



**LOCAL REGULATIONS  
FOR THE  
EUROPEAN MICROLIGHT CHAMPIONSHIP, LEÓN 2006  
NEW CLASSES**

To be held at CHOZAS DE ABAJO, León, Spain.  
Between 19 and 26 of August, 2006

**ORGANISED BY:**

**REAL FEDERACIÓN AERONÁUTICA ESPAÑOLA  
AND  
CLUB DE VUELO LIBRE LEÓN**

**ON BEHALF OF:**

**THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

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**AUTHORITY.**

These Local Regulations are to be used in conjunction with the General Section and Section 10 of the FAI Sporting Code which shall take precedence over the Local Regulation wording if there is ambiguity

**CLARIFICATION**

Microlight aircraft classes PF1 and PF2 is "PARAMOTOR", PL1 and PL2 is "PPT".

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## Part 1

### 1 PART FOR ALL CLASSES

#### 1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations (S10 Chapter 4, 4.2).

#### 1.2 PROGRAMME DATES

Training, aircraft inspection, registration:	Tuesday, 15 <sup>th</sup> August 2006
Opening Ceremony:	Saturday, 19 <sup>th</sup> August 2006
First Competition briefing:	Saturday, 19 <sup>th</sup> August 2006
Contest Flying Days	From Sunday 20 <sup>th</sup> August to Friday 25 <sup>th</sup> August 2006
Closing Ceremony, Prize-giving	Saturday, 26 <sup>th</sup> August 2006

#### 1.3 OFFICIALS

Event Director:	<b>José Luis Roldán</b>	ESP	<a href="mailto:fotoluque@infocarlo.es">fotoluque@infocarlo.es</a>
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#### 1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter no more than 6 pilots plus one all-female crew in each class.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by 31<sup>st</sup> May 2006, the entry may be refused. If it is accepted, there will be a extra charge of 50 €.
- The entry fee is:
  - 400 € for each pilot
  - 400 € for each co-pilot (navigator)
  - 200 € for each Team Leader
  - Free for assistants and others

The entry fee includes:

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

## 1.5 INSURANCE

Third party insurance (not covering passengers) of minimum 150.000 € is obligatory for PF1 and a minimum of 950.000 € for PL1 and PL2.

Plus passenger insurance of minimum 350.000 € for PF2 and PL2.

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

## 1.6 LANGUAGE

The official language of the Championships is English.

## 1.7 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class.
- National teams placed first, second and third in the class PF1 (PARAMOTOR )
- National teams placed first, second and third in the class PL1 and PL2 (PPTs )
- FAI Diplomas will be awarded for those placed first to tenth.

## 1.8 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 Chapter 1, 1.5):

PF1, PL1 and PL2

PF2 will compete as an exhibition class.

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

### 1.8.1 CLASS VIABILITY (S10 Chapter4, 4.3.2)

For the championships to be valid there must be competitors from no less than 4 countries in a class, with entry fees paid.

### 1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks.

## 1.9 GENERAL COMPETITION RULES

### 1.9.1 REGISTRATION

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

- Pilot License and qualifications
- Evidence of competitor's nationality
- Valid FAI Sporting License for pilot and navigator
- Minor Consent Form if pilot or navigator is under the age of 18 years
- Aircraft Certificate of Airworthiness or Permit to Fly and minimum speed declaration if applicable.
- Evidence of conformity to class rules
- Certificate of third party Insurance

- Receipt for payment of entry fees.
- Approved Flight Recorder (FR)

The Registration Office will be open as indicated on the information board.  
Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

### 1.9.2 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years. Any pilot or navigator under the age of 18 years must have a duly signed Minors Consent Form (Annex II)

### 1.9.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft must possess a valid Certificate of Airworthiness or Permit to Fly (if applicable) 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 at all times (S10 Chapter1, 1.3.1/1.3.2).

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 Chapter 4, 4.19.4)

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

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

### 1.9.4 TEAM LEADER RESPONSIBILITIES

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

### 1.9.5 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. Competitors may not be substituted, change to another class nor change their aircraft (S10 Chapter 4, 4.19.4).

### 1.9.6 REST DAYS

Rest day will only be held as a result of bad weather or unforeseen emergency.

### 1.9.7 COMPLAINTS AND PROTESTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director. Complaints shall be made, and dealt with, without delay. Complaints concerning provisional scores must be made in writing within the time limit specified on the PROVISIONAL score sheet (see A3, 1.6.1.8).

A complaint that could effect a task result must be dealt with and answered in writing before any official score sheet is issued. If the competitor is dissatisfied with the decision, the Team Leader may make a protest to the director in writing within 12 hours before any OFFICIAL score sheet is issued, except that after the last contest task it is 2 hours. The protest fee is **50 Euros** (Chapter 4, 4.30.1-2)

## **1.10 FLYING AND SAFETY REGULATIONS**

### **1.10.1 BRIEFING**

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

All briefings will be in English and be recorded in notes, by tape recorder or video. A Full task description, met information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards. (S10 Chapter4, 4.17.1)

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 Chapter4, 4.17.1/3/4)

Flight safety requirements given at briefing carry the status of regulations. (S10 Chapter 4,4.17.2)

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 2 hours if requested by five or more team leaders and if no task is running. (S10 Chapter 4, 4.18.)

### **1.10.2 COMPLIANCE WITH THE LAW**

Each competitor is required to conform to the laws and to the rules of the air of Spain. (S10 Chapter 4, 4.19.1).

### **1.10.3 PREPARATION FOR FLIGHT**

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 Chapter 4, 4.19.3)

### **1.10.4 FLIGHT LIMITATIONS**

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited.(S10 Chapter 4, 4.19.2)

### **1.10.5 DAMAGE TO A COMPETING AIRCRAFT**

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance. Note. Change of major parts may incur a penalty. (S10 Chapter 4, 4.19.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.(S10 Chapter 4, 4.19.5)

### **1.10.6 TEST AND OTHER FLYING**

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted. (S10 Chapter 4, 4.21)

### **1.10.7 FITNESS**

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

- All relevant information can be found on the FAI Web site: [www.fai.org/medical](http://www.fai.org/medical)
- It is the responsibility of each pilots and each team leader to be informed and to respect Anti doping laws.

#### **1.10.8 AIRFIELD DISCIPLINE**

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

#### **1.10.9 COLLISION AVOIDANCE**

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

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 Chapter 4, 4.20.5)

#### **1.10.10 CLOUD FLYING**

Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 Chapter 4, 4.20.6)

#### **1.10.11 ELECTRONIC APPARATUS:**

Radios, VOR, GPS and similar electronic navigation aids are prohibited. The normal penalty is disqualification from the competition. CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted. 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. (S10 Chapter 4, 4.22.3)

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

#### **1.10.12 EXTERNAL AID TO COMPETITORS**

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 Chapter 4, 4.22.1/2)

#### **1.10.13 PROHIBITED AREAS**

On registration competitors will be supplied with details of areas in which overflying is prohibited. Any competitor who overflies a prohibited area at any time from arrival Leon to the end of the competition may be disqualified. Aeronautical maps will be available.

### **1.11 CHAMPIONSHIP TASKS**

#### **1.11.1 GENERAL**

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

A task for each class may be different and a task may be set for all classes. (S10 Chapter 4, 4.24.4)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 Chapter 4, 4.25.2)

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

### 1.11.2 TASK PERIOD

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

### 1.11.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure. (S10 Chapter 4, 4.25.3)

### 1.11.4 TYPES OF TASKS

Only tasks approved by CIMA and listed in the following tasks catalogue attached to these local regulations will be used:

- A Flight planning, navigation estimated time and speed. No fuel limitation.
- B Fuel economy, speed range, duration, with limited fuel.
- C Precision

### 1.11.5 FLYING THE TASKS

Any part of a competition task may be flown either

- a along a set course in the direction specified at the briefing,
- b along an in flight decided course in the direction selected by the pilot,
- c according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be

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

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

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

### 1.11.6 OUTLANDINGS

Outlandings will normally be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road. Evidence of the landing place must be obtained from photographs and the name and addresses of a witness other than the pilot's national team. On return to base the pilot must go immediately to Control with his report, FR and films. 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. (S10 Chapter 4, 4.27.1)

### 1.11.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 Chapter 4, 4.28.1)



### 1.11.8 EMERGENCIAS

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

### 1.11.9 THE SECURE AREA

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

### 1.11.10 QUARANTINE

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

## 1.12 CONTROL OF TASK FLIGHTS.

### 1.12.1 TIMING

All times are given, taken and calculated in local time to the nearest second.

In case the time is taken on FR, time are given and calculated to the nearest 5 seconds for the benefit of the pilot.

### 1.12.2 FUELLING

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol.

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.

### 1.12.3 ACCURACY

Landing accuracy will be scored by marshall witness and may be verified by video cameras.

### 1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

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

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

Control points may be:

- A geographical point
- A ground marker
- A landing marker or
- A kicking stick.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by GNSS evidence

The precise requirements will be described in the Task Description.

### **1.13 GNSS FLIGHT RECORDERS**

**1.13.1** The status of GNSS flight recorder evidence relative to other forms of evidence is as follows: (delete as applicable)

- All aircraft shall carry a FR which will be used as primary evidence.
- In the event of a failure of the primary FR, a second FR or official observers report may be used as secondary evidence.

**1.13.2** Only CIMA approved FR may be used and they must be operated in strict accordance with their approval documents. (S10 Annex 6)

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

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

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

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

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

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

**1.13.6** Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract positions from a map in any circumstances. Points that will not require FR evidence for scoring (eg. because a marshal is taken times at a hidden gate) must be specifically briefed.

**1.13.7** The scoring zone for FR's is independent of any other zone or sector (eg. photo sector). A scoring zone will normally be a cylinder of 250 m radius and of infinite height. To score a fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV). Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the turnpoint is not inside the scoring zone.

**1.13.8** A start line, IP or gate time is taken from the fix immediately before the line is crossed. A finish line or FP time is taken from the fix immediately after the line is crossed.

## 1.14 SCORING

### 1.14.1 GENERAL

The overall results will be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class. (S10 Chapter 4, 4.29.1)

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 Chapter 4, 4.29.4)

All distances not obtained from GNSS shall be calculated from the official map and will be rounded up to the nearest 0.5 km. All times are taken to hours, minutes and seconds. (S10 Chapter 4, 4.29.4)

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 (S10 Chapter 4, 4.29.5)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 Chapter 4, 4.29.6)

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. (S10 Chapter 4, 4.29.7)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations. Score sheets shall state the Date for the task and the date and the time when the score sheet was issued, the task description, Task number, classes involved, Competitors name, Country of competitors, the Competitors Number and Score. Score sheets shall be marked *Provisional*, *Official*, or if a protest is involved, *Final*. (S10 Chapter 4, 4.29.1)

### 1.14.2 PENALTIES

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

Actions which will normally result in disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute. The use of hostile 'tactical protests' falls into this category.
- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. Flight outside the specified flight envelope of the aircraft or dangerous flying.
- e. Flight or attempted flight with prohibited equipment.
- f. Unauthorised assistance during a task.
- g. Interference with the firmware or software of a CIMA approved GNSS flight recorder

Actions which will result in 100% penalty to task score unless stated differently in the task brief:

- a. Landing out
- b. Returning after end of task
- c. Local airspace infringement.
- d. Competition prohibited area (no fly zone) infringement.

## Part 2

### 2.1 GENERAL REMARKS

#### 2.1.1 RANGE

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

#### 2.1.2 THE SECURE AREA

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.

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

#### 2.1.3 A "CLEAN" TAKE OFF

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.

#### 2.1.4 THE LANDING DECK

- A landing deck is a clearly marked area 100m x 100m.
- There will be one landing deck provided for every 30 competitors.
- A landing deck will have a windsock within 100m of its boundary.
- There will be no significant obstacles within 200m of the boundary of a landing deck.
- Unless otherwise briefed, penalties will be awarded to Pilots or any part of their PF's touching the ground anywhere outside the landing deck during a task.

#### 2.1.5 CONTEST NUMBERS

PF's shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

#### 2.1.6 EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of a PF and may be removed or added during a competition.

#### 2.1.7 PROTECTIVE EQUIPMENT

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

#### 2.1.8 PROHIBITED EQUIPMENT

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

### 2.2 FLIGHT CONTROL

#### 2.2.1 TIMINGS

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

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

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

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.

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. 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.

## 2.2.2 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.

## 2.2.3 FUEL MEASUREMENT

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. 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.

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

## 2.2.4 FLIGHT ACCURACY MEASUREMENT

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.

Kick sticks

- Some tasks may involve the use of "Kicking sticks". A valid strike on a stick is one where the pilot or any part of the PF has been clearly observed to touch it.
- The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a PF's propeller once struck. (Standard ski slalom posts are recommended).
- One or more sticks may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a bonus score may be available for successfully kicking a sequence of sticks in a given order and/or time.

## 2.3 FLYING THE TASKS

### 2.3.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately  
 $A : B : C = 1/3 : 1/3 : 1/3$

### 2.3.2 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.

### 2.3.3 TAKE-OFF

A PF must be foot launched for all tasks.

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

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.

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

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.

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

- No more than six pilots are permitted on a take off 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.

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.

### 2.3.4 FLIGHT LIMITATIONS

Aerobatics and manoeuvres such as stalls, B-line stalls, deep stalls and spins are prohibited. 'Big ears' is accepted.

### 2.3.5 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his PF touches the ground outside the deck before he has removed his harness.

- Upon landing, pilots must immediately remove their PF's from the deck.
- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- Pilots 'abandoning' their PF's on the landing deck will be liable to penalty.

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.

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."
- 15 ft: "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."

Obstruction at landing markers: If a pilot or any part of his PF 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.

### 2.3.6 EMERGENCIAS

All pilots must fold up their canopies immediately upon landing. A canopy that 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 organization as soon as possible.

## 2.4 SCORING

### 2.4.1 ALL TASKS

The maximum score may be up to 1000 points per task and is generally calculated as follows:

$$P = Q/Q_{\max} \times 1000$$

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.

e.g.:  $P = Q/Q_{max} \times 750 + y$  (where the maximum value of  $y$  would be 250)

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

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

The PARAMOTOR team prize is computed from the sum of the scores of the top 3 pilots of each country in each class and 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.

In the PF and PL classes, if less than 50% of pilots in class start a task then after all penalties have been applied each pilot score for the task will be reduced on a pro-rata basis according to the following formula:

Pilot final task score =  $P_s * \text{MIN}(1, (T_s/T_c)^2)$

Where

$P_s$  = Pilot task score after all penalties Etc are applied.

$T_s$  = Total started; Total number of pilots in class who started the task (ie properly, beyond 5 minute rule).

$T_c$  = Total class; Total number of pilots in class.



## ENTRY FORM FOR THE EUROPEAN MICROLIGHT CHAMPIONSHIP, LEÓN 2006 NEW CLASSES

To be held at CHOZAS DE ABAJO, León, Spain.  
Between 19 and 26 of August, 2006

Name of National Aero Club .....

Address .....

Tel ..... fax.....

E-mail.....

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.7):

Name	Age	Sex	Comp. class	P1 NAV ASSTL	Sporting Licence N°	Pilot Licence N°

Note: Add as many pages as necessary  
 Note : The maximum number of aircraft which may be entered is 18 with not more than 6 in any class.





Name of Team Leader .....

Names/number of Assistants if known .....

Names/number of accompanying technical officials if known .....

## ENTRY FEES

	Fee	Number	Total Entry fee
Pilot / Nav	400 EUR		
Assistant	Free		
Team Leader	200 EUR		
Technical	Free		

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

*Note : The closing date for the receipt of entry fees is 31 May. Late entries will incur in a 50 EUR charge. Late entries may not be accepted.*

We declare that the above information is true.

Signed : ..... Position in NAC .....

Print Name ..... Date .....

## INSURANCE:

Third party insurance (not covering passengers) of minimum 150.000 € is obligatory for PF1 and PF2, and a minimum of 950.000 € for PL1 and PL2. Plus passenger insurance of minimum 350.000 € for PF2 and PL2.

Proof of cover must be provided at Registration and before the aircraft is flown. Competitors are strongly advised to take out personal accident cover.

## PUBLICITY:

A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration.



## MINORS CONSENT FORM

### EUROPEAN MICROLIGHT CHAMPIONSHIP, LEÓN 2006 NEW CLASSES

To be held at CHOZAS DE ABAJO, León, Spain.  
Between 19 and 26 of August, 2006

Participant [name] :

of [address] :

born on [Date of Birth] : is a [pilot / crew member] (delete as applicable)

selected to represent [country] :

in class : PF1, PL1, PL2 (delete as applicable)

at the 2006 European Microlight championships taking place between : 19 – 26 august 2006

Parent / Guardian

[name] :

of [address] :

being a person over the age of 18 and [relationship to participant] :

hereby consent to [name of participant] :

being a person under the age of 19 - 26 August 2006, participating in the championships.

[Signed] :

[Date] :



## TASK CATALOGUE EUROPEAN MICROLIGHT CHAMPIONSHIP, LEÓN 2006

### NEW CLASSES

#### AUTHORITY

This Task Catalogue is to be used in conjunction with the Local Regulations. The General Section and Section 10 of the FAI Sporting Code takes precedence over the Local Regulation and Task Catalogue wording if there is ambiguity.

#### CONTENTS

##### 1. Part 1

1.1. Introduction

1.2 Task types

##### 2. Part 2. Tasks

## Part 1

### 1.1 INTRODUCTION

This catalogue describes tasks which may be set in FAI World and Continental championships. It does not preclude new tasks provided they have been tried out satisfactorily in national competitions and are clearly described and accepted when the FAI Microlight Commission (CIMA) approves the Local regulations.

Good tasks make for good championships, but tasks also drive the design direction for the aircraft. For example, microlights in the Classic-classes would soon lose their short field capability if no more precision landing tasks into a 100m deck were given.

Flight planning and navigation tasks develop good pilot skills but they, too, affect the characteristics of competition aircraft so a Director must try to set a reasonable balance between tasks where ultimately speed is the advantage and economy is the advantage. These tasks should be as long as possible, so that pilot skills are tested by having to fly over new and different country.

Competition Directors are cautioned against setting a few complicated tasks in favour of lots of simple ones. It is all too easy for a Championship to end with the minimum of tasks required (S10 Chapter4, 4.3.3) and there is nothing more likely to upset pilots than if they think they have not flown enough in a championship to properly demonstrate their skills.

### 1.2 TASK TYPES

#### 1.2.1 GENERAL

Tasks fall into Three Categories:

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

**B** Fuel economy, speed range, duration. Fuel limited to 15 kg or less.

**C** Precision

The proportion of each task to be used is stated in S10, 4.24.3

Any task may be set more than once, either identically or with variations.

Distances should be as long as possible referring to the recommended still air range of the competing aircraft stated in S10 Chapter 4, 4.13.7 .

In any task requiring pre-declaration of speed or elapsed time the Director may set up hidden gates through which the pilot would fly if on the correct flight path. Pilots failing to be checked through such gates or who are observed flying a devious path to adjust timing/speed errors may be penalised. No information will be given at briefing on the existence or whereabouts of hidden gates, or the method by which they are controlled.















The Director may set a time period for completion of a task in addition to the last landing time.

**EXAMPLE TASKS**

The following tasks are examples of the tasks described above. Their purpose is to show the way in which real tasks have been designed using the generic principles outlined earlier. However, this is not an exhaustive set of tasks and others may be designed using these principles. Certain aspects of the scoring have been included in the task descriptions, in particular a schedule of penalties. However, the specific scoring for photos, markers and turnpoints etc to be used in the competition will be briefed prior to the task being flown.

**Key to symbols used in the task catalogue**

**Marker Symbols**

	Line drawn before takeoff	<b>FP</b> □	Finish point
	Line drawn after takeoff	<b>FP</b> △	Finish point with time gate
	Free flight	△ Π	Marker identity given before takeoff
	Direction of travel		Home airfield
□	Marker selected from list of Marker Symbols		Outlanding airstrip
○	Ground feature to be identified from photograph		Direction of landing
⬠	Turnpoint		Left hand circuit
⬡	Turnpoint to be identified from photograph		Right hand circuit
	Ground feature to be photographed or controlled by FR evidence.	 600'	Circuit height above ground in feet
△	Timing point or gate		Windssock
<b>SP</b> □	Initial or Start point		Landing direction indicator
<b>SP</b> △	Initial or Start point with time gate		Road or track

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## Part 2, Tasks for class PF1 and PF2 (PARAMOTORS) PL1 and PL2 (PPTs)

### 2.A1 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

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

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

### 2.A2 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 bonuses 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

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

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

Bto = Pilot's takeoff bonus points

Bld = Pilot's landing bonus points

BldMax = The maximum landing bonus points achieved.

## 2.A3 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

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

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

T = The total difference in between pilot's estimated and actual times for all timed sectors. ( $\geq 300 = 300$ )

## 2.A4 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.
- All landing markers may be attempted with engine on unless the marker is in the landing deck and is the final element in the task.
- If the pilot falls over as a result of a landing: zero landing score for that landing.
- If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

**Scoring**

$$\text{Pilot score} = \left( 400 \times \frac{\text{NBp}}{\text{NBMax}} \right) + (250 - T) + \text{Bto} + \left( 200 \times \frac{\text{Bld}}{\text{BldMax}} \right)$$

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

T = The total difference in between pilot's estimated and actual times for all timed sectors. (>=250 = 250)

Bto = Pilot's takeoff score

Bld = Pilot's landing points

BldMax = The maximum number of landing points achieved in the task.

**2.B1. PURE 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**

$$\text{Pilot score} = 1000 \times \frac{T_p}{T_{\text{max}}}$$

Where:

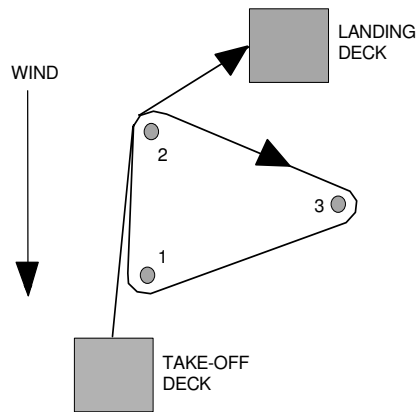
Tp = The pilot's time,

Tmax = The longest time taken to complete the task

**2.B2 ECONOMY & DISTANCE****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 PARAMOTOR touches the ground during the task and takes off again, score zero.
- Failure to land in the landing deck: 20% penalty.

### Scoring

$$\text{Pilot score} = 1000 \times \frac{L_p}{L_{\max}}$$

Where:

$L_p$  = The number of whole laps completed by the pilot

$L_{\max}$  = The maximum number of whole laps achieved in the task.

## 2.B3. ECONOMY & NAVIGATION

### 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

$$\text{Pilot score} = 1000 \times \frac{NB_p}{NB_{\max}}$$

Where:

$NB_p$  = The number of ground markers and/or turn points a pilot collects in the task

$NB_{\max}$  = The maximum number of markers and/or turn points collected in the task

## 2.B4. ECONOMY & PRECISION

### 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**

$$\text{Pilot score} = \left( 500 \times \frac{T_p}{T_{\max}} \right) + B_{to} + B_{ld}$$

Where:

TP = The pilot's time

Tmax = The longest time taken to complete the task

Bto = Takeoff bonus points

Bld = Landing bonus points

**2.B5 SPEED TRIANGLE AND OUT AND RETURN****Objective**

With limited fuel, to fly around a circuit in the shortest possible time, return to the deck, and then, with the pilots remaining fuel fly in a given direction as far as possible and return to the deck.

**Description**

Fuel quantity allowed: (Suggested: 6 litres)

Part 1: Speed; The pilot take off time is noted. The pilot flies to one or more turnpoints and returns to the deck where he is timed.

Part 2: Distance; The pilot then flies in a given direction to a point of pilot choice, photographs it, and returns to the deck.

**Special rules**

- Land out before completing part 1: Score zero.
- Land out before completing part 2: Score zero for part 2.
- IMPORTANT: The point the pilot photographs as his point of greatest distance in part 2 MUST be clearly and unequivocally interpretable onto the official map. It is recommended the pilot takes several views of the point to confirm his position in relation to surrounding features and also takes back-up photos of earlier points along his route.
- Failure to takeoff or land entirely in the deck: 20% penalty.

**Scoring**

$$\text{Pilot score} = \left( 500 \times \frac{t_{\min}}{t_p} \right) + \left( 500 \times \frac{d_p}{d_{\max}} \right)$$

Where:

tp = the pilot's time,

Tmin = The best time (Part 1)

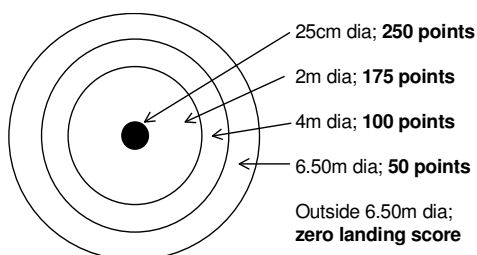
dp = the pilot's distance

dMax = the greatest distance (Part 2)

## 2.C1. PRECISION TAKE-OFF AND LANDING

### 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 if 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

$$\text{Pilot score} = (\text{Bto} + \text{Bld})$$

Where:

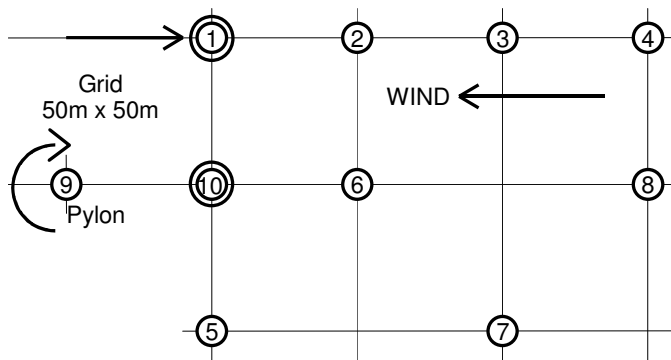
Bto = Takeoff points

Bld = Landing points

## 2.C2. PRECISION CIRCUIT IN THE SHORTEST TIME

### 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 PARAMOTOR 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 or touch the ground at any point between them: score zero.

**Scoring**

$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left( 1000 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 10

**2.C3. SLOW / FAST SPEED****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 PARAMOTOR touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PARAMOTOR touches the ground during the second leg: VP2 = 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**

$$\text{Pilot score} = \left( 125 \times \frac{V_{p1}}{V_{\text{max}}} \right) + \left( 125 \times \frac{V_{\text{min}}}{V_{p2}} \right) + \left( 250 \times \frac{E_p}{E_{\text{Max}}} \right)$$

Where:

$V_{\text{max}}$  = The highest speed achieved in the task, in Km/H

$V_{p1}$  = The speed of the pilot in Km/H in the first leg of the task

$V_{\text{min}}$  = The lowest speed achieved in the task, in Km/H

$V_{p2}$  = The speed of the pilot in Km/H in the second leg of the task

$E_p$  = The difference between the pilot's slowest and fastest speeds, in Km/H

$E_{\text{max}}$  = The maximum difference between slowest and fastest speeds, in Km/H

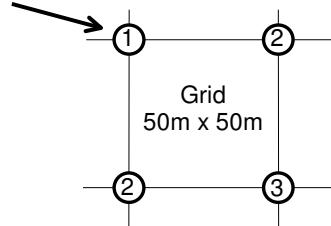
**2.C4 THE FOUR STICKS****Objective**

This task is intended as a small break task between elements of an overall task.

**Description**

There are 4 standard kicking sticks set at the corners of a 50m x 50m square. The pilot must kick 3 of the 4 sticks. The first stick the pilot kicks may be any of the 4 sticks. The third stick the pilot kicks must be diagonally opposite the first, the second stick may be either of the two other sticks.

Approach from  
direction of  
pilot's choice

**Special rules**

- If this task is used to take a time for the purposes of an element of the overall task then the time shall be taken the moment the pilot strikes the first stick.
- The pilot may have as many attempts as necessary at striking the first stick.
- Only ONE attempt is allowed at kicking both the second and third sticks.
- There shall be one group of 4 sticks for every 15 competitors in the task.
- On approach to the task, pilots should choose a "free" group of sticks. However if, in the opinion of the marshals on duty a conflict with another aircraft existed (depending on the overall task, for example if there is a timing involved) both should kick only one stick and then depart on the rest of the overall task. Both pilots will then be given the opportunity to have ONE further attempt at this task as soon as possible after the end of the overall task.

**Scoring**

The scoring should be integrated into the overall task as NQ. If the pilot fails to kick either the second or third stick then for each stick then the penalty shall be no more than 5% of the overall task score.

**2.C5 PRECISION TAKE-OFF AND LANDING****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.

**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.
- Contestants will be awarded a zero score if 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**

$$\text{Pilot score} = Bto + \left( 250 \times \frac{Dp}{Dmin} \right)$$

Where

Bto = Pilot's takeoff score.

Dmin = x - the closest distance to the target achieved by any pilot.

Dp = x - the pilot's distance to the target (> x m = zero landing score).

The value of x, in metres will be given at briefing but may be between 10 and 25 metres depending on the meteorological conditions. This outer circle should be marked by cones or some other visual indication.

**2.C6 SHORT TAKE-OFF OVER A FENCE****Objective**

To take off and clear a fence from as short a distance as possible. This task is intended to be included as a small element of another task.

**Description**

A fence 2m high and 10m long is manoeuvred into a position of pilot choice.

When takeoff permission is granted, pilots takes off and tries to fly over the fence. Maximum distance of pilot's feet on the ground to the fence is scored.

**Special rules**

- If the pilot's feet have not left the ground and the line of the fence is not reached at the first attempt then one second attempt is permitted.
- Zero fence score for breaking the fence or weaving.

**Scoring**

The scoring should be integrated into the overall task scoring as F. If the pilot fails to clear the fence then the penalty shall be no more than 10% of the overall task score.

$$\text{Pilot score} = \left( 100 \times \frac{Fmin}{Fp} \right)$$

**Where**

$F_{min}$  = The shortest distance in metres for a takeoff over the fence

$F_p$  = The pilot's takeoff distance to clear the fence.

**Notes**

*A fence may simply be 2 kicking sticks with a plastic tape between.*

*To prevent unnecessary delay the fence should only be brought to the pilot when he is ready to take off.*

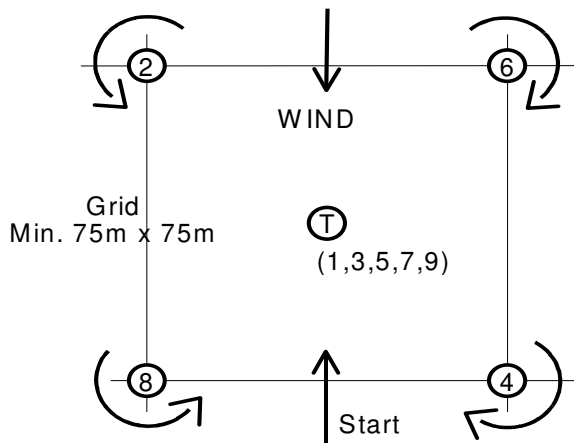
*The pilot should not be told the distance he is from the fence, the distance should be at the sole visual judgement of the pilot.*

*The distance measured is the maximum distance the pilot is away from the fence whilst touching the ground, thus if the pilot steps away from the fence during launch then this distance should be included.*

*The job of holding the two poles supporting the fence can be quite hazardous; it should be entrusted to marshals experienced in PF operations.*

**2.C7. PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')****Objective**

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

**Description**

4 pylons 2m in height are laid out at the corners of a 75M square. A fifth target is set at the centre of the square.

The pilot enters the course into wind and strikes the target T (strike 1). At this point the clock starts. The pilot flies around pylon 2 and returns to kick the stick T (strike 3), he then flies around pylon 4 and returns to kick the stick T (strike 5). This continues until all four pylons have been rounded. The clock stops when target T is kicked for the last time (strike 9).

**Special rules**

- A valid strike on the target T is one where the pilot or any part of the PARAMOTOR has been clearly observed to touch it.
- To count as a strike, the pilot's body must be clearly seen to round each pylon and pylons 2 & 8 must be rounded in an ANTI CLOCKWISE direction and pylons 4 & 6 must be rounded in a CLOCKWISE direction.
- A strike on target 1 starts the clock, a strike on target 9 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 or round at least one pylon or touch the ground at any point between them: score zero.
- The grid may be opened up to max. 100M at the briefing if the meteorological conditions dictate.

**Scoring**

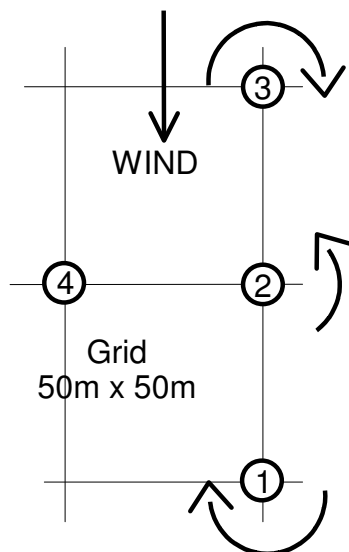
$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left( 500 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 9



**2.C8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')****Objective**

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

**Description**

4 pylons 2m in height are laid out on a 50m x 50m grid.

The pilot enters the course into wind and strikes target 1. At this point the clock starts.

The pilot then strikes targets 2 and 3.

He then returns to fly clockwise around target 1 (strike 4), anticlockwise around target 2 (strike 5) and clockwise around target 3 (strike 6).

He then returns to strike target 1 (strike 7), target 4 (strike 8) and target 3 (strike 9).

The clock stops when target 3 (strike 9) is kicked.

**Special rules**

- A valid strike on a target is one where the pilot or any part of the PARAMOTOR has been clearly observed to touch it
- When targets are acting as pylons, to count as a strike, the pilot's body must be clearly seen to round it, pylons 1 & 3 must be rounded in a CLOCKWISE direction and pylon 2 must be rounded in an ANTI CLOCKWISE direction.
- A strike on target 1 starts the clock, a strike on target 9 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 or touch the ground at any point between them: score zero.

**Scoring**

$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left( 500 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 9

**3.C9 PRECISION CIRCUIT IN THE SHORTEST TIME ('Chinese slalom')****Objective**

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

**Description**

Between 6 and 12 sticks 2m in height are laid out on a course not exceeding 3Km in length.

The pilot enters the course into wind and strikes stick 1. At this point the clock starts.

The pilot then flies the course to strike all the other sticks in the given order, a strike on the last one stops the clock.

**Special rules**

- A valid strike on a target is one where the pilot or any part of the paramotor has been clearly observed to touch it
- A strike on stick 1 starts the clock, a strike on the last stick stops the clock.
- Pilots may have only one attempt at striking each stick except for the first and last sticks where three attempts at each are permitted.
- Failure to strike the first or last stick or at least two of the intermediate sticks or touch the ground at any point between them: score zero.

Scoring

$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left( 500 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of sticks struck by the pilot

Sp = The pilot's elapsed time in seconds between striking the first and last sticks.

Note to Director: This task is ideally suited for sites where there are physical features which obscure a direct view from one stick to the next.

### 3.C10 SLOW / FAST SPEED (variant)

Objective

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

Description

A straight course consisting of four equally spaced 'kicking sticks' between 250m and 500m long is laid out facing approximately into wind.

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

Special rules:

- A valid strike on any stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- For each leg, the clock starts the moment the pilot kicks the first stick and stops the moment he kicks the fourth stick.
- The pilot may have 3 attempts at kicking the first stick on each run.
- If the pilot misses the second or third stick then he is considered 'too high', penalty 50% leg score for each stick missed.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

In the slow leg:

- If the pilot or any part of his PPG touches the ground or the fourth stick is missed: VP1 = zero and EP = zero
- If the pilot zigzags: Score zero.

In the fast leg:

- If the pilot or any part of his PPG touches the ground: VP2 = zero and EP = zero
- The pilot may have three attempts at kicking the fourth stick.

$$\text{Pilot score} = \left(125 \times \frac{V_{p1}}{V_{\max}}\right) + \left(125 \times \frac{V_{\min}}{V_{p2}}\right) + \left(250 \times \frac{E_p}{E_{\max}}\right)$$

Where:

$V_{\max}$  = The highest speed achieved in the task, in Km/H

$V_{p1}$  = The speed of the pilot in Km/H in the first leg of the task

$V_{\min}$  = The lowest speed achieved in the task, in Km/H

$V_{p2}$  = The speed of the pilot in Km/H in the second leg of the task

$E_p$  = The difference between the pilot's slowest and fastest speeds, in Km/H

$E_{\max}$  = The maximum difference between slowest and fastest speeds, in Km/H

## 2.N1 NOISE IN CLIMB

### Objective

From a stationary position on the ground in front of a line and using a fixed throttle (and propeller pitch) setting of pilot choice, the pilot takes off and climbs in a straight line over a microphone set 300m distant from the line. The max noise in dBA of the aircraft is measured.

### Special rules

- Weaving, failure to fly directly over the microphone, changing throttle or propeller pitch setting: Zero score.

### Scoring

$$\text{Pilot score} = 500 \times \left(\frac{n_{\min}}{nP}\right)$$

Where:

$n_{\min}$  = The minimum noise in dBA achieved in the class

$nP$  = The noise achieved by the pilot in dBA

## 2.N2 MINIMUM NOISE IN LEVEL FLIGHT

### Objective

To fly two legs of a course in opposite directions as quietly as possible.

### Description

The course is between two points 300m apart and must be flown in a straight line at a height of 25ft ( $\pm$  10ft). at a pilot selected constant throttle and propeller pitch setting. The microphone is positioned 100m offset from the centreline and equidistant from the two points.

### Special rules

- Weaving, changing height, throttle or propeller pitch setting whilst in the course: Zero score for that run.

### Scoring

$$\text{Pilot score} = \left(250 \times \left(\frac{n_{\min 1}}{nP_1}\right)\right) + \left(250 \times \left(\frac{n_{\min 2}}{nP_2}\right)\right)$$

Where:

$n_{\min 1}$  and  $n_{\min 2}$  = The minimum noise in dBA achieved on each run in the class.

$nP_1$  and  $nP_2$  = The noise achieved by the pilot in dBA on each run.