



Koninklijke Nederlandse Vereniging voor Luchtvaart
Royal Netherlands Aeronautical Association
aangesloten bij de Fédération Aéronautique Internationale

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2019 Dutch Open

FAI II - Competition

Organizer: "KNVvL, department Hanggliding"

Local regulation

A. PURPOSE

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

B. PROGRAM

Registration	June 15 th 2019, 17:00 – 20:00
First Safety/Competition Briefing	June 16 th 2019, 09:00
Contest Flying Days	June 16 th – June 22 th 2019
Closing Ceremony & Prize Giving	June 22 th 2019

OFFICIALS

Competition Director	: Araldo van de Kraats
Organization Director	: Annet Vierregge
Take-off marshals	: Annet Vierregge, Araldo van de Kraats
Scoring director	: André van den Akker

1. ENTRY

- The Championship is open to all Member and Associated Member countries of the FAI.

- The entry fee is €125.- per pilot when payed in advance. The entry fee for payments after the 1st of June is €145.- per pilot.
- The championship will be open to Class I, V and Sport class Hang gliders and the title of Dutch Open Champion shall be awarded according to the GAP-scoring formulas.

2. GENERAL COMPETITION RULES

2.1 Registration

On arrival the competitors shall report to the Registration office to have their documents checked and to receive supplementary regulations and information. The end of the official registration period is considered to be the official start of the championship.

The registration office (at the official landing site, see point 4 for the location) will be open from 17:00 to 20:00 on Saturday the 15th of June. Registrations after this time requires specific permission of the organization.

2.2 Requirements

The following items are required for registration:

- Pilot qualifications equivalent to IPPI 5
- Pilot's valid FAI Sporting License
- Entry fee or receipt of payment of entry fee
- Certificate of 3rd party liability insurance of at least €1,500,000.-
- GPS for downloading waypoints
- Sign the liability waiver

2.3 Safety Briefing

Before the pilot briefing on the first competition day a safety briefing will be held to discuss safety aspects of the competition. Attendance to this briefing is mandatory for all competitors and not attending this briefing may result in disqualification from the competition.

There will be a task advisory commission and a safety commission, each consisting of three pilots selected by the competition director, which will advise the competition director. They will be introduced during the first pilot briefing.

2.4 Responsibility

The organizer takes no responsibility for pilots or third parties. Transfer to the take off and retrieval shuttle services are at own risk. The participation in the competition is at your own risk.

3. EQUIPMENT

3.1 Communication equipment

Radios are for communication between competitors, team leaders, drivers and the organizers. All pilots and crews are requested to submit

their team frequencies and mobile telephone numbers to the competition director. This information will be used by the competition director for safety purposes.

4. TAKE-OFF AND LANDING

- Foot launch from wooden ramp and/or meadow slope.
- Open window system.
- A competitor will be allowed one take off to attempt the task within the stated launch period, unless the meet director announces a change during the task-briefing and on the task board.
- Take-off site: Kandel West N 48°3.905' E 8°0.911' 1200m ASL.
- Take-off alternative: Schäfersfeld/Oppenau N 48°26.848' E 8°8.763' 760m ASL.
- Landing: Near Bleibach / Gutach 48°7.799' E 8°0.004' 292m ASL or alternatively as specified in the task briefing.

5. WAYPOINTS

- Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing.
- Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing.
- Goals will be virtual and will be a cylinder with type, size and coordinates specified at the task briefing.

6. TASK PERIOD

- Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing.
- Every competition pilot (including pilots who made goal) has to report safe landing as soon as possible to the competition headquarter by WhatsApp, SMS (SMS only valid after confirmation from HQ) or in case these do not work, by phone call. The latest reporting time will be announced during the first pilot briefing. It may be changed for any specific task. Late or no report without reason may result in a zero score for the task.

7. SCORING AND FLIGHT VERIFICATION

- Scoring will be done according to the GAP scoring system. GAP parameters will be announced at the first pilot briefing.
- Scoring is primarily evaluated through the livetrackers that are handed out each day at the launch site. The use of these livetrackers is mandatory. In case of missing data, data from the pilots GPS

tracking device (to be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code) will be used for the scoring. Pilots are responsible for good data transport from flight-instrument to scoring-computer (good cables, good connections etc.). If it is not possible to read the data, the task will not be scored.

- Team scoring. Teams of maximum 5 pilots can be formed. The daily results of the best 3 pilots of the teams will count for the scores.
- Scoring a stopped task. A task which is stopped shall be scored if a minimum of the nominal time (set as GAP-parameter) has elapsed since the time of the first valid start was taken by a competing pilot, or at least one pilot who has taken a valid start has achieved goal.
- A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will change to take into account his average day-weighted scores of the whole meet so the score will be adjusted after each task. The competition director may also award extra points.

8. COMPLAINTS AND PROTESTS

The organiser shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published at 09:30 the next day.

Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Meet Director or the Scorer to request a correction. The time limit for complaints is 11:00 on the day following the day when the task in question was flown. If the complainant is not satisfied with the outcome, the pilot may make a protest in writing to the Competition Director. The time limit for protests is 24 hours after publication of the provisional results or the results of the complaint, except after the last competition task it is one hour. The protest fee is €25.-, which will be returned if the protest is upheld.

9. SPORTIVENESS

The Dutch Open is a Category 2 competition. The organization wants the competition to take place in a friendly atmosphere in the air and on the ground. The Dutch Open is no place for aggressive flying in thermals or abusive language or behaviour on the ground. It will not be accepted.

10. SECTION 7 SPORTING CODE

For any matters not describe in the local regulation we will refer to the

current Section 7 of the CIVL Sporting code.

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