

# LOCAL REGULATIONS FOR

## Vuela Puebla Hagleiding Open



**At “Chalchiuapan”  
On Puebla, MEXICO  
31 October – 2 November 2008**

Organised by:

Club de Vuelo Libre de Puebla A.C. & Manuel Ruiz  
ON BEHALF OF THE

FEDERATION AERONAUTIQUE INTERNATIONALE

These local regulations are to be used in conjunction with General Section and Section 7B of the FAI Sporting Code. Reference numbers for Section 7B used in this text should be crosschecked with the latest edition of Section 7B.

## **CONTACTS:**

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### **Purpose**

The purpose of the championship is to provide good, safe and satisfying contest flying in order to determine the champions of the Vuela Puebla Hagliding Open 2008 in order to reinforce friendship among pilots and nations.

### **Program**

Training, Haglider Inspection, Registration October 30 2008, 16.00-20.00 hrs General head quarters  
First Competition Briefing October 30 2008 20:00 hrs General Head quarters  
Contest Flying Days October 31th to November 2 Chalchihuapan  
Dinner November 1 21:00 Hrs Pollos Mazatecos  
Closing Ceremony, Price Giving November 2 2008 18:00 hrs Local Landing Area

### **Officials**

Meet Director & Safety Director Manuel Ruiz  
Score Keeper Héctor Serrano,

## **LOCAL REGULATIONS**

### **1 ENTRY**

#### **1.1 Eligibility**

The Vuela Puebla Hagleiding Open is open to all members and associated Member countries of FAI who may enter any number of competitors who pay their entry fee and hold a FAI sporting license.

Entries must be made on the official registration form on [www.VuelaPuebla.com](http://www.VuelaPuebla.com), and registration will be completed when the full entry fee is paid to the organization.

Applications, with fee paid, not received by the entry dead line may be refused.

Entry dead line: window opening first day.

#### **1.2 Fees**

The entry fee is usd\$50 plus including:

- Map with turn points
- Competition Program
- Identify Badges
- Daily Itinerary with Transport and retrieval details
- T-Shirt
- Turn point list
- General Information
- 1 Liter of water daily
- Ambulance in take off and local Landing área.

Fees will be paid cash on head quarters.

#### **1.3 Refunds**

All entry fees must be paid in full before October 31 2008. Fees will not be refunded

## **2 GENERAL COMPETITION RULES**

### **2.1 Registration**

Every single pilot must register personally on October 30 at the registration Desk at head quarters between 16:00 and 20:00. On October 30 the pilots must report to the Head Quarters to have their documents checked and to receive supplementary regulations and information. The end of the official Registration Period limit is before pilots briefing time for pilots that register in internet BEFORE and report to registration desk at take off October 31 (before pilots briefing), which is considered the official start of the competition.

### **2.2 Documentation required**

Evidence of competitor's ID and nationality  
Receipt of payment of entry fees  
Signed Waiver  
Certificate of insurance, optional

### **2.3 Schedule and Time**

The Head Quarters will be open from October 30 to November 2 from 8:00 to 22:30

The closure of the registration is on October 30 at 22:00

No official training days are planned.

Optional Safety Pilot Meeting: October 30, 20:00-21:00 evening at Meet HQ. Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots who register in internet and call to make a October 31 register will do that at take off, before window is opened.

Official time is UTC minus 6 hours.

### **Competition Schedule October 31, November 1**

- 08h00 -Headquarters open
- 09h00 / 09h20 -Transport to take-off from head quarters
- 10h00 - Task and Safety Committee meetings, results previous day and complaints
- 10h30 -Pilots' briefing / previous task official results / Protest resolutions / Task definition
- Take off window opens 60 minutes after Start Point of Para gliders
- 16h00 -Scoring office opens at the main Headquarter
- 17h45 -Safe landing report deadline -as soon as possible, maximum 30 minutes after landing
- 20h00 -Scoring office closes
- 22h00 -Provisional results

This schedule is subject to change. Any changes to the schedule will be Announced at the Daily Pilot Briefing.

### **November 2**

- 08h00 -Headquarters open
- 09h00 / 09h20 -Transport to take-off from head quarters
- 10h00 -Meet Director / Task and Safety Committee meetings
- 10h30 -Pilots' briefing / previous task official results / Protest resolutions / Task definition
- Take off window opens 60 minutes after Start Point of Para gliders
- 14h00 -Scoring office opens at the main Headquarter
- 17h45 -Safe landing report deadline -as soon as possible, maximum 30 minutes after landing
- 18h00 -Scoring office closes
- 19h00 - Final results Awards ceremony
- 20h00 -Complaints resolution published,

This schedule is subject to change. Any

### **3 REST DAYS**

There is no rest days planed

### **4 COMPLAINTS AND PROTESTS**

#### **4.1 Complaints**

Complaints must be made to the Meet Director or his deputy, in writing, to request a correction, it should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome, the pilot may make a protest in writing to the Meet Director or his deputy. The time limit of the complaint is 1hr 30 minutes after the publication of the provisional task results, except after the last contest task, where the time limit is 30 minutes.

#### **4.2 Protest's**

The time limit of the protest is 9 working hrs after the publication of the provisional task results or the communication of the result of the complaint, except after the last contest task, where the time limit is 1 hr.

Protests are individual, must be written in English or Spanish and shall contain pilot name and competition number, delivered together with the protest fee to the Meet Director. The Protest Committee will rule on any protest within 24 hours of its submission, except after the last contest task, where it is within 3 hrs.

The protest fee is 250 pesos. If a ruling is made in favor of the protest, the protest fee will be refunded.

### **5 TAKE OFF**

## **5.1 Type**

Foot launch from hill side

Launch will take place on Chalchiuapan "La Rampa"

Height ASL 2295mts – above ground 290mts

Up to 1 pilot can launch at the same time.

## **5.2 Ordered Launch (according to S7 2.42.2)**

First in first out on a line to the takeoff. If the take off is unsuccessful the pilot will move to the end of the line .If a pilot decides not to take off, the pilot will move to the end of the line. Pilots will enter the line FULLY prepared to take off, a not assembly procedures will be performed on taking off area. Pushing rule will apply .

## **6 RETAKE -OFF**

A competitor will be allowed 1 take off to attempt the task within the started take off period. A failed take off attempt or safety problem arising immediately after take off, witch results in a landing, will not count as one of the permitted number of take off's, however the pilots take-off time will be taken from the time of the first take-off attempt if a ground start is specified.

## **7 RADIOS AND MOBILE TELEPHONES**

Radios that are capable of receiving and transmitting in the 145 to 159 MHz range are mandatory. In the interest of safety, radio use will not be restricted in any way, except that pilots and crew are requested to refrain from using the Safety Frequency, **144.050** MHz, except in emergencies and retrievals. Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on **144.050** MHz or **144.250** MHz will be penalize. .In the interest of safety there are no restrictions on mobile telephone use.

NOTE: All pilots and crews are requested to submit their mobile telephone numbers and intended radio frequency of choice to the Meet Director at the October 30.

Only frequencies allocated by the organizers may be used.

The official Vuela Puebla 2008 Hagliding Championship Flying Frequency will be **144.250** MHz.

The official Vuela Puebla 2008 Hagliding Championship Safety Frequency will be **144.050** MHz.

The official Vuela Puebla 2008 Hagliding Championship Retrieval Frequency will be **144.050** MHz.

## **8 TASK PERIOD**

Times of window open for take off and times for closing of the window, turn points, start time(s), goal closure 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 day to be considered valid is 15 minutes.

## **9 WIND SPEED**

The maximum wind speed in which a task shall be flown is 35 km/h, This shall be measured at "La rampa Chalchiuapan" Launch

## **10 SCORING**

### **10.1**

For scoring the Race 2003 scoring program will be used and scoring formula will be GAP 2002. The flight verification software will be CompeGPS The GAP parameters for the competition will be:

Minimum distance: 10 km

Nominal distance: 30 km

Nominal goal: 10% of pilots

Nominal time: 1 hours

### **10.2**

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 7B of the FAI Sporting Code, chapter 16.

### **10.3**

Only track logs from 3D GPS devices will be accepted and only types of GPS devices that are supported by CompeGPS competition version 6.1b

### **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 a percentage of the winners score decided by the competition director. Pilots leaving before the startgate opened, are awarded minimum distance points

### **10.5**

Pilots must fill in landing and safety forms after each flight to receive valid scores for the day

## **11 PENALTIES**

### **11.1 Restricted Areas**

Flying over restricted areas is unsporting, dangerous, and against the vuelas Puebla 2008 Hagleiding Open rules. The penalty for a pilot can be a zero score for the day. The penalty for the second verified infraction will be disqualification from the meet. Evidence such as GPS Track log, will be required to verify infractions. The restricted areas will be marked on the flying maps

### **11.2 Midair Collision**

A Competitor involved in a collision must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. Midair collisions must be reported to the Meet Director. Individual reports from all the involved pilots are required

### **11.3 Penalties and disqualification**

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook or in the 2007 CIVL Sporting Code Section 7B, or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to daily or cumulative scores.

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day. The same principle holds for penalties applied to the competitor's cumulative score.

Penalties as follows will apply:

- Cloud flying (2.20.6):
  - 1st offence -zero for the day
  - 2nd offence -expelled from the competition
- Wrong turn direction:
  - 1st offence – warning
  - 2nd offence – 100 points then doubling for every offence after that.
- Dangerous and aggressive flying
  - 1st offence – warning
  - 2nd offence – 100 points then doubling for every offence after that.
- Aerobatics after reaching the goal line:
  - 1st offence – warning
  - 2nd offence – 100 points then doubling for every offence after that.
- Top Landing after the launch window is open
  - 1st offence – 100 points then doubling for every offence after that.
- Failure to report back:
  - 1st offence -zero for the day.
  - Subsequent offence – expulsion from the competition.

- Too much ballast (2.20.8):  
1st offence – 100 points  
2nd offence – zero points for the task  
3rd offence – expulsion from the competition

## **12 THERMALLING**

All pilots must read and understand Thermalling Rules and Procedures as by Chapter 17 of the Section 7B.

### **12.1 Turn Direction.**

Pilots must turn left on odd days and right on even days between the launch and start gate, or as stated at the daily briefing

## **13 COMPETITOR RESPONSIBILITIES**

### **Briefings and Rules**

It is the pilot's responsibility to understand Vuela Puebla Hagleiding Open 2008 Local Regulations, to attend the Daily Pilot Meetings, and to keep up with all schedule changes, course modifications, and rule amendments

## **14 EQUIPMENT**

Rules for Gliders, Helmets, Ballast, Parachutes, GPS and Other Equipment will be as stated in the Section 7B

## **15 TASKS**

### **15.1 Task Committee**

The Meet Director will propose a list of candidates from which 2 pilots will be elected by all participants during registration, each pilot gives one vote, and confirmed at October 30 Pilot Meeting, to form the Task Committee. The Meet Director will design a third member. The Meet Director may substitute absent members of the Task Committee at any time during the meet. The Meet Director will select the daily task after consultation with the Safety Director and the Task Committee. Each day's task will be announced at the Daily Pilot Meeting

### **15.2 Task Format**

Tasks will usually be cross-country races to goal or speed runs from the start cylinder to a goal, with or without intermediate Turnpoints. Task variations such as single-start-time races, may also be used

### **15.3 Safety Committee**

There will be a Safety Committee composed of 3 competitors nominated by the Meet Director. These committees will assess, when asked, the Task Committee, and will advise the Meet Director and the Safety Director on weather and other safety issues once the task has begun

### **15.4 Protest Committee**

The Meet Director will propose a list of candidates from which 2 pilots will be elected by all participants during registration, each pilot gives one vote, to form the Protest Committee together with one jury appointed by the event organizer. The 3 members of the Protest Committee will be confirmed at the October 30 Pilot Meeting. If one of the competitors, member of the protest committee is involved in a protest, he must be substituted by the Safety Director for that specific protest

### **15.5 Start Procedures**

A Start Cylinder, defined by GPS coordinates, will be used for all starts. An exit or entry cylinder may be used, with a radius to be announced. Cylinder type, location, and radius will be specified at the Daily Pilot Meeting. Pilots must fly respectively out of or into the Start Cylinder to start.

Start times will be announced at the Daily Pilot Meeting. GPS Track Logs will be the only method of determining start times.

Every pilot has to launch during the time that the Launch Window is open. If given the case, pilots must re-launch from the Official Launch and must get the Launch Director's approval before re-launching.

### **15.6 Turnpoints**

Turnpoint Cylinders, defined by GPS coordinates, will be used for all Turnpoints. Cylinder radius will be specified at the Daily Pilot Meeting, but it will normally be 400 meters (800 meter diameter). Pilots must fly into or through (not around) the Turnpoint Cylinder to achieve the Turnpoint. To qualify, there must be at least one track log point inside the cylinder. GPS Track Logs will be the only method of determining whether pilots have flown through Turnpoint Cylinders

### **15.7 Finish at Goal**

A Goal Cylinder, defined by GPS coordinates, can be used for finishes. The Goal Cylinder radius (usually 400 meters, like other Turnpoints) will be specified at the Daily Pilot Meeting. Pilots must fly into the Goal Cylinder to finish, and they may enter the Goal Cylinder on any heading, at any altitude. Pilots who enter the Goal Cylinder after the goal is closed will receive distance points, but they will not receive speed points.

Where practical, there will be a Goal LZ near the Goal Cylinder. Pilots are not required to land at the Goal LZ. The Goal LZ will be as close to the Goal Cylinder as practical. If the Goal LZ is in a different location than the Goal Cylinder, it will be moved BACK along the course line whenever possible.

When possible, also a goal line of an announced length may be used as finish line to be crossed.

GPS Track Logs will be the only method for recognizing and timing Goal crossings.

### **15.8 Finish Short of Goal**

Flights that end between the Start Cylinder and the Goal Cylinder will be measured by the "distance made good" method. Distance points will be based on the maximum distance recorded by the GPS track log, even if the pilot then flies back to reach a safe landing field. Pilots who land short of goal should mark their landing locations as waypoints with their GPS receivers

### **15.9 SUSPENSION, CANCELLATION OR STOPPING OF A TASK**

The Meet Director may suspend the launch if conditions become unsuitable, for safety reasons. If launching is suspended only for a short period, the Director need not cancel the task. If conditions become unsuitable for competition after pilots are in the air, but before the (first) Start Time, the Meet Director, in consultation with the Safety Director, may cancel the task. That decision will be communicated to the pilots by radio and verbally to pilots who have not yet launched. If weather or other conditions become hazardous after the task has begun and the Meet Director, in consultation with the Safety Director, decides to stop the task, that information will be broadcast at ten-minute intervals (i.e.; 1:40, 1:50, 2:00, 2:10...) for a period of one hour. The Meet Director and the Safety Director are the only persons authorized to stop the task. Since radio transmissions are not infallible, no pilot should make any assumptions as to whether a task has been stopped unless he/she has actually heard the stopping announcement and has recognized the Meet Director's or "Controls" voice. ("Control" means the competitions radio communication Director)

Please remember that pilot judgment is critical as to whether to continue the task in a hazardous weather situation. Each individual competitor is the best judge of what constitutes safe conditions for that competitor. Each pilot is completely responsible for his/her own safety at all times.

Cancelled tasks will not be scored. A stopped task will be scored only if it is a Race to Goal and a minimum of one pilot is in goal, taking the pilot's GPS track log until the time the task was stopped.

**END.**