

Estonian Open Paramotor Endurance Race 2012

European Open Paramotor Championships 2012

Saaremaa, Estonia

Competition Rules

Objective

To fly a course between as many turn points or markers as possible within the conditions given below.

A competition map with turnpoints will be available to all competitors after the opening briefing.

Turnpoints will be marked evenly across all the competition area, to maximize stimulation for pilots to fly between turnpoints and to minimize driving by road.

Scoring.

The winner will be competitor who has crossed the most of turnpoints. Only turnpoints crossed correctly in flight and approved by evidence of a FR logger or GPS tracks will be valid for scoring. Exceptions should be accepted by Chief Marshal (digital photos etc.).

Only turnpoints crossed in flight within 100 m radius from their center will be valid for results.

Turnpoints will be considered invalid if they are not crossed correctly, crossed by land, crossed in time of official registered stops or in case there is no evidence of crossing available.

All times will be GPS times, dubbed with an official clock visible at competition center/airfield at all times from the beginning to the end of competition.

Marshals are not allowed to give competitors any information about other competitor's results or positions, timings and possible penalties before the end of competition except preliminary overall results before the second day of competitions.

Description.

Overall duration of the Paramotor Endurance Race is between 12 – 30 hours. Final decision will be made and announced by Competition Director at the Opening Briefing, depending on weather conditions, local restrictions and other conditions.

All paramotor classes are allowed to take part on equal basis (PF1, PF2, PL1, PL2).

There is no limits on fuel amount, refueling times, numbers and places.

Takeoffs and landings are allowed wherever it's legally possible. Chief Marshal may apply penalties up to full qualification towards competitors, who's activities will initiate claims from landowners, authorities etc. with an exception of emergency landings.

Takeoff and landing from and into the official deck may bring bonus points. Details will be briefed at the Opening Briefing.

Any help to the pilots is allowed, except in flying and crossing turnpoints on flight.

It is allowed to move/drive by land by any means and for whatever reasons (tactical, technical etc.) but only turnpoints crossed in flight will be counted towards the final results.

„In flight“ means flying minimum 50 m above the ground while inside the turnpoint circle measuring radius of 100 m.

It is allowed to change and use any equipment, part of an equipment or it's components, including the wing, as long as all possible equipment is declared before use and marked accordingly if required.

Limitations.

It is not allowed to replace the pilot in command and such activities will result in immediate and full disqualification.

It is not allowed to change, to receive or to hand over FR loggers, GPS's or cameras registered as official track recording devices to be used for scoring, except to the Chief Marshal and it's Deputy.

All official track recording devices should be registered BEFORE their use. Results will be counted from one device in one competition day with only exceptions for technical reasons and with approval of Chief Marshal.

Time limit penalties.

Timing will start at pre-declared time and place.

Timing will be closed with handing over the track recording device to the Chief Marshal.

Timing will continue with receiving track recording device from the Chief Marshal.

Exceeding time limit in each competition day will bring following penalties:

Late arrival in 5 min = no penalties

Late arrival 5 – 30 min = - 20 % of overall day result

Late arrival 30 – 60 min = - 50 % of overall day result

Late arrival over 60 min = - 100 % of overall day result

All penalties on time limit exceeding will be calculated from the sum of correctly crossed turnpoints and after all other penalties deducted. Final result will be rounded to the favor of the pilot.

Special rules.

It will be allowed for a pilot to make any landings and stops while competing (refueling, maintenance, weather planning etc.). There will be no limitations on places, numbers and duration of stops beyond the minimum of mandatory stops but to get the best possible result it is recommended to follow the main schedule and registration terms of mandatory stops.

There are 3 types of stops:

A) Registered mandatory stop “Time Out”.

Every competing pilot must have registered stops with required duration while competing. These stops should be registered by the pilot properly and personally.

“Time Out” stops number and duration can be decided by the pilot according to appearing needs but overall time for Time Out stops should fill the required minimum, 2 – 5 hours altogether which will be decided and announced by Competition Director at the opening briefing.

To register and to take “Time Out” the pilot has to hand over his GPS track recording device(s) personally at predetermined location, to the Chief Marshal or his Deputy. Presence of competition equipment is not mandatory.

Times of handing over and receiving of electronic equipment will be registered by the official Master Clock (GPS time).

All “Time Out” stops of one competitor will be summarized and the result should fill required minimum with the accuracy of 5 minutes.

Time Out penalties.

The sum of “Time Out” stops can be longer than required without penalties but in case it will be below required minimum, this will result with penalties.

Penalties will be proportional between the required sum of “Time Out” stops and the overall result. The mandatory “Time Out” stop time will be divided by the result of crossed turnpoints (for example: 180 min / 60 turnpoints = 1 turnpoint for each 3 minutes) In case of infrequent result the penalty will be rounded to the favor of the pilot and the resulting penalty will be deducted from the overall result.

B) Registered mandatory Night Stop.

The Mandatory Night Stop has a purpose to offer an equal rest for all competitors in time of competition, it will concur with the night (dark) time and will last minimum 5 hours.

Exact time and duration of the Mandatory Night Stop will be announced at Opening Briefing.

The Night Stop will be mandatory for all competing pilots and can be consumed consistently only.

Mandatory Night Stop can be kept longer than required by pilot without penalties. To register the Mandatory Night Stop the pilot has to hand over his GPS track recording device(s) personally at predetermined location, to the Chief Marshal or his Deputy. Presence of competition equipment is not mandatory. The place or style of resting will not be regulated.

In time of the Mandatory Night Stop any flying activities are forbidden and all official track recording devices should remain in deposition of Chief Marshal. Pilots are allowed to keep the batteries of their electronic equipment for charging.

Penalties of the Mandatory Night Stop.

In case of being late to the official beginning of the Mandatory Night Stop, there will be following penalties implemented (this will conform to the penalties of being late from the first day of competition).

Late arrival in 5 min = no penalties

Late arrival 5 – 30 min = - 20 % of overall day result

Late arrival 30 – 60 min = - 50 % of overall day result

Late arrival over 60 min = - 100% of overall day result

C) Non-registered Free Stops.

Every pilot has the right to make any unregistered stops in between competition with no limitations of their number, place, duration or reasons.

All stops will be filled according to pilot's wishes (refueling, maintenance, service, eating, drinking, toilet, rest, sauna, sleep etc.).

All changes, supplements and details will be given at the Opening Briefing.