



## Pre PG Accuracy World Cup India , 2018

FAI CAT II Event

**Serchhip, Mizoram**

## **Local regulations**

### **Mizoram Aero Sports Association**



## **LOCAL REGULATIONS**

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting Code
- Common Section 7C of the FAI Sporting Code.
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## **Purpose**

The purpose of the competition accuracy "Championships" is to provide a safe, fair and satisfying contest flying in order to determine the Individual champion of Pre PG Accuracy World Cup India 2018, a CAT II FAI event and to reinforce friendship among pilots.

## **Contacts**

Mizoram Aero Sports Association  
President +91 9612080159

## **Competition Organiser:**

Mizoram Aero Sports Association

<https://mizoramaerosport.com>

**Event Co-ordinator : Arjun Kr Rai.**

## **Officials**

Chief Organizing:	MASA J.Vanlalliana (India)
Meet Director:	Miss Violeta Masteikiene (Lithuania)
Safety Director:	TBD
Chief Judge:	Jaka Goranc (Slovenia)
Event Judge:	Vijay M Soni. (India)
Target Judge:	Dr. Lalmuanpuia (India)
Launch Marshal:	Arjun Kumar Rai (India)
Target Judge:	Lalrindika (India)
Target Judge:	Zoliana Chhakchhuak (India)
Observer:	Aldy Patanroi (Indonesia)
Media & Publication:	LPS Vision

## Programme

General Schedule:

Monday, Dec 3, 2018

Arrival and Official Registration (Serchhip) From **16:00-18:00**

Tuesday, Dec 4, 2018

**08:30-10:30** Official Registration (Serchhip)

**10:30-11:30**- Mandatory Safety Briefing at headquarters (Serchhip)

**11:30-12:00**- Proceed to flying site and equipment inspection at take off

**12:00-15:30**- Official training round

17:00-19:00- Opening Ceremony followed by Welcoming Dinner (Serchhip)

Wednesday, Dec 5, 2018

11:00-16:00- Competition flights

Thursday, Dec 6, 2018

11:00-16:00- Competition flights

Friday, Dec 7, 2018

11:00-16:00- Competition flights

17:00-20:00- Closing Ceremony and Prize Distribution followed by Cultural Programme and Farewell Dinner.

Saturday, Dec 8, 2018

Transfer to Lengpui Airport/Bus Terminal for Departure.

## Daily schedule

Daily Schedule:

08:00- Headquarter opens

09:30- Transfer to take-off site

11:00- Pilot briefings on take-off

11:20- Take-off window opens

16:00- Window close

## Accommodation and Activities

Accommodation:

Accommodation is provided at Serchhip. Tourist lodge and homestay are provided. Tented accommodation is also available if any pilot requires.

The programme is subject to change. Any changes before the start of the competition will be posted on the website.

After the start of the competition, any program changes will be announced by the Meet Director at the Team Leaders' briefing and posted on the official notice board at headquarters.

The daily schedule is subject to change. Any changes before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders' briefing and posted on the official notice board at headquarters.

## 1. Entry

The maximum number of pilots in the championship is 120

The maximum number of pilots constituting a team is 4 total from any gender, not necessary to be from same nationality.

### Categories

The competition is open to all pilots which countries are Member and Associated Member of FAI. The competition will comprise individual man and individual women categories and team classification. If there are at least 5 women pilots competing, individual rankings will be awarded in female class.

## 2. Entry Fee

### The Entry fees will be:

- 60Euro per foreign pilot. OR 5000 INR for Indian Pilots

### The Entry fee includes:

- ID card
- Competitor identification.
- Transport To and From Flying site from place of Stay
- Lunch on Comp days.
- T-shirt.
- Free access to all championship events and parties.
- Free Internet – Wi-Fi – access at the HQ.
- Winners Prizes
- First aid medical service and Ambulance on all comp days.

## 3. Pre – Registration

Registration for all pilots will be open on the competition website from [01 Oct 2018](#)

We are recommending to all pilots to write in advance application form on the web page of competition

<https://airtribune.com/mizoramopen2018/info>

## 4. Registration

On registration day, pilots must report to registration office to have their documents checked and to receive supplementary information.

Pilot documentation required:

—Pilot Registration Form

—Pilot ID or Passport

—Evidence of pilot qualification IPPI card or Training certificate from known schools along with

Log book with minimum 100 hours flying time.

—Entry form

—Receipt for payment of entry fees

—Satisfactory evidence of glider airworthiness according to Section 7C

—Signed Release of liability documents

—Insurance proof

## 5. Acceptance

The organizers require documentary proof evidence of qualification and recommendation of senior pilots. During the test round MD, Safety director and Technical adviser will monitor qualification of the pilots and if pilot would not be able to show proper start, flying or landing technique he or she would not be accepted to take part on the competitions, but he/she would be welcome to stay on all competition events. Entry fee will not be refund.

## 6. Insurance

The organizers require documentary proof in English of valid insurance covering public liability risk to the value of minimum **2,500** Euros. Documentary proof must be presented to the organizers at registration;

Also, Personal accident/hospitalization/repatriation insurance is mandatory for pilots.

## 7. Equipment

All equipment must comply with Section 7C. Every pilot must have his own equipment. Changing glider is not allowed without consulting with Meet Director.

### Contest number

Will be supplied in accordance with Section 7C.

The number is 15 x 10 cm and must be displayed on the leg.

### Radio

Every pilot can fly with radio VHF – 2 metres radio – set on given official frequency

Radios are not to be used for the purpose of providing advantageous competitive information, for coaching. Only the radio frequencies allocated by the organizers for safety, organization, teams' must be used.

## 8. Safety Committee

A Safety Committee might be implemented.

## 9. Competition Site and Alternative site

Take-off : Chuan Chung ,1200 mtrs ASL South West Wind: Dynamic

Foot launch from Hill site

Landing place South West heading, 440mtrs ASL

Shortest line length 2 km.

### 1. -Take off Hill launch

- a. Competitors must have good nil-wind as well as strong wind take-off skills.
- b. At the Launch Meet Director's discretion, a pilot may be temporarily stood down or permanently withdrawn from the competition if he/she appears unable to launch safely in wind and weather conditions that fall within operating limits.
- c. A failed take-off attempt or safety problem arising immediately after take-off (and which is not a result of pilot's poor pre-flight check) which results in a landing at take-off, or away from the target, will be eligible for a re-launch for that round when allowed by Meet Director
- d. Competitors must follow the priority or launch order.
- e. Competitors not ready to fly in the established flying order when called forward to launch by the Launch Marshall, or who take off without the Launch Marshall's permission, will be liable to a maximum score.
- f. A pilot who is not present at launch will be marked ABS in the results of that round and a maximum score will be recorded.

- g. A pilot who did not fly will be indicated as DNF in the results for that round and a maximum score will be recorded.
- h. The average launch interval is 90 seconds/pilot.

### **1. Landing for Accuracy**

- a. Competitors will be scored according to the distance in centimetres between the first point of ground contact with their body and the edge of the dead centre (2 cm) disc to a maximum score of **500** cm
- b. The measuring Field will have clearly marked circles set at 0.5m, 2.5m, 5m, and 10m.
- c. Landing must be made on the feet. Falling is not allowed and a maximum score will be recorded, if the competitors fall.
- d. Fall means if any part of the body or equipment (excluding footrest speed system) touches the ground before the wing does.
- e. **In the case of a flat footed contact, or where two points of contact are coincident, the furthest point is deemed the landing point, which is measured and scored.**
- f. A pilot landing outside the target area must report to the Judging Team as soon as possible. Failure to do so may invalidate any claim for a re-flight.

## **10. Number of rounds**

Day There will be maximum of 6 full rounds completed within the time available, and minimum of 1 round must be completed to validate the competition.

## **11. Rest Day**

No specific rest day is planned

## **12. Pre-Fliers – Free Flyers**

- a. The official Championships pre-fliers will be notified to all pilots at the first competition briefing. They will be experienced pilots familiar with the local sites, who understand the importance of their role in the Championships. They will not be competitors.
- b. There will be no free-flying allowed from the Competition site in use, either during the competition or during a stand down, either by competition pilots or by free flyers, except at the end of the Competition day, when declared by the Launch Marshall/Competition Director.

## **13. Penalties**

- a. Dangerous flying:
- b. First offence: formal warning.
- c. Second offence: maximum score for the round.
- d. Third offence: exclusion from the competition.
- e. The Chief Judge and Launch Marshal shall liaise with the Safety Director and the Competition Director to report incidences of dangerous flying.
- f. Other rule infringements: As for dangerous flying.

## **14. Safety Committee**

- a. A safety committee will be appointed. At the first briefing, a safety Committee will be formed. It is recommended the Safety Committee includes: meet Director (or his deputy), Launch Marshall (or Deputy), senior member of Judging Team, minimum of two experienced participating pilots (one of them a foreign pilot).
- b. The safety Officer's responsibility will be to monitor all aspects of safety. This includes but is not limited to:

1. Addressing all pilots at a specific safety briefing.
2. Attending all pilot briefings.
3. Checking meteorological condition especially wind speed at launch and target.
4. Checking pilot separation.
5. Preventing pilot launching with unsafe equipment.
6. Collecting accident reports.
7. Discussing incidents with technical delegate and presenting conclusions at pilots' briefings.
8. The Safety Officer in conjunction with the Meet Director may stop the competition for reasons of safety. Any decision taken by him will be reported to the Jury president.

## **15. Emergency Procedures**

One English speaking emergency doctor and an ambulance with appropriate equipment will be available during all operations. Expected response time for evacuation by ambulance from landing to the hospital in Serchhip is 30 minutes.

## **16. Re-launches**

**A competitor may only request a re-launch following a disputed flight by applying to the Event Judge at the target before signing for his score.**

**The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges).**

**A re-launch may be awarded only for the following reasons:**

**1. Wind Speed: The wind speed exceeds the specified limit during the time of 30 seconds before the competitor lands. The competitor will be automatically offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch. The competitor must make a decision immediately.**

**2. Target Obscured: The target is obscured during a competitor's final approach and the pilot makes a clear signal that he is flying away and does not attempt to land on the target.**

**3. Judges Disagree: The judges are unable to agree an accurate score for any reason.**

**4. Safety Reasons: The competitor changes his flight plans for safety, does not then attempt to land on the target and makes a clear signal that he is flying away.**

**5. Distraction: If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes a clear signal that he is flying away.**

**6. Judges' Discretion: At the Judges' discretion on the grounds of a technical problem or abnormal conditions. This may be a failure with equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check, or massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach. A re-launch may be authorised provided that the pilot does not attempt to fly to the target.**

## **17. Wind speed**

The maximum permitted wind speed will be 6 m/s.

## **18. Scoring**

The pilots constituting a team are chosen at registration. Once chosen, pilots cannot be replaced for any reason.

Team number is 4 pilots. The team score for each round shall be the aggregate score of the best three (3) pilots in the team.

## **19. Amateur video evidence**

Amateur video evidence may be accepted.

The Organizers will provide video recording on the landing. In the case where amateur video evidence is available when an official complaint is made, the Competition Director and Chief Judge reserve the right to choose whether and when to view that video evidence. The decision will be made on a case-to-case basis.

Further information regarding the policy on video evidence will be provided at the first pilot briefing.

## **20. Complaints and Protests**

Refer to General Section, Common Section 7 and Section 7C.

On the first briefing, Meet Director Violeta Masteikiene will be formed from independent members and announced.

- A complaint may be made to the Meet Director, preferably by the Team leader, in writing in English, to request a correction. It must be made within one hour of the publication of the provisional results.
- If provisional scores are posted more than 2 hours after sunset and before 8:00 am next day, then the deadline for a complaint is 10:00 am the next day.
- For the last competition task, complaints must be submitted at the latest one hour after the publication of the provisional results.
- Complaints will be dealt with expeditiously.
- If the complainant is not satisfied with the outcome, a protest may be made to the Jury, preferably by the Team leader, in writing in English.
- Protests must be submitted within 2 hours after the complainant has been informed by the Meet Director or his Deputy of the result of the complaint.
- For the last competition task, protests must be submitted within 1 hour after the complainant has been informed by the Meet Director or his Deputy of the result of the complaint.
- The protest fee is 50 Euros. It will be returned if the protest is upheld.
- Team Leaders are encouraged to read Section 7C before making a complaint or a protest.