

FAI F3F competition Caussols (French Riviera) 11 to 13 July 2009

Briefing: (Local rules)

The following rules are set up to insure and to allow performing a maximum of rounds to be flown during the contest and to guarantee a maximum of safety during all activities on ground and in the air. These rules have proven their efficiency during French Championships of 2006 on the proposed slopes.

1. Round 0:

It is not planned to have a round 0, despite weather conditions that are below FAI limits but still permit to fly without difficulties.

2. Re-Flights:

In case of weather conditions beyond FAI limits, the contest director (CD) will ask the competitor whether he would like to have a re-flight. The competitor has to answer **immediately** with a clear yes or no. This decision could not be changed or revised and the run has to be stopped immediately in case of a re-flight request. The re-flight has to be executed immediately, after low fly-by with air breaks out to simulate a glider launch.

3. Time measurements

In case of wind speed outside FAI limits, a judge with a stopwatch will check for the 20sec time limit as well as for the 5sec rules for the glider to be back at the altitude of the slope (anti diving rule).

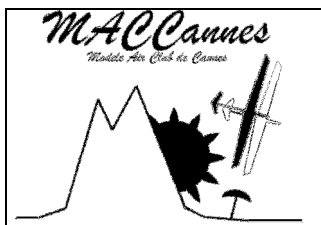
4. Automatic start sequence:

The CD will not call for the pilots, neither for their preparation neither for the start of the run (launch). At the end of the run of the preceding competitor, the following pilot has imperatively to show up and be ready for launch of his glider. After a simple sign from the CD that indicates the possibility to launch, the competitor (or his helper) has to launch the glider within the next 30 seconds. If the competitor does not show up automatically, the result of 0 points for the actual run is noted and the subsequent pilot has to launch. So it is evident that at least two pilots have to be ready to fly.

5. Frequency control:

The list of the competitors and the chosen frequencies will be repeated during the briefing at the beginning of the contest. Double frequencies will be explicitly mentioned. The starting list, indicating the order, of the flights and pilots frequencies will be visibly attached.

At the beginning of the competition, the frequencies will be checked. During the competition, a pegboard will be used. A pilot who shows up for his run without his peg will receive a penalty 100 points. If a competitor is alone on his frequency, he might keep the peg during the hole day.



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6 Safety line:

The bases are installed approximately 2m behind the edge of the slope. The safety line is situated between the two bases and will be marked on the ground. The exact reference points that are used by the judge (with a horn) who is dedicated to observe the safety line will be explained to all competitors during the briefing. All passing of any piece of the glider (except during landing phase) during the entire flight will lead to a 100 points penalty.

7. Landing zone:

The landing has to be performed directly after the run in a dedicated area (marked on the ground) and without perturbation of the following pilot. In case of non-respect (passing between base A and B for example or a small DS session) without obvious reason will lead to a penalty of 100 points. The CD who observes the flight of the following competitor makes decision and eventually attributes the penalty. A landing outside the marked landing area will lead to a 0 result for the run as well as the flight over the pilot area or the car park.

8. The wear of the starting numbers:

All pilots have to wear the starting numbers in a visible manner all the time. A pilot who shows up in the starting area for his flight without his starting number will receive a penalty of 100 points.

9. Keeping of penalty points:

The penalty points that are attributed to a competitor for safety reason will be removed in case of rounds being cancelled. There are no penalties during round 0 (in case we do one) but in case of unacceptable safety hazard, the pilot might be excluded from the contest.

10. Group Scoring:

Under the condition that at least half of the pilots have flown their run and due to weather reasons, group scoring might be applied with a 50/50 split.

11. Discard of bad results:

From four rounds flown, the worst result of each competitor will be discarded. In case of 15 rounds flown, the second worst result of each competitor will be discarded.

12. Maximum number of rounds

After 20 rounds completed, the contest is finished.