

# **The GIN Wide Open**

## **2019**

**Krusevo, MACEDONIA**

**Rules: V1.0**

**03/12/2018**

**These rules are subject to amendment or alteration at any time  
prior to the competition start**

**Local rules shall be published on the notice board throughout the  
competition and are not included in this document**

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# INTRODUCTION

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The GIN Wide Open 2019 will be run according to the FAI Sporting Code.

The GIN Wide Open is a fun competition, designed to introduce pilots to the philosophy of how a competition is run under FAI rules. Whilst the emphasis will be on fun, there are certain rules that cannot be avoided to ensure the competition is FAI compliant, and run in a manner that is a fair representation of an FAI event.

## **SAFE FLYING:**

All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competition, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the GIN Wide Open 2019 competition for all pilots to accept without restriction to not hold the Organizers responsible and waive all claims to compensation.

## **SPORTSMANSHIP:**

The purpose of the GIN Wide Open 2019 competition is to provide a sporting, fair, competitive and safe contest, in order to determine the event winner and to reinforce friendship among competitors and pilots from around the world.

# 1 SPORTING BEHAVIOUR

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## **1.1 BEHAVIOUR**

Competitors not behaving in a safe and sporting manner will be penalized and may be disqualified.

## **1.2 ABUSE**

Any verbal or physical abuse of any of the competition officials is considered unsportsmanlike conduct and will be treated as such in accordance with the FAI Code of Ethics.

# 2 EVENT

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## **2.1 NUMBER OF TASKS**

The GIN Wide Open 2019 will be valid if 2 or more tasks are flown during the competition.

## **2.2 DURATION**

The GIN Wide Open 2019 will be held over 7 days (Monday - Sunday), although not all days are necessarily task scoring days, but may instead be classified as practice days and therefore non scoring.

## **2.3 TIMINGS**

- Will have tasks that run from Monday (19<sup>th</sup> August 2019) to the following Sunday (25<sup>th</sup> August 2019)
- Registration will take place on Sunday (18<sup>th</sup> August 2019) before the event.
- No registration on, or after, competition start.
- The first task will be a practice task, and run on Monday (19<sup>th</sup> August 2019), however this task is not obligatory and shall be cancelled at the discretion of the Meet Director
- The prize giving ceremony will normally be on Sunday night (25<sup>th</sup> August 2019).
- The last day is a full competition day (25<sup>th</sup> August 2019).

## **2.4 NUMBER OF PARTICIPANTS**

The maximum number of pilots participating in any round is set at the Meet Director's discretion. Pilots who will arrive late for registration should contact the organization to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below.

## **2.5 LOCAL REGULATIONS**

Will be prepared by the Meet Director & the organization.

# **3 PILOT QUALIFICATION**

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## **3.1 ENTRY STANDARDS**

A competing pilot must be qualified to meet the standards of IPPI4 or their National equivalent.

## **3.2 OPEN PILOTS**

For entry into the The GIN Wide Open 2019, pilots must hold a valid FAI sporting license + IPPI card level 4 or 5 (or equivalent national license recognised by the FAI).

## **3.3 RIGHT TO REFUSE ENTRY**

The organizers reserve the right to refuse entry to any pilot.

## 4 INSURANCE

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All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation) as well as third party liability insurance with an insured limit of at least 750.000€ (or foreign currency equivalent).

A statement: from your insurance company, in English language must be available to be shown at registration on request, proving that you have met the insurance requirements and including a 7 day, 24hour contact number in case of accident.

If insurance Details are not available the pilot will lose his/her place to a pilot on the waiting list.

## 5 GLIDER CLASSES

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### 5.1 CERTIFICATION STANDARDS

Any AFNOR, LTF/DHV, SHV or EN certified glider is permitted to enter the competition.

### 5.2 GLIDER CLASSES:

- Overall Class: is for any glider up to LTF/DHV 2/3 or EN D
- Sport Class: is for any glider up to LTF/DHV2 or EN C
- Leisure Class: is for any glider up to LTF/DHV – 1/2 or EN B

In addition, the following glider types will NOT be permitted:

- Gliders certified before 1998
- CCC gliders.
- 2liner gliders.

### 5.3 DUAL GLIDERS

Dual Gliders may be allowed at the discretion of the Meet Director.

### 5.4 CHANGES TO GLIDERS

Certified serial or sports class gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype, and as such is not permitted.

## **5.5 GLIDER CHECKING**

A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, requiring the pilot to provide manufacturers diagrams and certificates. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

## **5.6 CONTEST NUMBER**

Numbers and markings are not required unless there are two identical gliders. In this case one glider may be requested to have specific identification using supplied tape.

# **6 PRIZES**

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## **6.1 OPEN EVENT PRIZES**

There will be prizes awarded for the top finishers for;

- Overall class
- Sports class
- Leisure class
- Top female

## **6.2 NUMBER OF PLACES**

The number of places recognised will be determined by the quantity of pilots entered for that class at the discretion of the organization.

## **6.3 PRIZE TYPES**

The awards may take the form of sponsor donations and/or trophies

## **6.4 OTHER PRIZES**

May be awarded at the discretion of the organization.

# **7 REGISTRATION**

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## 7.1 ENTRY FEE PILOTS

- 280€/pilot.

## 7.2 DEAD LINE ENTRY FEE

If entry fee is not received within 7 days (email/website "TO PAY" confirmation), pilots places will be reallocated to the next eligible pilot on the Pilots Waiting List

## 7.3 CANCELLATION OF A REGISTRATION

A Written cancellation should be sent by email to the organization. Any pilots who cancels their registration will be given refunds as follows:

- Cancellation date more than 60 days before competition start date = 50% refund
- Cancellation date less than 30 days before comp start = 0% refund

## 7.4 ACCEPTED ENTRIES

Accepted entries are **non transferable**.

# 8 ORGANISERS & COMMITTEES

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## 8.1 OPEN ORGANIZER (OO)

The Open Organizer is responsible for the successful management of the event, assisted by other officials

## 8.2 MEET DIRECTOR (MD)

A Meet Director has responsibility for organizing task setting and task logistics, having a detailed knowledge of the flying area.

## 8.3 TASK COMMITTEE (TC)

The Task Committee consists of:

- The Safety Representative
- At least two additional pilots with good local knowledge chosen by the MD

This task committee must unanimously agree each day's task, considering all issues affecting task safety.

## **8.4 SAFETY COMMITTEE (SC)**

The Safety Committee consists of:

- The Safety representative (SR) of the competition
- The Task Committee
- The Chief Marshal to cover take-off and landing areas.

## **8.5 PROTEST COMMITTEE**

Following a protest, at the next general briefing two members of the Competition organisers plus one pilot representative, to be elected by the pilots, will constitute the jury in charge of dealing with the protest.

# **9 BRIEFINGS**

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## **9.1 TYPE**

There are three types of Briefing:

- Introductory and Safety Briefing (Monday 19<sup>th</sup> August 2019)
- Morning Briefing (everyday)
- Task briefing (everyday)

## **9.2 Introductory and Safety BRIEFING**

All competitors must be present at the welcome briefing, to take place at HQ at 8.30am on Monday 19<sup>th</sup> August 2019 (with variance at the MD's discretion)

## **9.3 MORNING BRIEFING**

The morning briefing will be held at the Head Quarters and it is the responsibility of all competing pilots to be present. The start time of this briefing will also be displayed on information boards.

## **9.4 TASK BRIEFING**

The task briefing will be held at the take-off area and it is the responsibility of all competing pilots to be present. All technical data specified during this briefing is displayed on the briefing board.

## **9.5 WINDOW OPENING**

The window can be opened a minimum of 15 minutes after the end of the task briefing. In case of a new briefing, the delay of 15 minutes can be reduced.

## **9.6 PILOTS' RESPONSIBILITY**

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

## **9.7 LANGUAGE REQUIREMENTS**

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings.

# **10 RESULTS**

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## **10.1 PROVISIONAL RESULTS**

A provisional result list will be posted on the official board by 08:00 on the morning following the task (unless technical difficulties require a later posting).

## **10.2 COMPLAINTS AND PROTESTS**

Complaints or protests can be raised up to two hours after provisional result posting.

This may be extended by the meet director in exceptional circumstances

## **10.3 COMPLAINT PERIOD**

At the end of the complaint period the provisional results must either be held pending the result of a protest committee, or be approved and signed by the MD. After this signature no further corrections can be made.

# **11 COMPLAINTS, PROTESTS AND APPEALS**

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## **11.1 COMPLAINT PROCEDURE**

Any pilot enrolled in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results. The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, he has the right to protest. Such protest must be made in writing (in English) and be handed to the MD with a protest fee of 50€ (or equivalence in local currency) within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. The fee will be refunded if the appeal is upheld.

## **11.2 APPEAL**

Any registered pilot can make an appeal concerning any protest committee decision. The appeal must be made in writing in English, within 24 hours signed by 2 comps panel members, not the Chairman, together with the 50€ protest fee (or local equivalent) and it must be accompanied by all necessary documents. It has to be addressed to the MD. The fee will be refunded if the appeal is upheld.

# **12 FLYING AND SAFETY REGULATIONS**

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## **12.1 COMPLIANCE WITH LAW**

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

## **12.2 AIRSPACE**

Task setting will avoid flying through restricted airspace where possible. Pilots must be fully conversant with air law and must be in possession of an approved air map and altimeter.

## **12.3 FLIGHT LIMITATIONS**

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any manoeuvre hazardous to other competitors or the public is prohibited.

## **12.4 DAMAGE TO A COMPETING GLIDER**

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

## **12.5 PROTECTIVE EQUIPMENT**

Every competitor shall wear a protective helmet use a harness with back protection on all flights. Both helmet and harness should meet requirements set out in Section 7 of the FAI Sporting Code.

All pilots should also fly with a recently repacked certified emergency parachute of the appropriate size.

## **12.6 FITNESS**

A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying. The Meet Director has the power to ban a pilot from launching if he considers it unsafe for them to do so.

## **12.7 COLLISION AVOIDANCE**

Circuit Turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

## **12.8 TURN DIRECTION**

The MD will confirm each day the direction of all 360° turns in front of take-off, within a given area and time. Failure to comply with turn direction will incur a penalty.

## **12.9 CLOUD FLYING**

Cloud flying is defined as any part of the glider or the pilot disappearing into cloud. Cloud flying is prohibited, GPS track log and evidence supplied by more than one pilot. For safety reasons, including collective cloud flying, the MD and/or the SC may cancel the task before the last landing time. Should a pilot enter cloud then he/she must be seen by pilots to return to a point of no advantage. This means leaving the cloud in a timely and safe manner and losing height to return to a position lower and further (in relation to next turn point/goal objective) than when the pilot entered cloud.

## **12.10 EXTERNAL AID TO COMPETITORS**

External aid to competitors is not permitted

## **12.11 COMMUNICATION EQUIPMENT**

Radios must be carried in flight by all participating competition pilots and radios may only be used in the air for safety reasons. The Organizer of the event will announce an official safety frequency. For retrieval the Organizer may announce one or more frequencies. The Organizer is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

## **12.12 GPS**

GPS will be used for flight validation. Each pilot must be equipped with at least one GPS with the ability to record a 3d track log. If the primary GPS fails a second GPS with 2D tracklog may be acceptable to validate a competitor's flight if there is no

dispute over the flight, airspace or cloud flying. Pilots must bring their GPS to CheckIn after each task in order to download their tracklogs.

## **13 TAKEOFF**

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### **13.1 SIGN TO FLY**

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Check-In. Failure to do so will result in a pilot penalty.

### **13.2 NON FLYING**

If a pilot decides not to fly in a task, they should report as soon as possible to the organization.

### **13.3 TAKEOFF AREA**

The Take off Areas for the task will be defined by the Meet Director at the task briefing. The Meet Director will also define the number of possible launch positions.

### **13.4 ACCESS CONDITIONS FOR TOP PILOTS**

The top 10 pilots of overall Open event ranking have the right to take precedence over other pilots in the takeoff area whenever they choose, before doing so they must inform one of the launch marshals or competition officials. For the first task of an Open event, priority is given to the top 10 pilots in the WPRS.

### **13.5 OPEN WINDOW**

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board.

### **13.6 WINDOW EXTENSION**

If, for safety reasons, the Meet Director considers that conditions have become dangerous or un-launchable, he may temporarily close the window. The window will then be extended by the time the takeoff was closed without, however, exceeding the deadline for window extension.

### **13.7 RESTART**

If a competitor has an issue affecting safety after launch he can request permission from the Meet Director or a Safety Marshal to top land, if this is granted he may top land as directed. In the case of a major problem forcing re-landing immediately

after launching, a pilot may take off again after gaining permission from the Meet Director or Safety Marshal. The pilot's takeoff time remains, in any case, the one of the earliest start.

## **14 LANDING**

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### **14.1 GOAL DEADLINE**

The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

### **14.2 REPORT BACK**

A pilot must report back to Check-In as soon as possible after landing. The procedure for this will be announced at the safety briefing. The latest time for report back will be announced at the task briefing and displayed on the briefing board. It is important to comply to avoid unnecessary search and rescue operations. Pilots who do not respect this rule could be penalized or even disqualified from the event.

### **14.3 LANDING DEADLINE**

A landing deadline is the time by which all pilots must have landed. If a safe landing area cannot be found at this time the pilot is allowed to land as soon as possible after the landing time. In any case the pilot's position will be the best position from the GPS track-log prior to the landing deadline.

### **14.4 CHECK-IN DEADLINE**

Checking-in is mandatory for all pilots who signed to start the task. Each pilot must personally give in their GPS. Failure to check in may be penalized.

## **15 TASK EVIDENCE**

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### **15.1 SOURCE DATA**

Will only be collected directly from a GPS. No copies of files, or files from any other source will be accepted as evidence for a flight. Only valid GPS data will be considered as true evidence. It is the pilot's responsibility to provide a GPS tracklog that clearly proves that he/she flew the task as defined by the scoring program used and did not infringe any airspace.

## 15.2 VALID GPS DATA

To be considered as valid, the track-log must satisfy the following criteria:

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points or a couple of points used to verify a turn-point.
- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.
- The track log must have valid and consistent time stamps.
- The Track log must show altitude data
- A continuous track-log is one where each consecutive point is 30 seconds or less from its predecessor.

## 15.3 GPS CHECKING

Criteria for any GPS start and for each turn point claimed (the turn-point is the GPS co-ordinate supplied by the organizer), the tracklog must show one of the following:

- A point within the cylinder.
- A pair of points for which a straight line drawn from the first point to the second point passes through the cylinder.

## 15.4 BEST POSITION

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air. A pilot's best position will be determined by examination of their GPS tracklog.

## 15.5 MANDATORY TRACKLOG

Where forbidden or dangerous airspace exists, the MD can ask the pilot to provide a track log that proves that these areas were avoided. If necessary this will be announced at task briefing.

## 15.6 GPS'S MODELS

Because of technical limits, only some particular models suit the verification protocol. It is the competitor's responsibility to ensure their GPS is capable of delivering a complete 3D tracklog in an acceptable manner and that the hardware to transfer the tracklog from the instrument to the organisers is suitable.

# 16 PENALTIES

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## **16.1 TRACKLOG PENALTIES**

Tracklog Penalties for incorrect GPS track-log and launch:

- Start point incorrect/missing = distance points given to last correct point.
- Turn points incorrect or missing = distance points given to last correct point.

## **16.2 PENALTY FOR FAILURE TO REPORT**

Competitors who fail to sign the "Sign to Fly" list at take-off will score zero for the task. Failure to report back after a task will also incur a score of zero for the task. For failure to report back after a stopped task a pilot will lose their average task score for the competition from their overall score.

## **16.3 PENALTY FOR CLOUD FLYING**

Penalty for cloud flying is at the Meet Directors discretion, but would usually be zero score for the Task. Repeated offence is considered sufficient grounds for disqualification from the competition.

## **16.4 PENALTY FOR EXCEEDING MAXIMUM CERTIFIED WEIGHT**

Pilots are required to fly within the certified weight limit of their glider. Pilots carrying excess ballast will be penalized.

## **16.5 PENALTY FOR INFRINGING TURN DIRECTION**

Pilots infringing turn direction will be penalized.

# **17 VALIDATION OF A TASK**

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## **17.1 Task Validity**

A task will be considered fully valid when the Day Quality is equal to 1 and the window was validated.

## **17.2 Day Quality**

Day Quality is a parameter calculated by the scoring program and is a measure of how well the task differentiated pilot performance. If the quality is equal to 1 the task will have a total of 1000 points available. The winner of the task may not receive all the available points, e.g. the maximum lead out points may be awarded to another pilot.

### **17.3 Window Validity**

The Launch Window will be validated when: The Launch window has been open for the minimum required time OR all competitors have launched. The formula for the minimum required time in minutes is as follows: Number of competitors (who have signed to fly on that day) multiplied by 2 minutes divided by number of launch positions.  $( \_ \_ \_ ) ( \_ \_ ) 2 ( \_ \_ )$  Num of launch positions Num of competitors Minimum window time  $\times =$  The number of launch positions will be declared by the Meet Director at the first Introductory and Safety Meeting.

### **17.4 STOPPING OF A TASK**

The Meet Director and/or the Technical Director can stop a task in case of hazardous weather or other conditions which, in their view, could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency and by other means stated in the local regulations. If one or more pilots have reached goal at the time the task was stopped, the task is scored. Both race and elapsed time tasks, if stopped with no pilots in goal, will be scored and be pro-rated according to a formula, which will be announced along with the scoring formulae for the competition (see 18.2).

### **17.5 CANCELLATION AFTER LANDING**

After the last landing time a task can only be cancelled by a safety committee decision. The TD and/or the MD can ask for a decision on the validation of a task.

### **17.6 ASSISTANCE TO A PILOT IN DANGER**

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

### **17.7 COMPENSATION TO AN ASSISTING PILOT**

A pilot assisting an injured or downed pilot will be compensated task points by receiving points for the task equal to their average score for all the other tasks in the competition round.

## **18 SCORING & TASK DROPPING**

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### **18.1 SCORING**

Tasks will be scored using suitable scoring software (eg CompCheck or FS) and the scoring formulae and parameters (eg Nominal Distance and Time, Minimum Distance, nominal percentage of pilots in Goal and Launch parameter 'L' ) will be announced at the introductory briefing prior to competition start.

## 18.2 SCORING STOPPED TASKS

### STOPPED RACE TASKS

If the leader has flown more than 1/2 task distance when the task is stopped then the task is scored based on pilot positions 10 minutes before the task was stopped. The available scores will be devalued according to the proportion of the task distance the leader has flown.

### ELAPSED TIME TASK

Stopped elapsed time tasks will only be scored if there is a pilot in goal whose elapsed time for the task was shorter than the time that elapsed between the Last Start Time and the official Task Stopped Time. The official Task Stopped Time will be 10 minutes before the time of the official declaration that the task was stopped. The task will be devalued according to the proportion of pilots in goal whose time was shorter than the time that elapsed between the Last Start Time and the official Task Stopped Time.

## 19 PILOT LISTING AND RESULTS

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The Organizers shall publish a list of all competing pilots with names and nationality as well as the manufacturer of the glider.

### 19.1 RESULTS SHEET

The result sheet must show:

- Name of pilot and nationality
- Brand and name of glider
- Type of class
- Duration of flight and distance flown
- Take-off time and finish time for elapsed time race, race to goal or speedrun
- Sum of points awarded
- Any points deducted as a result of a task dropping system.

### 19.2 OFFICIAL PUBLICATION OF RESULTS

The results will be published at the end of each event and sent promptly to FAI for inclusion in the latest World Pilot Ranking.

## 20 Emergency Rules

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### **20.1 Rules changes and additions**

A new rule may be introduced at any time during an event to address unforeseen problems which are deemed by the MD, TD and Competition Panel members present to pose a major threat to pilot safety.

Any such rule must be written down, and referenced on the task board each day that it is in force.

Any such rule will not be retroactively applied.