

Local Regulations for the 2007 Big Spring, Texas World Hang Gliding Championships

(Approved by CIVL Plenary 3rd February 2007)



at Big Spring, Texas, USA,

to be held August 7th - 19th, 2007

Organized by

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FlyTEC USA





ON BEHALF OF THE
FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizing National Aero Club: [National Aeronautic Association](http://www.naa.aero) 1815 N. Fort Myer Drive, Suite 500 Arlington, VA 22209, Contact Art Greenfield, director of Contest and Records, awgreenfield@naa.aero

Email Address to which any correspondence should be sent in advance of the event:
davidhglover+2007worlds@gmail.com.

Website where information about the competition can be found:
http://www.flytec.com/Events/2007/Big_Spring/Index.htm

These local regulations are an addendum to the 2007 FAI Sporting Code Section 7A and are to be used in conjunction with General Section (http://www.fai.org/sporting_code/scg.asp) and Section 7A of the 2007 FAI Sporting Code (http://www.fai.org/hang_gliding/documents/sc7). Reference numbers for Section 7A used in this text should be cross checked with the 2007 edition of Section 7A.

PURPOSE

The purpose of the championships is to provide safe, fair and satisfying contest flying in order to determine the champion in each Class and to reinforce friendship amongst pilots and nations.

PROGRAM

Practice days: August 7th and 8th, 2007

Practice days task briefing: 11:30 AM, Airport Terminal

On-line Registration: Begins December 6th, 2006

Registration deadline for team registration: April 6th, 2007 (11:59 PM Eastern Daylight Time)

Team Leader Registration Confirmation: August 7th and 8th, 2007 10 AM to noon and 3 PM to 6:30 PM, Airport Terminal

GPS downloads: August 7th and 8th, 9 AM to 11 AM, Airport Terminal

Team leader meeting: August 8th, 5 PM, Airport Terminal

Opening Ceremony: August 8th, 2007, 7 PM, Airport Terminal

Mandatory Pilot Safety Briefing: August 9th, 2007, 9 AM, Airport Terminal

First Team Leader Competition Briefing: August 9th, 2007, 10 AM, Airport Terminal
Contest Flying Dates (days): August 9th through 18th
Closing Party and Dinner: August 18th, 8 PM
Closing Ceremony and Prize Giving: August 19th, 2007, 10 AM, Airport Terminal

OFFICIALS

Meet Director: Davis Straub
Safety Director: Jim Lamb
Deputy Meet Director: David Glover
Meet Organizer: David Glover
Competition Office Manager: Ron Gleason
Take-off Marshall: Andrew Harris
Scorekeeper: Tim Meaney
Transport Manager : TBA
Chief Tug Pilot: Rhett Radford
Meteorologist: Davis Straub
Associate meteorologist: Gary Osoba
International Jury President: Flip Koetsier (Netherlands)
Jury Members: Rudl Buerger (Germany), Rodrigo Maldonado (Guatemala)
Stewards: Heather Mull (Australia)

1.0 TEAM REGISTRATION

The 2007 World Championships are open to all Member and Associated Member countries of the FAI who may register one team of up to six (6) Class 1 hang glider pilots (2.9.1)

Team registration and payments (or payment arrangements) must be made on the official on-line Team Registration Form (http://www.flytec.com/Events/2007/Big_Spring/Registration.htm). The registration deadline is April 6th, 2007. Registration opens December 6th, 2006.

The registration fee is \$550 per pilot and \$275 per team leader and assistant and must be made at the time of registration using the on-line form. Registration fees not paid by the registration deadline shall include a 25% surcharge.

Australia, Austria and France shall pay their entry fees directly to the FAI. FAI bank account details: Crédit Suisse Private Banking, Rue du Lion d'Or 5-7, Case postale 2468, CH- 1002 Lausanne, Switzerland, Account name: Fédération Aéronautique Internationale, Account Number (Euro): 0425-457968-32, IBAN Code: CH49 0442 5045 7968 3200 0, SWIFT/BIC Code: CRES CHZZ 10A.

For mentioned fee the organizer will conduct the Worlds and provide: the following – one month USHGA membership (for non US pilots), launching field, pilot information package, maps, score keeping, GPS downloads, turn point and goal information, goal

refreshments (if goal at Big Spring Airport), opening ceremony with refreshments, closing ceremony and presentation evening with meal, and high speed broadband wireless Internet access (2.5.1).

Meet organizers do not provide lunches or retrieval.

Registrations, with fees paid, not received by the registration deadline may be refused.

Team aerotowing fees of \$450 per pilot must be made at the time of in person registration by the team leader for all his pilots, August 7th and 8th.

GPS downloads in various formats will be available on line by April 6th, 2007. GPS downloads will be available August 7th and 8th, 9 AM to 11 AM at the airport terminal.

2.0 GENERAL COMPETITION RULES

In person registration

The team leader and competitors shall report to the 2007 Worlds Registration office on August 7th and 8th, 2007 10 AM to noon and 3 PM to 6:30 PM to have their documents checked and to receive supplementary regulations and information. The end of the official registration period (August 8th, 4 PM) is considered to be the official start of the championship. (2. 16)

The following are required:

Pilot's national rating card (USHPA card, IPPI Card). Pilots must meet the requirements of minimum "advanced" rating or IPPI 5; as well as aerotow (AT), turbulence (TURB) and cross country (XC) sign offs or their non-US equivalents. Aerotow rating or evidence of extensive aerotowing experience is a strict requirement.

Evidence of pilot's nationality (passport)

Pilot's valid FAI Sporting License.

Receipt for payment of registration fees by the closing date.

Satisfactory evidence of glider airworthiness (2.13). Pilots must sign a glider certification statement.

USHPA membership. The appropriate membership forms will be available at meet headquarters. Pilots will be required to sign the USHPA waiver and the FAI waiver (Annex B to Sample entry form in Section 7A of the FAI Sporting Code).

A 3D GPS of each competitor for registration with make, model, and serial number available including backup GPS, if any.

Radio frequency used. The frequency list will be maintained by the meet director, be publicly displayed and pilots will be allowed to change their frequencies on the list.

Pilot and driver cell phone number. The phone list will be maintained by the meet director and be publicly displayed.

In person registration hours

August 7th and 8th, 2007 10 AM to noon and 3 PM to 6:30 PM. The end of the official Registration period is considered to be the official start of the championship. The headquarters for registration will be at the Big Spring Airport terminal.

At the first team leader meeting task and safety advisory committees will be chosen. (2.6.3 and 2.6.4)

FAR 103 and Cloud flying

FAR 103 (U.S. Airspace Law/ Federal Aviation Administration Air Traffic Rule violations). All competitors are required to comply with FAR 103 at all times. A copy of FAR 103 can be provided to all competitors. Any verified infraction will result in a penalty (see below) for the associated day or possible ejection from the contest. Pilots are expected to familiarize themselves with all controlled airspaces in the vicinity of course lines (maps will be provided).

It is illegal and un-sportsmanlike for competitors to fly into clouds. Competitors who fly into clouds will incur a penalty for the day. A competitor is deemed to have flown into a cloud if he/she is observed by a meet official or videotaped going into and disappearing into a cloud, or videotaped appearing out of a cloud, or: If two witnesses from two different countries near the accused witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing and if barograph or 3D GPS traces from the accused and a witness show the accused above the witness at the time of the incident.

If the accused cannot produce a barograph trace for that day or a 3D GPS track log from their 3D GPS, only two witness statements are required. It is highly recommended for all competitors to fly with a recording barograph and they must fly with a 3D GPS at all times.

It is recommended that a pilot sucked into cloud who did not have the intention of gaining an advantage should perform a figure 8 maneuver once out of the cloud so that other pilots could see it had not been intended.

Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition.

The penalty - the offending pilot shall receive a 10% reduction in their score for the first infraction, 30% reduction for a second, and then a zero daily score for any further infractions.

Following instructions from meet officials

Pilots are required to follow instructions given to them by meet officials expeditiously or risk penalty. Pilots will be instructed where to set up their gliders in the staging lines, where to enter the launch lines, and how to be prepared to launch safely. Pilots need to follow these instructions carefully.

There will not be a cut.

3.0 EQUIPMENT

Radios and Phones

Radio transceivers are permitted and a radio receiver compatible with the organizer's frequency is mandatory during competition flights. Radios are for communication between competitors, team leaders, drivers and the organizers. All pilots and crews are requested to submit their team frequencies and mobile telephone numbers to the competition director. This information will be used by the safety director for safety purposes. (2.20.9 and 2.22.2)

Numbers

Physical numbers will be provided and are required on pilots' wings on the underside on the right hand side.

Appropriate aerotow bridles

Competitors must use appropriate aerotow bridles as determined by the Meet Director and Safety Director and their designated officials. Bridles must include secondary releases (as determined by the Safety Director). Bridles must be able to be connected to the tow line within two seconds. The only appropriate bridles can be found here: <http://www.ozreport.com/9.039#0> and <http://www.ozreport.com/9.041#2>.

Pilots who have not already had their bridles inspected during the practice days must bring their bridles to the mandatory pilot safety briefing and have them reviewed. Pilots with inappropriate bridles may purchase appropriate bridles from the meet organizer.

Weaklinks

Pilots must use weaklinks provided by the meet organizers and in a manner approved by the meet organizers. All weaklinks will be checked and use of inappropriate weaklinks

will require the pilot to go to the end of the launch line to change the weaklink.

Weaklinks will consist of a single loop of Cortland 130 lb Greenspot braided Dacron Trolling line <http://www.cortlandline.com/catalog/braid.html> and should be placed at one end of a shoulder bridle. The tow forces on the weaklink will be roughly divided in half by this placement. Pilots will be shown how to tie the weaklink so that it more likely breaks at its rating breaking strength.

4.0 TAKE OFF METHODS

Staging

The take off area is the Big Spring Airport in Big Spring, Texas.

Size and lay-out of the take-off area will be displayed at competition headquarters

- Number of tugs: approximately one tug per ten pilots, up to 16 tugs
- Tow rope length: approximately 150 feet (45.72 meters)
- Aero tow release height: release at 2000' (609.6 m) or below

In the event of dangerous overcrowding in the air around launch the competition director may close the launch temporarily until congestion has eased.

The daily launch and staging areas will be determined by the Meet and Safety Director with consultation of the Safety and Task Committees after the morning team leaders' meeting and will be set-up by launch crew as soon as the optimum direction can be determined.

For the purpose of expediency, pilots must stay away from the launch crew and are not allowed to talk to the launch crew while they are setting up the launch and staging lines. Any pilot who in any way interferes with the launch crew setting up the launch and staging area will be subject to the penalty of having his/her launch delayed or moved to the end of the line.

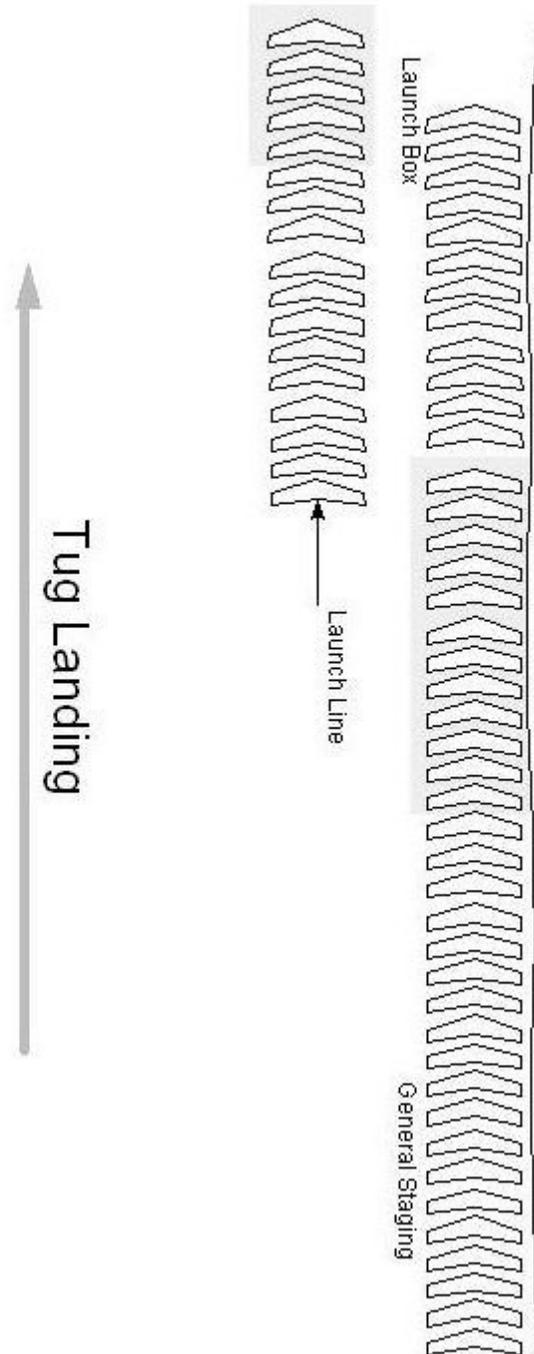
Only after the launch and staging lines have been fully set-up is it permissible for pilots to stage their gliders. For safety all gliders must be in the staging area before towing commences otherwise penalties may be applied.

Pilots will stage in the general staging lines as determined on the first day by WPRS ranking and after that by their current overall ranking in the competition. The task and safety committees will always stage together.

Gliders must be staged as close as possible to the "outside boundary" (as defined by cones). As a courtesy to all pilots, please stage your glider as close as possible to the glider in front of you. Any pilot who stages his glider in a manner other than optimal to

other competitors in the designated staging area will be subject to the penalty of having a delay or being moved to the end of the line.

Staging and Launch Line



The members of the task advisory committee shall be allowed to place their gliders in the staging line at their discretion.

Staging setup

The southern end of the runway will only be used if it is possible to remove the agricultural pesticide chemical storage vats. Two launch lanes are possible at that end. Two lanes will be used at the northern end if the fence next to the runway is able to be moved further out into the adjacent field.

Wherever two tow lanes are used the tugs will fly down the middle, with pilots set up on the sides. The towing will not begin near the hangars. Towing shall take place on the perpendicular taxiway on crosswind.

Ropes will be fixed down the side of the runway in the dirt with loops in them for pilots to attach their gliders to (in case of dust devils) and with a number attached to the loop so that pilots just look at their number on the list and go to the number on the rope. No. 1 would go to the front spot on the first rope, No. 2 to the second rope and so on.

Water at \$0.50/bottle will be available at the staging area as well as at the pilot meeting area for pilots and will be free to the crew.

Launch

The launch marshal shall (if possible) use an air horn to announce when window opens or if there has been a change in task so that all pilots are aware. A whiteboard near the front of the staging line will indicate changes in times or task so that all pilots are aware. It is each pilot's responsibility to be alert for any changes.

Pilots may enter the launch line starting at fifteen minutes before the start of the launch window and not before.

The line leaders will signal when the launch window opens to the pilots near the beginning of the launch lines. At this time (and not before), any pilot who is "ready" may move to the ready-to-launch box which will be defined by orange cones. Ready is defined as: Pilot is completely suited up with helmet on, hooked in with variometer, GPS and other instruments turned "on." Once in the launch line the pilot must advance forward to the end of the launch line (towards the ready-to-launch box).

To give adequate space for the tow planes to land, as pilots advance forward to the ready-to-launch box, they must stay as close to the staging line as possible. This is very important.

Pilots in the staging line have launch priority over all pilots who are behind them in either the staging or launch line. If at any time the launch line overlaps a pilot in the staging line who wants to move into the launch line (and is "ready" to fly), the blocked pilot in the staging line may enter the launch line immediately behind the pilot that is blocking him when the blocking pilot moves forward.

Example:: If pilot B is ready to fly and wants to enter the launch line he/she must address pilot C and inform him/her that he/she will be entering the launch line as soon as pilot A moves forward. Pilot C must let pilot B into the launch line in front of pilot C or pilot C will be not be allowed to launch until all other pilots have launched in the current task or for the remainder of the meet.

All pilots must stay in their “fore and aft” position while in the staging line. Pilots may only move forward in the launch line. Pilots may not move from the launch line to the staging line without moving to their original position in the staging line unless given permission by the launch or meet director. If a pilot moves forward in the staging line, that pilot is subject to not being allowed to launch until after all other pilots have launched in that task.

Hang glider pilots must release from their tow at or below 2,000' AGL (4,500' MSL) (609.6 meters, 1,371.6 meters). They must also release when waved off by the tug pilot. Pilots will be released upwind unless they make it known to the tug pilot to take another course.

Weak link breaks – pilots will be slotted in for a reflight when they have returned to the line. Pilots who need a reflight must land away from the area where the tugs are approaching and landing (land in the dirt area 200' (60.96 meters) to the left of the launch lines).

Push Rule

A pilot at any point in the launch line, with harness and helmet on, and hooked in, may "push" the launch. The pilot must identify himself and announce that he is pushing. He may not subsequently leave the launch line. When the launch line is being pushed, each pilot in the launch line preceding the pushing pilot in the launch order, will have 30 seconds after they are attached to the tow line in which to start take off or decide not to launch.

A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. The pilot who initiated the "push" does not have the option to decline to take-off but must do so within 30 seconds of being attached to the tow line or score zero for the day

The 30 seconds referred to in the above paragraphs must be uninterrupted by unacceptable launch conditions, as determined by the launch official. The launch official will tell the pilot when the 30-second period begins and will count down the last 10 seconds before it ends. If the 30 second period is interrupted, it will begin again.

Wind Speed

The average wind speed cannot exceed 25 mph (40.234 kmh) nor the gust factor 5 mph (8.05 kmh) (total of 30 mph) (48.28 kmh) as measured at 7 feet (2.1336 meters) at the front of the launch line by a Flytec ALTI Windwatch for a five minute period or the launch will be suspended until the average maximum wind speed decreases.

5.0 WAYPOINTS AND GOALS

Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing (1.6.7.10)

Turn Points will be cylinders of 400 meters radius unless otherwise specified at the task briefing (1.6.8)

Goals (at Big Spring) will be goal lines 200 meters long with a 100 meter long physical line. Virtual goals will be virtual cylinders of 400 meters radius size and centred on the specified co-ordinates unless different radius value is specified at the task briefing.

If a virtual cylinder is used the speed section shall end with a 1600 meter cylinder around the virtual goal point. To obtain full speed points the pilot must enter the 400 meter cylinder around the virtual goal point. Otherwise his speed points will be reduced by 20%.

A physical goal line will be used if the goal is back at Big Spring airport and its center will be placed at the specified GPS coordinates and oriented 90 degrees to the course line. Meet personnel will monitor the goal line for pilot finish order. Otherwise virtual goals will be used.

6.0 RETAKE-OFF

A competitor will be allowed unlimited Take-off(s) to attempt the task within the stated take-off period. Pilots must report to the Start Marshall before all subsequent take-off attempts. (2.28.1)

7.0 TASK PERIOD

Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period of time that the launch window will remain open for the launch to be considered valid is 60 seconds of launchable air per pilot divided by the number of launch points that can be used (2.27.1) or if 90% of the pilots registered and present in the staging line have launched at least once.

8.0 SCORING AND FLIGHT VERIFICATION

Scoring will be done according to the GAP 2002 scoring system or the OzGAP scoring system. (2.32.2) GAP Parameters: Percentage at goal: 30%, Minimum distance: 10 kilometres, Nominal distance: 70 kilometres, Nominal time: 2 hours

GPS track log evidence is the only way to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code, chapter 17. (17.2.2)

Team scoring. This will be in accordance with S7A (14.3) i.e. with a maximum team size of 6, the sum of the top 3 pilots in each team will be added daily to arrive at the team score.

Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if 60 minutes have elapsed since the opening of the start gate. (2.20.10.4)

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will change to take into account his average day-weighted scores of the whole meet so the score will be adjusted after each task. The competition director may also award extra points.

Pilots leaving before the start gate opened are awarded minimum distance points only if GAP 2002 scoring system is used.

Pilots must fill in landing and safety forms after each flight.

9.0 REST DAY (2.24)

The competition director may declare a rest day after not less than four days of consecutive flying, unless this is the last day of the competition. The policy on rest days will be declared before the first competition day

10.0 COMPLAINTS AND PROTESTS

The organizer shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published at 10 AM the next day.

Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Organizer, preferably by the team leader to request a correction. The time limit for complaints is 12 hours after the posting of the previous day's results which will occur by 10 AM.

If the complainant is not satisfied with the outcome, the team leader or pilot may make a protest in writing to the Competition Director or his deputy (See General Section chapter 5). The time limit for protests is 12 hours after publication of the provisional results or the results of the complaint, except that after the last competition task it is 2 Hours. The protest fee is \$50 USD. It will be returned if the protest is upheld. (2.4.7)