



# Competition Rules

## Canopy Piloting - Freestyle



2021 Edition  
Effective 1 March 2021

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- 1 FAI Statutes, ..... Chapter 1, ..... para. 1.6
  - 2 FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.2
  - 3 FAI Statutes, ..... Chapter 1, ..... para 1.8.1
  - 4 FAI Statutes, ..... Chapter 2, ..... para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
  - 5 FAI By-Laws, ..... Chapter 1, ..... para 1.2.1
  - 6 FAI Statutes, ..... Chapter 2, ..... para 2.4.2.2.5
  - 7 FAI By-Laws, ..... Chapter 1, ..... paras 1.2.2 to 1.2.5
  - 8 FAI Statutes, ..... Chapter 5, ..... paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
  - 9 FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.5
  - 10 FAI Sporting Code, Gen. Section, ..... Chapter 2, ..... para 2.2.
  - 11 FAI Statutes, ..... Chapter 5, ..... para 5.2.3.3.7
  - 12 FAI Statutes, ..... Chapter 6, ..... para 6.1.2.1.3

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## 1. FAI AUTHORITY

The competition will be conducted under the authority granted by the FAI, according to the regulations of the Sporting Code of the FAI, General Section, and Section 5 as approved by the ISC and validated by the FAI, and these rules. All participants accept these rules and the FAI regulations as binding by registering in the competition.

## 2. DEFINITIONS OF WORDS AND PHRASES USED IN THESE RULES

See Section 2 of the 2021 Competition Rules for Canopy Piloting.

## 3. RULES SPECIFIC TO THE COMPETITION

See Section 3 of the 2021 Competition Rules for Canopy Piloting.

## 4. EVENT DESCRIPTION AND OBJECTIVES

In the Freestyle event, the competitor navigates his parachute through the course performing pre-determined or free moves. The competitor's objective is to navigate a parachute through a course contacting the surface of the water in the manner dictated by the chosen Freestyle move(s) and end with a stand up landing.

## 5. GENERAL RULES

See Section 5 of the 2021 Competition Rules for Canopy Piloting.

## 6. SCORING

See Section 6.1 of the 2021 Competition Rules for Canopy Piloting.

### 6.1. TECHNICAL SPECIFICATIONS FOR FREESTYLE

- 6.1.1. The first round. A single move may be presented. It may be a move described in the Addendum Freestyle B (DoD: Group: 1- 4).
- 6.1.2. The second round. A single move or a combination of moves may be presented. It may be any move described in the Addendum CP Freestyle - B
- 6.1.3. The third round. A single move or the combination of moves may be presented. It may be any move described in the Addendum CP Freestyle - B or any move sufficiently described in the drama sheet.
- 6.1.4. All moves have to be pre-declared on the drama sheet and presented to the CJ. The drama sheet for all the rounds must be presented to the CJ at least 48 hours before the planned start of the competition so that the judges may assign the DoD of the combination of moves and announce it to the competitors. Competitors may present a move or combination of moves per round (A and B) and must announce to the CJ which one (A or B) they will be performing before the start of the relevant round, otherwise A will be considered.
- 6.1.5. A panel of 5 judges evaluate all jumps. Every judge scores the performance in the given subject from 0.0 to 10.0 using one (1) decimal place.
- 6.1.6. When performing a combination of moves (rounds 2 and 3) the chosen moves must at least differ in one move and the order of the moves must differ from any previous combination of that competitor.

### 6.2. SCORING STRUCTURE

- 6.2.1. Three (3) judges will score the PRESENTATION of the approach, the Freestyle move and the landing.

6.2.2. Two (2) judges will score the TECHNICAL aspect of the Freestyle move. The technical aspect contains the degree of difficulty of the move, and the landing.

### 6.3. CALCULATION OF POINTS

The calculation to turn scores of each round into points (result) is as follows:

- 6.3.1. The score of a round is the average score of the 2 judges scoring Technical (averaged,  $(T1+T2)/2 = T$ ) multiplied by the average score of the 3 judges scoring Presentation (averaged  $(P1+P2+P3)/3 = P$ ), minus any penalties incurred. All calculations are calculated to the third decimal. No rounding applied.
- 6.3.2. The competitors are ranked in each round in order of the actual score collated for this round (highest score first).
- 6.3.3. In Freestyle the score of the top ranked competitor in each round is set to 100%, expressed as 100 points. The remaining competitors' scores of the round are calculated as a percentage of the top ranked competitor's result – expressed in points, calculated to the third decimal. No rounding applied.
- 6.3.4. Contact with water, with no other performance will yield a DR.
- 6.3.5. Failure to perform any one of the predeclared moves, or performing them in a different sequence, from the drama sheet will yield a DR.

## 7. JUDGING

See Section 7 of the 2021 Competition Rules for Canopy Piloting.

### 7.1. POINT GUIDELINES FOR PRESENTATION

Presentation contains the creativity of new moves, combination, and transition between moves. It also contains the presentation of the performance (i.e., body language, body tension, expression etc.) and landing.

- 10 points— Performance is flawless with no noticeable mistakes
- 8 points— Performance with some small mistakes
- 5 points— Performance with several medium mistakes
- 3 points— Performance with one or several major mistakes
- 0 points— No performance at all or not identifiable

### 7.2. MISTAKE EXAMPLES

#### 7.2.1. Small mistake examples

- slight loss of direction control, slight wobble, etc.
- toes not pointed, knees bent

#### 7.2.2. Medium mistake examples

- significant loss of direction control, wobble, not enough rotation, etc.
- required elements performed incorrect, turning the wrong direction, etc.

#### 7.2.3. Major mistake example

- completely missing required elements or performed so poorly that move is barely recognizable

### 7.3. TECHNICAL SCORE

The Technical score includes the difficulty of transitions, rotations and change in direction. It also contains the precision and control of the body and canopy, during the performance of the move and the landing.

The following judging criteria applies to the technical score:

- 7.3.1. The Degree of Difficulty (DoD) presents the base for the technical score.
- 7.3.2. A combination of moves will be judged according the DoDs of the individual moves and the difficulty of the combination. For a combination of moves the judge will decide how difficult the combination is. The lower

border will be the most difficult move DoD. The upper border should be the addition of every move DoD in the combination up to a maximum of ten.

- 7.3.3. The actual technical execution (precision of approach, heading-control, body-control, execution, etc.) will finally influence the technical score. The technical score (derived from the calculated DoD) may be adjusted by +/- 1 depending on the performance.
- 7.3.4 The landing should finish in a stand up landing.
- 7.3.5 When landing in the water, the score will be DR.

## 8. USE OF VIDEO CAMERAS

- 8.1.1. In the Freestyle event there shall be a video camera covering the performance of the competitor over the water and for landing (panning camera). Camera must be capable of reduced speed playback, and must be able to record numbers and names.
- 8.1.2. Additional video cameras may be used as an assisting tool for judging and/or course surveillance as determined by the CJ. If the CJ decides that the video setup at the course allows for video judging of all or parts of the course, the minimum evaluation principles (§ 7.1.4) apply for video judging.

## 9. DETERMINATION OF CHAMPIONS

### 9.1. EVENT CHAMPIONS

In the Freestyle event, the winner is the competitor with the highest total number of points after the completed rounds in the event. The maximum number is 300 points for the event.

### 9.2. TIE-BREAKS

In the freestyle event, if two or more competitors have the same cumulative total number of points in the first 3 places of an event the higher placing in the completed rounds in the event will have the higher standing (i.e. two first-place ranks and a third-place rank beat one first-place rank and two second-place ranks). If there is still a tie, the single best Freestyle score in a completed round, will have the higher standing.

### 9.3. MEDALS AWARDED

Freestyle Champion: 1st Place, 2nd Place, 3rd Place.

## **ADDENDUM A: GENERAL COURSE SPECIFICATIONS**

See Addendum A of the 2021 Competition Rules for Canopy Piloting.

- A.1. For the Freestyle event, all markers will be removed from the pond.
- A.2. Landing zone(s) will be declared for the landing part of the Freestyle jump. They must be suitable for landing and provide enough safety area as determined by the CJ (multiple landings zones, at different sides of the water section) may be declared.



## ADDENDUM B: DESCRIPTION OF FREESTYLE MOVES

### 1. DOD (DEGREE OF DIFFICULTY) – GROUP 1 (VERY EASY)

#### 1.1 Crane (DOD 1.0)

The body is straight with one foot dragging and the other leg bent as much as possible above the surface.

- The body should be straight and rigid from the head to the dragging foot.
- The knee should be locked on the leg that is dragging the surface.
- The non-dragging leg should be bent at the knee as much as possible placing with the foot near the knee or thigh of dragging leg.
- The body should be leaning forward as much as possible

#### 1.2 “T” (DOD 1.1)

The pilot's body is vertical with one foot dragging, and the other leg extended and horizontal to the surface.

- The upper body should be straight and vertical to the surface.
- The leg of the dragging foot should be extended and locked at the knee.
- The non-dragging leg should be extended straight out from the body, horizontal to the surface and locked at the knee.

#### 1.3 Cross-Up (DOD 1.2)

The pilot positions himself with both feet underneath the body (inline) and crossed while dragging the surface.

- The upper body should be vertical to the surface and straight.
- The legs and feet are inline with the body.
- The knees are slightly bent and legs should be crossed below the knees with both feet dragging the surface

#### 1.4 Can-Can (DOD 1.3)

The pilot extends both legs to one side of the body (not underneath the body) with feet apart while dragging at least one foot on the surface.

- The upper body should remain square to the line of flight with chest and shoulders facing forward, not upward.
- The pilot should extend the legs and push feet out to one side as much as possible with the knees locked.
- The feet should be as far apart as possible.

#### 1.5 Nac-Nac (DOD 1.3)

The pilot drags both feet inline with the body at the same time with the forward foot dragging heel side and the trailing foot dragging toe side.

- The upper torso should be vertical to the surface and facing forward.
- The body should be positioned close to the surface.
- Both feet should be dragging inline with the body, no wider than the shoulders.
- Feet can be dragging on their sides but the forward foot must be heel side and the trailing foot toe side.

### 2. DOD – GROUP 2 (EASY)

#### 2.1 Flex Head (DOD 2.0)

The Pilot positions the body and buttocks low to the surface with one leg extended out in front dragging a foot heel side while the other leg is bent at the knee dragging a foot on the surface near the buttocks.

- The upper body should be vertical with the buttocks close to the surface.
- One leg should be extended out in front with the knee locked while dragging the foot heel side.
- One leg should be bent at the knee with the foot dragging the surface near the buttocks.

## 2.2 Superman (DOD 2.3)

The pilot's body is straight and horizontal with both feet dragging the surface while facing forward.

- The body should be straight and rigid from the head to the feet.
- The body should be horizontal and low to the surface.
- The legs and feet should be together and dragging the surface.

## 2.3 Walnut (DOD 2.4)

The pilot's feet are behind the body and above the surface while dragging both knees.

- The upper body is leaning forward with Shoulders Square to the line of flight.
- The legs are in line with the body with both knees dragging the surface.
- The knees are bent as much as possible with the feet positioned near the buttocks.

# 3. DOD – GROUP 3 (MODERATE)

## 3.1 Boomerang (DOD 3.0)

The pilot carves while keeping contact with the surface.

- The upper body should remain square to the line of flight with shoulders facing forward, not upward.
- The lower body should be positioned close to the surface.
- The pilot must drag at least one foot on the surface.

## 3.2 Method (DOD 3.1)

The pilot twists the lower body at least 90 degrees from the upper torso with feet apart and dragging on the surface.

- The upper body should be vertical and remain forward with shoulder square to the direction of flight.
- The lower body can be twisted in either direction but must rotate at least 90 degrees from upper torso.
- The feet should be as far apart as possible.

## 3.3 Lazy Boy (DOD 3.3)

The pilot's body is horizontal with the legs extended out in front with the body while dragging both feet on the surface.

- The body should be horizontal and facing upwards while low to the surface.
- The body should be straight and rigid from the head to the feet.
- The legs and feet should be together with the knees locked while dragging the surface.

# 4. DOD – GROUP 4 (DIFFICULT)

## 4.1 Switchblade (DOD 4.1)

The pilot places both toggles in one hand and in front of the body.

- The upper body should face forward of the direction of flight.
- Both toggles must be in one hand only and in front of the body while dragging at least one foot on the surface.

## 4.2 Blind Man (DOD 4.3)

The pilot twists the entire body 180 degrees in the harness from the direction of flight while dragging the surface with at least one foot.

- The body should rotate a full 180 degrees from the direction of flight.
- The body should be vertical with knees slightly bent.
- The pilot should rotate without losing contact with the surface.

### 4.3 Cowboy (DOD 4.8)

The pilot takes one hand off the controls and drags it on the surface while dragging at least one foot.

- The Body is vertical and low to the surface with the shoulders square to the direction of flight.
- The hand must drag the surface while dragging at least one foot.
- The hand dragging the surface must be completely off the controls with no toggle in hand.

<b>5. DOD – GROUP 5 (VERY DIFFICULT)</b>
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### 5.1 Ghost Rider (DOD 5.0)

The pilot takes hands completely off the controls (toggle and risers) while facing forward with feet underneath the body and dragging at least one foot on the surface.

- The upper body should be vertical.
- The hands must be off the controls and extended out to the sides during the execution.

### 5.2 Tick Jockey (DOD 5.0)

The pilot places both toggles in one hand and in front of the body with a simultaneous foot-grab with the other hand

- Both toggles must be in one hand and in front of the body while dragging one foot on the water's surface.
- The other hand must perform a foot-grab behind the back at one moment in time
- The body should be arched to as much as possible.

### 5.3 Wingover (DOD 5.1)

The pilot executes a carving manoeuvre so that one end cell of the canopy makes contact with the surface.

- The body should be positioned low to the surface.
- A wingtip must make contact with the surface while simultaneously dragging a part of the body.

### 5.4 Miracle Man (DOD 5.2)

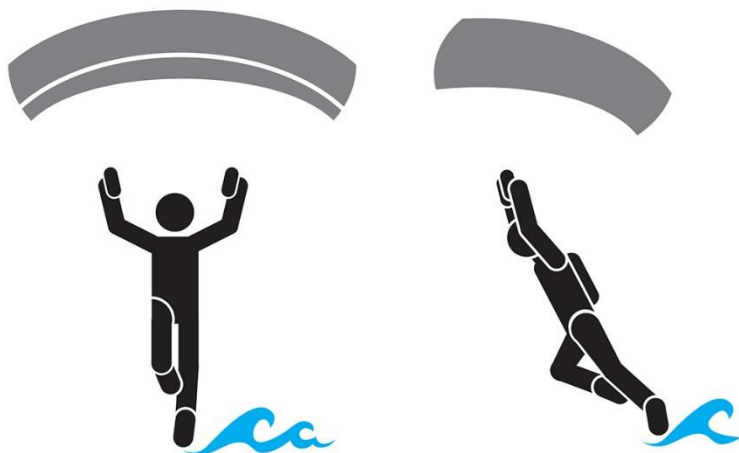
The pilot twists the entire body 360 degrees in the harness while dragging the surface with at least one foot.

- The body should rotate a full 360 degrees in the direction of flight.
- The body should be vertical with knees slightly bent.
- The pilot should rotate without losing contact with the surface.

**ADDENDUM C:****DRAMA SHEET FOR THE FREESTYLE EVENT**

Competitor Number:	Competitor name:	Country:
<b><u>CANOPY PILOTING FREESTYLE EVENT</u></b>		
Free Round, Jump n° 1	Description:	
Move Name: (One move only)		
Free Round, Jump n° 2 Option (§ 6.1.4)    A    /    B	Description:	
Move Name:		
Move Name:		
Move Name:		
Free Round, Jump n° 3 Option (§ 6.1.4)    A    /    B	Description:	
Move Name:		
Move Name:		
Move Name:		

## DOD GROUP 1 (VERY EASY)



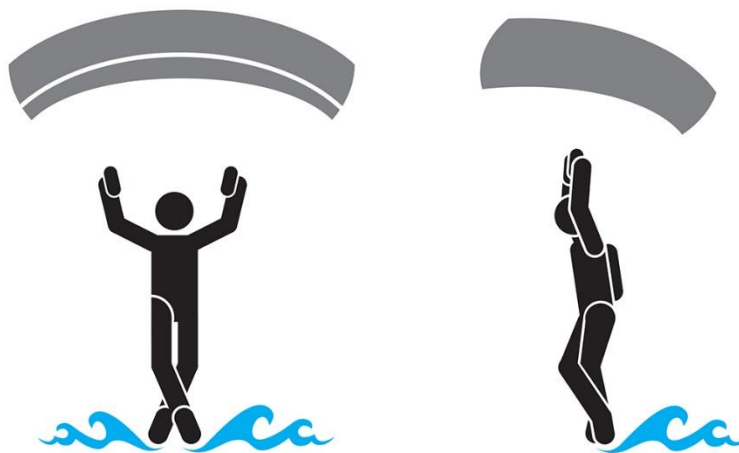
### CRANE DOD 1.0

Body straight and leaning forward  
Knee locked on the dragging leg  
non-dragging leg bent at the knee  
Foot near the knee



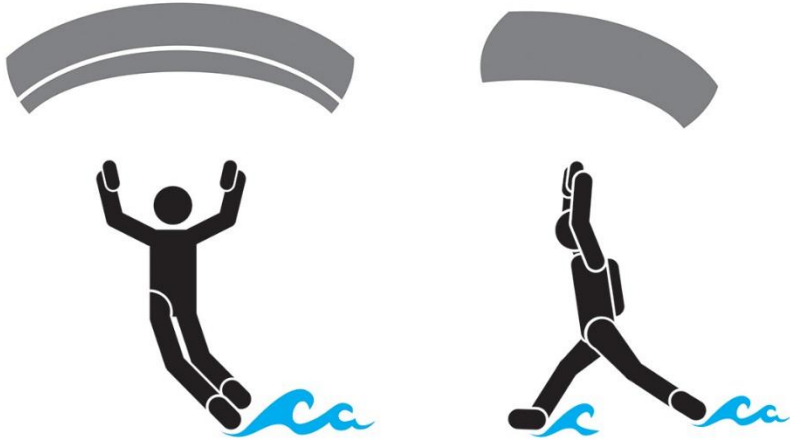

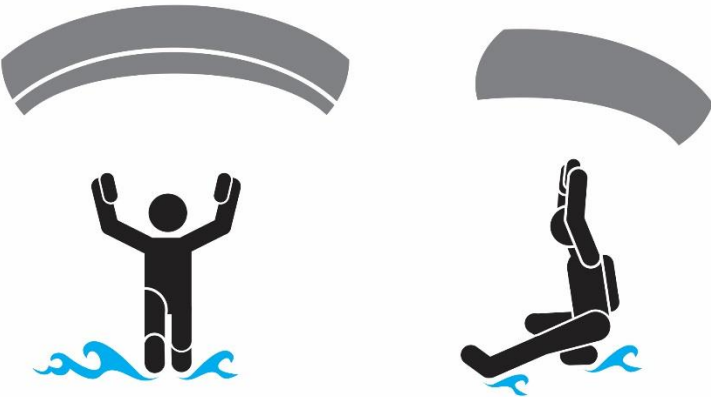
### “T” DOD 1.1

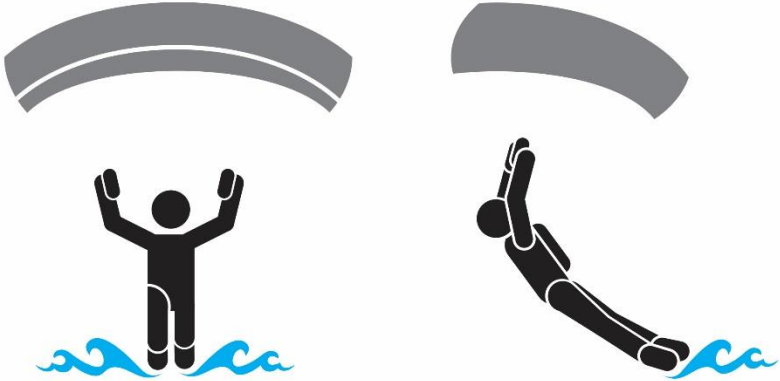
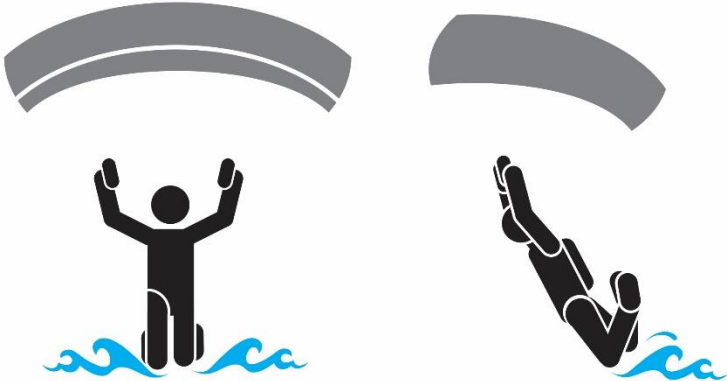

Body straight  
Legs locked  
Non-dragging leg extended straight,  
locked at knee

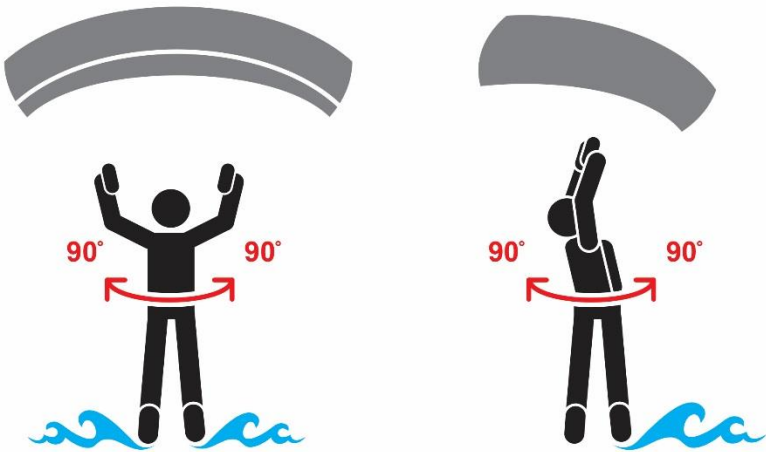
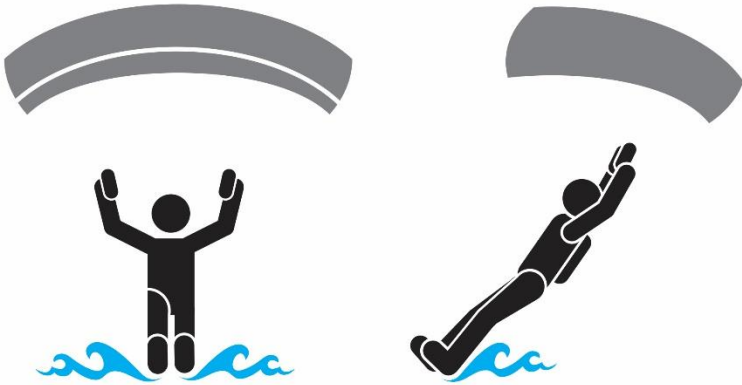



### CROSS-UP DOD 1.2

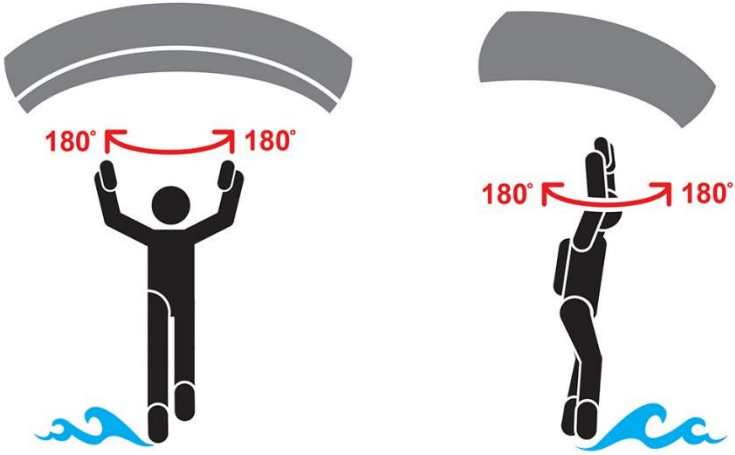

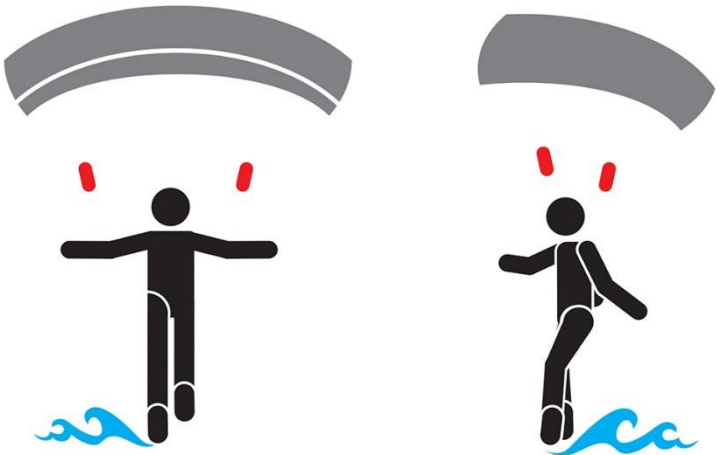
Body vertical  
Legs and feet inline with body  
Legs crossed below the knee  
Both feet dragging

	<p><b>CAN-CAN</b> <b>DOD 1.3</b></p> <p>Both legs on one side Feet apart Upper body facing forward</p>
	<p><b>NAC-NAC</b> <b>DOD 1.3</b></p> <p>Forward foot dragging with heel Trailing foot dragging with toes Dragging with both feet Upper body facing forward As low as possible</p>
<p><b>DOD GROUP 2 (EASY)</b></p>	
	<p><b>FLEX HEAD</b> <b>DOD 2.0</b></p> <p>Body vertical Leg extended Heel dragging Other leg bent under buttocks</p>

 <p>The Superman DOD maneuver shows a pilot with arms raised and legs together, while the Walnut DOD shows a pilot in a forward position with legs in line with the body and knees dragging.</p>	<p><b>SUPERMAN</b> <b>DOD 2.3</b></p> <p>Body horizontal Feet dragging Legs together</p>
 <p>The Walnut DOD maneuver shows a pilot in a forward position with legs in line with the body and knees dragging. The Boomerang DOD maneuver shows a pilot in a curved position with a red arc indicating the path of the canopy.</p>	<p><b>WALNUT</b> <b>DOD 2.4</b></p> <p>Body forward Legs in line with the body Knees dragging Feet close at buttocks</p>
<p><b>DOD GROUP 3 (MODERATE)</b></p>	
 <p>The Boomerang DOD maneuver shows a pilot in a curved position with a red arc indicating the path of the canopy.</p>	<p><b>BOOMERANG</b> <b>DOD 3.0</b></p> <p>Carve with contact Body close to the water Drag at least one foot</p>



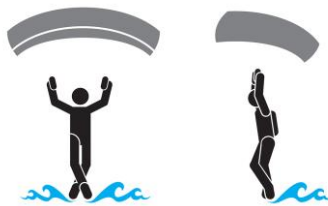





	<p><b>METHOD</b> <b>DOD 3.1</b></p> <p>Lower body twisted at least 90° Upper body forward Feet apart as far as possible</p>
	<p><b>LAZYBOY</b> <b>DOD 3.3</b></p> <p>Body horizontal Legs in front Legs together Straight from head to feet</p>
<p><b>DOD GROUP 4 (DIFFICULT)</b></p>	
	<p><b>SWITCHBLADE</b> <b>DOD 4.1</b></p> <p>Toggles in one hand in front of the body At least one foot dragging</p>


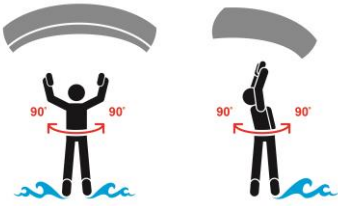


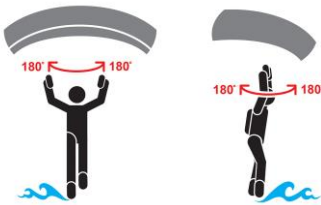

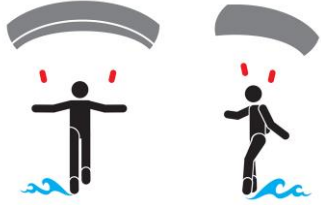


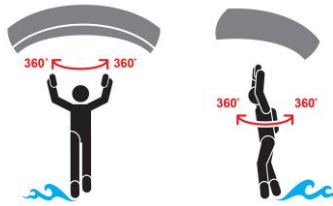


	<p><b>BLIND MAN</b> <b>DOD 4.3</b></p> <p>Twist entire body 180° At least one foot dragging Contact with water when rotating</p>
	<p><b>COWBOY</b> <b>DOD 4.8</b></p> <p>One hand off controls and drags water At least one foot drags water Body vertical and low</p>
<p><b>DOD GROUP 5 (VERY DIFFICULT)</b></p>	
	<p><b>GHOST RIDER</b> <b>DOD 5.0</b></p> <p>Hands off controls and extend out to sides Body vertical At least one foot dragging</p>



	<p><b>TICK JOCKEY</b> <b>DOD 5.0</b></p> <p>Both toggles in one hand in front of the body Other hand grabs foot behind back Body arched</p>
	<p><b>WING OVER</b> <b>DOD 5.1</b></p> <p>Carving One cell contact with water Body low When wingtip contact with water, part of the body has to also drag water</p>
	<p><b>MIRACLE MAN</b> <b>DOD 5.2</b></p> <p>Body twists 360° Drag at least one foot No losing contact with water</p>

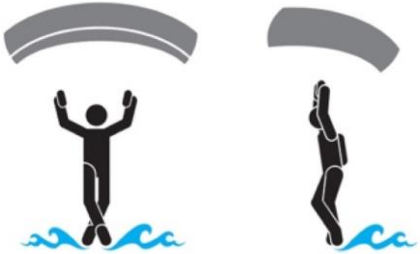

## ADDENDUM E: DESCRIPTION DRAWINGS OF FREESTYLE MOVES SUMMERY



DOD GROUP 1 (VERY EASY)		
 <p>1.1 CRANE (DOD 1.0)</p>	 <p>1.2 "T" (DOD 1.1)</p>	 <p>1.3 CROSS-UP (DOD 1.2)</p>
 <p>1.4 CAN-CAN (DOD 1.3)</p>	 <p>1.5 NAC-NAC (DOD 1.3)</p>	
DOD GROUP 2 (EASY)		
 <p>2.1 FLEX HEAD (DOD 2.0)</p>	 <p>2.2 SUPERMAN (DOD 2.3)</p>	 <p>2.1 WALNUT (DOD 2.4)</p>
DOD GROUP 3 (MODERATE)		

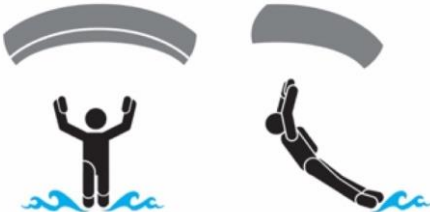

 <p>3.1 BOOMERANG (DOD 3.0)</p>	 <p>3.2 METHOD (DOD 3.1)</p>	 <p>3.3 LAZYBOY (DOD 3.3)</p>
<p><b>DOD GROUP 4 (DIFFICULT)</b></p>		
 <p>4.1 SWITCHBLADE (DOD 4.1)</p>	 <p>4.2 BLIND MAN (DOD 4.3)</p>	 <p>4.3 COWBOY (DOD 4.8)</p>
<p><b>DOD GROUP 5 (VERY DIFFICULT)</b></p>		
 <p>5.1 GHOST RIDER (DOD 5.0)</p>	 <p>5.2 TICK JOCKEY (DOD 5.0)</p>	 <p>5.3 WING OVER (DOD 5.1)</p>
 <p>5.4 MIRACLE MAN (DOD 5.2)</p>		

## ADDENDUM F: DETAILED DEFINITION OF FREESTYLE MOVES


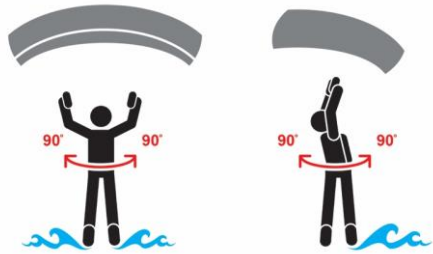
Name	Description	DOD		
<b>Crane</b>	The body is straight with one foot dragging and the other leg bent as much as possible above the surface.	1.0		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	<b>Body</b> straight and rigid from head to dragging foot, knee (dragging foot) locked.	Bent in knee, hip, torso up to 30°	Bent in knee, hip or torso more than 30°	-
Non-dragging leg	The <b>non-dragging leg</b> should be bent at the knee placing with the foot near the knee or thigh of dragging leg.	Non dragging ankle up to 10cm below the knee	Non dragging ankle more than 10 cm below knee	Non dragging ankle above knee (on other leg)
Body orientation	The body should be <b>leaning</b> forward as much as possible.	Leaning forward 30°- 45°	Leaning forward less 30°	Leaning forward more than 45°
Name	Description	DOD		
<b>T</b>	The pilot's body is vertical with one foot dragging, and the other leg extended and horizontal to the surface.	1.1		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> should be straight and vertical to the surface.	Up to 30° of the vertical orientation	More than 30° of the vertical orientation	-
Leg	The <b>leg of the dragging foot</b> should be extended and locked at the knee.	Knee bent up to 30°	Knee bent more than 30°	-
Non-dragging leg	The <b>non-dragging leg</b> should be extended straight out from the body, horizontal to the surface and locked at the knee.	Non dragging leg bent up to 15°, leg up to 30° of the horizontal orientation	Non dragging leg bent more than 15° or leg more than 30° of the horizontal orientation	-



Name	Description	DOD		
<b>Cross-up</b>	The pilot positions himself with both feet underneath the body (inline) and crossed while dragging the surface.	1.2		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> should be vertical to the surface and straight.	Bent in hip, torso up to 30°	Bent in hip or torso more than 30°	-
Leg	The <b>legs and feet</b> are in-line with the body.	-	Legs or feet are not in line with the body	-
Knees	<b>Knees</b> are slightly bent, and legs should be crossed below the knees with both feet dragging the surface.	Knees bent 45°- 60°, crossing legs at foot level	Knees bent more than 60°, only one foot dragging, legs not crossed	-
Name	Description	DOD		
<b>Can-Can</b>	The pilot extends both legs to one side of the body (not underneath the body) with feet apart while dragging at least one foot on the surface.	1.3		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> should remain square to the line of flight with chest and shoulders facing forward, not upward.	Shoulder / chest level up to 30° off.	Shoulder / chest level more than 30° off.	-
Legs and feet	The pilot should extend the <b>legs</b> and push <b>feet</b> out to one side as much as possible (45°) with the knees locked.	Legs of vertical axis between 15° and 30°	Legs of vertical axis less 15°	Legs of vertical axis more than 45°
Feet	<b>Feet</b> should be as far <b>apart</b> as possible (45°).	Angle between legs between 15° and 30°	Angle between legs less 15°	Angle between legs more than 45°

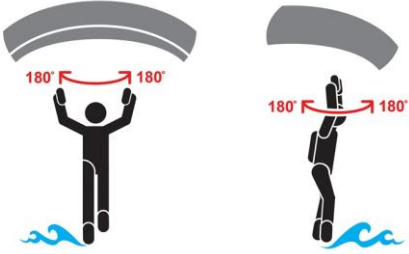

Name	Description	DOD		
<b>Nac-Nac</b>	The pilot drags both feet in-line with the body at the same time with the forward foot dragging heel side and the trailing foot dragging toe side.	1.3		
	Details	Minor mistake	Major mistake	Increased Difficulty
Torso	The <b>upper torso</b> should be vertical to the surface and facing forward.	Shoulder / chest level up between 15° and 30° off.	Shoulder / chest level more than 30° off.	-
Body	The <b>body</b> should be positioned close to the surface.	Angle between legs between 30° and 45°	Angle between legs less than 30°	Angle between legs more than 60°
Legs	<b>Both feet</b> should be dragging in-line with the body, no wider than the shoulders.	-	Legs dragging outside shoulder width.	Dragging both feet on the same position (one line on water)
Feet	<b>Feet</b> can be dragging on their sides, but the forward foot must be heel-side and the trailing foot toe-side.	-	Not dragging heel or toe side of the foot	-
Name	Description	DOD		
<b>Flex Head</b>	The Pilot positions the body and buttocks low to the surface with one leg extended out in front dragging a foot heel side while the other leg is bent at the knee dragging a foot on the surface near the buttocks.	2.0		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> should be vertical with the buttocks close to the surface.	Up to 30° off the vertical orientation	More than 30° off the vertical orientation	-
Dragging leg	One <b>leg</b> should be extended out in front with the knee locked while dragging the foot heel side.	Bent in knee 15° - 30°	Bent in knee more than 30°, not heel side dragging	-
Other leg	The <b>other leg</b> should be bent at the knee with the foot dragging the surface near the buttocks.	Buttocks between 20 and 30 cm above the water	Buttocks more than 30cm above the water. Foot not dragging water	Buttocks less 10cm above the water

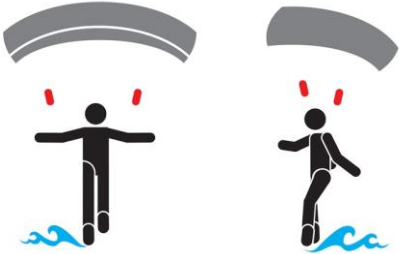

Name	Description	DOD		
<b>Superman</b>	The pilot's body is straight and horizontal with both feet dragging the surface while facing forward.	2.3		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>body</b> should be straight and rigid from the head to the feet.	Bent in knee, hip, torso up to 30°	Bent in knee, hip or torso more than 30°	-
Body orientation	The body should be <b>horizontal and low</b> to the surface (60°).	Body between 30° and 45° from vertical	Body less 30° from vertical	Body more than 60° from vertical
Legs	<b>Legs and feet</b> should be together and dragging the surface.	Legs up to 15° apart	Legs more than 15° apart, only one foot dragging water	-
Name	Description	DOD		
<b>Walnut</b>	The pilot's feet are behind the body and above the surface while dragging both knees.	2.4		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> is leaning forward (30°) with shoulders square to the line of flight.	Failure to lean forward. Out of the line of flight between 30° and 45°	Out of the line of flight more than 45°	Leaning forward more than 45°
Legs	<b>Legs</b> are in line with the body with both <b>knees</b> dragging the surface.	Hips or waist bent up to 30°	Failure of dragging both knees, hips or waist bent more than 30°	-
Knees	<b>Knees</b> are bent as much as possible with the feet positioned near the buttocks (knees less 45°).	Angle between upper and lower leg in knees 45° to 90°	Angle between upper and lower leg in knees more than 90°	-


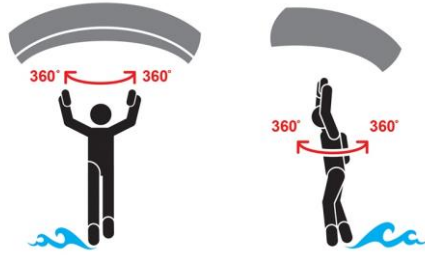


Name	Description	DOD		
<b>Boomerang</b>	The pilot carves while keeping contact with the surface.	3.0		
	Details	Minor mistake	Major mistake	Increased Difficulty
Upper body	The upper body should remain <b>rigid</b> and square to the line of flight with shoulders facing forward (not upward).	Twist upper body between 30° and 45° from the line of flight (carved line).	Twist upper body more than 45° from the line of flight (carved line).	-
Body	The <b>lower body</b> should be positioned close to the surface (45°+).	Body between 30° and 45° from vertical	Body less 30° from vertical	Body more than 60° from vertical
Dragging	The pilot must <b>drag</b> at least one foot on the surface.	-	Lost water contact	Dragging both feet
Carve	While in contact with the water surface, <b>carve</b> at least 45° (line on water).	Carving between 30° and 45°	Carving less 30°	Carving more than 60°
Name	Description	DOD		
<b>Method</b>	The pilot twists the lower body at least 90° from the upper torso with feet apart and dragging on the surface.	3.1		
	Details	Minor mistake	Major mistake	Increased Difficulty
Upper body	The <b>upper body</b> should be vertical and remain forward with shoulder square to the direction of flight.	Shoulder / chest level between 15° and 30° off.	Shoulder / chest level more than 30° off.	-
Lower body	The <b>lower body</b> twisted and must rotate at least 90° degrees from upper torso.	Rotation between 45° and 60°	Rotation less 45°	-
Feet	<b>Feet</b> should be as far apart as possible (50cm).	Between 40cm and 50cm	Less than 40cm	More than 60 cm

Name	Description	DOD		
<b>Lazy Boy</b>	The pilot's body is horizontal with the legs extended out in front with the body while dragging both feet on the surface.	3.3		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>body</b> should be horizontal and facing upwards while low to the surface (60°).	Body between 30° and 45° from vertical	Body less 30° from vertical	Body more than 60° from vertical
Body orientation	The body should be <b>straight</b> and rigid from the head to the feet.	Bent in knee, hip, torso up to 30°	Bent in knee, hip or torso more than 30°	Line check
Legs and feet	<b>Legs and feet</b> should be together with the knees locked while dragging the surface.	Feet apart up to 10° and/or knees bent up to 15°	Feet apart more than 10° and/or knees bent more than 15°	-
Name	Description	DOD		
<b>Switchblade</b>	The pilot places both toggles in one hand and in front of the body.	4.1		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>upper body</b> should face forward of the direction of flight.	Shoulder / chest level between 15° and 30° off.	Shoulder / chest level more than 30° off.	-
Hands	<b>Both toggles</b> must be in one hand only and in front of the body while dragging at least one foot on the surface.	Hand not in front of the body.	Not both toggles in one hand and/or loose water contact.	-

Name	Description	DOD		
<b>Blind Man</b>	The pilot twists the entire body 180° in the harness from the direction of flight while dragging the surface with at least one foot.	4.3		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body rotation	The <b>body</b> should <b>rotate</b> a full 180° from the direction of flight.	Rotation between 120° to 150° or between 225° and 270°	Rotation less than 120° and/or more than 270°	Untwist again to straight flight.
Body	The <b>body</b> should be vertical with knees slightly bent.	Body between 15° and 30° off vertical	Body more than 30° off vertical and/or knees bent more than 45°	-
Water contact	The pilot should rotate <b>without losing contact</b> with the surface.	-	Loose contact with water	-
Name	Description	DOD		
<b>Cowboy</b>	The pilot takes one hand off the controls and drags it on the surface while dragging at least one foot.	4.8		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>body</b> is vertical and low to the surface with the shoulders square to the direction of flight.	Shoulder / chest level between 15° and 30° off.	Shoulder / chest level more than 30° off.	Body vertical
Hand	The <b>hand</b> must drag the surface while dragging at least one foot.	-	No simultaneous drag of both, hand and at least one foot	-
Dragging	The <b>hand dragging</b> the surface must be completely off the controls with no toggle in hand.		Both controls in one hand	-

Name	Description	DOD		
<b>Ghost Rider</b>	The pilot takes hands completely off the controls (toggle and risers) while facing forward with feet underneath the body and dragging at least one foot on the surface.	5.0		
	Details	Minor mistake	Major mistake	Increased Difficulty
Upper body	The <b>upper body</b> should be vertical.	Out of vertical 15° to 30°	Out of vertical more than 30°	-
Hands	<b>Both hands</b> must be off the controls and extended out to the sides during the execution.	Hands off controls, but not extended out to the sides	At least one hand still in contact with the toggle	-
Name	Description	DOD		
<b>Tick Jockey</b>	The pilot places both toggles in one hand and in front of the body with a simultaneous foot-grab with the other hand.	5.0		
	Details	Minor mistake	Major mistake	Increased Difficulty
Toggles	<b>Both toggles</b> must be in one hand and in front of the body while dragging one foot on the water's surface.	Hand not in front of the body.	Not both toggles in one hand and/or loose water contact.	-
Hands	The <b>other hand</b> must perform a foot-grab behind the back at one moment in time.	Only touch, not grab a foot.	No contact with the foot	-
Body	The <b>body</b> should be arched as much as possible.	No recognizable arch	Body de-arched	-

Name	Description	DOD		
<b>Wingover</b>	The pilot executes a carving maneuver so that one end-cell of the canopy makes contact with the surface.	5.1		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body	The <b>body</b> should be positioned low to the surface (60°).	Body between 30° and 45° from vertical	Body less 30° from vertical	Body more than 60° from vertical
Canopy	A <b>wingtip</b> must make contact with the surface while simultaneously dragging a part of the body.	-	Wingtip not dragging water, no dragging any part of the body	-
Carve	While in contact with the water surface, <b>carve</b> at least 45° (line on water).	Carving between 30° and 45°	Carving less 30°	Carving more than 60°
Name	Description	DOD		
<b>Miracle Man</b>	The pilot twists the entire body 360° in the harness while dragging the surface with at least one foot.	5.2		
	Details	Minor mistake	Major mistake	Increased Difficulty
Body orientation	The body should <b>rotate</b> a full 360° in the direction of flight.	Rotate between 270° and 360°	Rotation less than 270°	-
Body	The <b>body</b> should be vertical with knees slightly bent.	Body off vertical between 15° and 30°, knees bent between 30° and 45°	Body off vertical more than 30°, knees bent more than 45°	-
Dragging	The pilot should rotate without losing <b>contact with the surface</b> .	-	Lost contact with water surface	-



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