



Fédération Française d'Aérostation

Siège Social et Administratif: 6, rue Galilée - 75116 Paris - France



9th FAI World Hot Air Airship Championship Dole, France, 13-18 July 2010

EVENT RULES

Based on BX2010

**FEDERATION AERONAUTIQUE INTERNATIONALE
COMMISSION INTERNATIONALE D'AEROSTATION**



Secretariat of FAI : Avenue Mon-Repos 24, CH-1005 Lausanne, Switzerland
Tel: +41-21-345 1070 Fax: +41-21-345 1077 email: sec@fai.org

CHAPTER 1. EVENT DETAILS

- 1.1 TITLE**
The event will be known as: **9th FAI World Hot Air Airship Championship**
- 1.2 OBJECTIVES (S1: 5.2)**
THE OBJECTIVES OF THE EVENT ARE:
- TO DETERMINE THE CHAMPION PILOT;
 - TO STIMULATE THE DEVELOPMENT OF AEROSTATION AND INTERNATIONAL COMPARISON OF PERFORMANCE OF PILOTS AND AEROSTATS;
 - TO REINFORCE FRIENDSHIP AMONG THE AERONAUTS OF ALL NATIONS.
- 1.3 DEFINITION OF A CHAMPION (S1: 5.8)**
- 1.3.1** THE WINNING COMPETITOR SHALL BE THE COMPETITOR WITH THE HIGHEST AGGREGATE SCORE AT THE END OF THE EVENT.
- 1.3.2** TO BE RECOGNISED AS A FIRST CATEGORY SPORTING EVENT AND FOR A CHAMPION TO BE DECLARED, AT LEAST THREE TASKS MUST HAVE BEEN COMPLETED ON NOT LESS THAN TWO SEPARATE FLIGHTS.
- 1.4 SANCTION (S1, An3, 2)**
THE EVENT IS AN APPROVED FAI FIRST CATEGORY SPORTING EVENT SANCTIONED BY THE FAI BALLOONING COMMISSION (CIA).
- 1.5 ORGANISATION**
The event is organised by: **Fédération Française d'Aérostation and Communauté d'Agglomération du Grand Dole**
- 1.6 CORRESPONDENCE**
All entries and official correspondence should be addressed to:
FFA - Martine Besnainou Commission Sportive
6, rue Galilee F-75016 Paris
martine.besnainou@wanadoo.fr
- 1.7 PERSONNEL**
- | | |
|---------------------|------------------------------------|
| Event President | Martine Besnainou |
| Event Director: | Pit Thibo |
| Assistant Director: | Michel Leblanc |
| Stewards | Giovanni Aimo
Jerzy Czerniawski |
| Safety Officer: | Stefan Handl |
| Jury President: | Tom Donnelly |
| Jury Members : | John Grubbström
Sandor Hidas |
- 1.8 PLACE**
The Event will be held at Dole, France
- 1.9 DATES**
The Event will run from 13.07.2010
The last flying day will be 18.07.2010
- 1.10 DEPOSIT FEE (S1, An3, 8.3)**
THE DEPOSIT FEE TO ACCOMPANY A PROTEST SHALL BE 100 Euros OR ITS EQUIVALENT IN ANY LOCALLY RATED CURRENCY
- 1.11 LANGUAGE (GS: 3.9.45)**
- 1.11.1** THE OFFICIAL LANGUAGE(S) OF THE EVENT SHALL BE ENGLISH.
- 1.11.2** Printed material (e.g. Task Data, Meteorological information etc.) shall be in English. The language used verbally during briefings shall be English.

- 1.11.3 **Shall and Must** mean the application is **mandatory**. Failure to comply will normally lead to penalty, disadvantageous interpretation or other disadvantages.
- 1.11.4 **Should**: means that the application is **recommended**. Failure to comply may lead to penalties, disadvantageous interpretation or other disadvantages.
- 1.11.5 **May**: means that the application is **optional**.
- 1.12 DOCUMENTATION**
The following documents will be inspected when each competitor registers on arrival at the Event:
- a. Pilot Licence
 - b. Pilot Log Book
 - c. Airship Log Book
 - d. Airship Registration Document
 - e. Airship Airworthiness Document
 - f. Certificate of Insurance
 - g. FAI Sporting Licence
 - h. Passport or Identity Document

CHAPTER 2. ENTRY CONDITIONS

- 2.1 PARTICIPATION (GS: 3.6.1)**
THE EVENT IS OPEN TO ALL NACs WHICH HAVE MET THEIR OBLIGATIONS TO THE FAI.
- 2.2 COMPETITOR (GS: 3.2.2, S1: 5.5.9)**
- 2.2.1 A PERSON ENTERED AND COMPETING IN A SPORTING EVENT.
- 2.2.2 AFTER THE BEGINNING OF THE GENERAL BRIEFING OF A FIRST CATEGORY SPORTING EVENT, NO CHANGE OF COMPETITOR IS PERMITTED.
- 2.3 COMPETITOR'S RIGHTS OF REPRESENTATION (GS: 3.7.2)**
- 2.3.1 IN INTERNATIONAL SPORTING EVENTS, A COMPETITOR REPRESENTS THE NAC THAT ISSUED HIS FAI SPORTING LICENCE, UNLESS HE BELONGS TO AN INTERNATIONAL TEAM.
- 2.3.2 FAI COMPETITORS OR TEAMS COMPLYING WITH GS 3.2.1 AND/OR GS 3.6.1 MAY BE INVITED TO PARTICIPATE IN INTERNATIONAL SPORTING EVENTS PROVIDING THAT THE ORGANISING NAC CONFIRMS THAT VACANCIES EXIST.
- 2.3.3 Passengers – If a crew member and/or passenger flying in the airship has competed in any previous international airship competition he must be of the same nationality as the competitor.
- 2.4 QUALIFICATION (S1: 5.6.4)**
PILOTS-IN-COMMAND SHALL HAVE BEEN AUTHORISED TO ACT AS PILOT-IN-COMMAND OF BX CLASS OF AEROSTAT FOR WHICH THE FIRST CATEGORY EVENT IS HELD, AT LEAST TWELVE MONTHS PRIOR TO THE START OF THE EVENT, OR SHALL HAVE 200 HOURS AS PILOT IN COMMAND FOR AX CLASS BALLOONS PLUS 25 HOURS AS PILOT IN COMMAND FOR BA OR BX CLASS OF AEROSTAT.
EACH PILOT-IN-COMMAND SHALL HAVE ACCUMULATED AT LEAST 25 HOURS AS PILOT-IN-COMMAND OF AEROSTATS OF THAT SUB-CLASS BY THE COMPETITION CLOSING ENTRY DATE.
- 2.5 SPORTING LICENCE (GS: 8.1.2) Part**
THE HOLDER SHALL SIGN HIS SPORTING LICENCE. IN DOING SO HE ACKNOWLEDGES THAT HE KNOWS AND UNDERSTANDS THE FAI SPORTING CODE AND COMMITS HIMSELF TO ABIDE BY IT.
- 2.6 ENTRY**
The completed entry form and entry fee for each competitor must reach the organisers by the closing entry date, except in the case of extra places offered by the organisers.

- 2.7 ACKNOWLEDGEMENT**
A competitor who has not received an acknowledgement of his entry within seven days after the closing date should make inquiries to the organisers.
- 2.8 CLOSING ENTRY DATE**
The closing entry date for the Event is: 15.05.2010
- 2.9 ACCEPTANCE OF SPORTING CODE, RULES AND REGULATIONS (GS: 3.11.1)**
THE ENTRANTS AND COMPETITORS ARE REQUIRED TO KNOW, UNDERSTAND, ACCEPT AND ABIDE BY THE SPORTING CODE AND RULES AND REGULATIONS ISSUED FOR THE EVENT, AND BY ENTERING ARE DEEMED TO ACCEPT WITHOUT RESERVATION. THEY SHOULD APPRECIATE THAT THEY REPRESENT THEIR NAC AND THAT THEY SHOULD COMPETE IN A SPORTING MANNER AND THAT THEIR BEHAVIOUR MUST BE BEYOND REPROACH.
- 2.10 WAIVER**
By entering the Event, a competitor waives any right of action against the organiser, the owner of any site and their respective members, employees or personnel for any loss or damage sustained by him in consequence of any act or omission on their part, or on the part of other competitors.
- 2.11 RISK**
The airship and other property of a competitor shall be at the risk of the competitor at all times. By entering an Event a competitor agrees to waive all claim for injury to himself or loss or damage to his property.
- 2.12 LIABILITY TO THIRD PARTIES**
By entering an Event a competitor assumes all liability for injury, loss or damage to third parties or their property caused by himself or his crew.
- 2.13 INSURANCE**
Each competitor shall be insured against all claims by third parties to a minimum of 400.000. Euro and 20.000 Euro for each passenger on board. He shall produce documentary evidence of his insurance valid for the period of the Event covering himself and any airship which he may fly or he may purchase insurance locally from the organizers.
- 2.14 SAFETY**
Any meteorological report or forecast, or other safety or navigational information, is provided in good faith for the guidance of competitors. Officials will be appointed to regulate the inflation and launching of airships. However nothing shall diminish the responsibility of competitors under this chapter.
Recall procedures may be used as described in 10.15.
- 2.15 RESPONSIBILITY (S1, An3, 3)**
COMPETITORS REMAIN COMPLETELY RESPONSIBLE FOR THE SAFE OPERATION OF THEIR AEROSTATS AT ALL STAGES OF INFLATION, LAUNCH, FLIGHT AND LANDING. THEY MUST ENSURE THAT THEIR EQUIPMENT, THEIR CREW AND THEIR OWN LEVEL OF SKILL AND EXPERIENCE ARE SUITABLE FOR THE CONDITIONS IN THEIR OWN JUDGEMENT. A COMPETITOR IS RESPONSIBLE FOR ALL THE ACTIONS OF HIS CREW DURING THE EVENT.
- 2.16 CONDUCT (S1, An3, 4)**
COMPETITORS AND THEIR CREWS ARE REQUIRED TO BEHAVE IN A SPORTSMANLIKE MANNER, AND TO COMPLY WITH THE DIRECTIONS OF THE EVENT OFFICIALS. INCONSIDERATE BEHAVIOUR SHALL BE PENALISED BY THE EVENT DIRECTOR.

CHAPTER 3. AIRSHIP QUALIFICATIONS

3.1 DEFINITION OF AN AIRSHIP (GS: 2.2.1; GS: 2.2.1.2; S1: 2.2)

3.1.1 AEROSTAT - AN AIRCRAFT LIGHTER THAN AIR

3.1.2 AIRSHIP OR DIRIGIBLE - AN AEROSTAT, EQUIPPED WITH MEANS OF PROPULSION AND STEERING.

3.1.3 SUB-CLASS BX - AIRSHIPS WHICH OBTAIN THEIR STATIC BUOYANCY SOLELY AS A RESULT OF HEATING AIR. THE ENVELOPE MAY CONTAIN NO GASES OTHER THAN AIR AND THE NORMAL PRODUCTS OF COMBUSTION.

3.2 FUEL

Each airship shall carry sufficient fuel to complete the flight with an adequate reserve. Lack of fuel to complete the flight shall not be grounds for protest. Refuelling during specific flights may be permitted and is subject to information given at flight briefings.

3.3 NOMINATION OF AIRSHIP

Each competitor shall nominate the airship he is to fly during the Event. No change of airship may be made after the start of the first flight briefing except by permission of the Director or as provided in these rules.

3.4 AIRWORTHINESS (S1: 5.5.8)

AEROSTATS FLOWN IN AN EVENT MUST HAVE CURRENT CERTIFICATES OF REGISTRATION AND AIRWORTHINESS, OR IN PLACE OF THE LATTER, AN EQUIVALENT DOCUMENT FROM THE RECOGNISED AUTHORITY OF THE NATION CONCERNED. THE ORGANISERS ARE EMPOWERED TO REJECT ANY AEROSTAT WHICH IN THEIR OPINION IS NOT OF A REASONABLE STANDARD OF AIRWORTHINESS.

3.5 DAMAGE

3.5.1 If an airship is damaged during the Event, it may be repaired. Damaged components may be replaced or repaired, except that a complete envelope may be replaced only at the discretion of the Director.

3.5.2 Any damage to an airship affecting its airworthiness must be reported to the Director before it is entered for a further flight, and the airship may only be flown after his approval of any repairs.
Penalty: no score for the flight.

3.6. AUTOMATIC FLIGHT CONTROLS (S1 5.9.2)

ANY DEVICE DESIGNED TO ACT AS AN AUTOMATIC FLIGHT CONTROL IS PROHIBITED, REGARDLESS OF THE SPECIFIC NATURE OF THE DEVICE.

3.7 COMPETITION NUMBERS

The organisers will provide adhesive numbers which must be displayed on the airship car in such a position that they can be easily seen from the ground. All crew vehicles including trailers shall be clearly identified with competition numbers.

3.8 CAR

The term "car" includes any crew or passenger compartment regardless of its construction.

CHAPTER 4. ORGANISATION OFFICIALS

4.1 EVENT DIRECTOR (GS: 4.3.5)

4.1.1 THE EVENT DIRECTOR IS IN OVERALL OPERATIONAL CHARGE OF THE EVENT. HE SHALL HAVE A DEPUTY DIRECTOR AND TECHNICAL OFFICIALS TO ASSIST HIM. THE EVENT DIRECTOR AND DEPUTY SHALL BE APPROVED BY THE CIA.

4.1.2 THE DIRECTOR IS RESPONSIBLE FOR THE GOOD MANAGEMENT, SMOOTH AND SAFE RUNNING OF THE EVENT. HE SHALL MAKE OPERATIONAL DECISIONS IN ACCORDANCE WITH THE RULES OF THE SPORTING CODE AND COMPETITION RULES. HE CAN PENALISE OR DISQUALIFY A COMPETITOR FOR MISCONDUCT OR INFRINGEMENT OF THE RULES. HE SHALL ATTEND MEETINGS OF THE INTERNATIONAL JURY AND GIVE EVIDENCE IF REQUESTED.

4.1.3 In the rules the word "Director" may be used instead of "Event Director".

4.2 STEWARDS (GS: 4.3.6)

4.2.1 STEWARDS ARE APPOINTED BY THE ORGANISING NAC. THEY ARE ADVISERS TO THE DIRECTOR.

THEY WATCH OVER THE CONDUCT OF THE EVENT AND REPORT ANY UNFAIRNESS OR INFRINGEMENT OF THE REGULATIONS OR BEHAVIOUR PREJUDICIAL TO THE SAFETY OF OTHER COMPETITORS OR THE PUBLIC OR IN ANY WAY PREJUDICIAL TO THE SPORT.

THEY ASSEMBLE INFORMATION AND FACTS CONCERNING MATTERS TO BE CONSIDERED BY THE INTERNATIONAL JURY.

They advise the event director on interpretation of the rules and regulations and on penalties.

4.2.2 A STEWARD HAS NO EXECUTIVE POWERS HE MUST NOT BE A MEMBER OF THE ORGANISING COMMITTEE. A STEWARD MAY ATTEND A MEETING OF THE INTERNATIONAL JURY AS AN OBSERVER OR WITNESS.

4.3 INTERNATIONAL JURY (GS: 4.3.1, 4.3.2.3, S1: 5.10) Part

4.3.1 THE INTERNATIONAL JURY IS NOMINATED. THE PRESIDENT IS APPOINTED BY THE CIA AND THE MEMBERS WILL CONSIST OF TWO PERSONS APPOINTED BY THE CIA.

4.3.2 THE PRESIDENT OF THE JURY SHALL NOT BE OF THE SAME NATIONALITY AS THE ORGANISING NAC.

4.3.3 THE INTERNATIONAL OFFICIALS (Jury Members) MUST BE OF DIFFERENT NATIONALITIES. HE MAY NOT BE A COMPETITOR, NOR HOLD ANY OPERATIONAL POSITION IN THE ORGANISATION.

4.4 DUTIES OF THE INTERNATIONAL JURY (GS: 4.3.1, GS: 4.3.2) Part

4.4.1 MATTERS OF ADVICE, ARBITRATION OR RULE INTERPRETATION SHALL BE THE RESPONSIBILITY OF the International Jury ACTING ON BEHALF OF THE FAI AND HAVING BEEN APPOINTED OR APPROVED BY THE CIA. SUCH OFFICIALS INCLUDE JURY PRESIDENT AND JURY MEMBERS.

4.4.2 IN ADDITION TO BEING CHAIRMAN AT JURY MEETINGS, THE PRESIDENT HAS THE RIGHT TO REQUIRE THE ORGANISERS TO ABIDE BY THE FAI SPORTING CODE AND THE PUBLISHED RULES AND REGULATIONS FOR THE EVENT. IF THE ORGANISERS FAIL TO DO SO, THE PRESIDENT OF THE JURY HAS THE POWER TO STOP THE EVENT UNTIL A JURY MEETING HAS CONSIDERED THE SITUATION.

- 4.4.3 THE JURY HAS THE RIGHT TO TERMINATE THE EVENT IF THE ORGANISERS FAIL TO ABIDE BY THE FAI SPORTING CODE AND PUBLISHED REGULATIONS. THEY MAY RECOMMEND TO THE FAI SECRETARY GENERAL THAT ALL ENTRY FEES BE RETURNED.
- 4.4.4 A JURY MEMBER MUST POSSESS A THOROUGH KNOWLEDGE OF THE RELEVANT SPORTING CODE AND THE RULES AND REGULATIONS FOR THE EVENT. AT LEAST ONE JURY MEMBER IS TO BE ON SITE DURING COMPETITION OPERATIONS.
- 4.5 ABSENCE OF A JURY MEMBER (GS: 4.3.2.6 part)**
- 4.5.1 ATTENDANCE AT JURY MEETINGS IS COMPULSORY FOR JURY MEMBERS, EXCEPT FOR SPECIAL REASONS, SUCH AS ILLNESS OR EMERGENCIES. IN SUCH CASES AN ELIGIBLE REPLACEMENT NOMINATED BY THE JURY MEMBER CONCERNED, OR BY THE PRESIDENT OF THE CIA OR HIS REPRESENTATIVE MAY BE ACCEPTED BY THE JURY PRESIDENT. THE EVENT DIRECTOR HAS THE RIGHT TO BE PRESENT AT JURY MEETINGS.
- 4.5.2 A QUORUM FOR A NOMINATED JURY IS THREE, INCLUDING ITS PRESIDENT.
- 4.6 SAFETY OFFICER (S1, 5.11)**
- 4.6.1 THE SAFETY OFFICER SHALL BE APPROVED BY THE CIA
- 4.6.2 THE SAFETY OFFICER SHALL GIVE ADVICE TO THE EVENT DIRECTOR ON ANY MATTERS REGARDING SAFETY. MANDATORY OPERATIONAL PROCEDURES FOR THE SAFETY OFFICER ARE CONTAINED IN THE "SAFETY OFFICER HANDBOOK" AS APPROVED BY THE CIA

CHAPTER 5. COMPLAINTS AND PROTESTS

- 5.1 ASSISTANCE (S1, An3, 7.1)**
A COMPETITOR WHO IS DISSATISFIED ON ANY MATTER SHOULD FIRST ASK THE APPROPRIATE OFFICIAL TO ASSIST HIM. HE MAY ASK FOR HIS RESULT OR POINTS SCORE TO BE CHECKED, OR THE CALCULATION TO BE EXPLAINED.
- 5.2 COMPLAINTS (GS: 5.1.1) (S1, An3, 7)**
- 5.2.1 THE PURPOSE OF A COMPLAINT IS TO OBTAIN A CORRECTION WITHOUT THE NEED TO MAKE A FORMAL PROTEST.
- 5.2.2 A COMPLAINT IS A REQUEST BY A COMPETITOR TO THE DIRECTOR TO INVESTIGATE ANY MATTER IN WHICH THE COMPETITOR IS DISSATISFIED.
- 5.2.3 COMPLAINTS MUST BE SUBMITTED AS SOON AS POSSIBLE AFTER THE EVENT GIVING RISE TO THE COMPLAINT AND MUST BE DEALT WITH EXPEDITIOUSLY.
- 5.2.4 A FORMAL COMPLAINT MUST BE SUBMITTED IN ENGLISH AND IN WRITING AND WILL RECEIVE A WRITTEN REPLY.
- 5.2.5 COMPLAINTS SHALL BE HANDED OR TRANSMITTED BY THE COMPETITOR TO THE EVENT DIRECTOR OR HIS DESIGNATED OFFICIAL, WHO WILL ACKNOWLEDGE RECEIPT AND RECORD THE TIME OF RECEIPT.
- 5.2.6 Complaints concerning scoring must be made to the Event Director within eight hours of publication of the official scores for a task. The hours between 21.00 and 08.00 local time will be disregarded for the purpose of the time limits.
- 5.3 COMMUNICATION (S1, An3, 7.7)**
REPLIES TO COMPLAINTS SHALL BE POSTED ON THE OFFICIAL NOTICE BOARD AT FIXED TIMES, ANNOUNCED IN ADVANCE BY THE DIRECTOR.
- 5.4 PUBLICATION (S1, An3, 7.7)**
THE DIRECTOR MAY AT HIS DISCRETION PUBLISH THE TEXT OF ANY FORMAL COMPLAINT TOGETHER WITH HIS REPLY. IF REQUESTED BY THE COMPETITOR HE MUST DO THIS.
- 5.5 PROTEST (S1, An3, 8)**
- 5.5.1 IF DISSATISFIED WITH THE DECISION ON A COMPLAINT MADE DURING THE EVENT, A COMPETITOR HAS THE RIGHT OF PROTEST. HE SHALL, WITHIN ONE HOUR OF THE REPLY TO HIS COMPLAINT, DECLARE HIS INTENTION TO PROTEST TO THE EVENT DIRECTOR.
- 5.5.2 WITHIN 8 HOURS OF THE REPLY TO HIS COMPLAINT THE COMPETITOR SHALL SUBMIT HIS PROTEST IN ENGLISH AND IN WRITING ACCOMPANIED BY THE PROTEST FEE.
- 5.5.3 DECLARATIONS OF INTENTION TO PROTEST, AND PROTESTS WITH DEPOSITS, SHALL BE HANDED OR TRANSMITTED BY THE COMPETITOR TO THE EVENT DIRECTOR or his designated official, WHO WILL ACKNOWLEDGE RECEIPT AND RECORD THE TIME OF RECEIPT. THE EVENT DIRECTOR MUST PRESENT ANY PROTEST TO THE JURY PRESIDENT WITHOUT DELAY.
- 5.5.4 A COMPETITOR WHO HAS MADE A PROTEST HAS THE RIGHT TO MAKE A VERBAL PRESENTATION OF HIS CASE TO THE JURY. HE MAY BE ASSISTED BY AN INTERPRETER OR ADVISOR OF HIS CHOICE DURING THIS MEETING.
- 5.5.5 THE TEXT OF ALL PROTESTS AND THE DECISIONS OF THE JURY SHALL BE POSTED ON THE OFFICIAL NOTICE BOARD.

5.6 SHORTENED TIME LIMITS (S1, An3, 7.6, 8.6)

5.6.1 COMPLAINTS CONCERNING SCORING OR ANY MATTER RELATED TO THE LAST DAY 24 HOURS OF THE EVENT MUST BE SUBMITTED TO THE DIRECTOR WITHIN ONE HOUR OF PUBLICATION OF THE OFFICIAL RESULTS.

5.6.2 PROTEST CONCERNING A COMPLAINT MADE OR THE DECISION ON A COMPLAINT PUBLISHED ON THE LAST DAY 24 HOURS OF THE EVENT MUST BE SUBMITTED WITHIN ONE HOUR OF THE REPLY.

5.6.3 The event director shall announce the publication times for all tasks on the last flying day.

5.7 *DELETED/CIA*

5.8 *DELETED/CIA*

5.9 *DELETED/CIA*

5.10 TREATMENT OF PROTESTS (GS 4.3.2 part & GS 5.5)

5.10.1 THE EVENT DIRECTOR MUST PRESENT ANY PROTEST TO THE JURY PRESIDENT WITHOUT DELAY. THE PRESIDENT SHALL CALL A MEETING OF THE INTERNATIONAL JURY WITHIN 24 HOURS OF RECEIVING A PROTEST.

5.10.2 THE JURY SHALL HEAR BOTH SIDES OF THE MATTER OF ANY PROTEST, APPLYING THE RELEVANT FAI REGULATIONS AND THE RULES FOR THE EVENT.

5.10.3 DECISIONS WILL BE REACHED BY A SIMPLE MAJORITY, A SECRET BALLOT SHALL BE HELD, IF REQUESTED BY A JURY MEMBER.

5.10.4 THE PRESIDENT OF THE JURY SHALL REPORT THE RESULT AND A SUMMARY OF ANY RELEVANT CONSIDERATIONS IN WRITING TO THE EVENT DIRECTOR WITHOUT DELAY, WHO SHALL MAKE PUBLIC THE PRESIDENT'S REPORT.

5.11 RETURN OF DEPOSIT (GS: 5.4.3, 5.4.4)

5.11.1 NORMALLY THE DEPOSITED FEE IS RETURNABLE ONLY IF THE PROTEST IS UPHELD, OR IS WITHDRAWN PRIOR TO THE HEARING BY THE JURY.

5.11.2 ALL NON-REFUNDED DEPOSIT FEES FROM PROTESTS WILL BE SENT BY THE JURY TO THE FAI, TO THE ATTENTION OF THE SECRETARY GENERAL, WITHIN 28 DAYS OF THE CONCLUSION OF THE EVENT. THE FEE WILL THEN BE SEGREGATED FOR THE USE OF THE CIA.

5.12 JURY APPROVAL OF RESULTS AND PRIZE GIVING (GS: 3.16.1)

THE RESULTS OF THE EVENT SHALL BE FINAL ONLY AFTER ALL PROTESTS HAVE BEEN DEALT WITH BY THE JURY AND THE JURY HAS CEASED ITS FUNCTIONS. THE FINAL RESULTS MUST BE MADE PUBLIC BEFORE THE PRIZE GIVING IS HELD.

5.13 OFFICIAL NOTICE BOARD

The Event Director will announce at the General Briefing the place where the Official Notice Board is located. This should be marked OFFICIAL NOTICE BOARD and is the place where all results, scores, replies to complaints and protests, and other official communications directly relating to the event will be published. All information posted shall be signed, dated and timed.

CHAPTER 6. OBSERVERS

Not applicable to these Competition Rules

CHAPTER 7. MAPS**7.1 CONTEST AREA**

An area defined by reference to the competition map, and published at the start of the Event. Flights will not be set, and results will not be measured, outside this area. Contest area may be altered for specific flights by notification at the flight briefing.

7.2 OUT OF BOUNDS

The Director may define areas as out of bounds. Results will not be measured in these areas.

7.3 MAPS

A competitor is required to carry an official competition map in the car on which all out of bounds areas shall be clearly and accurately marked.

7.4 EARTH TO BE FLAT

For scoring purposes the earth is flat. Calculations based on the competition map will be taken as accurate.

7.5 MAP CO-ORDINATES

To identify a point on the competition map, the co-ordinates will be written in eight-digit format. First four digits west/east and the second four digits south/north. (Easting then Northing.)

CHAPTER 8. PROGRAMME, BRIEFINGS**8.1 FLIGHT PROGRAMME**

The Event will consist of a series of flights. The number and frequency of flights and rest periods are at the discretion of the Director. At the first flight briefing on the day before the last planned flying day the Director shall publish the remaining flying programme.

8.2 VALID FLIGHT (S1: 5.9.1)

8.2.1 A VALID FLIGHT IS DEFINED AS ONE IN WHICH ALL ENTERED COMPETITORS WERE GIVEN A FAIR OPPORTUNITY TO MAKE A PROPER START, UNLESS THEY HAD WITHDRAWN OR HAD BEEN DISQUALIFIED.

8.2.2 The Director has the authority to cancel a task(s) for Safety reasons at any time before the flight results are published.

8.3 TASK SELECTION

The Director shall select tasks from those described in Chapter 15 & 16. Particular tasks may be set more than once or not at all.

8.4 MULTIPLE TASKS

The Director may set more than one task to be performed on one flight.

8.5 MODIFICATION OF RULES (GS: 3.9.1 part)

8.5.1 COMPETITION RULES FOR A PARTICULAR EVENT SHALL NOT CONFLICT WITH THE SPORTING CODE. THEY SHALL BE APPROVED IN ADVANCE BY THE CIA AND MUST NOT BE CHANGED THEREAFTER.

8.5.2 The flight rules of Chapter 15 and 16 are defined as variable rules and minor changes to those may be made without authorisation.

8.5.3 Variations to task rules shall be notified individually to each competitor in writing.

8.6 GENERAL BRIEFING (S1, An3, 6)

A GENERAL BRIEFING ON THE RULES, REGULATIONS AND MAJOR ASPECTS OF THE EVENT SHALL BE HELD BEFORE THE START OF THE EVENT. ATTENDANCE AT THE GENERAL BRIEFING IS COMPULSORY FOR ALL ENTRANTS, OBSERVERS AND OTHER OFFICIALS. THE OFFICIAL COMPETITORS LIST, COMPILED FROM THE ROLL CALL OF THE ENTRANTS TAKEN AT THE GENERAL BRIEFING, SHALL BE PUBLISHED AS SOON AS PRACTICABLE AFTER THE GENERAL BRIEFING BUT BEFORE THE FIRST TASK BRIEFING

8.7 FLIGHT BRIEFINGS

- 8.7.1 Flight briefings will be called by the Director at times published on the official notice board. At the briefing the following information will be given verbally, by written circular, or by posted notices:
- a: Meteorological information
 - b: Air traffic and safety information (if any)
 - c: Time check
 - d: Flight data

8.7.2 Where written information is supplied, five minutes study time will be allowed before the briefing proceeds.

8.8 FLIGHT DATA

- a: Flight rule variations (must be by written circular)
- b: Launch area and launch period (if or as defined)
- c: Provisional time and place of next briefing
- d: Launch point and definition if necessary for the flight
- e: Marker details
- f: Scoring period
- g: Task data

8.9 SUPPLEMENTARY BRIEFING

8.9.1 If it should be necessary to publish additional or revised information to competitors at the launch field, a pink flag will be raised at the signals point. The competitor should attend in person or send a responsible crew member to the signals point. The information will be given verbally and a written copy may be displayed. All competitors will be deemed to have proper notice of the information. Alternatively an official may circulate a written notice to each airship and obtain the signature of the competitor or crew member.

8.9.2 If it should be necessary to provide additional or revised information to competitors at a compulsory pit stop this will be given in writing to each competitor by a competition official whilst the airship is at rest with propulsion engines switched off.

8.10 ENTRY FOR FLIGHT

A competitor will enter the flight by answering his name or competition number at the roll call at the flight briefing.

8.11 LATE ENTRY

8.11.1 A competitor may make a late entry at the signals point with a penalty of 50 points up to 5 minutes before the start of the launch period, and 100 points thereafter. Officials will not be available to give personal briefing except for Air Traffic and safety matters.

8.11.2 In tasks where competitors select their own launch areas, late entries shall be made at the Competition Centre.

CHAPTER 9. LAUNCH PROCEDURES**9.1 COMMON LAUNCH AREA(S)**

One or more areas defined by the organiser and used when the flight requires all competitors to launch from a common area. A competitor taking off outside the prescribed launch area will not achieve a result in that flight.

9.2 INDIVIDUAL LAUNCH SITES

9.2.1 Individual launch fields selected by the competitors. The boundaries of the Launch Site are a circle of 100 meter radius from the Inflation Point or the physical boundary of the field if closer.

9.2.2 Inflation Point: The position of the airship car at the start of hot inflation.

9.3 LAUNCH POINT OR LAUNCH LINE

A point or a line in or near the launch area from which all times and distances are measured, irrespective of the take-off points of individual airships. The location of a launch point or line, if any, shall be defined for each flight and will be clearly identified on the ground.

9.4 LANDOWNER PERMISSION

Competitors must ensure permission has been obtained from the landowner or occupiers before driving onto, or launching from, any land which is enclosed or cultivated or apparently private or used for agricultural purposes.

9.5 VEHICLES

Not more than two vehicles per airship may be present in the launch area during the launch period.

9.6 LATE VEHICLES

No vehicles may enter the launch area after the advance yellow warning flag has been raised except by permission of a launchmaster.

9.7 PREPARATION OF AIRSHIPS

The launchmaster may allocate to each competitor a space in which to prepare and inflate his airship. He has authority to regulate the operation of all airships and vehicles on the launch area. A competitor must use the space allocated and obey the instructions of the Launchmaster.

9.8 COLD INFLATION

Burners may be briefly tested and cold air may be introduced into envelopes for rigging and inspection, but before start of the launch period, there must be no hot air inflation and no part of the envelope fabric may be more than two meters off the ground. Fans may be tested before the launch period until a flag of any colour has been raised.

9.9 SIGNALS POINT

A point at the launch area where flag signals are displayed, and competitor's task declaration, late entries and supplementary briefings take place. Competitors are responsible for keeping observation on the signals point, and its obscuring shall not be a reason for complaint.

9.10 LAUNCH SIGNALS

9.10.1 Coloured flags shall have the following meanings when displayed at the signals point:

RED No take-off permitted. Any previous permission to take-off cancelled.

GREEN Start of Launch Period

YELLOW Five minutes warning.

PINK Supplementary or amended briefing information available.

BLACK Flight cancelled.

VIOLET Reserve: meaning as declared at flight briefing.

9.10.2 An audible signal may be given to draw attention to changes of flag signal.

9.11 PUBLIC ADDRESS

Unless the Director has specified at the flight briefing that the public address will be used, any information given over the public address system is of no effect for competition purposes.

9.12 LAUNCH PERIOD

No take-off may be made before the launch period, and any take-off made after the launch period, except under Rule 9.14, may be subject to a penalty. The yellow warning flag will be raised 5 or more minutes before the end of the launch period.

9.13 ADEQUATE TIME

A competitor who is given permission to begin hot inflation 30 or more minutes before the end of the launch period is deemed to have adequate time, even if the launch period is curtailed for any reason.

9.14 EXTENSION OF TIME

A competitor may request an extension of time from the launch master. The launch master may grant an extension if he is satisfied that the competitor was delayed by the action of officials or other competitors, or by other causes outside his control (equipment malfunction excluded).

9.15 LAUNCHING ORDER

Airships may be allotted an order of priority for inflation, which will be rotated from one flight to the next. Competitors may commence hot inflation according to the flag signal or when given individual permission by a launch master.

9.16 OBSTRUCTION

Once an airship is fully inflated and/or airborne, a competitor may not unnecessarily remain in a position where his airship obstructs another.

9.17 TAKE-OFF PERMISSION

9.17.1 There are two types of take-off permission, individual and general. The type applicable to a given flight will be declared at the flight briefing. In neither case does take-off permission relieve the competitor of complete responsibility for his take-off, including adequate lift to clear all obstacles and other airships, and to continue safely in flight.

9.17.2 **INDIVIDUAL TAKE-OFF** Competitors, when completely ready to take-off and having positive buoyancy should wave a white flag. The launch master will then give each competitor permission to take-off with the words "Number clear to take-off". The competitor may then take-off at will subject to any instructions from the launch master at the time. If the airship does not take off within 1 minute, permission to take-off may be cancelled by the launch master.

9.17.3 **GENERAL TAKE-OFF**
Competitors may take-off at will on or after a general signal has been given without any further permission.

9.18 LOSS OF CONTROL

A competitor losing control of his airship shall deflate immediately or take other appropriate action. A competitor taking off without permission, whether due to loss of control or any other reason, may be penalised up to 500 points.

9.19 ABORTED TAKE-OFF

9.19.1 An airship is considered to have taken off and started the flight if it passes over the boundary of the Launch Area or Launch Site, or the starting line. A competitor may abort his take-off for safety reasons but must avoid the obstruction of other airships.

9.19.2 At a common Launch Area he may attempt a further take-off within the launch period. He must inflate in his originally allocated space, except by permission of the launch master, and must again obtain permission to take-off.

9.20 CLEARING LAUNCH AREA

A competitor, unable to clear the launch area or the starting line within three minutes, shall climb to at least 500 feet above ground level.

9.21 TAKE-OFF (S1 3.2.6.6)

THE GPS GEOGRAPHICAL POINT, &/OR THE TIME, AT WHICH ALL PARTS AN AIRSHIP, AND THE OCCUPANTS ABOARD THE AIRSHIP, CEASE TO BE IN PHYSICAL CONTACT WITH THE PLANET EARTH, &/OR EARTHLINGS.

CHAPTER 10. FLIGHT RULES**10.1 RATE OF CLIMB**

A competitor shall not initiate or maintain a fast climb unless he is completely certain that no higher airship is in his ascent path.

10.2 RIGHT OF WAY

The RIGHT OF WAY RULES are SAFETY RULES. Any exploitation of these rules for reasons other than flight safety and accident avoidance will result in no score for the task.

10.2.1 A competitor is responsible for avoiding collision between his airship and any other airship at all times in flight or on the ground.

10.2.2 When two airships at different altitudes are converging in flight, approaching head on, or approaching a target, goal or landing area the pilot of the higher airship shall hold its position or give way by climbing as necessary to avoid collision.

10.2.3 When two airships are converging in flight at similar altitudes the one which has the other on its starboard (right hand) side shall give way.

10.2.4 When two airships are approaching head on at similar altitudes each shall alter course to starboard (the right).

10.2.5 An airship overtaking another at similar altitude shall alter course to starboard (the right) or port (the left) as defined in the task briefing.

10.2.6 In case of collision, both competitors may be penalised, not necessarily by the same amount.

10.2.7 When competitive advantage results from a collision between two airships, the competitor who was responsible shall receive no score for the flight, and the competitor who has been disadvantaged shall have a compensation of 50 points added to his score.

10.3 CLEARING AREA OF SCORING OPTION

A competitor who has scored shall clear the vicinity of the scoring option or the arrival line as quickly as reasonably possible.

10.4 DROPPING OBJECTS

No object may be dropped from the airship except for official markers, or small pieces of paper or similar light-weight materials for navigational purposes.

10.5 BEHAVIOUR

Competitors are required to fly with proper consideration for persons and livestock on the ground and to follow good landowner relations etiquette or code of conduct when provided. Inconsiderate behaviour by competitors or crew members, or reckless flying, may be penalised by up to 1000 points.

10.6 LIVESTOCK AND CROP

Airships shall not fly closer than 250 feet from livestock and competitors and crews must not damage crops unless given permission by the landowner or person responsible for the crop. Penalty: up to 1000 points.

10.7 LANDOWNER

In these rules the term "landowner" means the person who is responsible for any crop or livestock on the land, not necessarily the legal owner of the land itself.

10.8 COLLISION

A competitor whose airship is in collision with any structure, power or telephone wires or their supports at any time between launch and completion of final landing will be penalised up to 500 points.

10.9 FLIGHT CREW AND PASSENGERS

Competitors may be required to perform a particular task solo. The Director shall use his discretion to ensure a fair balance between mandatory solo flights and flights with the option to carry a passenger. This balance should also apply to the number of points which can be earned in the two types of flights. When a competitor is permitted to carry other crew during a flight, they may perform any duties he wishes to assign to them, except to act as pilot in command.

10.10 GROUND CREW

Each competitor shall ensure that he has sufficient crew to operate his airship and retrieve vehicles. He shall ensure that all those involved with his airship are adequately briefed on safety. A competitor is responsible for all the actions of his crew during a competition.

10.11 DRIVING

Vehicles must be driven at suitable speeds within the Launch Area. The safety officer or launch master may bar from the area any vehicle driven inconsiderately.

10.12 DISEMBARKATION

No person may enter or leave the car between take-off and final landing.
EXCEPTIONS MAY BE PERMITTED ON PILOT REQUEST DURING THE FLIGHT BRIEFING.
A PENALTY OF 200 POINTS WILL APPLY FOR NON-DECLARATION.

10.13 ASSISTANCE

Except for take-off and landing, physical assistance in handling the airship by ground crew or other persons on the ground is only permitted during an authorised PIT STOP or REFUELLING STOP. Penalty 200 points for each infringement.

10.14 AIR LAW

Infringements of air law which do not contravene the rules of the Event or provide competition advantage will not be penalised by the Director except in cases of damage, disturbance or reasonable complaint from persons not connected with the Event.

10.15 RECALL PROCEDURE

The organiser may introduce a recall procedure. This procedure will be announced at the General Briefing.

CHAPTER 11. LANDINGS

11.1 LANDING AREA

A landing area may be defined for certain flights. In this case airships must land and come to a complete stop within the defined boundaries of the landing area.

11.2 GROUND CONTACT

No part of the airship car may make contact with the ground (or water surface, or anything resting on or attached to the ground) within 200 meters of any scoring option, except for TOUCH & GOES (16.2.7), PIT STOPS (16.2.10) and REFUELLING (16.3), OR UNLESS OTHERWISE SPECIFIED IN THE TASK BRIEFING SHEET
Penalty: up to 200 points for each infringement.
There is no penalty for any other ground contact.

CHAPTER 12. TARGET, MARKER, SCORING PERIOD**12.1 MARKER**

A weighted streamer or any other device declared as a marker during the flight briefing supplied by the organisers. Competitors are responsible for collecting the necessary marker(s) before a flight. The marker must not be modified in any way. No devices for propelling markers are permitted. Marker must be unfurled when thrown or dropped from the airship car.

12.2 MARK

The point on the ground vertically below the weighted part of the marker where it comes to rest after falling from the airship.

12.3 OBSERVED MARK

12.3.1 A mark which has been measured by a competition official.

12.3.2 Measurements will be made to the closest point of the weighted bag portion of the marker.

12.4 INTERFERENCE WITH MARKER

No person other than an official may touch or interfere with a marker on the ground.

12.5 THE SCORING PERIOD

IS THE TIME LIMIT WITHIN WHICH SCORES CAN BE ACHIEVED (INCLUDING START AND FINISH GATES).

CHAPTER 13. PENALTIES**13.1 UNSPORTING BEHAVIOUR (GS 5.2.2.3, S1.An 3, 5)**

CHEATING OR UNSPORTING BEHAVIOUR, INCLUDING DELIBERATE ATTEMPTS TO DECEIVE OR MISLEAD OFFICIALS, WILFUL INTERFERENCE WITH OTHER COMPETITORS, FALSIFICATION OF DOCUMENTS, USE OF FORBIDDEN EQUIPMENT OR PROHIBITED DRUGS, OR REPEATED SERIOUS INFRINGEMENTS OF RULES SHOULD, AS A GUIDE, RESULT IN DISQUALIFICATION FROM THE EVENT.

13.2 UNSPECIFIED PENALTIES

13.2.1 A competitor infringing any rule for which the penalty is not specified may have a penalty applied to his result up to no score for the flight.

13.2.2 Where safety is not an issue, and no competitive advantage has been gained a competitor will normally receive a warning in the first instance.

13.3 RIGHT TO BE INFORMED

A competitor may not be penalised under any rule if he has already been penalised under the same rule in a previous flight, but has not been informed of the fact before the beginning of the flight in question, except follow-on tasks in the same flight.

13.4 PENALTY POINTS

Penalty points will be applied to a competitor's overall score in the Event and can result in a negative score.

13.5 PROOF OR RULES VIOLATION (S1, An3, 8.9)

THE PRODUCTION AND DEMONSTRATION OF EVIDENCE FOR ANY ALLEGED INFRINGEMENT BY A COMPETITOR ALWAYS RESTS ENTIRELY WITH THE EVENT OFFICIALS. RULES SHALL NOT BE WRITTEN IN ORDER TO OBLIGE THE COMPETITOR TO PROVE HIS COMPLIANCE WITH THE RULES OR HIS INNOCENCE IN CASE OF ALLEGED INFRINGEMENT.

CHAPTER 14. SCORING

14.1 PUBLICATION OF SCORES (S1: 5.9.4) Part

14.1.1 THE RESULTS OF EACH TASK SHALL BE PUBLISHED WITH THE MINIMUM OF DELAY on the Official Notice Board.

14.1.2 ALL RESULT SHEETS WILL BE SIGNED BY THE EVENT DIRECTOR AND SHALL BE MARKED WITH AT LEAST THE FOLLOWING INFORMATION: EVENT NAME, TASK DATE, TASK SEQUENCE NUMBER, TASK NAME AND RULES AND OFFICIAL PUBLICATION TIME.

14.1.3 IF MORE THAN ONE RESULT SHEET VERSION IS PUBLISHED FOR A PARTICULAR TASK, THE CHANGES FROM THE PREVIOUS ISSUE SHALL BE MARKED AND THE DIFFERENT VERSIONS SHALL BE NUMBERED IN SEQUENCE.

14.1.4 PENALTIES GIVEN SHOULD BE FOLLOWED BY A RULE REFERENCE AND A BRIEF DESCRIPTION.

14.2 POINTS FORMULAS

14.2.1 VARIABLE SCORING OPTIONS

The best result will be awarded 1000 or 500 points (as defined in Chapter 16). The remaining results will be awarded points according to the following table:

Position	1	1000	500	Maximum points
	2	750	375	
	3	600	300	
	4	500	250	
	5	450	225	
	6	400	200	
	7	350	175	
	8	300	150	
	9	250	125	
	10	200	100	
	11	150	75	
	12	100	50	
	13	75	35	Points for all others

14.2.2 ALL OTHER SCORING OPTIONS
Points will be awarded as defined in Chapter 16.

14.3 deleted

14.4 TIED TOTAL SCORES

Where two competitors have equal total scores in the Event, the competitor with the smaller difference between his best and worst scores will be ranked higher.

CHAPTER 15. COMPETITION FLIGHTS

15.1 COMPETITION FLIGHT

For each competition flight competitors will be set a number of tasks to complete which will be chosen from the options set out in 15.4 below. The tasks may be set in any order and in any combination as is deemed appropriate by the Director. During any competition flight the minimum points available to competitors is 1000.

15.2 COMPETITION FLIGHT SCORE

Competition Flight score - 100 points for clearing the boundary of the launch field in powered flight.

15.3 BRIEFING INFORMATION

At flight briefings competitors will receive -

1. A map or diagram showing location of start, scoring options and finish, with, if required, an indication of the direction and sequence in which they are to be flown. Refuelling areas and other relevant information will also be shown.
2. Details of -
 - a) Type of Task
 - b) Type of start, location and timing arrangements
 - c) Type and number of scoring options (except for secret options)
 - d) Task timing arrangements
 - e) Altitude requirements
 - f) Right of way when overtaking
 - g) Finish location, timing arrangements and scoring period
 - h) The scoring option points available for the task
 - i) Refuelling arrangements
 - j) Details of markers
 - k) Specific task penalties if any
 - all as required for the specific task being briefed
 - l) Time of next briefing

15.4 COMPETITION TASKS

15.4.1 CROSS COUNTRY NAVIGATION

A long distance flight usually of more than 10km over a designated course with 2 or more scoring options (known or secret). Scoring options must be flown in sequence.

PENALTY FOR NOT OBSERVING SEQUENCE REQUIREMENTS = NO RESULT.

Scoring as defined in Chapter 16 for the scoring options specified in the Flight Briefing
A scoring period may be defined. No scores can be achieved outside the Scoring Period

15.4.2 PYLON RACE

Speed event of one or more laps over a short course consisting of a start gate, two or more turning pylons and a finish gate. Course must be flown in designated sequence.

PENALTY FOR NOT OBSERVING SEQUENCE REQUIREMENTS = NO RESULT.

Scoring as defined in Chapter 16 for the scoring options specified in the Flight Briefing

A scoring period may be defined. No scores can be achieved outside the Scoring Period

Overtaking will normally be as defined in Rule 10.2.5 and the task briefing except that where an airship is more than 100m off the ideal minimum track overtaking can be between that airship and the pylon or ideal track.

15.4.3 SLALOM

A combined precision and speed event over a slalom course consisting of start gate, 6 - 10 slalom poles and finish gate spaced between 50 and 100m apart. Gates 7m wide, course 10m wide. Airships must pass between gate poles and outside each slalom pole in sequence.

PENALTY FOR NOT OBSERVING SEQUENCE REQUIREMENTS = NO RESULT.

Two attempts only may be made to pass through the start gate, but airships may continue the course in sequence after a second failed attempt in order to score course points.

Scoring as defined in Chapter 16 for the scoring options specified in the Flight Briefing.

- SIGNALS - Red flag - course closed
- Green flag - permission to enter course
- Green flag - successful pass through gate or rounding of pole

15.4.4 PRECISION TASK

A medium distance task requiring precision flying in direction and/or altitude and/or object handling and manoeuvring to one or more targets set by the director.

Task to be flown in sequence designated in Flight Briefing.

PENALTY FOR NOT OBSERVING SEQUENCE REQUIREMENTS = NO RESULT.

No penalty for missing target.

Scoring as defined in Chapter 16 for the scoring options specified in the Flight Briefing

15.4.5 POINT TO POINT RACE

A distance speed event consisting of a Start Gate, one or more Turning Pylon(s) and/or Turning Gate(s) (no other en-route scoring options permitted) and a Finish Gate in a different location to the Start Gate. Scoring as defined in Chapter 16 for the scoring options specified in the Flight Briefing.

A scoring period may be defined, penalty for not observing scoring period – NO SCORE.

Overtaking will normally be as defined in Rule 10.2.5 and the task briefing except that where an airship is more than 100 meters off the ideal minimum track overtaking can be between that airship and a pylon or ideal track.

15.4.6 THE TOMO-HAWK TASK

A short precision/timed task within a defined area.

Airships shall be individually timed though a start/finish gate/gates and shall attempt to aggregate a score within a defined area during a set time scoring period. The defined area shall contain a number of scoring options of various merit that can be scored upon once or a specified number of times.

Ground contact penalties shall apply during the Task.

All competitors who have scored on all the scoring options exiting the scoring area through the Finish Gate within the set time scoring period will score 500 points.

CHAPTER 16. COMPETITION DETAIL DEFINITIONS

16.1 TYPES OF START

16.1.1 (a) INDIVIDUAL

Each competitor starts flight at their individual time of crossing start line.

16.1.2 (b) RACING START

All competitors attempt to cross start line as near as possible to its opening time.

16.1.3 (c) LE MANS

Inflated airships ready to fly lined up on flags. On start signal competitors run forward 20m, collect token, return to airship and take off.

16.2 SCORING OPTIONS AND POINTS AVAILABLE

16.2.1 START GATE

Two 3m poles placed at least 50m apart in designated position between which the airship car must pass in the designated direction. Flashing yellow beacon indicates gate OPEN.

Score = 100 points.

16.2.2 TURNING PYLON

A single 3m pole with flashing yellow beacon or other designated marker. The airship car must pass to the left of the pylon on a clockwise circuit or the right of the pylon on an anticlockwise circuit in order to score.

Score = 20 points

- 16.2.3 **TURNING GATE**
 Two 3m poles placed 50m apart between which the airship car must pass in the designated direction to score.
Score = 20 points
- 16.2.4 **TURNING BOX, CIRCLE, STRUCTURE OR OTHER DESIGNATED AREA**
 A box, circle, structure or other area in which a competitor must drop a marker to score. *Score = 100 points.*
 Where a task consists of multiple Turning Boxes and has a scoring period set, an incremental scoring system may be applied as follows:
- | Number of scores | Points |
|-----------------------|--------|
| Within Scoring Period | |
| 1 | 100 |
| 2 | 250 |
| 3 | 450 |
| 4 | 700 |
| 5 | 1000 |
| 6 | 1350 |
| 7 | 1750 |
| 8 | 2200 |
| 9 | 2700 |
| 10 | 3250 |
- 16.2.5 **CROSS (X) TARGET**
 A white or orange cross with arms 2m long x 50cm wide. Scoring by dropping marker - closest to centre wins. No score for markers more than 2m from centre of cross.
Scoring as per Rule 14.2.1, maximum for best result = 500 points.
- 16.2.6 **BULLS EYE TARGET**
 A 2.8m diameter circle with 4 graduated scoring rings. Scoring by dropping marker on target and its final position on rings. No score for markers outside target.
Score - Red = 300 points, Yellow = 270 points, Blue = 180 points, White = 90 points
- 16.2.7 **TOUCH AND GO**
 A 5m square into which competitor must touch ground with his airship car. Touching in square and dragging through far side is a valid score. Touching more than 25m from centre of box - ground contact, Rule 11.2 applies. Engines must not be switched off whilst airship car is in the 25m circle.
Score = 400 points; touching outside box but within 25m of its centre, 100 points
- 16.2.8 **OBJECT COLLECTION**
 Competitor required to collect an object from an official or crew member in a designated position without ground contact by airship. Successful pickup to score.
Score = 100 points
- 16.2.9 **OBJECT DELIVERY**
 Competitor required to deliver an object without ground contact by object or airship. Successful delivery of intact object to score.
Score = 100 points
- 16.2.10 **PIT STOP**
 All competitors must land in a designated and marked area (150 m square) and come to a complete stop with propulsion engines switched off. A supplementary task briefing in writing covering additional tasks may be handed over to the competitor by an official.
Score = 100 points

16.2.11 FLIGHT TIMES

(a) Fastest Time

Fastest Time points can only be applied to the PYLON RACE (15.4.2), SLALOM (15.4.3) and the POINT TO POINT RACE (15.4.5). In these tasks the competitor who completes the flight in the fastest time is the winner.

(b) Declared Time

Declared Time points can only be applied to PYLON RACE (15.4.2) and POINT TO POINT RACE (15.4.5) in addition to Fastest Time Points. In these tasks the competitor who completes the flight in continuous forward motion closest to his declared time is the winner. Declaration details to be included with task data at briefing.

(c) Timing

All times taken when airship propeller guard crosses appropriate line.

Scores – When (a) is used alone - maximum for best result - 1000 points as per rule 14.2.1.

When (a) and (b) are used in combination – maximum for best result in each part – 500 points as per Rule 14.2.1.

16.2.11.1 TIME SCORE PENALTIES

In time tasks the penalty for missing a gate, a pylon in the Slalom, or a pylon in the Pylon Race or Point to Point Race = NO SCORE.

A competitor will be deemed to have:

- passed a PYLON if the airship car rounds the pylon in the defined manner,
- passed a GATE if the airship car passes between the poles in the defined manner,

16.2.12 ALTITUDE HURDLES

A 2 meter long bar suspended approximately 1 meter above the ground which competitors must touch with their airship car to score. Altitude hurdles may be used singly or several in sequence. When used in sequence competitors do not have the option of a second try once a hurdle has been knocked to the ground.

Score for EACH hurdle - 300 points

16.2.13 FINISH GATE

Two 3m poles set at least 50m apart in designated position between which airship car must pass in the designated direction. Flashing yellow beacon indicates gate open.

Score = 100 points

16.3 REFUELLING

a) Voluntary - designated areas for refuelling during task as required. Refuelling is not permitted within 200m of a scoring option or other designated competition area. Penalty: 200 points for each infringement.

b) Prohibited - refuelling not permitted during task and/or flight.

END