

2.3.2 Pylon racing

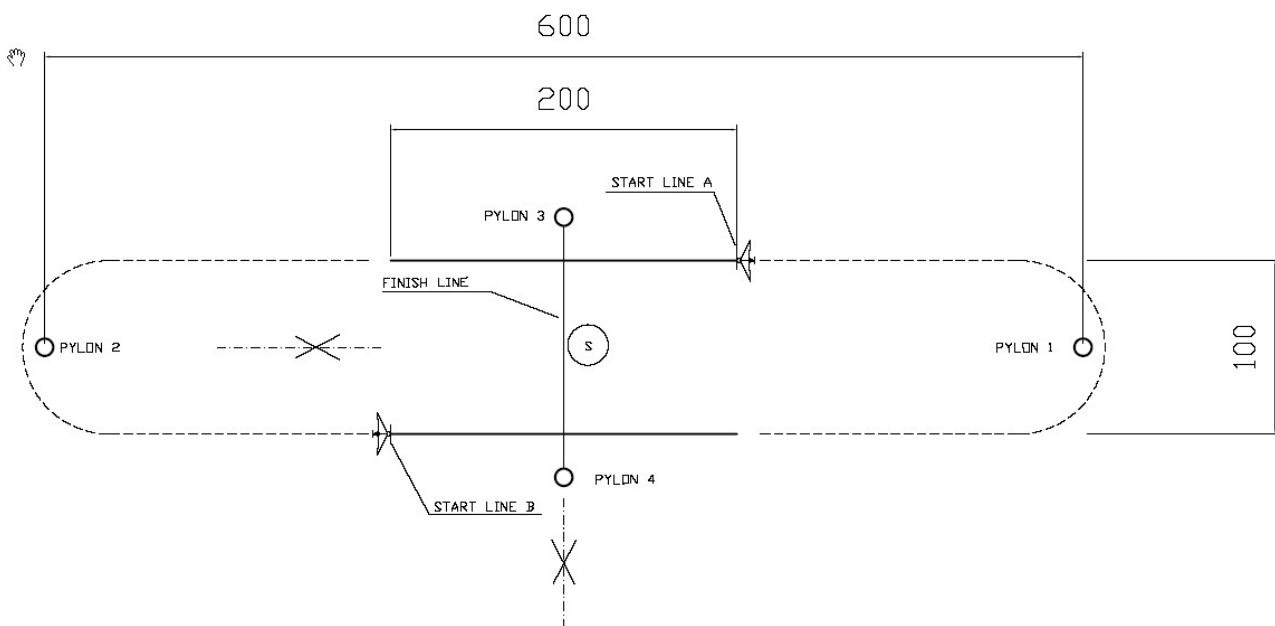
Course description

A course is laid out 800m x 200m with 4 inflatable pylons.

To increase visibility, position 1 and 2 could be defined by a couple of paired pylons.

Pylons are considered to be of infinite height.

Other two signals are positioned (as pylons, slalom sticks, other) to define the arrival line (pylon 3 and pylon 4 in the picture).



Flying the course

Aircraft are always flown solo. Functional radios are mandatory.

Two aircraft line up 100 m from the start / finish line, on the opposite sides of the track. When the start flag is dropped, timing starts. Both aircraft takeoff and fly three complete laps of the course chasing each other, so that they have both flown exactly the same course.

Except at take-off, the whole run must be flown so that every part of the aircraft will always be at an altitude higher than the pylon height.

Infringement of this rule will be considered as dangerous flying.

Timing stops when each aircraft crosses the same start / finish line as the one they started from.

Both aircraft must then perform a last turn and land in an expeditious and safe manner on the other side of the track, gaining the lining-up spot, opposite from that they took off from. A second run is immediately performed with the same features of the first.

Repeating the task in symmetrical conditions allows to compensate for wind direction and, possibly, for different runway situations (e.g. paved or grass).

Scoring

The rank is built up with the total times of the competitors teams. The total team time is the sum of each time scored from the two pilots in the four runs they have flown, plus

penalties (if any).

Note: at least in this first phase, the participation is open as well to single pilots, that have applied without a team companion. In this case, the result will be built up from the total time scored by the pilot (2 runs) added with the result scored by the worst pilot in the whole competition, excluding manifestly anomalous times.

Penalties

Coming second: 5 seconds.

Default penalty time: 3 minutes.

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.

Two (or four) inflatable pylons.

FIS approved ski-slalom poles with a brightly colored 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.

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