

# ASTURIAS F3F INTERNATIONAL OPEN

Gijón, 10<sup>th</sup> and 11<sup>st</sup> of September 2011

## Local rules

In order to guarantee conditions of maximum safety, the following local rules will be mandatory during the entire contest.

### 1.- Round 0.-

It is not planned to have a round 0, the contest will only start if the conditions permit to fly without difficulty.

### 2.- Groups.-

Pilots will be grouped in correlative groups of 5. Every pilot must know his own group, because reflights will be done at the end of each group, except pilots fourth and fifth of each group, because it will be done at the end of the next group. The starting order for the two days will be indicated during the briefing and it will take into account the groups.

### 3.- Timing of the speed flight.-

The functioning of the timing equipment will be sufficiently explained at the briefing at the beginning of the contest.

The equipment will check the speed and direction of the wind continuously and automatically, and in the case that those values are outside the FAI limits for more than **15** seconds, this will be indicated.

After allowing some time for the pilot to leave the competition zone, the timing equipment will indicate the following pilot his 30 seconds of preparation; if this time finishes without the glider being launched, the score will be a 0 in the run and the time for the following pilot will start. So it is necessary that at least two pilots be in the ready box.

The Main Judge will not call the pilots neither for preparation nor for the launch, he will only indicate the pilots when they can start their run. He will also check, by manual timing, that the glider returns to a height level with the starting area within five seconds of exiting the course (anti-diving rule)

### 4.- Reflights.-

Once the speed race has begun, if the weather conditions are under the FAI limits for more than 15 seconds, or if circumstances beyond the control of the pilot prevent him from finishing the speed race, the pilot is entitled to a reflight. The Main Judge will ask the pilot if he wants a reflight, and he has to answer immediately with a clear *yes* or *no*, it will not be possible to change the decision made at this time.

The reflight will not be realized in flight, the judge will ask the pilot to land and will call him for fly the reflight at the end of his group.

### 5.- Starting area.-

Once the speed flight is finished, the pilot must leave the starting area immediately, so as to allow the following pilot to start his run. Failing to do that without a valid reason, he will be penalized by the Main Judge by 0 points in the run.

## **6.- Safety line.-**

The safety line will be placed along the slope, if possible, it will be approximately two meters behind the edge of the slope. A judge will be appointed to check the safety line by means of a sighting device. Crossing of the safety line by any part of the model during the speed race (not between the launch and the start of the speed course) will be signalled with a horn and the pilot will be penalized by 100 points. This rule will be clearly explained at the briefing for every slope.

## **7.- Landing area.-**

The landing area will be clearly demarcated, and land outside of the mentioned area without a valid reason will score 0 points in the round. If the pilot misses the landing and flies off the slope again, even off the speed course, he will score 0 points in the round.

Unsafe manoeuvres during landing, like flying very low over the spectators or the car park, may be penalized by 100 points by the Main Judge.

## **8.- Pilot number.-**

Pilots must wear their pilot number at all times during the contest. If a pilot comes to the starting area without wearing his pilot number he will be penalized by the Main Judge by 100 points.

## **9.-Penalties. –**

The penalties imposed on a pilot during a round may not be discarded with the result of the round, even if the round is cancelled.

## **10.- Partition of a round. –**

If a round is interrupted by adverse conditions according to the FAI rules, and more than 50 % of the pilots have already flown, the round will be automatically divided into two mini-rounds; the valid one with 50 % of the pilots, and another one with the remaining 50 % of the pilots, which will be flown immediately afterwards if the conditions change, or even the following day.

## **11.- Rescue of the models. –**

During the contest and in case of any mishap to the model, the Organization will decide how to rescue the model and the means employed for that purpose, and the paralyzation of the contest or not. No one will cross the safety line along the slope to rescue a model, without the authorization of the Organization and / or the main judge .

Gijón, July 2011  
The Organization