



# **British Paragliding Championship Rules**

v2009.5

## **Introduction**

British Paragliding competitions are run according to the General Section and Section 7b of the FAI Sporting Code. References to Section 7b refer to the latest edition of this Code which can be found at <http://www.fai.org/hanggliding/documents/sc7.asp> .These additions supersede section 7b and are in place to promote pilot safety and improve the sporting nature of the events.

**Safe flying:** All pilots fly under their own responsibility. It is each pilots responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the British Paragliding competitions for all pilots to accept without restriction to hold the Organisers and British Competitions Panel blameless, and waive all claims to compensation.

**Sportsmanship:** The purpose of the British Paragliding competitions is to provide a sporting, fair, competitive and safe contest, in order to determine event and Championship winners and to reinforce friendship among competitors and pilots from visiting nations.

<b>INTRODUCTION .....</b>	<b>2</b>
<b>1. SPORTING BEHAVIOUR.....</b>	<b>6</b>
1.1 BEHAVIOUR .....	6
1.2 ABUSE.....	6
<b>2. EVENTS .....</b>	<b>6</b>
2.1 UK EVENTS .....	6
2.2 FOREIGN EVENTS .....	6
2.3 NUMBER OF PARTICIPANTS .....	6
2.4 LOCAL REGULATIONS.....	6
<b>3. PILOT QUALIFICATION .....</b>	<b>6</b>
3.1 ENTRY STANDARDS.....	6
3.2 BRITISH CHAMPIONSHIP .....	6
3.3 OPEN PILOTS.....	7
3.4 ADDITIONAL REQUIREMENTS.....	7
3.5 RIGHT TO REFUSE ENTRY.....	7
<b>4. INSURANCE.....</b>	<b>7</b>
4.1 MEDICAL COVER .....	7
4.2 LIABILITY COVER .....	7
<b>5. GLIDER CLASSES .....</b>	<b>7</b>
5.1 DOCUMENTATION.....	7
5.2 CERTIFICATION STANDARDS .....	7
5.3 GLIDER CLASSES.....	7
5.4 DUAL GLIDERS .....	8
5.5 CHANGES TO GLIDERS.....	8
5.6 GLIDER CHECKING.....	8
5.7 CONTEST NUMBER.....	8
<b>6. PRIZES.....</b>	<b>8</b>
6.1 OPEN EVENT PRIZES.....	8
6.2 OPEN EVENT TEAM PRIZE.....	8
6.3 OVERALL BRITISH CHAMPIONSHIP PRIZES.....	9
<b>7. REGISTRATION.....</b>	<b>9</b>
7.1 PAYMENT .....	9
7.2 CANCELLATION OF A REGISTRATION .....	9
<b>8. ORGANISERS AND COMMITTEES .....</b>	<b>9</b>
8.1 MEET DIRECTOR (MD) .....	9
8.2 TECHNICAL DIRECTOR (TD) .....	9
8.3 TASK COMMITTEE (TC).....	9
8.4 SAFETY COMMITTEE (SC) .....	9
8.5 PROTEST COMMITTEE .....	9
<b>9. BRIEFING.....</b>	<b>10</b>

9.1 GENERAL BRIEFING .....	10
9.2 TASK BRIEFING .....	10
9.3 WINDOW OPENING .....	10
9.4 PILOTS' RESPONSIBILITY.....	10
9.5 LANGUAGE REQUIREMENTS .....	10
<b>10. RESULTS.....</b>	<b>10</b>
10.1 PROVISIONAL RESULTS .....	10
10.2 COMPLAINTS AND PROTESTS .....	10
10.3 COMPLAINT PERIOD .....	10
<b>11. COMPLAINTS, PROTESTS AND APPEALS.....</b>	<b>10</b>
11.1 COMPLAINT PROCEDURE .....	10
11.2 APPEAL.....	11
<b>12. FLYING AND SAFETY REGULATIONS.....</b>	<b>11</b>
12.1 COMPLIANCE WITH LAW.....	11
12.2 AIRSPACE .....	11
12.3 FLIGHT LIMITATIONS .....	11
12.4 DAMAGE TO A COMPETING GLIDER .....	11
12.5 PROTECTIVE EQUIPMENT.....	11
12.6 FITNESS.....	11
12.7 COLLISION AVOIDANCE.....	12
12.8 TURN DIRECTION.....	12
12.9 CLOUD FLYING .....	12
12.10 EXTERNAL AID TO COMPETITORS .....	12
12.11 COMMUNICATION EQUIPMENT .....	12
12.12 GPS .....	12
<b>13. TAKEOFF.....</b>	<b>13</b>
13.1 SIGN TO FLY .....	13
13.2 TAKEOFF AREA .....	13
13.3 ACCESS CONDITIONS FOR TOP PILOTS .....	13
13.4 OPEN WINDOW .....	13
13.5 WINDOW EXTENSION.....	13
13.6 RESTART.....	13
<b>14. LANDING.....</b>	<b>13</b>
14.1 GOAL DEADLINE .....	13
14.2 REPORT BACK .....	13
14.3 LANDING DEADLINE.....	14
14.4 CHECK-IN DEADLINE .....	14
<b>15. TASK EVIDENCE.....</b>	<b>14</b>
15.1 SOURCE .....	14
15.2 VALID GPS DATA .....	14
15.3 GPS CHECKING CRITERIA.....	14
15.4 BEST POSITION.....	14
15.5 MANDATORY TRACK LOG .....	14
15.6 GPS MODELS .....	15

<b>16. PENALTIES .....</b>	<b>15</b>
16.1 TRACKLOG PENALTIES FOR INCORRECT GPS TRACK-LOG AND LAUNCH .....	15
16.2 PENALTY FOR FAILURE TO REPORT .....	15
16.3 PENALTY FOR CLOUD FLYING .....	15
16.4 PENALTY FOR EXCEEDING BALLAST .....	15
16.5 PENALTY FOR INFRINGING TURN DIRECTION .....	15
<b>17. VALIDATION OF A TASK .....</b>	<b>15</b>
17.1 TASK VALIDITY .....	15
17.2 STOPPING OF A TASK .....	15
17.3 CANCELLATION AFTER LANDING TIME.....	16
17.4 ASSISTANCE TO A PILOT IN DANGER .....	16
17.5 COMPENSATION TO AN ASSISTING PILOT.....	16
<b>18. PILOT LISTING AND RESULTS .....</b>	<b>16</b>
18.1 RESULTS SHEET .....	16
18.2 SCORING.....	16
18.3 OFFICIAL PUBLICATION OF RESULTS .....	16

## **1. SPORTING BEHAVIOUR**

### **1.1 Behaviour**

Competitors not behaving in a safe and sporting manner will be penalised and may be disqualified.

### **1.2 Abuse**

Any Verbal or Physical abuse of any of the competition officials will be dealt with according to the FAI General section chapter 5.2 of the sporting code rule concerning stewards and jury members and Section 7b Chapter 12 of the FAI Sporting Code.

## **2. EVENTS**

The British Championship is valid if 4 or more tasks are flown during the Championships.

### **2.1 UK Events**

Normally held over one or more long weekends of 3 or 4 day duration.

### **2.2 Foreign Events**

These are normally one-week events. Whenever possible, foreign events will have tasks that run from Sunday to the following Saturday. Registration will take place on Saturday before the event. The prize giving ceremony will normally be on Saturday night. The last day is a full competition day.

### **2.3 Number of Participants**

The maximum number of pilots participating in any round is set at the Meet Director's discretion. Pilots who will arrive late for registration should contact the organisation to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below

### **2.4 Local regulations**

Local regulations are rules prepared by the Meet Director or Technical Director. They must be displayed at the meet centre prior to the safety briefing

## **3. PILOT QUALIFICATION**

### **3.1 Entry Standards**

A competing pilot has to be qualified to meet the standards set for a British Paragliding competition event.

### **3.2 British Championship**

For entry into the British Paragliding Championship the pilot must hold a BHPA Advanced Pilot qualification and a UK FAI sporting licence issued by the BHPA. These must be obtained prior to the start of the first event that the pilot will compete in. If the AP rating is obtained after that time then any score prior to its issue will be void for the Championship.

### 3.3 Open Pilots

For entry into an Open event the pilot must hold a BHPA Pilot qualification (or Parapro stage 4 for international pilots) and a valid FAI sporting licence.

### 3.4 Additional Requirements

In addition pilots must have either flown a 30km goal flight, or 25km goal flight in competition, or must have come in the top 2/3rds of a valid FAI sanctioned Cat 2. competition.

### 3.5 Right to Refuse Entry

The organisers reserve the right to refuse entry to any pilot

## 4. INSURANCE

### 4.1 Medical Cover

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability insurance with an insured limit of at least £400,000 (or foreign currency equivalent).

A statement from your insurance company, in English language, must be shown at registration, proving that you have met the insurance requirements and including 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot will lose his/her place to a pilot on the waiting list.

### 4.2 Liability Cover

For a UK based event third party liability insurance must be at least £2,000,000.

## 5. GLIDER CLASSES

### 5.1 Documentation

Open class gliders are permitted only with the relevant documentation:

- Load test certificate or Load calculation showing minimum theoretical resistance (as per PWC rules)
- Line diagram
- Permission to fly letter from manufacturer stating pilot and glider
- In case of British pilots they also must hold a BHPA development pilot endorsement.

### 5.2 Certification Standards

Any AFNOR, LTF/DHV, SHV or EN certified glider is permitted to enter the competition.

For serial class and below Prizes will be awarded for the following classes making up at least 20% of the field

### 5.3 Glider Classes

**Open Class** is for any Glider with certification above Serial Class.

**Serial Class** is for any glider up to LTF/DHV 2/3, AFNOR Performance or EN D.

**Sports Class** is for any glider up to LTF/DHV2, AFNOR Standard or EN C.

#### 5.4 Dual Gliders

Dual Gliders may be allowed at the discretion of the Meet Director.

#### 5.5 Changes to Gliders

A Glider showing a certification certificate produced by a CIVL recognised testing body cannot be changed in any way in its configuration. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the following requirements:

- Each glider must have a serial number for identification.
- Manufacturer's agreement for a nominated pilot to fly the prototype.
- A prototype certificate from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 17 of CIVL section 7 " Paragliding line Certificate "
- A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

#### 5.6 Glider Checking

A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, requiring the pilot to provide manufacturers diagrams and certificates. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

#### 5.7 Contest Number

Numbers and markings are not required unless there are two identical gliders. In this case one glider may be requested to have specific identification using supplied tape.

## 6. PRIZES

### 6.1 Open Event Prizes

At each open event Prizes will be awarded for:

- Top 3 finishers in open class
- First female
- Top 3 finishers in the Serial Class

### 6.2 Open event Team Prize

A team prize will be awarded for the best team at each Open event. The best 3 pilots from each team of up to 5 people score for each task.

All teams must be submitted prior to the start of the first task of the competition and cannot be added to after this time.

Other prizes may be awarded at the discretion of the organisation.



### 6.3 Overall British Championship Prizes

- Top 10 finishers in open class
- Top 2 females
- Top 3 Serial Class
- Top 2 Sports Class

Other prizes may be awarded at the discretion of the organisation.

## **7. REGISTRATION**

### 7.1 Payment

If a pilot has given his credit card number to the organiser in order to pay his entry fee, it will be debited immediately.

### 7.2 Cancellation of a registration

Any pilot who has paid his entry fee and doesn't attend the competition registration at the allocated time, without informing the organiser in writing at least 2 weeks before the competition starts, will not be reimbursed (except for exceptional circumstances). In addition, any pilot who is not able to compete due to a lack of having the correct documents at registration will not be reimbursed.

## **8. ORGANISERS and COMMITTEES**

### 8.1 Meet Director (MD)

The Meet Director is responsible for the successful management of the event, assisted by other officials

### 8.2 Technical Director (TD)

A Technical Director has responsibility for organising task setting and task logistics, having a detailed knowledge of the flying area.

### 8.3 Task Committee (TC)

The Task Committee consists of:

- The Technical Director
- Two pilots with good local knowledge chosen by the TD
- One pilot representative voted by competing pilots

This task committee must unanimously agree each day's task, considering all issues affecting task safety.

### 8.4 Safety Committee (SC)

The Safety Committee consists of:

- The Safety representative (SR) of the competitions panel
- The Task Committee (excluding the TD)
- The Chief Marshal to cover take-off and landing areas
- One pilot representative voted by competing pilots.

### 8.5 Protest Committee

Following a protest, at the next general briefing, two members of the Comps Panel committee, not the Chairman, shall be elected by secret vote by the pilots and will constitute, with the TD, the jury in charge of dealing with a protest.

## **9. BRIEFING**

There are 2 types of briefing:

- General briefing
- Task briefing

### 9.1 General Briefing

All competitors must be present at the general briefing that takes place at the request of the Organiser. The main information of this briefing must also be displayed on information boards.

### 9.2 Task Briefing

The task briefing will be held at the takeoff area and it is the responsibility of all competing pilots to be present. All technical data specified during this briefing is displayed on the briefing board.

### 9.3 Window Opening

The window can be opened a minimum of 15 minutes after the end of the task briefing. In case of a new briefing, the delay of 15 minutes can be reduced.

### 9.4 Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

### 9.5 Language Requirements

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings. If they cannot then they must have an interpreter available do so for them.

## **10. RESULTS**

### 10.1 Provisional Results

A provisional result list will be posted on the official board at 08:00 the following morning (unless technical difficulties require a later posting).

### 10.2 Complaints and Protests

Complaints or protests can be raised up to two hours after provisional result posting.

This may be extended by the meet director in exceptional circumstances

### 10.3 Complaint Period

At the end of the complaint period the provisional results must either be held pending the result of a protest committee, or be approved and signed by the MD. After this signature no further corrections can be made.

## **11. COMPLAINTS, PROTESTS AND APPEALS**

### 11.1 Complaint Procedure

Any pilot enrolled in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results. The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, he has the right to protest. Such protest must be made in writing (in English) and be handed to the TD with a protest fee of £20 (or equivalence in local currency) within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. The fee will be refunded if the appeal is upheld.

### 11.2 Appeal

Any registered pilot can make an appeal concerning any protest committee decision. The appeal must be made in writing in English, within 24 hours signed by 2 comps panel members, not the Chairman, together with the £20 protest fee (or local equivalent) and it must be accompanied by all necessary documents. It has to be addressed to the TD and will be dealt with by the Chairman and two competitions panel members not involved in the original protest decision. The fee will be refunded if the appeal is upheld.

## **12. FLYING AND SAFETY REGULATIONS**

### 12.1 Compliance with Law

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

### 12.2 Airspace

Task setting will avoid flying through restricted airspace where possible. Pilots must be fully conversant with air law and must be in possession of an approved airmap and altimeter.

### 12.3 Flight Limitations

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public is prohibited.

### 12.4 Damage to a Competing Glider

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

### 12.5 Protective Equipment

Every competitor shall wear a protective helmet certified to EN966 for paragliding flight and carry an emergency parachute and back protection on all flights.

### 12.6 Fitness

A pilot may not fly unless he/she 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. The Meet Director has the power to ban a pilot from launching if he considers it unsafe for them to do so.

#### 12.7 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

#### 12.8 Turn Direction

The MD will confirm each day the direction of all 360° turns in front of take-off, within a given area and time. Failure to comply with turn direction will incur a penalty.

#### 12.9 Cloud Flying

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited and will be controlled by Air marshals, GPS track log and evidence supplied by more than one pilot. For safety reasons, including collective cloud flying, the MD and/or the TD may cancel the task before the last landing time.

Should a pilot enter cloud he/she must be seen by pilots to return to a point of no advantage. This means leaving the cloud in a timely and safe manner and losing height to return to a position lower and further (in relation to next turn point/goal objective) than when the pilot entered cloud.

#### 12.10 External Aid to Competitors

External aid to competitors is not permitted

#### 12.11 Communication Equipment

Radios must be carried in flight by all participating competition pilots and radios may only be used in the air for safety reasons. The Organiser of the event will announce an official safety frequency. For retrieval the Organiser may announce one or more frequencies. The Organiser is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

#### 12.12 GPS

GPS will be used for flight validation. Each pilot must be equipped with at least one GPS with the ability to record a 3d track log. If the primary GPS fails a second GPS with a 2D tracklog may be acceptable to validate a competitors flight if there is no dispute over the flight

Pilots must bring their GPS to Check-In after each task in order to download their tracklogs.

## **13. TAKEOFF**

### **13.1 Sign to Fly**

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Check-In. Failure to do so will result in a pilot penalty.

### **13.2 Takeoff Area**

The Take off Areas for the task will be defined by the Meet Director at the task briefing. The Meet Director will also define the number of possible launch positions.

### **13.3 Access Conditions for Top Pilots**

The top 10 pilots of overall Open event ranking and the top 10 pilots of overall British Championship ranking have the right to take precedence over other pilots in the takeoff area whenever they choose, before doing so they must inform one of the launch marshals or competition officials.

### **13.4 Open Window**

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board.

### **13.5 Window Extension**

If, for safety reasons, the Meet Director or Chief Marshal considers that conditions have become dangerous or un-launchable, he may temporarily close the window. The window will then be extended by the time the takeoff was closed without, however, exceeding the deadline for window extension.

### **13.6 Restart**

If a competitor has an issue affecting safety after launch he can request permission from the Meet Director or a Safety Marshal to top land, if this is granted he may top land as directed. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the Meet Director or Safety Marshal. The pilot's takeoff time remains, in any case, the one of the earliest start.

## **14. LANDING**

### **14.1 Goal Deadline**

The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

### **14.2 Report Back**

A pilot must report back to Check-In as soon as possible after landing. The procedure for this will be announced at the safety briefing. The latest time for report back will be announced at the task briefing and displayed on the briefing board. It is important to comply to avoid unnecessary search and rescue operations. Pilots who do not respect this rule could be penalised or even disqualified from the event.

### 14.3 Landing deadline

A landing deadline is the time when all pilots must have landed. If a safe landing area cannot be found at this time the pilot is allowed to land as soon as possible after the landing time. In any case the pilot's position will be the best position from the GPS track-log prior to the landing deadline.

### 14.4 Check-in Deadline

Checking-in is mandatory for all pilots who signed to start the task. Each pilot must personally give in their GPS. Failure to check in may be penalised.

## 15. TASK EVIDENCE

### 15.1 Source

Data will only be collected directly from a GPS. 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. It is the pilot's responsibility to provide a GPS tracklog that clearly proves that he/she flew the task as defined by the scoring program used and did not infringe any airspace.

### 15.2 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.
- The Track log must show altitude data
- A continuous track-log is one where each consecutive point is 30 seconds or less from its predecessor.

### 15.3 GPS Checking criteria

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

- A point within the cylinder.
- A pair of points for which a straight line drawn from the first point to the second point passes through the cylinder.

### 15.4 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. A pilot's best position will be determined by examination of their GPS tracklog.

### 15.5 Mandatory Track log

Where forbidden or dangerous airspace exists, the MD can ask the pilot to provide a track log that proves that these areas were avoided. If necessary this will be announced at task briefing.

## 15.6 GPS models

Because of technical limits, only some particular GPS models suit the verification protocol. The official list of accepted and non accepted GPS models is available on the British Paragliding Championship web site:

<http://www.pgcomps.org.uk/>

## 16. PENALTIES

### 16.1 Tracklog Penalties for incorrect GPS track-log and launch

- Start point incorrect/missing = distance points given to last correct point.
- Turn points incorrect or missing = distance points given to last correct point.

### 16.2 Penalty for Failure to Report

Competitors who fail to sign the "Sign to Fly" list at take-off will score zero for the task. Failure to report back after a task gets zero score for the task. For failure to report back after a stopped task a pilot will lose their average task score for the competition from their overall score.

### 16.3 Penalty for Cloud Flying

Penalty for cloud flying is zero score for the Task. Repeated offence is disqualification from the competition.

### 16.4 Penalty for Exceeding Ballast

Pilots carrying excess ballast will be penalised 25% of the maximum task score.

### 16.5 Penalty for Infringing Turn Direction

Pilots infringing turn direction will be penalised 10% of the maximum task score.

## 17. VALIDATION OF A TASK

### 17.1 Task Validity

The task will be validated when:

The Launch window has been open for the minimum required time.

The formula for the minimum required time is as follows:

(X) Number of competitors (who have signed to fly on that day multiplied by 2 minutes divided by (Y) number of launch positions OR all competitors have launched.

$$(\text{Minimum\_window\_time}) = \frac{(\text{Num\_of\_competitors}) \times 2}{(\text{Num\_of\_launch\_positions})}$$

### 17.2 Stopping of a Task

The Meet Director and/or the Technical Director can stop a task in case of hazardous weather or other conditions which, in their view, could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency and by other means stated in the local

regulations. If One or more pilots have reached goal at the time the task was stopped, the task is scored.

Both race and elapsed time tasks, if stopped with no pilots in goal, will be scored and be pro-rated according to a formula, which will be announced along with the scoring formulae for the competition (see 18.2).

#### 17.3 Cancellation after Landing Time

After the last landing time a task can only be cancelled by a safety committee decision. The TD and/or the MD can ask for a decision on the validation of a task.

#### 17.4 Assistance to a Pilot in Danger

19.1 All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

#### 17.5 Compensation to an Assisting Pilot

A pilot assisting an injured or downed pilot will be compensated task points by receiving points for the task equal to their average score for all the other tasks in the competition round.

## **18. PILOT LISTING AND RESULTS**

The Organiser shall publish a list of all competing pilots with names and nationality as well as the manufacturer of the glider.

#### 18.1 Results Sheet

The result sheet must show:

- Name of pilot and nationality
- Brand and name of glider
- Type of class
- Duration of flight and distance flown
- Take-off time and finish time for elapsed time race, race to goal or speed-run.
- Sum of points awarded.
- Any points deducted as a result of a task dropping system.

#### 18.2 Scoring

Tasks will be scored using CompCheck and the scoring formulae will be announced before the first task.

Scores may be modified by a pre-declared method to enable task dropping.

The formula that will be used for scoring of stopped tasks will be announced at the same time as the scoring formulae.

#### 18.3 Official Publication of Results

The results will be published at the end of each event and sent promptly to FAI for inclusion in the latest World Pilot Ranking.