



Saint-Férriol / Laurac
08th to 15th May 2010

Briefing: (Local rules)

Changes in green

The following rules are set up to insure and to allow to perform a maximum of rounds to be flown during the Viking Race and to guarantee a maximum of safety during all activities on ground and in the air. These rules have proven their efficiency during numerous contests on the proposed slopes.

1. Round 0:

It is not planned to have a round 0, despite weather conditions that are below FAI limits but still permit to fly without difficulties.

2. Weather and wind measurements

With the aim to assure equivalent weather conditions for all pilots, a dedicated measuring device will observe wind speed and direction and will indicate when FAI limits are exceeded (wind direction out of +/- 45° angle from normal slope axis or wind speed below 3m/s or above 25m/s for more than 20 sec). In addition, the system will calculate the average wind conditions during the timed flight (30sec climb + run). Based on the experience on the proposed slopes and their associated characteristics, the minima average wind limit will be fixed and announced on the official information board before starting each round. From experience, the following values can be expected: Laurac A = 5m/s, Laurac B = 4m/s, St. Ferriol A + B = 4m/s. These adapted limits cannot be lower than FAI limits and aim to limit thermal influence during a round.

3. Re-flights:

In case of weather conditions (FAI limits or calculated average) are out of the announced limits, the slope director (SD) will ask the competitor whether he requests a re-flight. The competitor has to answer **immediately** with a clear **yes** or **no**. This decision could not be changed or revised during the run that has to be stopped immediately in case of a requested re-flight. The re-flight has to be executed immediately, after low fly-by with air breaks out to simulate a glider launch.

3. Time measurements

Automatic systems will be used for timing and wind measurements. 5 Seconds anti diving rule will be managed by the timing system.

4. Automatic start sequence:

The SD will not call for the pilots, neither for their preparation neither for the start of the run (launch). At the end of the run of the preceding pilot, the following pilot has imperatively to show up and be ready for launch of his glider. After a simple sign from the SD that indicates the possibility to launch, the competitor (or his helper) has to launch the glider within the next 30 seconds. If the competitor does not show



up within 30 seconds preparation time, the result of 0 points for the actual run is noted and the preparation time for the subsequent pilot starts. So it is evident that at least two pilots have to be ready to fly.

5. Frequency control:

The frequency of each pilot will be checked during registration. Double frequencies will be explicitly be mentioned, if there are. The starting list and the pilot's frequencies will be visibly attached on the information boards.

During contest preparation, the organizer will aim that no double frequencies occur by intensive use of 2,4GHz and synthesizer systems.

If necessary, a peg board will be used. A pilot who shows up for his run without his peg will receive a penalty 100 points. The pilot that presents an emitter for the scanner check with a wrong frequency, will start the contest (no joke).

6 Safety line:

The bases are installed approximately 3m behind the edge of the slope. The safety line is situated between the two bases and will be marked on the ground. The exact reference points that are used by the judge (with a horn) who is dedicated to observe the safety line, will be explained to all competitors during a **short briefing on each slope. This safety line will be different on the various slopes in order to adapt to the individual shape of the slope.**

All passing of any piece of the glider during the entire flight (except during landing phase) will lead to a 100 points penalty.

A limit line to separate the launching area from pilots will be marked on ground ("Pilots spectator line").

7. Landing zone:

The landing has to be performed directly after the run in a dedicated area (marked on the ground) and without perturbation of the following pilot. In case of non-respect (passing between base A and B, a small DS session for example) without obvious reason will lead to a penalty of 100 points. Decision is made by a dedicated judge who observes the landing areas. A landing outside the marked landing area will lead to a 0 result for the run as well as the flight over the pilot area or the car park.

8. Starting numbers:

All pilots must wear the starting numbers (dedicated wind jackets) in a visible manner, latest when he starts the preparation for his flight. A pilot that shows up at the SD for his flight without his starting number, will receive a penalty of 100 points. After establishment of new groups for the subsequent flying day, the flying order will be determined by the start numbers, but obviously, with gaps between pilots. The new starting list will be displayed before the start of rounds on the official information board.



9. Keeping of penalty points:

The penalty points that are attributed to a competitor for safety reason are not removed in case of rounds being discarded.

10. Group Scoring:

The contest will be organized on two slopes, that are close together and the pilots will be splitted into two groups with similar sportive quality and nearly equal number of competitors. Based on the chosen organisation principle, the groups will be mixed up for the following flying day. It is the aim of the organiser that each group performs the same number of flights on both slopes. Only in case of weather trouble, a slight difference in flown rounds on both slopes might occur.

11. Results Calculation:

FAI rules contain an identified error in the description of the results calculation that will be soon corrected. During the Viking Race and in line with CIAM intentions, the best flown time (lowest time) will obtain the highest score of 1000 pts.

12. Discard of bad results:

With four rounds flown, the worst result of each competitor will be discarded. In case of 15 rounds flown, the second worst result of each competitor will be discarded. In case of 25 rounds flown, the third worst result will be discarded.

13. Communication:

The organiser committee will inform through written information that will be attached on official boards on each slope and near the head quarter located between both slopes.

In case of questions or discussion, only the national team leader will be in contact with the organizer. Contact persons are SDs (Slope Directors), Jury members or Viking Race Contest Director. No pilot or Team Leader is allowed to speak to judges. Non-respect of this behaviour rule might be subject to 100 points penalty.

Protest fee is 50€ and has to be paid when submitting the protest. In case that protest was justified, protest fee will be returned.

14. Environmental Impact:

Please keep slopes tidy. The local communities and agricultural responsables are accepting us without any condition, so please make sure not to leave anything on the slopes (including scotch tape pieces or cigarette filters). Waste containers are available in St. Ferriol and Laurac and you will pass in front of them when you drive to the slope.