



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 10 – Microlights and Paramotors

LOCAL REGULATIONS AND TASKS FOR WAG

To Take Effect on 1st January 2008

Section 10 and General Section combined make up the complete Sporting Code for Microlights and Paramotors

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MASTER LOCAL REGULATIONS

FOR THE th WORLD AIR GAMES

Place Country..... Date

ORGANISED BY :

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address:

Tel:

FAX:

E-mail

Official Web Site

AUTHORITY

These Local Regulations are to be used in conjunction with the General Section and Section 10 of the FAI Sporting Code.

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Part 1. Applies to all classes

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 4.2).

The championship will consist of a series of locally based qualifying championships which are scored on a universally comparable basis. The pilots with the best qualifying performance will then be selected to compete in the finals at the World Air Games venue.

1.2 QUALIFYING COMPETITION VENUES

Locations, dates, contacts & websites of qualifying competitions *[are / will be published on x website]*.

1.3 FINAL COMPETITION VENUE

Location, dates, contacts & website of the final competition *[are / will be published on x website]*.

1.4 OFFICIALS

International Jury : (President),,

[Include nationality of Jury]

Organizer, Directors and other officials of the final competition are published on *(give website)*.

1.5 STEWARDS AT QUALIFYING COMPETITIONS

A steward must be present at every qualifying competition.

The steward shall be appointed by the International Jury but may be proposed by the qualifying competition organizer.

Because qualifying competitions are designed to be the same wherever they take place, the steward's job is primarily to represent the International Jury at the qualifying event as an independent witness, to assist the Competition Director in making sure every task in the competition meets the minimum requirements of the task description, and to report to the International Jury whether this was the case once the competition has finished. (see also S10 Annex 5.3).

1.6 QUALIFYING COMPETITION ENTRY

The qualifying Competitions are open to pilots of all Active Member and Associate Member countries of FAI in classes

The organizer shall collect as a minimum from each competitor:

- Name
- Nationality
- Date of birth
- Competition class in which entered
- In the case of two-seat aircraft classes, whom is paired with whom.

The organizer shall publish on a website:

- The entry fee, not exceeding
- The entry fee deadline.
- What the entry fee includes: *[but as a minimum]*:
 - Competition operations (setting, controlling and evaluating the tasks)
 - All competition materials (task descriptions etc.)
 - Free use of the championship airport and free entry to all official events.

1.7 FINAL COMPETITION ENTRY

Final competition entry is by invitation of the International Jury.

The organizer shall publish on a website all information relevant to the competition.

Not less than three months before the final competition, invitations to compete will be sent to:

..... pilots in class There will also be reserve places.

..... pilots in class There will also be reserve places.

1.8 LANGUAGE

The official language of the competition is English.

1.9 MEDALS AND PRIZES

No FAI awards will be made at qualifying competitions.

At the final competition:

- FAI medals will be awarded to Pilots placed first, second and third in each class.
- FAI Diplomas will be awarded for those placed first to tenth in each class.
- Other trophies will be also awarded for *[describe, if any]*.

1.10 COMPETITION CLASSES

The Competition will be held in the following classes (S10 1.5):

WL2 and PF1

Each class is a championship in its own right.

1.11 CLASS VIABILITY

For a competition to be valid there must be at least 4 competitors who have started the first task in a class.

1.12 GENERAL COMPETITION RULES

1.12.1 TEAMS

Pilots in two-seat classes will be considered a team of two for the duration of a competition.

Both pilots must be of the same nationality.

1.12.2 QUALIFYING COMPETITIONS

Each qualifying competition will be the same and will be run with the status of an Open National championship.

Pilots may compete in more than one qualifying competition.

No qualifying competition shall take place without there being a steward authorized by the International Jury present on site.

The organizers of qualifying competitions shall publicize the date and venue in good time before the competition.

In one-on-one tasks, qualifying times can only be set in a competitive one-on-one basis complete with all penalties – NOT on a time-trial while flying the course alone.

1.12.3 QUALIFYING COMPETITION VERIFICATION

Within one week of the end of each qualifying competition:

The organizer shall provide the international Jury with:

- The required competitor entry information.
- The local ambient pressure in Mb and local ambient temperature in degrees Celsius at the start of each task.
- The results of each task.

The Steward shall verify whether the above information is correct and that each task met the minimum requirements of the task description.

Within one week of receiving all the above information the International Jury shall publish whether it was satisfied that every task of the qualifying competition met the minimum requirements for that task.

If satisfied, it shall publish the results corrected to local conditions (according to the formula S10 3.17.5) and collated together into a WAG Qualifiers table of results from qualifying competitions held thus far.

1.12.4 SELECTION FOR FINAL COMPETITION

When all qualifying competitions are finished, the overall WAG Qualifiers table will be the primary indicator as to whom will be invited to compete at the WAG finals.

Invitees must confirm they will be present and ready to compete at the WAG finals within one month of the date the invitations were issued.

Confirmed invitees who subsequently withdraw, or who are not present and ready to compete at the WAG finals without proven extenuating circumstances will not be permitted to qualify for the next World Air Games.

Invitations to reserve places may also be issued, and these must also be confirmed within one month of the date of issue. The holders of reserve invitations will be contacted by the organization as soon as one becomes available.

The final choice of all invitations to compete at the WAG finals rests with the International Jury.

1.12.5 REGISTRATION

Before the first flight from a competition venue each pilot shall have their documents checked. The following documents are required:

- Pilot License or equivalent certificate.

- Aircraft Certificate of Airworthiness or Permit to Fly 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.
- Third party insurance of minimum or the minimum as may be required by the National laws of the Nation where the competition is taking place (whichever is greater).

In addition, at the finals:

- Valid FAI Sporting License for every competitor.
- Evidence of conformity to class rules and minimum speed declaration.

Note: Personal accident insurance for competitors and insurance against damage to aircraft are highly recommended.

1.12.6 PILOT EXPERIENCE

Every competing pilot shall be of sufficient experience and standard to meet the demands of an international competition.

1.12.7 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights. An emergency parachute system is highly recommended.

1.12.8 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft must comply with the FAI definition of a Microlight or Paramotor at all times (S10 1.3).

Each aircraft must be made available during the registration period for an acceptance check in the configuration in which it will be flown.

All aircraft shall fly throughout each competition as a single structural entity using the same set of components as used in the first task, 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.

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 a competition.

1.12.9 STATUS OF RULES AND REGULATIONS

The rules for qualifying competitions shall not be changed after competition flying has started at the first event unless it can be shown there will be no disadvantage to pilots who have already been scored.

The rules and tasks for the WAG final competition may be different to the qualifying competitions, but 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.

1.12.10 COMPLAINTS AND PROTESTS

A competitor who is dissatisfied on any matter may 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.

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 pilot may make a protest to the director in writing within 12 hours of an OFFICIAL score sheet being issued, or two hours in the case of the last contest task. The protest fee is EUR

1.13 FLYING AND SAFETY REGULATIONS

1.13.1 BRIEFING

Briefings shall include meteorological information, flight safety requirements, prohibited or restricted flying areas, procedures for takeoff, flying the task, landing, scoring and penalties.

1.13.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air.

1.13.3 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 paramotor may be replaced by a similar model or one of lesser performance. A Change of major parts may incur a penalty.

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.

1.13.4 TEST AND OTHER FLYING

No competitor may take-off on a competition day without the permission of the Director. Practising prior to a task is not permitted.

1.13.5 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.

Anti doping control may be undertaken on any pilot 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

1.13.6 AIRFIELD DISCIPLINE

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

1.13.7 THE CROWD LINE

Is for safety purposes and is a line or area (not necessarily the fence separating spectators from the flying area) over which no part of a competitor's aircraft shall pass at any height at any time.

The exact location of the crowd-line will be briefed by the competition organizer. The normal penalty for infringement is instant disqualification.

1.13.8 ASSISTANTS

Help from assistants is positively encouraged until a competitor enters the takeoff area 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 landing area having finished a task.

1.14 CHAMPIONSHIP TASKS

1.14.1 GENERAL

A competitor will generally be allowed only one take-off for each task and the task may be flown once only.

1.14.2 START LINE PROCEDURE

Tasks will be started with the starter raising a green start flag from when competitors have maximum of one minute to acknowledge they are ready to start. When competitors have confirmed they are ready, the starter does a count-down at approximately one second intervals: "three - two - one - GO" at which point the start flag is dropped and pilots may start the task at any time during the preceding takeoff window (one minute, unless specified otherwise in the task description).

Pilots who have not acknowledged they are ready to start within the 1 minute start period will be penalized for not being ready to start.

If any part of the aircraft crosses the start line before the start flag is dropped, the pilot will be penalized for a false start.

Pilots who do not take off within the takeoff window will be penalized for not starting the task.

1.14.3 THE RED FLAG

The red flag and/or "STOP TASK" repeated several times over the radio indicates "STOP at once". If a red flag is displayed, all pilots must immediately abandon the task and, if airborne, proceed to the landing area. The reason will be given over the radio.

Pilots who have not acted in such a way as to cause the red flag to be displayed in the first place shall be permitted to fly the task again.

1.14.4 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.

1.14.5 EMERGENCIES

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

1.15 SCORING

1.15.1 GENERAL

The decisive element in all competition is time. Every result in a task will be shown as the time spent by the competitor plus time penalties relevant to the task. The competitor (or team, in the case of two-seat classes) with the shortest time to complete all the tasks in the competition is the winner.

All times are given, taken and calculated in simple elapsed time, rounded down to the most accurate permitted precision. (see S10 5.2.6 and 5.2.7)

Each task description will include a default penalty time which is the maximum time considered reasonable to complete the task. No total pilot time can exceed the default penalty time of a task.

Each pilot who fails to start or finish a task will receive the default penalty time.

In the case of two seat aircraft, unless otherwise stated in the task description, both pilots must fly the task solo and the result will be the sum of what they achieved individually.

A pilot who did not fly will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified".

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, the Competitors Number and Score.

Score sheets shall be marked Provisional, Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been addressed. Scores may not be altered when the Provisional sheet is made Official. (S10 4.29.1)

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used for automatic timing or GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests.

1.15.2 PENALTIES

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

It is particularly important that competition directors carefully brief the safety aspects of 'close-quarter' precision or racing tasks and are rigorous in issuing penalties when competitors act contrary to what was briefed as by definition this type of action could have dangerous consequences.

Directors are encouraged to employ a policy of 'two strikes and you are out' in the case where Infringements do not quite merit immediate disqualification but still easily merit a default penalty time for a task. A second similar infringement by the same competitor in the same competition should probably merit disqualification.

Pilots who suddenly realize they have taken the wrong route around a course would be wise to immediately abandon the task by climbing away from the course in a safe manner or there is a very real risk they will be disqualified for dangerous flying.

Actions which will normally result in immediate 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. Dangerous flying or crossing the crowd-line.

Pilots disqualified from any qualifying competition will have all their scores removed from the WAG Qualifiers tables and are not permitted to compete in any further qualifying competitions for this WAG.

1.16 Notes and advice to organizers and competitors

The main purpose for the qualifying competitions is to gather together a cadre of pilots at the WAG Finals who all have as much experience of each task as possible and have won their place by merit.

Pilots may enter as many qualifying competitions as they like, but all pilots (or teams) must have competed in at least one to qualify as a competitor at WAG finals.

WAG Finals will be organized as a 'stadium' event where every competing airport will have a pre-defined number of 'slot' times during each competition day to perform their task. Typically each slot will be just 60 or 90 minutes, and there may be as few as four for each class during the whole championship week. This means that both Microlight and Paramotor tasks have to be highly organized if there is to be a meaningful championship, and pilots MUST be ready to take off immediately it is their turn to fly a task or they run a high risk of forfeiting their chance to fly.

It is intended that the final day of the championships will have 'grand finals' for every sport after which WAG medals will be immediately awarded. The effect of this is to reduce slot times to 15 or maximum 20 minutes for each class. Both Microlight and Paramotor championships are therefore designed to finish up with a 'cut' leading to a 'knockout' style competition where perhaps the semi finals and certainly the finals will occur on this day.

One of the main purposes of the World Air Games is to create a showcase to the World for Microlight and Paramotor competition; the organizers intend to introduce a certain amount of 'showmanship' incorporating some novel concepts, including:

Specially designed one-on-one tasks.

Live instant scoring.

The use of radios.

Live or recorded TV broadcasting, possibly including on-board cameras.

Part 2. Applies to Microlights

2.1 GENERAL

2.1.1 CONTEST NUMBERS

The numbers or letters supplied by the organisers shall be displayed on a suitable space on the underside of the wing with their top towards the leading edge. The underside wing number shall be of a colour contrasting to the background. Identification may also be required on other parts of each microlight (e.g. fin, cockpit side or pilot's helmet).

2.1.2 RADIO EQUIPMENT

VHF aviation radio capable of operating in the frequency range 118.000 - 136.000 MHz is mandatory for all aircraft.

2.2 QUALIFICATION FOR WAG FINALS

The best combined time of each team of two goes forward to the WAG Qualifiers table.

The two individual times which make up the team time must be derived from the same section of the qualifying competition and cannot be 'mixed and matched' from anywhere in the qualifying competition, or from another qualifying competition.

The WAG Qualifiers table will be ordered by each team's time, fastest first.

2.3 TASKS

2.3.1 Long distance flight

Full rules to be published later as this is not part of the qualifying competition.

Key points are:

- Flown with the same team of two persons in the same aircraft as will be competing solo in the pylon racing tasks.
- Start time, place and route of pilot choice.
- Minimum 2000 Km distance, finishing at the WAG Venue within a given 3 day time window.
- Route to be declared before takeoff. It may have one or two turnpoints which must be correctly passed.
- Minimum five intermediate landings at which there must be evidence of loading at least 1 litre of fuel. The distance between any two compulsory landings may not exceed 400 Km.
- No limitations on GPS or other electronic devices.
- Special equipment to be supplied which will provide live position information at WAG venue.
- Score is derived from the total elapsed time between first takeoff and crossing the finishing line at the WAG venue.
- Scoring will be arranged such that all pilots still have a reasonable chance of winning a medal in subsequent competition tasks.

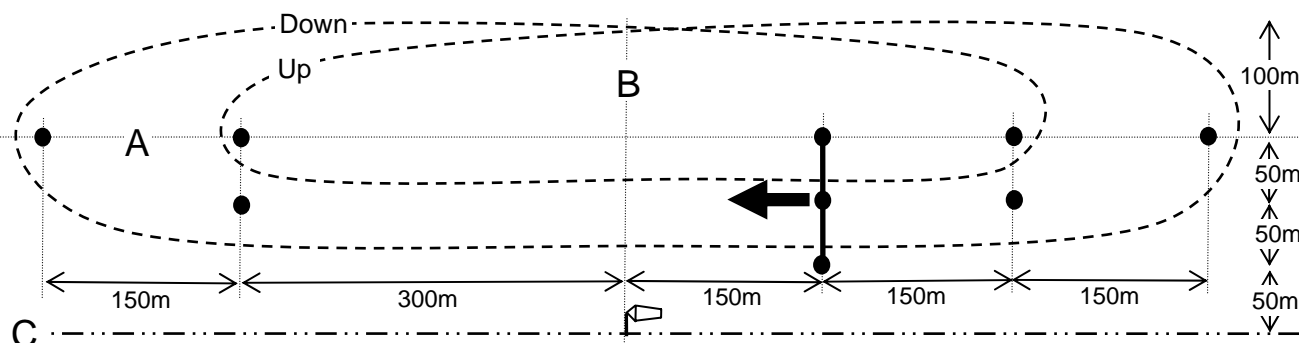
2.3.2 Pylon racing

Course description

A course is laid out 1000m x 200m with 9 inflatable pylons.

Any of the four possible variations of mirror image about axis A or or axis B may be used, as appropriate for the site and wind. Line C is the 'crowd line'.

Pylons are considered to be of infinite height and the entire aircraft must go around each one.



Flying the course

Aircraft are always flown solo. Functional radios are mandatory.

Two aircraft line up in front of the start / finish line. When both have acknowledged by radio that they are ready, the starter does a count-down at approximately one second intervals: "three - two - one - GO" at which the start flag is dropped and simultaneously the timing starts. Both aircraft takeoff and fly one lap of the complete course so that they have both flown exactly the same course. Timing stops when each aircraft crosses the same start / finish line as the one they started from.

Both aircraft must then exit the task area in an expeditious and safe manner to land in the designated area.

Scoring

The time taken by each pilot to complete the course, plus penalties (if any) is their score.

Penalties

Coming second: 5 seconds.

Default penalty time: 3 minutes (note – draft ONLY - to be tested).

General penalty for infringements of procedures detailed at briefing: 15 Seconds for each infraction.

Not passing a pylon correctly: 30 seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ

Qualifying competition minima

All dimensions in the plan above are based on the space available at the WAG finals and represent the MINIMUM requirement for qualifying competitions. All dimensions must be checked by the steward.

Required equipment

Green flag & red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at WAG Finals.

Nine inflatable pylons.

FIS approved ski-slalom poles with a brightly coloured flag or streamer are an acceptable alternative to full-scale inflatable pylons at qualifying competitions.

Overall organization

The WAG finals will have an initial league stage where all teams (of two) will compete against each other and then the top n teams will compete together in a knockout final stage; eg quarter-finals, semi-finals and a grand final.

How it is done in qualifying competitions is the decision of the local organizer as it is highly dependent on the number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organizers and competitors

Pylon racing tasks need considerable skill and practice. At qualifying competitions it is suggested that a 'pre-qualifying' time is set by the organizer and no novice pilot is permitted to fly the course on a competitive one-on-one basis until they have satisfactorily demonstrated they are capable of accurately flying the course within this time.

Radio is a valuable tool for this type of task; all pilots should be on the same radio frequency and must be ready to advise the pilot of the other aircraft of their position if it is obvious they are in a 'blind spot' eg above and behind.

The course is designed as far as possible to avoid conflicting flight paths; aircraft on the back straight should be reasonably separated (though pilots should always beware of wake-turbulence), nevertheless, the cross-over is a potential point of conflict so it should be carefully briefed that the pilot on the inner track, who has the best view, should never cut in front of the other aircraft and always climb to avoid a collision and the pilot on the outer track should descend.

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

Part 3. Applies to Paramotors

3.1 GENERAL

3.1.1 CONTEST NUMBERS

Paramotors shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

3.1.2 RADIO EQUIPMENT

VHF aviation radio capable of operating in the frequency range 118.000 - 136.000 MHz is mandatory for all aircraft at WAG. Organizers of qualifying competitions may declare radio to be optional.

3.1.3 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.

3.1.4 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.

3.1.5 TAKE-OFF

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

One authorized assistant is permitted to help the pilot lay out the canopy but may not hold the canopy in a raised position for actual take-off.

A paramotor must be foot launched for all tasks.

An aborted take-off does not in principle attract any penalty. If the task has started, a failed takeoff does not mean the pilot must retreat behind the start line, but the pilot must still take off within the takeoff window. Authorized assistants are permitted to help the pilot to re-lay the canopy, if they are beyond the start-line they must leave the area immediately thereafter.

3.1.6 FLIGHT LIMITATIONS

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

3.1.7 LANDING

- Upon landing, pilots must immediately remove their paramotor from the landing area.

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."

3.2 QUALIFICATION FOR WAG FINALS

The WAG Qualifiers table will be ordered by the sum of each pilot's times in all three tasks, fastest first.

The three times must all derive from the same qualifying competition and cannot be 'mixed and matched' from different ones.

3.3 TASKS

3.3.1 Clover Leaf Slalom.

Course Description

Two start lines are laid out facing into wind each with minimum 6 starting positions marked out.

Two slalom courses are laid out equidistant from each start line, each consisting of 4 giant inflatable pylons laid out at the corners of a 70.71m square and a target at the centre of the square.

The distance between a start line and a slalom course must be between 100m and 500m but the orientation does not matter so long as both courses are the same and the route each pilot must take is the same.

Flying the course

One aircraft makes ready to take off in front of each start line, both within 10m of their starting marker. When both have acknowledged that they are ready, the starter does a radio count-down at approximately one second intervals: "three - two - one - GO" at which the start flag is dropped. Both aircraft then takeoff and fly one lap of their designated slalom course.

Each pilot enters his course 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).

Both aircraft must then exit the task area in an expeditious and safe manner to land in the designated area.

Detail 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.
- OR (if briefed)
- has struck it firmly enough to trigger the automatic sensing device.

The pilot's body must be clearly seen to round each pylon in the correct direction; pylons 2 & 8 must be rounded in an ANTI CLOCKWISE direction and pylons 4 & 6 must be rounded in a CLOCKWISE direction.

Pilots may have only one attempt at striking each target except for the first and last targets where two attempts at each are permitted.

Penalties

Striking target 9 after the pilot on the other course (coming second): 5 seconds.

Default penalty time: 2 minutes.

Failure to strike any target or round any pylon: Default penalty time.

Touch the ground at any point between strikes 1 and 9: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 Seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ

Scoring

The time taken by each pilot to complete the course, plus penalties (if any) is their score.

Qualifying competition minima

The specified grid for each slalom course represents the MINIMUM dimensions.

The start line must be between 100m and 500m from the slalom course.

All dimensions must be checked by the steward.

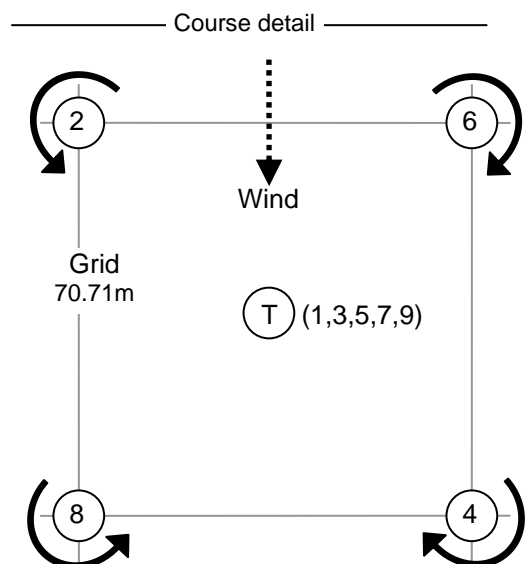
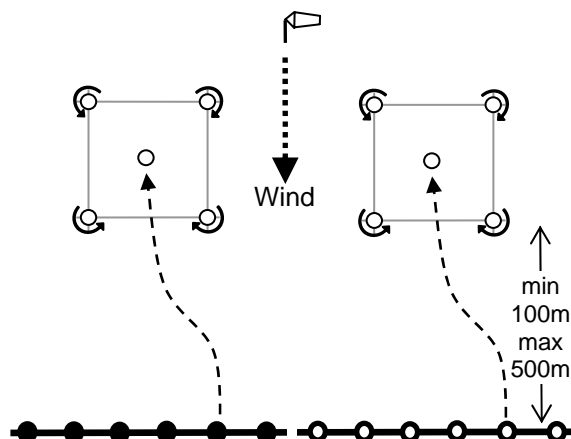
Required equipment

Green flag & red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at WAG Finals.

Two FIS approved ski-slalom poles painted white and eight inflatable pylons.

FIS approved ski-slalom poles with a brightly coloured flag or streamer are an acceptable alternative to full-scale inflatable pylons at qualifying competitions.



Overall organization

This task will be run once or possibly twice in the WAG finals. Takeoff order (ie who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the WAG Qualifiers table.

How it is done in qualifying competitions is the decision of the local organizer as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organizers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

3.3.2 Dragon tail chase and precision landing

Course Description

Two start lines are laid out facing into wind each with minimum 6 starting positions marked out.

Two manoeuvring areas are laid out equidistant from each start line. Each pilot is issued with a plastic streamer.

The distance between a start line and a manoeuvring area must be between 100m and 500m but the orientation does not matter so long as both courses are the same, the route each pilot must take to get to it is the same and they don't interfere with each other.

The precision landing area should have a clear approach.

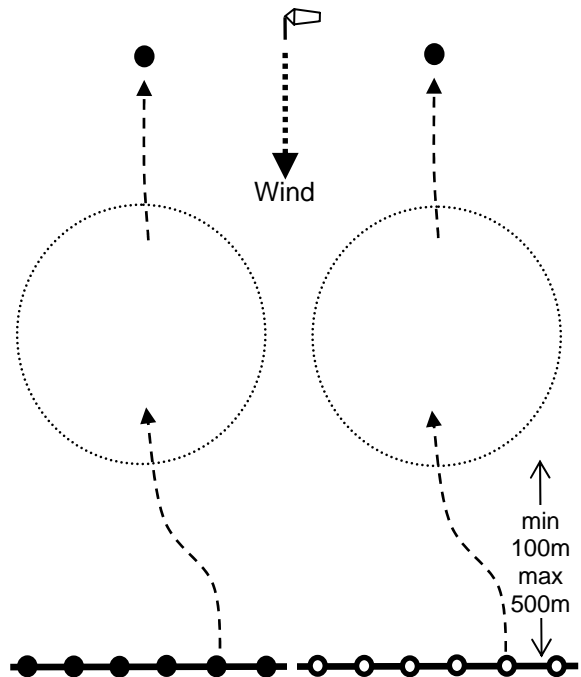
Flying the course

One aircraft makes ready to take off in front of each start line, both within 10m of their starting marker. When both have acknowledged that they are ready, the starter does a radio count-down at approximately one second intervals: "three - two - one - GO" at which the start flag is dropped.

Both pilots then take off within the takeoff window, and then climb directly to their manoeuvring area.

At a height of pilot choice, each pilot lets his streamer trail from the aircraft and then releases it. At this point timing starts. Each pilot then attempts to recapture his streamer as quickly as possible, at which point timing stops.

After recapturing the streamer, or the streamer is on the ground, the pilot climbs to 500ft in his manoeuvring area, switches off his engine and attempts to land as near as possible to the centre of the target.



Detail rules

One of three lengths of streamer may be chosen by each pilot before takeoff: 15m, 20m and 25m

A valid recapture of the streamer is when the pilot can touch some part of it.

Engine must be off for minimum 1 minute before first touch at the landing target.

The target is a football or other similarly sized three dimensional object.

Penalties

Using a 20m streamer: 5 seconds

Using a 25m streamer: 10 seconds

Coming second, by recapturing the streamer after the pilot on the other course: 5 seconds.

Target: 1 second for every 50 cm from first touch to target.

Default penalty time: 60 seconds.

Failure to capture the streamer: Default penalty time.

Engine off for less than one minute or falling over at the target: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 Seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ

Scoring

The time taken by each pilot to complete the course, plus penalties (if any) is their score.

Qualifying competition minima

The start line must be between 100m and 500m from the manoeuvring area.

Manoeuvring areas are not of defined minimum size or shape but both must be the same and must have a reasonable separation.

All dimensions must be checked by the steward.

Required equipment

Green flag & red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at WAG Finals.

One football and one set of distance measuring equipment for each target. ('Wheels' are much more effective than measuring tapes).

Overall organization

This task will be run once or possibly twice in the WAG finals. Takeoff order (ie who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the WAG Qualifiers table. There may be one single landing target, in which case landing order will be coordinated by radio.

How it is done in qualifying competitions is the decision of the local organizer as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organizers and competitors

This is a useful task in windier conditions as it is quite wind-strength neutral.

Organizers should use the cheap, thin type of commonly available red and white striped 'barrier tape' and not be tempted to use plastic tape of the type which could be printed with the competition logo as the manufacturing process dictates a relatively thick film which will damage propellers.

Sufficient pre-measured rolls of tape should be prepared in advance and contained with a rubber band.

3.3.3 Basket ball slalom.

Course Description

Two start lines are laid out facing into wind each with minimum 6 starting positions marked out.

Two courses are laid out along straight lines, each consisting of a ski slalom pole, a pickup zone containing two balls, three pylons in a line and a drop zone.

Flying the course

One aircraft makes ready to take off in front of each start line, both within 10m of their starting marker. When both have acknowledged that they are ready, the starter does a radio count-down at approximately one second intervals: "three - two - one - GO" at which the start flag is dropped.

Both pilots then take off within the takeoff window, and fly to the pickup zone, pick up one ball between their feet. Timing starts at the moment of first touch of the ball. They then fly up the slalom (in a sense of pilot's choice) to drop the ball in the basket.

They then return down the slalom in the opposite sense to the way they flew up the slalom, pick up a second ball, and repeat, except on return they kick the target which stops the clock.

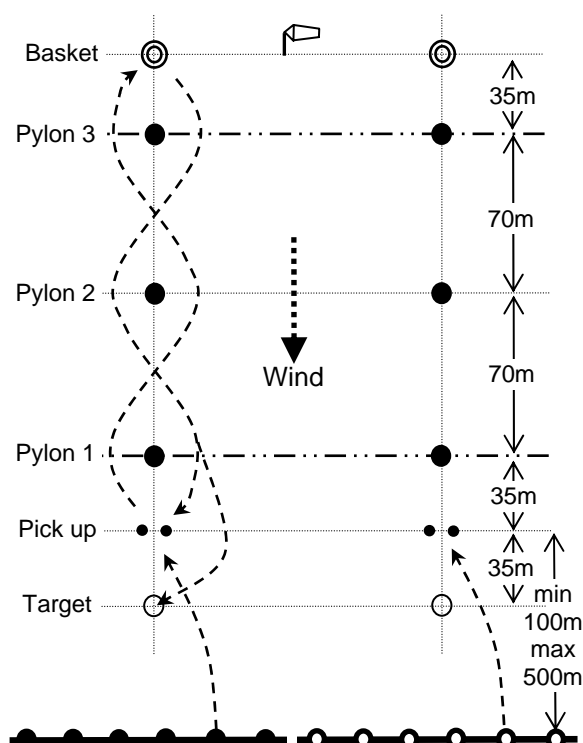
Detail rules

The two balls are initially placed 5m apart on an axis perpendicular to the centre-line.

The zone between Pylon 1 and Pylon 3 is deemed to be a ravine and if the ball is dropped or rolls into it, it is lost.

The basket is 3m diameter.

Two attempts at picking up a ball or kicking the target are permitted.



Penalties

Coming second, by striking the target after the pilot on the other course: 5 seconds.

Fail to get a ball beyond the ravine: 1 minute each ball.

Get a ball beyond the ravine, but fail to get it in the basket: 10 seconds.

Default penalty time: 3 minutes. (note – draft ONLY - to be tested).

Failure to round any pylon or strike the target: Default penalty time.

Touch the ground in the ravine: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 Seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ

Scoring

The time taken by each pilot to complete the course, plus penalties (if any) is their score.

Qualifying competition minima

The specified grid for each course represents the MINIMUM dimensions. Each course must be safely separated from the other.

The start line must be between 100m and 500m from the course.

All dimensions must be checked by the steward.

Required equipment

Green flag & red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at WAG Finals.

Two FIS approved ski-slalom poles painted white and six inflatable pylons.

At least four balls. These are Pilates Stability Balls, also known as Swiss Balls or 'Gymnastik balls' of 50 - 60cm diameter and about 1Kg weight with a non-slip ribbed surface.

At WAG finals the basket will probably have sides (eg a children's paddling pool). For qualifying competitions it is enough to mark a 5m circle. The first touch of the ball on the ground is scored.

FIS approved ski-slalom poles with a brightly coloured flag or streamer are an acceptable alternative to full-scale inflatable pylons at qualifying competitions.

Overall organization

This task will be run once or possibly twice in the WAG finals. Takeoff order (ie who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the WAG Qualifiers table.

How it is done in qualifying competitions is the decision of the local organizer as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organizers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.