

LOCAL REGULATIONS FOR  
Fiesch Open 2011, 3984 Fiesch, Schweiz

FROM:  
July 6th TO July 10th, 2011

ORGANISED BY  
ChallengeWorld

ON BEHALF OF THE  
Swiss Hanggliding & Paragliding Association SHPA  
Website where information about the competition can be found: <http://www.challengeworld.org>  
E-Mail address to which any correspondence should be sent in advance of the event:  
[fieschopen@challengeworld.org](mailto:fieschopen@challengeworld.org) These local regulations are to be used in conjunction with current rules of  
SHPA: [www.shv-fsvl.ch](http://www.shv-fsvl.ch)

#### PURPOSE

The purpose of the championship is to provide safe, fair and satisfying contest flying in order to determine the champions in Class 1 and Class 5 and to reinforce friendship amongst pilots and nations. The meet director and Task Setting Committee will be aiming for pilots to fly long tasks (only weather dependent) with a high number of pilots at goal.

#### PROGRAM

(check on website [www.challengeworld.org](http://www.challengeworld.org) regularly for any alterations to times printed below):

Registration at HQ (Ulrichen, landing area). GPS coords: 46° 30.07'N - 8° 17.62'E (datum WGS 84)

- July 6th - 14:00 – 18:00 (2 – 6 pm) pilots, who are too late, are disqualified for the first task

Opening Ceremony - July 6th – 19:00 (7 pm). Place and time will be announced at the registration. Competitors are reminded, that they are expected to attend the ceremony.

Mandatory pilot safety briefing and 1st Pilot Briefing (place will be announced at the registration)

- July 7 th - 7.30 am. No registration anymore. (A pilot who has not attended this briefing may not be permitted to fly a task).

Contest Flying Days - July 7 th - July 10 th .

Closing Ceremony & Prize Giving - July 10 th - 18:00 pm at HQ Ulrichen landing area

Competitors are reminded, that they are expected to attend the Awards ceremony

Training on site - Generally unrestricted through the year

OFFICIALS see link <http://challengeworld.org/fieschopen/officials.html>

#### 1. ENTRY

according SHPA

## GENERAL COMPETITION RULES

### REGISTRATION

On arrival the competitors shall report to the Registration office (see times above) to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period (July 6th, 18:00 (6 pm)) is considered to be the official start of the championship.

### THE FOLLOWING ARE REQUIRED:

- Pilot's national rating qualifications
- Pilot's valid FAI or SHV Sporting License
- Satisfactory evidence of glider airworthiness. Pilots must sign the glider certification statement in Annex B
- Certificate of Insurance (with English translation as necessary) to include medical, repatriation and personal liability (flying) cover.
- At least one 3D GPS is required (backup strongly recommended, 3D) of each competitor for registration
- Pilot and driver mobile telephone numbers
- Receipt for payment of entry fees by the closing date
- Valid third party liability insurance. Each pilot must have a valid third party liability insurance (Euro 1.000.000) and emergency rescue and repatriation insurance.
- **Every pilot take part on the competition of his own risk and perils. He's also responsible for all his acts.** The organiser takes no responsibility for pilots or third parties. Transfer to take-off and retrieval is at the pilots own risk.

### EQUIPMENT: HELMETS

All pilots must fly with a helmet. Pilots without such a helmet will not be permitted to fly the task.

### COMPETITION NUMBERS

Numbers are required on the underside of the right hand side of the pilot's wing.

### GPS

GPS tracklog is the only means of flight verification permitted. Only 3D GPS units will be permitted for flight verification where cloud flying or airspace infringement is considered possible.

### TAKE-OFF METHOD

Foot launch from hill site. Type of launching will be announced at the first pilots-briefing. Pilots in launch lanes must be completely ready and intending to launch. Pilots who are ready and who wish to move into a launch lane must give their pilot number to their lane official who will be recording the launch order for fairness. In the event of a "push," the pushing pilot's number will be recorded and no other pilots may enter the launch lane ahead of the pusher. At the meet director's discretion, point penalties may be given to pilots not adhering to launch rules.

### PUSH RULE

The take off "push" system will be used. Only pilots in their harnesses and ready to take off and in the launch lane are allowed to push. Pilots will NOT have 30 seconds to decide to launch or not, but only 30 seconds of launchable wind to launch, this because there are five launch lanes and there is enough decision time for pilots while they are waiting for the other lanes to launch. If the decision is to not launch, a pilot must queue behind all pilots remaining to launch in that lane (names will be put on a list). The pusher has no decision time on launch and must launch within 30 seconds (of uninterrupted launchable wind) or score zero for the day.

### TAKE-OFF SITE:

Fiescheralp, Galvera – 2078m ASL South/West slope and 5 start lanes, grassy

Wing-transport from HQ Ulrichen to Galvera is organised. Pilots travel by cable car from Fiesch individually.

### OVERCROWDING

In the event of dangerous overcrowding in the air around launch the competition director (or main launch or safety directors) may close the launch temporarily until congestion has eased.

#### GENERAL DAILY SCHEDULE: (ALL TIMES SUBJECT TO ALTERATION)

8:00 Pilots Briefing (place will be announced at registration). weather information, daily schedule,  
10:00 am on launch review of previous day, announcement Pilot task briefing,  
Report back time to be announced daily at task briefing.

#### WAYPOINTS

##### START CYLINDERS

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 DIRECTION

A daily turn direction up to and in the start gate cylinder will be used – left turns will be used on odd task number days, and right turns on even task number days.

##### TURN POINTS

Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing. In the interests of safety, a turn direction at turn points may be specified at the daily task briefing. Pilot may not take a start gate again once he/she has taken a task turnpoint.

##### START GATE HEIGHT LIMITS

Given the possibility of low cloud bases around the start gate, at any task briefing the meet director may specify an altitude limit for crossing the start line into the speed section of the task, i.e, either entering or exiting the start cylinder, depending upon the type of start used for that task. Penalties for infringements of these limits shall be:

$$\text{Penalty (in points)} = \frac{T \times H^2 \times (0.001 \times \text{Task Winner's Score})}{100},$$

H = Pilot's height (in metres) above start limit, T= Reduction factor of ½

The maximum penalty that may be applied is equivalent to 50% of the task winner's score. Any pilot who does not supply a 3D track log for this section of the task will receive the maximum penalty for start height infringement. See appendix A at the end of the local regulations for extra information.

##### GOAL

Goal (not the end of speed section) will be a virtual cylinder of 200m/radius, centred on the goal coordinates, unless otherwise specified at the task briefing. Wherever possible, there will also be a physical line with wind indicators at each end placed over the virtual line co-ordinates as a flight reference for pilots. All pilots landed at the goal field must report to the goal marshal to sign out.

##### LAUNCHING AND REFLIGHTS:

##### NUMBER OF STARTS

Competitors will be allowed only one take-off attempt for every task within the stated take-off period.

##### TAKE OFF

A failed take-off attempt or safety problem arising immediately after take-off which results in a landing will not count as one of the permitted number of take-offs. Pilots must report to the Start Marshal before the second take-off attempt.

##### START PERMISSION

Pilots may not enter the start lanes unless they are fully ready to fly. At no stage is a pilot permitted to launch without having been given permission by the launch director who is present at his/her lane. Marshals will be in the start lanes to carry out checks, which all pilots must allow them to do.

##### SIGN IN & OUT

In the interests of safety all pilots who intend to fly for the day must sign a SIGN IN sheet before launching (this will be up at launch) and also SIGN OUT again at HQ Ulrichen after the task, also if the task has been stopped. Penalty points may be applied for failure to follow this rule.

#### TASK PERIOD

##### TIMING

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 and an extension may be used (for example) when the launch marshal/meet director deems conditions have considerably slowed launching or when launch has been closed due to an accident.

#### LAUNCH VALIDITY

The minimum period of time that the launch window will remain open for the day (launch) to be considered valid is 45 seconds per pilot divided by the number of launch lines that can be used.

#### SCORING AND FLIGHT VERIFICATION

Scoring and Track verification will be done using FS (Flight Software) developed for the CIVL using the GAP 2002 formula which will use leading points, time points and arrival position points. GAP parameters: Will be announced by the meet director at the first pilots briefing.

#### GPS SET UP

##### GPS

WGS 84, hddd,mm.mmm' (degrees, minutes, decimal minutes) offset: + 02:00 (hours)Pilots may use any model of 3D GPS unit that is compatible with the CIVL FS flight verification software to be used at this event. This includes any 3D GPS that can be downloaded using GPSDump. See <http://www.gethome.no/stein.sorensen/> for a list of supported GPS units. Pilots with other models may be required to provide hardware, software and methodology for downloading.

#### TRACK LOGS

GPS track log evidence is the only way to verify and provide data for flights and where cloud flying or airspace infringement is considered possible the tracklog must be from a 3D GPS. The track logs of two or more GPS's together may be used to provide a required track log. Pilots have to provide their own cable if they use Air-cotec instruments. To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code.

#### STOPPED TASKS

Scoring a stopped task. A task which has been stopped but not cancelled shall be scored if at least 1.5 (one and a half) hours have elapsed since the first valid start is taken by a competing pilot or at least 1 pilot has achieved goal. The score back time is equal to the time between start gate windows or a minimum of 15 minutes in the case of a race task and will be applied to all pilots whether in goal or not. Pilots in the air who have been notified that the task has definitely been stopped or cancelled are requested to open their harnesses and cycle their legs in the air to indicate to other pilots that the task has been stopped. Pilots who do this when the task has not been stopped or cancelled will be penalised at the meet director's discretion.

#### EARLY STARTS

Any pilot who flies on course before the start gate opens (whether or not they reach goal) will have his or her track log shifted back by ten times the amount by which the pilot started before the official start time, providing this is not longer than 5 minutes. If the early start exceeds 5 minutes the pilot will only be scored to minimum distance.

#### LANDING FORMS

Pilots must fill in landing and safety forms after each flight. Pilots must also report back after stopped tasks.

#### AIDING A PILOT

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.

## PENALTIES

### CLOUD FLYING

Cloud flying by competitors is illegal and un-sportsmanlike. Competitors who deliberately fly into clouds will incur a penalty for the day. A pilot is deemed to have flown into a cloud if he/she is observed by a meet official or by a nearby air marshal going into and disappearing into a cloud, or: if 2 witnesses near the accused witness the accused going up into the cloud and completely disappearing from their view, and attest to this fact in writing and if barograph or 3D GPS traces from the accused and the witnesses show the accused above the witnesses at the time of the incident. If the accused cannot produce a barograph trace for that day or a 3D GPS track log from their 3D GPS, only 2 witness statements are required. It is highly recommended for all competitors to fly with a recording barograph. Witnesses should press Mark/Enter when they witness a pilot going into a cloud. Any pilot found to be deliberately supplying false information about another pilot with respect to cloud flying will be removed from the competition. It is recommended that a pilot sucked into cloud who did not have the intention of gaining an advantage should perform a figure 8 manoeuvre once out of the cloud and fly back along the course line until the extra height gained is lost before continuing on course so that other pilots can see it had not been intended. The penalty for verified infractions will be a zero score for the day of the first offence and exclusion from the remainder of the competition for any subsequent offence.

### CONTROLLED AIRSPACE:

Pilots are expected to familiarise themselves with all controlled airspaces in the vicinity of course lines from the maps supplied. Penalties for infraction of airspace - refer to FAI Sporting Code S7 2.27.2. The onus is on the pilot at all times to prove that he/she has not infringed on airspace

### INSTRUCTIONS FROM OFFICIALS:

Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the meet director's discretion. Abusive behaviour towards meet officials or other competitors will not be tolerated and penalties may be applied at the meet director's discretion.

### REPORTING BACK LATE:

For each task there will be a latest report back time stated. For safety reasons, pilots who have not notified organisers of their landing by this time will lose 10% of their day score for a first infringement, 50% for a 2nd infringement and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the meet director). Penalty points may also be given for late GPS downloads.

### COMPLAINTS AND PROTESTS

The scorer 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 as close to 8.00am the next day as possible. Competitors are recommended to request correction of mistakes as soon as possible. A complaint in writing may be made to the Comp' Director to request a correction. The time limit for complaints is 12 hours after publishing of the provisional results, except for the last competition task it is 1 hours. 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 12 hours after publication of the provisional results or the results of the complaint, except that after the last competition task it is 1 hour. The protest fee is 100.- CHF. It will be returned if the protest is upheld.

## Appendix

### ALTITUDE VERIFICATION

#### Introduction

For the purposes of altitude verification, the scorers will group GPS instruments into three broad categories:

#### Group 1:

Instruments incorporating a pressure sensor to be able to record and/or display barometric altitude. (Some may also display GPS altitude)

#### Group 2:

Instruments recording only GPS altitude

#### Group 3:

Instruments (primarily Garmins) that incorporate a pressure sensor, such that the recorded altitude is a continuous updated combination of GPS height and barometric altitude. Pilots should be aware of which altitude(s) each of his GPS units records and displays. Note that in some instruments there will be a difference between the pressure altitude height and the height displayed in flight. This can be up to 200 to 300m on a high-pressure, hot day.

#### GPS set-up

#### Group 1:

All the barometric instruments should be set at the task briefing, either with the predicted QNH for the day or with the take-off height (which then calculates the QNH automatically), displayed on the task board. It is highly recommended to set alti2 (if available) to QNE (1013.25hPa).

#### Group 2:

No special set-up. Pilots flying with GPS-only altitude units should be aware that there can be a difference between barometric and GPS altitude of up to 200 to 300m.

#### Group 3:

The auto-calibrate function must be switched off. And the unit must be calibrated to launch height or QNH taken from the task board. Note: Restricted airspace will be indicated on maps provided. Verification by Scorers (Using FSflight, SeeYou and CompeGPS) To verify infractions of competition altitude limits, track log altitude data will be standardised using standard barometric altitude (Pressure Altitude) of 1013.25hPa.

#### Group 1:

Typically, all the Flytec/Brauniger instruments (Group 1) will download correctly and the Pressure Altitude will be recorded in the kml and igc track log. Other barometric instruments in Group 1 will have altitude corrected to 1013.25hPa by the scorers ( $1013.25 - \text{QNH} * 27\text{ft/hPa}$ ) to derive the actual (standardised) flight altitude.

#### Group 2:

Pilots with instruments recording GPS-only altitude: The difference between the GPS altitude and the pressure altitude will be derived by referencing track(s) from an instrument used on that task that gives both measures (eg Compeo+/6030). The pilot's GPS altitude will be adjusted using this difference. For some units, the scorers may have to factor in the ellipsoid/geoid difference as well.

#### Group 3:

Due to the nature of these instruments, it is essential that the autocalibrate function is switched off, thereby recording true barometric altitude. They will be treated the same as Group 1 instruments. It is recommended that pilots flying with an instrument in this group, fly with a back-up GPS from another group. Pilots flying with only Garmins are likely to be subject to greater scrutiny and more frequent altitude checks.

Note: Restricted airspace will be indicated on maps provided.

Annex B

to Local Regulations

**CERTIFIED GLIDER STATEMENT**

I, the undersigned, **declare** that the Class glider  
(make & model)

---

I will fly in the **"Fiesch Open 2011"** held  
at **Fiesch, Schweiz from JULY 7th to JULY 10th** is certified by one or more of the interna-  
tionally recognized certifying bodies (namely the DHV, HGMA or the BHPA). FURTHERMORE  
I **DECLARE** THAT IT IS IN CERTIFIED CONFIGURATION AND I UNDERTAKE NOT TO ALTER  
THIS CONFIGURATION. I UNDERSTAND THAT I AM THE SOLE INDIVIDUAL RESPONSIBLE  
FOR THE INTEGRITY OF MY GLIDER.

Signed on this date :

---

Signature of Participant Printed name of Participant

---

Address of Participant :

---

If your glider is not a certified model or is not in certified configuration  
**DO NOT SIGN THIS STATEMENT** but instead comply with Section 7A 2.10.2.3

Annex C

to Entry Form

**RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS**

Please read carefully . This is a release of liability, waiver of legal rights :

1. I am a participant in the "Fiesch Open 2011"  
held at Fiesch, Schweiz from JULY 7th to JULY 10th .

I ACKNOWLEDGE THAT participating in the Championships or any other activity related there to (collectively, the "Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF PHYSICAL INJURIES OR DEATH.

I expressly assume all risks associated with participating in the Events, including, without limitation to direct participation in the Championships or in training sessions, accessing restricted areas, sharing area facilities with people not directly involved in the Events and travelling in and between the Events' venues. Despite all the risks, I voluntarily choose to take part in the Events.

(Initials: \_\_\_\_\_).

2. In consideration of receiving permission to take part in the Events,

I agree to release and hold harmless the contest organisers, challengeworld, the property owners of the operation areas (including launch and landing areas), the SHPA and Fédération Aéronautique Internationale and its Commission de Vol Libre, their respective affiliates, agents, officers, directors, owners, commission or jury members, contractors, volunteers, employees and insurers (collectively, the "Released Parties") from any and all claims I might make as a result of physical injury, including death, or property damage sustained in connection with the Events.

I promise not to sue the Released Parties and agree that if anyone is physically injured or property is damaged while I am engaged in the Events, I will have no right to make a claim or file a lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to misconduct determined to have been undertaken intentionally or recklessly.

(Initials: \_\_\_\_\_).

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or representations by or between the parties and is governed by the laws of Italy I intend this document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and venue for any legal action shall in courts in Berne/Switzerland and such courts have personal jurisdiction.

(Initials: \_\_\_\_\_).

4. If any part of this agreement is determined to be unenforceable under the applicable law, all other parts shall still be given full force and effect and the agreement shall be completed in respect of the aspects covered by the part which is declared unenforceable as to give effect to the intent herein expressed to the fullest extent permissible by law.

(Initials: \_\_\_\_\_).

I HAVE CAREFULLY READ THIS DOCUMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL

Signed on this date :

\_\_\_\_\_  
Signature of Participant Printed name of Participant

\_\_\_\_\_  
Address of Participant

\_\_\_\_\_  
Place of jurisdiction / Gerichtsstand: Bern, Switzerland