



Paragliding serial cup '20

LOCAL REGULATIONS

These local regulations are to be used in conjunction with Sporting code Section 7 for Paragliding Competitions (Common - Edition 2019, Section 7A - Cross Country - Edition 2019, Section 7F - XC Scoring - Edition 2019, Section 7G - CCC Paragliders Requirements - Edition 2018, Section 7I - Guidelines and Templates).

Competition program

22th August – 27th August (+ reserve day 28th August 2020)

Reserve day will be used until we have at least four valid tasks.

Competition place

HQ will be located at the Camp Gabrje (www.camp-gabrje.com)

Competition entry requirements

- Valid pilot license and valid FAI sporting license
- IPPI card level 5
- Medical insurance covering paragliding (proof will be checked at competition registration)
- Third party liability insurance covering paragliding (proof will be checked at competition registration)
- Unmodified and certified helmet (EN 966), harness (EN 1651), and paraglider (EN 926/2 or CCC), rescue parachute, VHF radio & mobile phone. Your glider must have valid proof of airworthiness.

Entry fee

Entry fee: 185€

Discount 20 € for young pilots below 28 years old.

Entry fee includes

Transport & retrieval,
Take off fees,
Maps with turnpoints,
Daily lunch packets,
T-shirts,
Live tracking,
Goal beer,
Prizes & awards for winners,
Food & drink coupons,
Alternative program.

Competition categories

- OVERALL (certified gliders EN/LTF A, EN/LTF B, EN/LTF C, within top pilots)
 - SPORT CLASS (certified gliders EN-C)
 - FUN CLASS (certified gliders up to EN-B)
 - JUNIOR CUP (pilots up to 28 years)
 - FEMALE PILOTS (certified gliders EN/LTF A, EN/LTF B, EN/LTF C)
 - TEAMS (3 out of 5 pilots score for the daily results)
- Trophies will be delivered only to categories with minimum 3 pilots.

Prizes & awards

Trophies awards in all categories: OVERALL, SPORT CLASS, FUN CLASS, JUNIOR CUP, FEMALE PILOTS.

Practical awards (value more than 1.000€) will be delivered to the pilots by lottery among all competitors.

Competition officials

Meet director and safety director: Gašper Prevc

Scorer: Kristjan Kuščer

Transport and retrieve coordinator: Mohor Prevc

Rescue team: Slovenian Mountain service

Committees

Task Committee, consisting of 3 pilots nominated by the Meet Director and confirmed by the pilots at general briefing.

Safety Committee, consisting of 3 pilots nominated by the Meet Director.

Protest Committee, consisting of 3 pilots nominated by the Meet Director and confirmed by the pilots at general briefing. If one of the members of the committee is involved in a protest, they must be substituted at the discretion of the Meet Director.

Information for the pilots

All information regarding competition will be sent to the pilots by whatsapp group SERIAL CUP INFO.

Results will be sent to the pilots by whatsapp group SERIAL CUP INFO and published to the website.

Briefings

General briefing

Takes place at the take off before the first task. It covers general organisational and safety issues. All competitors must be present personally at the general briefing.

Information briefing

Held at the headquarter or other appointed place. Pilots should be either present personally or get informed by co-pilots.

Task briefing

Held at the take-off in the presence of all pilots, presents the details of the task, weather information and general organisational matters.

Take-offs

For flying we will use two different areas. Main area is take-off Kobala (Tolmin), reserve area is Lijak (Nova Gorica). Transport to Kobala will be organised from HQ, transport to Lijak will be organised from Lijak landing.

Take-off Kobala

Location: N46°10'52" / E013°46'48"

Altitude: 1080 m

Type of start: Open Window

Kobala take off is large enough to have free take-off without any set order.

There are two possibilities for launching. Towards the E or towards the W. Each pilot can decide on his own which side of the take-off will use, due to the current wind conditions. Normally there is E wind directions in the morning, and through the day it turns to W wind directions in the afternoon.

To enter the take-off area it is important that pilots are ready and connected to the glider. There are more than 5 slots available. Pilots should wait in the line before each slot. After entering to the slot, organising staff will help pilots to prepare gliders.

Take-off Lijak

Location: N45°57'49" / E013°43'24"

Altitude: 591 m

Type of start: Open Window

Lijak take off is large enough to have free take-off without any set order. Main area of the launch will be closed with the fence, there will be one corridor for entering the area. Each pilot can decide on his own if he will use main take-off area, or the one located east from the fence. To enter main take-off area it is important that pilots are ready and connected to the glider. Pilots should wait in the line before corridor. There are more than 3 slots available. Pilots will be distributed to the available slots, organising staff will help pilots to prepare gliders.

Live tracking

All pilots must collect their tracker before the flight. If they don't do that, they cannot fly the task. After landing all pilots need to return trackers to the scoring office as soon as possible.

Communication and external aid

All pilots should be equipped with a 2 m radio and a mobile phone.

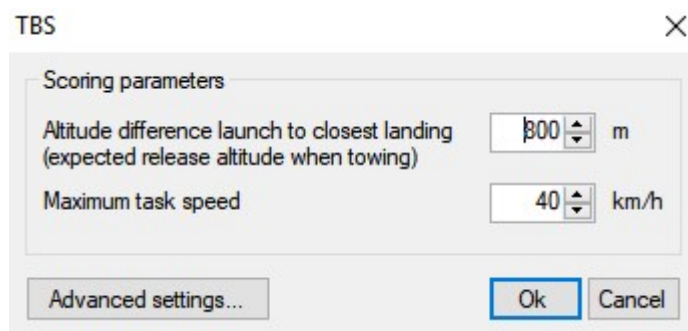
The official safety frequency will be announced at the general briefing. Voice activated microphones (VOX operated) are not allowed. All pilots must listen to throughout the task. On this frequency communication is only allowed if concerning safety issues.

Tasks should be played among individual pilots, without any external aid. Any help in navigation or thermal location by any non-competing aircraft, including competing gliders not in the act of carrying out the task is prohibited.

Scoring and competition parameters

Tasks will be scored using the latest version of FSCOMP scoring program (FS 2020 R1.9.1) with additional module for TBS (time-based scoring). Program calculates distances on the WGS84 ellipsoid.

Default program settings for Paragliding competition will be used



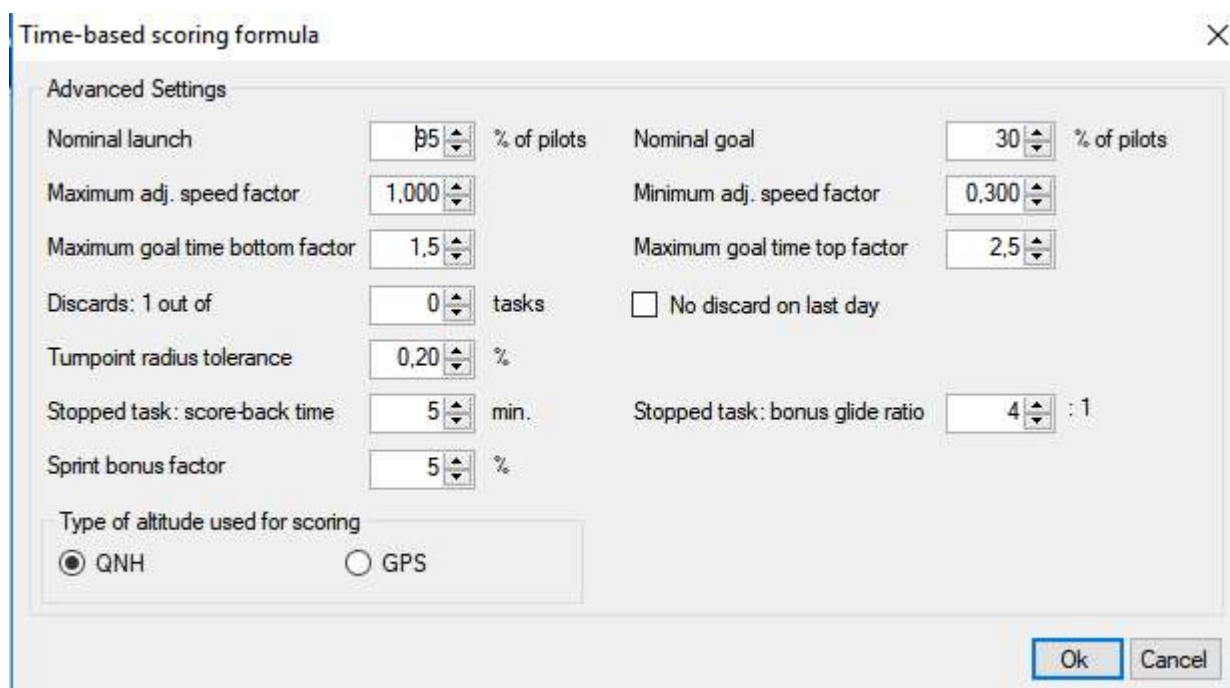
TBS

Scoring parameters

Altitude difference launch to closest landing (expected release altitude when towing) m

Maximum task speed km/h

Advanced settings...



Time-based scoring formula

Advanced Settings

Nominal launch	<input type="text" value="35"/> % of pilots	Nominal goal	<input type="text" value="30"/> % of pilots
Maximum adj. speed factor	<input type="text" value="1,000"/>	Minimum adj. speed factor	<input type="text" value="0,300"/>
Maximum goal time bottom factor	<input type="text" value="1,5"/>	Maximum goal time top factor	<input type="text" value="2,5"/>
Discards: 1 out of	<input type="text" value="0"/> tasks	<input type="checkbox"/> No discard on last day	
Tumpoint radius tolerance	<input type="text" value="0,20"/> %		
Stopped task: score-back time	<input type="text" value="5"/> min.	Stopped task: bonus glide ratio	<input type="text" value="4"/> : 1
Sprint bonus factor	<input type="text" value="5"/> %		

Type of altitude used for scoring

QNH GPS

TBS parameters and also other scoring settings might be altered by task committee. All changes will be presented to the pilots at general briefing before the first task. Gap parameters will remain unchanged until the end of the competition.

Task validation

A task is valid if **one pilot fly beyond the minimum distance**.

In case of hazardous weather or other conditions the task might be stopped. **Stopped task** is valid only in case, if it is stopped at least one hour after start time. Otherwise the task is cancelled.

Task can be stopped by meet director. Stopping of a task is announced on the safety frequency. After a task is stopped, all pilots should head for a safe landing.

Penalties

For infringements of or non-compliance with the Local Regulations or the FAI Sporting Code a pilot may be penalised. Each time the penalty is imposed by the Meet Director, except the penalties stated in Sport code Section 7, which will be applied accordingly.

If a task is cancelled, the penalty will be decided by the Meet Director.

Assisting a pilot in danger

A pilot witnessing any kind of accident or receiving a help call must try to inform the organizer or other people as soon as possible, giving the nature and location of the accident and description of the pilot/ glider in danger.

If a pilot lands or limits his flight to help another pilot, his score for the day shall be his average day-weighted score averaged over his previous score. Meet director may also award some extra points, in order there is no disadvantage for the pilot who help another pilot.

Complaints and protests

Complaints must be made in writing and delivered personally to the meet director or send by mail. They shall refer to specific rules in the Local Regulations and/or FAI Sporting Code.

The time limit of a complaint is 1 hour 30 minutes after the publication of the provisional task results, except after the last task, in which case the time limit is 30 minutes.

If the pilot is not satisfied with the outcome, he/she may make a **protest**. Protests must be made in writing and delivered personally to the meet director. The time limit of a complaint is 2 hours after announcement of the decision regarding the complaint, except after the last task, in which case the time limit is 30 minutes.

The protest fee is 30€, which will be refunded if the protest is upheld.

Complaints are dealt with by the Meet Director and protest are dealt with by the Protest Committee.