

Route des Tamarins World Cup Series rules (adapted from the PWCA rules 2007)

1. NUMBER OF TASKS

5 tasks are planned in this competition, but every pilot has one discard on total result. Only four tasks maximum will count in the final individual ranking. There will be a team ranking every day.

2. PARTICIPANTS

All competing pilot must be qualified to meet the demands of an international paragliding competition. He must at least fulfil the first level of the "Paragliding Competition License" (2 competition flights above 30km). FAI licenses are only necessary in order to be included in FAI rankings.

2.1 Insurance

All participants must have insurance cover (to include all hospital expenses, rescue and repatriation) or a similar personal accident insurance as well as a third part liability insurance with an insured limit of a minimum of 800.000 Euros or foreign currency equivalent.

3. PILOT EQUIPMENT

3.1 Gliders and "Permit to Fly"

Pilots are responsible for the choice and maintenance of their flight equipment.

Pilots must fly with the same glider during one event. In special cases (lost luggage, etc.) the Meet Director can allow a glider change during the event.

All gliders must at least match the minimum theoretical resistance defined below, and can be:

* Type A: Certified with no change after production

* Type B: Non certified gliders produced in more than 10 pieces with no change after production (example: Boomerang 4, Magus 4, Ultima 3).

* Type C: All other gliders

Pilots flying with type A and B do not need any documentation.

Pilots flying with type C must bring at their first competition registration the following data, called "Permit to Fly" (template available on the World Cup Web Site), issued by the manufacturer, including :

* name and full address of the manufacturer

* name of the pilot allowed to fly the prototype glider

* serial number of the prototype glider

* expiry date of the document (no later than December 31st of the current year)

* line specifications including material and diameter for top, middle and bottom lines

* CEN load test result provided by official external test body (DHV, FFVL, FSVL) or load calculation showing a minimum theoretical resistance (see Excel file available on the World Cup Web Site).

* manufacturer requirements for the glider maintenance (interval for changing the lines, weight range to fly, check interval, etc) signed by the pilot

* manufacturer agreement for the pilot to fly this prototype, signed by manufacturer.

It is the manufacturer's responsibility to choose which pilots are flying with his prototypes.

It is the pilot's responsibility to have all the needed and valid documents.

The type C gliders can be worked on or improved between each event but the pilot is not allowed to make any modifications during the competition. If a modification has been done between 2 competitions, a new updated "Permit to Fly" must be provided.

3.2 Communication Equipment

Radios (2 meters band) are mandatory and must be used for safety purpose only.

All pilot radios must be tuned on the safety frequency.

Voice activated microphones (VOX operated) are prohibited.

Pilot not fulfilling these requirements can be grounded. No radio = no task!!!

3.3 Protective Equipment

Every competitor must wear a protective helmet and carry an emergency parachute during all flights.

4. MEET DIRECTOR, TASK COMMITTEE

4.1 Meet Director

The Meet Director's first prerogative is to manage ALL sportive aspects during the event.

He is responsible of applying the rules. He must propose the task and must be assisted by one or more experienced people (on the ground and in the air) to, among other things, supervise the task.

It is the responsibility of the Meet Director to inform himself as fully as possible of the issues affecting all safety elements during the task.

4.2 Task Committee

The Task Committee consists in:

The Meet Director * (MD)

* A pilot appointed by the organization

* Two pilots elected by the competition pilots.

The elected pilots must come from different countries and should have sufficient knowledge about the flying site.

They must submit their candidature at the local registration.

The Task Committee will decide the task all together.

The duties of the Task Committee are:

* To choose proposed flying sites and takeoff areas according to meteorological, technical and sportive criteria.

* To choose the daily task.

* To define the validation distance for each task (15km by default for 20 pilots).

5. BRIEFINGS

All briefings will be in French first and then translated in English.

5.1 General Briefing

All competitors should be present at the general briefing which will take place upon request of the Organizer.

The main information of this briefing must also be displayed in English on the official board and written copies must be available. The General Briefing usually takes place at take-off before the first task briefing.

5.2 Task Briefing

The task briefing is held at the takeoff area. All technical data specified during this briefing is displayed on the briefing board.

Provisional tasks are displayed as soon as possible.

There must be enough time (usually 15 minutes) between task briefing and the window opening.

Pilots must remain informed through the briefings or the task board.

6. DISPLAY OF RESULTS

A provisional results list must be put on the official result board as soon as possible. Small errors are to be submitted for correction as soon as possible.

The results default timing is:

*Within 2 hours after the end of the run report: display of the provisional results.

* Before 8:00 p.m.: written complaints (in English) handed to MD,

This default timetable can be adjusted by each organizer.

The official task & competition results are displayed when all complaints have been dealt with.

The minimal delay for complaints is at least 30 minutes on the last competition day.

7. COMPLAINTS, PROTESTS AND APPEALS

Any pilot enrolled in the competition can make a complaint, a protest or an appeal.

Complaints and protests must be written in English and must be handed to the Meet Director. Complaints, protests and the related decisions must be displayed by the organization on the official information board with the display time shown.

7.1 Complaints

Complaints have to be made within the fixed timetable after the announcement of the provisional results. The Meet Director will deal with the complaint.

7.2 Protests and Jury

If the complainant or any pilot enrolled in the competition impacted by the complaints is not satisfied with its outcome, he has the right to protest.

Such a protest must be made in writing (in English) and be handed to the M D with a protest fee of 60 euros or equivalence in local currency within 2 hours (or at least 30 minutes for the last task) of the publication of the decision regarding the complaint.

The jury will deal with the protest and may decide to refund the protest fee.

The Jury is composed of the Meet Director, the CROCVL president and pilots' committee members if they are not involved in the protest.

8. FLYING AND SAFETY REGULATIONS

8.1 Compliance with the law

Each competitor is required to conform to the law and rules of the air of Reunion Island.

8.2 Flight Limitations

Each glider must be flown within the limitations of its manufacturer's specifications. Any maneuver hazardous to other competitors or third parties is prohibited.

A pilot can be prohibited by the MD to keep competing or flying for safety reasons.

8.3 Damage to a Competing Glider

Any major damage must be reported to the MD without delay and the glider may then be repaired.

Any replacement parts must conform exactly to the original specifications. If permission is given by the MD to replace the glider due to damage, loss or theft beyond the control of the competitor, it may be replaced. The MD may allow resumption of the original glider when it is retrieved or repaired.

8.4 Fitness

A pilot may not fly unless he is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying.

In such case, the Meet Director decides if a pilot can fly or not.

8.5 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with, international collision avoidance regulations obeyed and proper look-out be kept at all times. A glider joining another in a thermal shall circle in the same direction as that established by the first, regardless of height separation.

A competitor involved in a collision in the air must not continue the flight if the structural integrity of the glider is in doubt.

8.6 Cloud Flying

Cloud flying is prohibited.

Cloud flying is defined as any part of the glider or the pilot disappearing from the view of observers or pilot close to him. It is the responsibility of the pilots to report cloud flying to the MD.

8.7 Ballast

A competing glider may carry jetisonable ballast only in the form of fine sand or water. A competitor must avoid dropping ballast at any time or in a manner likely to affect other competing gliders or third parties.

The total ballast, including all flight equipment and the glider, must not exceed 33kg in addition to the pilot's weight. The pilot's weight is defined as body weight when dressed in jeans, shirt and underwear.

8.8 External Aid to Competitors

Any external help in navigation or thermal location is prohibited. This is to ensure as far as possible that the competition is between individual competitors, neither helped nor controlled by external aids.

8.9 GPS

GPS is the only evidence for the Route des Tamarins World Cup Series. All pilots must be equipped with at least one GPS with altitude recording capability. Only some specific models are accepted.

It is the pilot's responsibility to have at least one working GPS and to set it up with the right parameters. Pilots must bring their GPS to report back after each task in order to download their tracks and data. A maximum of 2 GPS will be checked for pilots reaching goal with no other problem in their recorded track-log.

9. TAKEOFF

The organization assumes that all registered pilots will fly each task. If the pilot decides not to fly, he must notify the organizer before the mandatory safety report back deadline. Failure to do so may result in a pilot penalty defined at §14.

All pilots must be able to perform safe and controlled take-off.

9.1 Access to the Takeoff Area

First day: in order of arrival, respecting courtesy rules.

Second day and on: according to the previous day ranking.

9.2 Open Window

Opening time of the window and window extension time (by default 30 minutes) are announced at the task briefing and displayed on the official briefing board. The window must be as long as possible.

9.3 Window Extension

If, for safety reasons, the Meet Director considers that conditions have become dangerous, he may close the window. The window will then be extended by the time it was closed without exceeding the window extension time.

9.4 Restart

In the case of a major problem forcing landing immediately after take-off, a pilot may ask permission from the Meet Director to take off again. The Meet Director has to make the decision immediately. The pilot's start time remains, in any case, the one of his first start.

9.5 Types of Start using GPS

Definition of a GPS start line:

- * A GPS start line is a virtual cylinder that the pilot must cross.
- * There is no physical reference on the ground.

Four types of starts can be used:

- * Individual start from the ground after opening of the window: the departure time can be recorded by marshals when the pilot leaves the ground. It can also be judged using the GPS time: when the pilot crosses the GPS start line. In this second case, the departure time will be considered when the pilot crosses the GPS start line for the first time.

The GPS start line must be placed so that the pilot automatically crosses it when taking off. Note that pilot needs to turn on their GPS early enough to store at least four points at take off immediately before they leave the ground. (just turn your GPS on at least two minutes before taking off).

If there is no valid recording of the pilot start time, the window opening time will be applied to him.

- * Individual start in the air: pilots' departure time is calculated from the last time the pilot crossed the cylinder radius. Start sector can be a large cylinder around the next TP. (e.g. take off is at 10km from TP1. Departure time is measured when pilots are entering inside a 9km radius cylinder around the TP1). If there is no valid recording of the pilot start time, the window opening time will be applied to him.

Start sector can also be a small radius cylinder (by default 400m) around a start coordinate.

In this second case, time is measured when the pilot is leaving the cylinder.

- * Simultaneous start in the air at a fixed time: start sectors are the same as in "individual starts in the air". But as start is now simultaneous, pilots need to cross the cylinder limit after or at least at the opening time. The departure time of each pilot will be the start opening time.

- * Simultaneous start from the ground at a fixed time.

All data's concerning the start definition will be announced during task briefing.

9.6 Start time limits

For individual starts, start time limits (opening and closing) can be set.

9.7 Free flyers & Wind dummies

Free flying is allowed but those pilots may be asked not to take off during short times for safety reasons.

Wind dummies must be ready to take off before the window opening on organizer request.
Free flyers and Wind dummies must not provide voluntary help to competitors for fairness reason.

10. LANDING

During a task, touch and go and take-off after landing are forbidden.

All pilots must pack their glider immediately after landing. A glider lying open on the ground means "I need help" (see §RESCUE ACTIONS IN COMPETITIONS).

10.1 Task Deadline

If necessary (for example thunderstorms forecasted), a task deadline can be set. The pilot's best position will be taken for scoring at the task deadline.

10.2 Mandatory Safety Report Back

It is the responsibility of the pilots to report back to the Organizer as soon as possible after landing. This can be done by telephone, SMS, radio, or physically at take-off, in retrieve buses, at the head-quarter and in GOAL as indicated on the task board.

ALL pilots must report back AS SOON AS POSSIBLE (usually within 30 minutes after landing) including the ones making goal. The later a pilot is landing the faster he must report.

GPS control is not a way to report back as it is usually done much later than 30 minutes after landing. In case of unnecessary search and rescue operations a pilot can be penalized up to disqualification for the event.

A pilot can also be penalized for late report back.

10.3 GPS Control Deadline

GPS control is mandatory for all pilots flying the task.

Each pilot must do it as SOON AS POSSIBLE.

When a deadline is set (e.g. on the last competition day), pilots coming for control after this deadline may not be scored for the task.

11. TASKS

The tasks are:

- Race to goal,
- Elapsed Time,
- Free distance on an axis / in a sector.

11.1 Race to Goal

The aim is to be first in goal. Start time and course are identical for all pilots.

11.2 Elapsed time

The aim is to fly the distance in the shortest time. The course is the same for all pilots. Start time is individual.

11.3 Free Distance on an Axis / in a Sector

The aim is to fly the longest distance. The Meet Director can set limits. The course can start with one or several turnpoints. Distance is measured and rounded up to 0.1 km. Score will be calculated pro rata of the distance achieved by the pilot flying furthest. Distances are calculated radially from take-off or last turnpoint for "free distance in a sector" and by perpendicular projection for "free distance on an axis" on the last leg.

12. TURNPOINTS, SECTORS AND GOAL LINE USING GPS

12.1 Turn points

All turn points are the GPS coordinates provided by the TA. The list of turn point coordinates must be downloaded at the beginning of the event from the TA computer. Organizers can change or add coordinates during the event. In this case, the changes will be announced at the task briefing. Most of the time, TP coordinates will be measured on real distinguishable features on the ground that are recognizable from a great distance and preferably also at low altitude.

The official map datum (geodesic system) is WGS84 and position format is UTM. For safety reason, pilots must set their GPS on WGS84 and UTM to be able to provide any coordinates in the right format at anytime and to

avoid common mistake on GPS coordinates and to guarantee the correctness of the downloaded coordinates and recorded tracklogs. It also avoids mistakes when manually entering a new coordinate in a GPS.

12.2 Sectors

Turn points sectors are cylinders around the GPS coordinates supplied by the organizers.

Cylinders are used also as start sector. Depending on the start system, sector can be inside or outside the cylinder. Start cylinders radius are part of the task setting.

Turn point radius is 400m. By default, start radius is 400m.

12.3 Goal, virtual and physical lines

The virtual line is 200m long each side of the GPS goal coordinates and perpendicular to the previous turn-point. If present, a physical line must be at least 50 m long and 1 m wide and the center of this physical line will be the official goal coordinates.

The physical line must match as close as possible the virtual line and should not be further.

Two kinds of arrival are possible: with or without a physical line.

Organizers should use physical finish line as often as possible for several reasons (safety, accuracy, public, media).

Goal procedure: When the pilot reaches goal, his time is stored by the GPS when he crosses the virtual line. When a goal marshal and a physical line are present, the pilot needs to fly further than the physical line or at least land on it (controlled by the goal team) and no more than 200m on each side of the physical line center coordinate (controlled by GPS).

Goal time: In Race to Goal tasks and when the physical line is displayed on the ground and goal marshal is present, goal times are measured by the goal marshal for the 10 first pilots.

Goal marshal times will be used only to update results in case of obvious GPS time error (for example leading to wrong arrival order). In all other cases (no physical line, no goal marshal, non Race To Goal tasks, other pilots) the goal time will be measured only using the GPS.

13. TASK EVIDENCE

13.1 Source

Data will only be collected directly from a GPS. Tracklog data are private (pilot personal property). They may be used for media works. No copies of files, or files from any other source will be accepted as evidence for a flight. Only valid GPS data will be considered as true evidence. Data may also be collected from data loggers, but in such case, a GPS may also be requested to verify data logger's data validity.

13.2 Valid GPS data

To be considered as valid, the track-log must satisfy the following criteria

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points or a couple of points used to verify a turn-point.
- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.
- The track log must have valid and consistent time stamps as well as altitude recording.
- A continuous track-log is one where each consecutive point is 20 seconds or less from its predecessor.

GPS data's are verified following some CARGOL criteria

13.3 GPS Software

GPS data are checked using the CARGOL software.

The software is able to check positions in relation with times.

All calculations concerning departure and arrival time are calculated doing an extrapolation and interpolation from the previous and the next stored points.

The software is also able to check:

- Departure time during starts.
- Cylinders sectors crossing at air starts and turn points.
- Landing place.
- Time at arrivals.
- The best position reached by the pilot during the flight.
- Best positions at a fixed time (stopping of the task in the air).

13.4 GPS CARGOL criteria

For any GPS start line and for each turn point claimed (the turn-point is the GPS coordinate supplied by the organizer), the track-log must show one of the following:

- A point inside the cylinder sector.
- A pair of points for which a straight line drawn from the one point to the next or previous Continuous track log point passes through the cylinder sector.

Forgeable marked way points (mark + enter on Garmin GPS for example) are not considered as trajectory evidences but only as performance declarations.

A tolerance of 0.5% is applied on distance calculations to deal with different formulas used in GPS and computer software to calculate distances. On a 400m cylinder, this gives a 2m tolerance.

A time tolerance of 5s is also applied on start times for Race to Goal tasks.

These tolerances must be applied manually if the GPS checking software is not doing it automatically.

13.5 Best position

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air.

If the pilot flew further before landing, his best ahead position will be automatically scanned from his track log.

13.6 Mandatory Track log

In some particular cases where forbidden or dangerous areas are existing, the Meet Director can ask the pilots to provide a continuous track log that shows that they didn't flew into the unauthorized area.

13.7 Pilot's responsibility and management of the GPS

- Pilots can have multiple GPS and data loggers.
- Pilots need to set their GPS and data logger on the right parameter to record their flight.
- Pilots may need to erase their previous track before every new task.
- Pilots will support all the sportive consequences if they forgot to do so.
- GPS or data logger failure (software or hardware) belongs to the pilot responsibility.
- The pilot certifies that he gives back his own track log. The organization may cross check several track logs. Because of the ground speed and because of a too long recording interval, pilots can be declared out of sector even if they have reached the sector.

It's up to the pilot to guarantee that a track recording is done inside the right area.

To avoid such problems, pilots should:

- Use a GPS that correctly deals with turnpoint cylinders
- Use multiple GPS and/or data logger.
- Use a small enough storing interval.

13.8 GPS at landing

If a pilot lands somewhere else than at goal, he can record his landing place to make his declaration:

- Using Garmin and MLR models, marked point must be stored by using "Mark + Enter" function (and NOT "goto + goto" function). The last marked point must NEVER be renamed.
- GPS and data loggers must be switched off or have their track-log recording set to "off".
- Those actions must be done IMMEDIATELY AFTER LANDING AND BEFORE ANY MOVEMENT ON THE GROUND.

ON THE GPS CONTROL, THE LAST STORED MARKED POINT IN THE GPS MEMORY IS CONSIDERED AS THE LANDING POSITION.

Do not switch your GPS on before GPS control. In case of a second flight, it is the pilot responsibility to make sure he is not recording additional data in his GPS. If not doing so, his first (and official) flight data may not be usable.

13.9 GPS models

Because of technical (limitations in accuracy or track-log recording) and practical reasons (special cable or protocol), only some particular GPS models and software versions suits Route des Tamarins WCS GPS control protocol.

The updated official list of accepted and non accepted GPS models is available on the PWCA site:

<http://www.paraglidingworldcup.org/>

Recommended models:

- Aircotec - Top Navigator (with Year 2000 upgrade), XC Trainer
- MLR SP24xc (free flight edition)

- IQ Compeo and compatible Vario/GPS combos
- MLR protocol compatible data loggers (for example RUAG Data loggers)
- Garmin models with altitude recording and fixed tracklog recording interval

Non-Accepted model (but may be considered as backup):

- Older Garmin models (like the 12 serie, 48, 90, 90x1, II+, III).
- Garmin 38, 40, 45, II, eTrex ‘basic’ models and eMap
- All other GPS not complying with Garmin, MLR, Top Navigator or Compeo standard protocols.

Pilots are asked to limit the number of track-log points recorded by their GPS to avoid long downloads and waiting during GPS control.

14. PENALTIES & BONUS

14.1 Incorrect GPS track logs

Track-log missing or non continuous track-log when required: zero scored for the task.

Start or Turn point incorrect/missing: distance points to best correct documented point only granted.

14.2 Various Penalties

Glider not matching its permit to fly providing an advantage to the pilot: disqualification for the event.

Failure or late report back after a task: up to disqualification.

Failure to wear official sponsor logos or equipment: up to 100 points penalty per task.

14.3 Penalty for Cloud Flying

Penalty for cloud flying: zero scored for the task up to disqualification.

14.4 Penalty for exceeding ballast

Pilots carrying ballast in excess of 33kg (without tolerance) up to disqualification for the event

14.5 Bonus Points

Pilots actively taking part to a rescue action will be awarded bonus points as compensation. This compensation is evaluated according to the position of the pilot at the time of the rescue and also his results in the other tasks during the event.

15. VALIDATION OF A TASK

15.1 Task validation

The task is valid when:

- at least 10 pilots flies above the validation distance (see below), and
- the window is opened for more than 30 seconds per enrolled competitor and per simultaneous possibility of take off (decided by the Task Committee).

Enrolled competitor means all originally enrolled less those disqualified or officially withdrawn from the competition.

15.2 Validation distance

The validation distance is defined by the Task Committee and is announced at each task briefing.

15.3 Cancellation or stopping of a task

The Meet Director can cancel or stop a task if the weather becomes hazardous or other conditions which could endanger the safety of pilots while it is still running.

He can ask some representative’s pilots’ opinion on the fly frequency, the answers are given back with the code: 1 = OK; 2 = strong conditions; 3 = bad conditions and immediate stopping.

Cancellation or immediate stopping is announced on the safety frequency and by other means stated in the local regulations.

After the last landing time, a task can only be cancelled by a jury decision. The MD can ask for a jury decision on the validation of a task. In case of Elapsed Time, the task is cancelled.

In case of Race to Goal: if at least one pilot has reached goal or at least 1.5 hours of race have been flown after start opening, the task is scored, otherwise it is cancelled.

A complaint can be made to ask for task cancellation.

PRIZE MONEY

Individual: The Route des Tamarins World Cup Series will be given to the competition winner.

Prize money will reward the 12 first male pilots and the 3 first female pilots according to this grid: no cumul in Prize Money

15000 € Overall and Women

Ranking	Overall	Women
1	3000 €	1600 €
2	2300 €	1000 €
3	1700 €	500 €
4	1200 €	
5	800 €	
6	500 €	
7	500 €	
8	500 €	
9	500 €	
10	400 €	
11	300 €	
12	200 €	

Any winner pilot absent (without a due reason) for the prize giving ceremony will not receive the prize money.

Team: A team is composed of 3 pilots plus one possible additional female pilot.

One pilot can only participate to one team.

Teams will be registered on the same day as pilots.

Team scoring will take into account the first 2 pilots in goal. The first team to have 2 pilots in goal will be first, etc. If no team has any pilot in goal, or just one pilot, the position in the ranking of the second pilot of each team will decide the team ranking.

A team prize ceremony should take place after every task.

The winning team in a task is receiving 20 pts. The last team is receiving 1.

- With 16 teams, the points curve from 1st to 16th is:

20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,1

- With less teams, the even numbers are deleted starting from 12, then 10, then 8, then 6, etc...

e.g. with 13 teams : 20,17,15,13,11,9,7,6,5,4,3,2,1)

- With more teams, the lower points numbers are doubled.

e.g. with 18 teams: 20,17,15,13,12,11,10,9,8,7,6,5,4,3,2,2,1,1)

Teams 1st 2nd 3rd 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

12 20 17 15 13 11 9 7 5 4 3 2 1

13 20 17 15 13 11 9 7 6 5 4 3 2 1

14 20 17 15 13 11 9 8 7 6 5 4 3 2 1

15 20 17 15 13 11 10 9 8 7 6 5 4 3 2 1

16 20 17 15 13 12 11 10 9 8 7 6 5 4 3 2 1

17 20 17 15 13 12 11 10 9 8 7 6 5 4 3 2 1 1

18 20 17 15 13 12 11 10 9 8 7 6 5 4 3 2 2 1 1

Teams' prize money will be attributed every day according to this grid:

4500 €for teams

	1st team	2nd team	3rd team
Task 1	400 €	300 €	200 €
Task 2	400 €	300 €	200 €
Task 3	400 €	300 €	200 €
Task 4	400 €	300 €	200 €
Task 5	400 €	300 €	200 €

In case of cancellation of the task, the prize money of the day will be given according to the general team ranking. Any absent or uncompleted winner team without a due reason at the prize giving ceremony will not get its prize money.

GPS ADVICES

Pilots will support all the sportive consequences if they do not follow these advices.

a) All models

Be sure to set your equipment on WGS84 and UTM to avoid any error in the transferred data (waypoints or track-log).

It's to the pilot's interest to set his track log recording correctly. The more points will be recorded during the flight, the more the flight verification will be accurate.

At the same time, the entire flight from the start area (Take off; TPO or start) to the landing should be recorded.

On the other side, for slow transfer equipments (like Garmin models), it is asked to limit the number of points recorded to a maximum of 2000.

If your GPS does not record at least one point when you were in the sector (because the interval was too big), you may be declared "out" at GPS control.

The decision on how to set the recording interval is the responsibility of the pilot.

b) Garmin GPS:

Feed your GPS with the official turn point list directly from the TA computer.

If not already present, create a special way point starting with a dash ("-") and ending your pilot number,

Example: Pilot #26 -> Way point: - 26.

The "pilot waypoint" is only needed in Garmin models.

Caution: if you transfer the turnpoints from a GPS to another after having entered your pilot number using a "dash" point, these points must be renamed according to the number of the other pilot.

Set the track-log recording mode on "wrap" (this will guarantee you to record the end of the flight (because recordings that exceed the capacity of your GPS memory are erasing the beginning of the flight).

Set the track log time interval on the best setting you expect for the task but avoid very short intervals (under 5s) to speed up tracklog downloads.

Before every task, clear your track-log and marked way points and set the track-log recording to "on".

Just after landing, mark the co-ordinate of your landing place (using MARK + ENTER only) and set track-log recording to OFF (to avoid your retrieval to be recorded) and switch off your GPS.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, do not put it in "Simulator" mode, remove the plug cover and make sure it is set on GRMN/GRMN protocol.

c) MLR SP24XC "Free Flight":

Make sure your GPS is set on WGS84 and UTM before doing any transfer of waypoint, otherwise the coordinates will be wrong in your GPS.

Feed your GPS with the official turn point list directly from the TA computer.

Set the track log time interval on 10s (avoid shorter intervals to speed up tracklog downloads).

Before every task, clear your track-log.

Just after landing, mark the coordinate of your landing place (using MARK + ENTER only) and switch off your GPS.

Do not turn on your GPS again before GPS control.

Do not mark any other waypoint in your GPS before GPS control.

Right before GPS control, switch your GPS on, make sure your serial port is "active" (it is useless to put it "inactive" as it doesn't save battery like it has been said), remove the plug cover.

d) Top Navigator

Feed your GPS with the official turn point list directly from the TA computer.

Just after landing, switch off your GPS.

Right before GPS control, switch your GPS on and go on the download screen of your day's flight.

e) Other models

For Garmin or MLR protocol compatible models (like Data loggers), make sure all your equipments are set on WGS84 and UTM to avoid bad track log recordings. If you use a special cable, bring it with you at GPS control.

RESCUE ACTIONS IN COMPETITIONS

All pilots must pack their glider immediately after landing: a glider lying open on the ground means "I need help!"

A pilot witnessing any kind of accident must try to inform the organizer as soon as possible on the safety frequency.

Calling procedure: "MAYDAY, MAYDAY, MAYDAY". Give details of:

- nature and location of the accident;
- position of the victim (if possible GPS coordinates in WGS84/UTM)
- name of pilot reporting the accident;
- description of pilot's glider in trouble.

A pilot rescuing an injured pilot may be granted a compensation at the discretion of the Meet Director, depending on the rescue and the evaluated loss of points.

a) The objective

To propose to the pilots a list of things to do when they are giving assistance to a pilot.

To propose to the organizer an idea for a procedure for the rescue service.

To encourage pilots to be responsible when an accident occurs. An overzealous response to generate extra points should be avoided.

This list could be used by the organizer and/or the jury in order to attribute compensation points to the pilots who gave assistance.

b) Organization duties

To provide a radio reception that covers the whole course.

To make clear & precise decisions with the injured pilot and/or with the pilot who is giving assistance.

If possible put the rescue team in touch with the accident area.

Transmit all information to the rescue team (general state of the injured, location, etc...)

Cancel the rescue action (if needed) if people outside of the competition asked it.

c) Rescue procedure

If possible, an injured or rescuing pilot must:

- Get in contact by phone or radio with the organization or with a pilot who is in the air.
- Throw a flare.

- Give his geographical position, his altitude, GPS coordinates (UTM/WGS84), colour of his glider, his name, pilot number, his general condition.

Estimate the general help (rescue action by helicopter or by land required).

- Stay in contact with the organization and follow their instructions.

Pilots' obligations: protect - alert - rescue action.

Before landing:

- Take some landmarks in order to facilitate the location of the accident zone and record the altitude of the accident and the GPS coordinates.

- To make contact with the organization from the air by radio or by mobile phone (better radio contact).

Alert message, example:

My name is...number... I am a witness of an accident at such place/GPS coordinates (in UTM/WGS84)

The injured has a glider of such constructor/model, such colour.

I can/can't land close to him.

What must I do?

If possible:

His name is...his number is.....

Can he speak, can he move?

Wait for the organization decision and then:

- Land near by.
- Or stay in the air, close to the accident to help the rescue team to find the injured pilot.
- Or go on with the task.

If radio contact with the organization is impossible:

- Throw a flare.
- If there is another pilot near by or in radio contact with you, ask him to contact the organization by landing near a telephone. Stay in contact with the pilot in order to give him information about what is happening.

- If you are alone, you have to judge according to the area, the impact, the presumed state of the pilot, if it is better land near him or near to a telephone.

Further information to give to the organization on reaching the injured pilot:

- Accessibility of the injured, distance of the closest road, trees, slope, cliffs...

- State of the injured pilot:

- conscious/unconscious.
- pulse, breathing.
- mobility.
- opened fracture/ closed fracture.
- Internal/external haemorrhage.

Protect & rescue the injured pilot:

- Avoid injuring yourself, land only if you can do so safely.

- Approach the injured pilot calmly. If possible, approach from the side or from below in order to avoid falling stones.

- Secure the zone

- Once discovered by the rescue services, prepare for the helicopter to land (fold up the gliders)

Protect the injured:

- Do not move him.

- Cover him if he is cold.

- Speak to him even if he is unconscious.

- Find out if his vital functions (pulse, breathing) are efficient and do not intervene if you are not competent.