precision tasks.

1.41. PENALTIES

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

1.41.2. **Actions which will normally result in disqualification:**

1.41.2.1. Bringing the event, its organisers, the FAI or the sporting code into disrepute. The use of hostile ‘tactical protests’ fall into this category.

1.41.2.2. The use of performance enhancing drugs

1.41.2.3. Unauthorised interference with an aircraft in a Secure Area

1.41.2.4. Flight outside the specified flight envelope of the aircraft or dangerous flying

1.41.2.5. Flight or attempted flight with prohibited equipment

1.41.2.6. Unauthorised assistance during a task

Section 2. Applies to classes WSC, WTS, FSC & FTS

2.1. DEFINITIONS

2.1.1. A Microlight is defined as: A one or two seat aeroplane whose minimum speed at gross mass is less than 65 km/h, and having a maximum gross mass of :

- 300 kg for a landplane single seater ;
- 330 kg for an amphibian or a pure seaplane single seater ;
- 450 kg for a landplane two seater ;
- 495 kg for an amphibian or a pure seaplane two seater.

2.1.2. The aircraft may be required to demonstrate the minimum level speed at gross weight by a flight demonstration over a 500 m course. The aircraft must be flown level at a height not less than 30 m (100 ft), and not exceeding 50 m (165 ft), in opposite directions. The speed will be calculated after each run and the average of the two speeds obtained. The component of the wind perpendicular to the course must not exceed 10 km/h. The measured speed will be corrected for air density (15℃, 1013.2 Mb, 100ft A MSL).

The weight carried shall at least equal:

- 90 kg per seat.
- A full charge of fuel or 15 kg, whichever is less, for a single-seater.
- A full charge of fuel or 22 kg, whichever is less, for a two-seater.

Note : Pilots should obtain a minimum speed declaration for their aircraft. (Section 10, Annex 1)

2.1.3. All aircraft will be expected to have a still air range of 200 km.

2.2. CONTEST NUMBERS

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. The underside wing number shall be on a square and colour contrasting background.

2.3. 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.

2.4. 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.

2.5. FUEL MEASUREMENT

2.5.1. Fuel will be measured by weight. 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.

2.5.2. Competitors must be able to demonstrate that their aircraft tanks are empty and that fuel lines are no longer than normal.

2.6. DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:250,000. Measurement will be made to the nearest 0.5 km.

2.7. 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 15 kg or less. Approximately 25% of tasks flown.

C. Precision. Approximately 25% of tasks flown.

2.8. FLYING THE TASKS

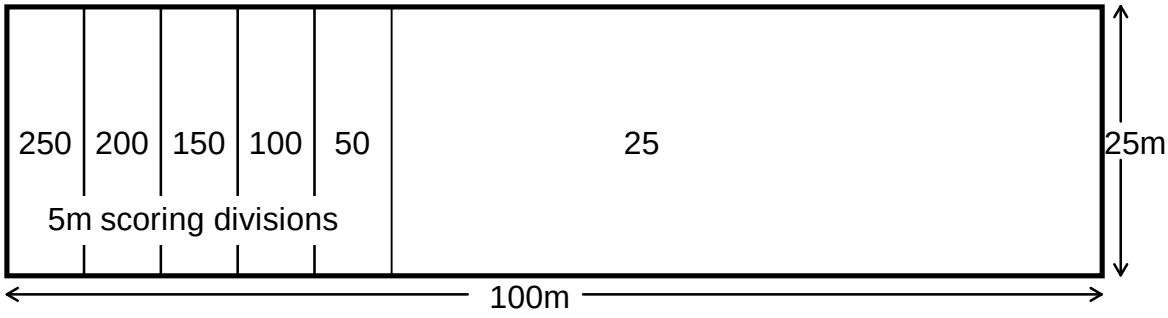
Competition take-offs and landings shall be completed within a deck of 100 x 25 m, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score for tasks A and B, zero for task C.

2.9. ORDER OF TAKE-OFF

Open window will normally be used for tasks A and B. 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.

2.10. PRECISION LANDING DECK

2.10.1.



2.10.2. The pattern to be flown and the place and height at which the engine is to be stopped will be given at the briefing.

2.11. SCORING

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

$$P = \left(\frac{Q}{Qmax} X\ 1000\right)$$

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

2.11.2. Precision landing tasks with engine stopped. Maximum score 250 points. The score P will be the value of the zone in which the main wheels touch down and remain in contact with the ground. If the aircraft bounces the score will be the lowest value of the zones entered. Touching on a line scores the higher of the two zones.

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 not stopping within the limits of the deck.
- Aircraft not able to taxi from the deck unaided.

2.11.3. The winner of each class shall be the pilot or crew gaining the highest total points in the class.

2.11.4. The team prize shall be computed from the sum of the scores of the top three pilots of each country on each day flying in classes WSC, WTS, FSC & FTS. 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.

Section 3. Applies to class PPG

3.1. DEFINITIONS

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

3.1.1.1. A powered paraglider (PPG) is a foot launched one or two seat aeroplane with flying surfaces which have no rigid structure.

3.1.1.2. A PPG must be demonstrably capable of being safely foot launched from a horizontal surface in still air or light wind conditions. Take-off may start with the canopy laid out on the ground.

3.1.1.3. All aircraft will be expected to have a still air range of 100 km.

3.1.1.4. The PPG shall be flown solo.

3.1.2. The Secure Area

3.1.2.1. 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.

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

3.1.3. A "clean" take off

3.1.3.1. 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.

3.1.4. The landing deck

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

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

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

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

3.1.4.5. 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.

3.2. CONTEST NUMBERS

PPGs shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

3.3. FLIGHT LIMITATIONS

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.

3.4. PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of a PPG. An emergency parachute system is highly recommended.

3.5. PROHIBITED EQUIPMENT

In addition to those items detailed in section 1 of the local regulations: Disposable ballast & binoculars.

3.6. TAKE-OFF

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

3.6.2. Open window or given order of takeoff may be applied to tasks.

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

3.6.4. 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.

3.6.5. 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.

3.6.6. 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.

3.6.7. In the case where the take-off order is given:

There will be no more than six pilots on a takeoff deck at any one time.

The first 6 pilots must be ready to takeoff at the start of the task.

Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.

If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

3.6.8. 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.

3.7. EMERGENCIES

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.

3.8. LANDING

3.8.1. 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.

3.8.2. Upon landing, pilots must immediately remove their PPG's from the deck.

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

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

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

3.8.6. 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:

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

BAD: 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.

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

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.”

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.”

3.8.8. 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.

3.9. ASSISTANTS

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.

3.10. TYPES OF TASK

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

A Tasks for flight planning, navigation, etc with no fuel limit : 1/3 of the total available score.

B Tasks for fuel economy, speed, duration, etc with limited fuel : 1/3 of the total available score.

C Precision tasks : 1/3 of the total available score.

3.11. FLYING THE TASKS

Competition take-offs and landings shall be completed entirely within a deck of 100 x 100 m, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.

3.12. TIMINGS

3.12.1. Normally, take-off times are taken at the moment a pilot's feet leave the ground.

3.12.2. Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or PPG touch the ground.

3.12.3. 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.

3.13. DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:100,000. Measurement will be made to the nearest 0.5 km.

3.14. FUEL MEASUREMENT

3.14.1. Fuel will be measured by weight or volume. 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.

3.14.2. Competitors must be able to demonstrate that their entire fuel system is empty.

3.15. GROUND MARKERS

Certain ground markers may 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.

3.16. SCORING

3.16.1. Method; all tasks: The maximum score may be up to 1000 points per task and is generally calculated as follows :

$$P = \left(\frac{Q}{Qmax} X\ 1000\right)$$

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

but, depending on the task, absolute scores for pilots’ performance may also be awarded either in combination with the above or exclusively. Where a combination is used the total available absolute score shall not be more than 50% of the total available score.

Eg:

EITHER: $P = \left(\frac{Q}{Qmax} X\ 500\right) + y$ (where the maximum value of y would be 500)

OR P = y (where the maximum value of y could be 1000)

In all cases: P = Total score, Q = pilot score, Q max = best score for an element of the task, y = an absolute score

3.16.2. The winner of the class shall be the pilot gaining the highest total points in the class

3.16.3. The PPG team prize is computed from the sum of the scores of the top 3 pilots of each country in each task provided that there are at least 5 teams with a minimum of two pilots in each. 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.

WORLD CUP

Matkopuszta, Hungary 13 - 20 September 1998

PPG

SUPPLIMENTARY NOTES FOR COMPETITORS

1. Welcome to Matkopuszta!

As this competition is a category 2 event it means that we may vary the rules from the standard set in FAI section 10. In principle however the FAI General section and Section 10 form the core of the rules of this PPG competition and are only changed where specifically published. The only other main difference between this competition and normal practice is there will be no published task catalogue. Often the tasks will be the same as in the Section 10 task catalogue but sometimes there will be new ones - you will have to wait until the briefing sheets are published to see what you will be doing.

Perhaps the most radical idea to be tried at this championships for some tasks is “Team DIY” where each team in turn designs and briefs the pilots and marshals on the task to be run. There will normally be one “team DIY” task held per day with lots drawn at the initial briefing to decide on the order. As this is experimental each team need design only one task. Teams should provide the director as soon as possible with an outline of their task and with the details at least 2 days in advance of the scheduled day of their task. It should be noted that the director has sole discretion to amend proposed tasks to ensure the integrity of the championships.

Because this championship has been organised at extremely short notice there may not be the staff and facilities you would normally expect at such a championships. In the spirit of international co-operation all participants are asked to assist the organisation whenever possible.

2. The task board

All information pertinent to the running of the competition will be posted on the task board. Pilots are reminded of the footnote to PPG local regulations 4.6.2, *It is recommended that competitors view the official notice board as soon as possible after landing to get the latest information.*

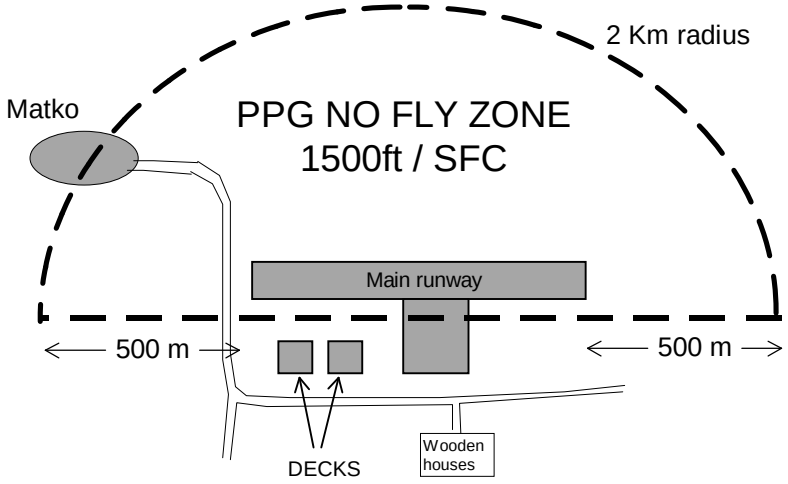
3. Maps & airspace

The official map is sheets L-34-39 and L-34-40 at a scale of 1:100,000

Apart from the area around the Military airfield immediately to the north of Kecskemet the entire map is free airspace.

NO FLY ZONE: For the duration of the competition there is a line 50 metres south of, and parallel to the main runway, extending approx. 500 metres beyond the threshold at each end of the main runway. There is a marker on the ground showing the end of this line. (See map). These areas are to separate Microlight and PPG traffic **and are for your safety**.

IMPORTANT: PPG’s may **NEVER** enter the no fly zone. The penalty is **50% of the task score** for every infringement. **Multiple infringements may result in disqualification**.



4. Aircraft Identification

Pilots will be issued with helmet stickers but this does not solve the problem of reliable identification from the ground of PPG's in flight. To this end, competition marshals will be issued with a book of colour photographs of all aircraft. Before the competition starts all competitors must fly over a photographer at 250 ft to have their picture taken. It is in each competitor's interest that his canopy is somehow unique as viewed from the ground. If yours is not, you are encouraged to make it so, and if necessary have it re-photographed before the start of the competition, there will be confusion otherwise.

The times when the photographer will be available to photograph aircraft will be posted on the task board.

5. Fuel tanks

All tasks will be run on the basis that a PPG has a still air range of 100Km with full fuel.

Pilots are reminded of rule 1.18.5 in the local regulations*: All aircraft must be equipped with a simple method of sealing the fuel tank when required*. Competitors should ensure their fuel tank can be effectively sealed BEFORE the first fuel limited task.

6. How tasks will be run

There is often (but not always) a wind in the middle of the day too strong for PPG's. Sunrise is about 06:15 and Sunset about 19:00. Pilots should expect early morning and evening tasks on every day of the competition.

Times of briefings will be published on the official notice board as early as possible. Briefing sheets will normally be published 1 hour before briefings so teams can have some time to understand the task. The idea is to keep briefings BRIEF and avoid stupid questions!

Briefings for the first task of the day will usually be held the evening before, and if it is a limited fuel task, fuelling also. Otherwise tasks will generally start 1 - 2 hours after the briefing.

If a competitor intends to participate in a task then he MUST attend the briefing. NO EXCUSES.

Competitors should ensure they have stocks of fuel and oil at the beginning of each day sufficient for three or four tasks.

Competitors who delay the course of the competition by arriving late to briefings, fuel control Etc. WILL be penalised.

Start order of tasks (when there is not a takeoff window) will usually be run in reverse current championship order. Every effort will be made to produce scores quickly. Some new techniques will be tried in order to achieve this.

7. The master clock

All timings by marshals will be synchronised against the master clock located on the task board. Competitors are encouraged to synchronise their clocks against the master clock.

8. Miscellaneous

A "Useful phrases in Hungarian" paper is available from the office.

And finally, a personal note from Richard Meredith-Hardy, PPG Competition Director.

Some of you may know that I have long experience of competing in microlight competitions and was director of the World Air Games PPG competition in 1997. I am therefore aware of all the methods competitors may employ to improve their scores besides simply flying well. All pilots should note the opening paragraph 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*".

One particularly distasteful technique is one which can be described as "the tactical protest" where pilots attempt to discredit other pilot's performances in an attempt to improve their own score or that of their team. I consider this type of protest to be extremely unsporting, it neither enhances the competition or reinforces friendship between nations. If such protests are made while I am director of this championships then the applicant must be certain the evidence supporting his case is ***extremely*** good because I will have no hesitation in applying penalty 1.41.2.1 in the case of false claims. I want to see the best pilots win, NOT the best politicians. Good luck!

PPG

FRIDAY 11 September

Will all pilots please find RMH so that he can photograph them in flight at the earliest opportunity.

INITIAL PILOT BRIEFING

14.00, Saturday 12 September, at the Director’s House