

BHPA Classic Accuracy Rules for British Accuracy Cup rounds 1-3

All competitors should take time to read and comprehend the rules to ensure that they fully understand them. Ignorance of the rules is no grounds for a re-launch or a protest.

RULES

GENERAL

1.1 Objectives

The first objective of the competition is to determine the Team Champions and Individual Champion of the event by means of a competition open to both teams and individuals. The second objective of the competition is to contribute to determining the Team Champions and Individual Champion of the British Accuracy Cup series of competitions, trophies for which will be presented at the 4th and last event in the series.

1.2 Eligibility

Entry is open to all current members of the BHPA holding a BHPA CP (T) rating and above. Overseas competitors must be current members of their National Governing Body and hold an equivalent pilot rating.

1.3 Categories

The individual competitions and the BAC series as a whole will comprise the following categories, open to UK and international pilots:

- a) Individual
- b) Female
- c) Team
- d) Under 25

1.4 Eligibility for Categories

- | | |
|---------------|---|
| a) Individual | Competitors flying parachutes / parasending wings only |
| b) Female | Female competitors only (any wing type) |
| c) Team | Teams of 3 pilots (any wing type) (see also 2.4 for BAC Team) |
| d) Under 25 | Pilots who are under 25 on the first day of the first competition |

1.5 Determination of Winners

The winner(s) of each category will be the individual or team with the lowest aggregate score, where appropriate. Trophies will only be awarded where there is a minimum of 3 eligible entries for the category. Trophies will not be awarded for the female or U25 pilot if they are won by the best individual pilot.

TEAM COMPOSITION AND SUBSTITUTES

2.1 Team Composition

Each team shall consist of 3 competitors. Competitors may not compete for more than 1 team in this event.

2.2 Substitutes

If a substitute is needed, the Team Captain may approach any pilot flying only as an individual to ask them to join their team. The team captain must then seek the permission of the Chief Judge or Meet Director to make the substitution. Once a substitution has been made, the original team member cannot be reinstated in the team.

2.3 Team Captains

A Team Captain shall be nominated by each team to act as sole spokesperson for that team. The Team Captain need not be a competitor. An individual can act as Team Captain for one team only.

2.4 Teams for the BAC series

For the BAC series a BAC Team will consist of a pool of a maximum of 4 pilots of whom any 3 can form the Flying Team for an individual event (thus allowing the BAC Team to achieve a score for each competition so long as any 3 of the nominated individuals can take part). A pilot can only compete for one BAC Team. The names of all members of the BAC Team must be registered at the first of the series events in which the Team competes. If all BAC Team members are competing in an event, the Flying Team of 3 for the competition must be confirmed at registration and the remaining pilot must enter that competition as an individual.

CONDUCT OF COMPETITION

3.1 Rules and Procedures

All flying shall be conducted in accordance with these rules and BHPA published procedures. All persons are expected to comply with relevant rules, directions given by competition officials and the tenets of good behaviour.

3.2 Officials

All personnel in a position of authority or involved in the direct running and operation of the competition shall be current and appropriately qualified members of their national body. viz. The Meet Director, the Chief, Event and target judges, drivers, winch operators and Launch Marshals.

3.3 Entry Forms and Fees

Entry is in advance via the Air Tribune website; pilots will not be able to enter in person on the day. Payment information will be emailed to everyone who completes the entry form. Places will be confirmed on receipt of payment.

3.4 Registration

All competitors must personally register on arrival on site with the registrar by the nominated date and time. UK pilots shall produce, at that time, their current BHPA Individual Membership card and evidence of the certification or registration of the canopy to be flown in the competition. Overseas competitors shall produce a similar evidence of competence/membership applicable to their own country/association.

3.5 Briefings

All competitors, non-flying Team Captains, launch crews and competition officials shall attend briefings as required by the Meet Director/Chief Judge.

3.6 Flying Sequence

All pilots will be allocated a number at random to determine the flying order.

Competitors must fly in the published flying order unless they have prior permission from the Launch Marshal who will log this on the launch manifest. It is the pilot's responsibility to obtain this permission in person or via radio by another competition official. Competitors without this permission and not ready to fly in the established flying order when called forward by the Launch Marshal will be liable to a 2.50m penalty in lieu of their score for that round.

Reasons for prior permission include:

- participation in the FAI cat 2 Paragliding BAC competition at the same event. The permitted window to take the classic accuracy flight will be limited to 30 minutes prior to a paragliding accuracy launch or 30 minutes after a paragliding landing.
- carrying out essential duties, including but not limited to, Launch Marshal, tow driver/winch operator and judging
- Pilots who have given two weeks' notice may be allowed to fly out of sequence to bank or catch up flights at the Meet Director's discretion subject to a credible reason. The pilot must present a credible reason due to unavoidable or prior commitments and must state the day that will be missed. Should the pilot not get a favourable decision from the Meet Director they can appeal to the BHPA Accuracy Panel. The pilot cannot subsequently change or withdraw this request.

3.7 Launching

Competitors should be available as launch crew for their team unless they are performing another duty for the competition e.g. towing, judging.

3.8 Pre-flight Checks

Each pilot is responsible for carrying out their own pre-flight checks. Safety checks will be carried out under the direction of the Launch Marshal, who has the authority to confirm that pre-flight checks have been carried out by means of spot checks if necessary.

3.9 Target approach

Competitors should be afforded an into wind landing on the target while flying a straight course i.e. not landing in a turn. Pilots who do not feel they can achieve this should not attempt a target approach and make it clear they are flying away as early as possible. A pilot who turns onto the target wind line is committed to the target (see definition of finals) and cannot then fly away and get a re-flight. Pilots must release at the optimum point to have

sufficient opportunity to reach the target, and will not be offered a re-flight if the judge does not deem they have done so.

SCORING

4.1 Method

Competitors will be scored on the distance in metres and centimetres between the first point of ground body contact (which includes any part of the harness - but does not include any part of the tow yoke, release mechanism or speed system) and the edge of the disc. The score shall be 0.00m if the first point of contact is on the disc. If the distance is 2.50m or greater, the recorded score will be 2.50m.

Judging shall be in accordance with the Judging Code, and the Chief Judge will advise competitors if there is not the full complement of Judges available.

If a decision cannot be agreed between the judges, excluding unsighted judges, then a re-launch will be offered. If judges decide there is more than one simultaneous point of contact, not distinguishable by the human eye, then the furthest point of contact will be measured.

4.2 Validity

The results obtained in any round will count towards the individual and team total scores, only when a round has been completed (i.e. all the number 1`s, 2`s and 3`s have received a score). In the event of a break in the competition in the middle of a round, the competition will be resumed from where it left off.

4.3 Number of Rounds

There shall be as many full rounds completed within the time available as the conditions will permit, determined by the competition officials. A minimum of 2 rounds must be completed to constitute a competition. (ref. 4.2). Pilots who choose not to fly when it is considered safe to do so will get a maximum score so as not to affect the validation of a round.

4.4.1 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by them. Any scores obtained as a result of substitution will not be counted towards the substituted person's individual score.

4.4.2 Individual BAC series scores

The overall individual winners of the BAC series will be determined by totalling a pilot's best scores, with the number of scores counting equating to two thirds of the total number of scoring rounds completed over the four competitions.

4.5.1 Team Scores

The score of a team shall be the aggregate of all the scores achieved by the team members, including any scores achieved by a substitute from the point of substitution.

4.5.2 BAC series team scores

The overall team winners of the BAC series will be determined by totalling a BAC Team's best scores, with the number of scores counting equating to two thirds of the total number of scoring rounds completed over the four competitions.

4.6 Substitutes' Scores

The scores achieved by a substitute count, as if scored by the original team member, towards the team aggregate score from the point of substitution.

All of the substitute's scores before and after substitution shall count towards their aggregate individual score except that, if the substitute is brought in after they have flown as an individual in that round, then they shall make one more flight, in lieu of the pilot substituted, and that score will count towards the team score for that round, but not towards their individual aggregate score.

4.7 Tied Scores

Teams:

In the event of any tie between the first three team places at the end of regular competition, if circumstances permit, all members of each of those teams will have an additional flight, and the team score will be calculated (ref 4.5.1).

This will be repeated as required on a sudden death basis. The end of the take-off window will be announced at the briefing on the morning of the same competition day.

In the case of insufficient time, as determined by the Meet Director, the fly-off will be between one nominated member from each team.

If, due to weather conditions or time constraints, tie breaker flights cannot be fully flown, the team with the highest number of 0cm scores by the pilots (including substitutes from the point of substitution and tie-breaks) will be declared the winner. If the number of zeros is the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

Individuals:

In the event of a tie between individuals for any of the top three positions in a category, both (or all) will have an additional flight, if circumstances permit. This will be repeated as required on a sudden death basis. The end of the take-off window will be announced at the briefing on the morning of the same competition day.

If, due to weather conditions or time constraints, tie breaker flights cannot be flown, the pilot with the highest number of 0cm scores (including tie-breaks) will be declared the winner of the tie break. If they are the same, the highest number of 1cm scores will be considered, then 2cm scores, etc.

If the final round of the competition cannot be completed and tie break flights are not possible but a score in the incomplete round is recorded for all tied individuals or team members in the category, those scores will be used as the tie break.

4.8 Re-launches

A competitor may only request a re-launch following the disputed flight by applying to the Event Judge at the target before signing for their score. The competitor must register their request for re-launch with the recording judge before communicating with any other person (with the exception of the Chief and Event Judges). At the time a re-launch is awarded, the competitor's score for the disputed flight will be cancelled. Re-launches shall take place at the end of the full round in which they were awarded.

A relaunch may be awarded only for the following reasons:

- The wind speed exceeds the specified limit at any time during the 30 seconds immediately preceding and 5 seconds after the competitor touches the ground. The pilot will automatically be offered a re-launch (Ref 5.1)
- The competitor is towed past the target but then is blown behind the target after maintaining an into wind course with no brakes applied except for maintaining direction. This is on the proviso that the pilot is flying a suitably sized wing.
- The windsock was prevented from giving a true indication of the wind for any reason during the course of the competitor's flight
- The competitor has insufficient height to achieve an into wind landing on a straight course (Ref 3.9) and flies away from the target. A relaunch will not be awarded if the pilot attempts to land on the target.
- The target is obscured during a competitor's final approach (see definition).
- The competitor changes their flight plans for safety reasons, and does not then attempt to land on the target
- For personal equipment malfunction, that is not as a result of the pilots poor pre-flight check. A re-launch may be awarded provided the competitor does not attempt to land on the target.
- Where a pilot's composure is significantly disturbed by a line / weak link break, or tow vehicle / winch failure, or adverse weather conditions. A re-launch may be awarded provided the competitor does not attempt to land on the target.
- Any significant distraction which demonstrably affects the competitor's target approach.
- A decision cannot be agreed between the judges, excluding unsighted judges. (Ref 4.1)
- The pilot has been waved away from the target for safety reasons (Ref 7.3)
- At the discretion of the Chief Judge for occurrences not covered within the rules.

4.9 External Aid

During a competition flight a pilot may not receive any external communication, except at the direction of competition officials, or receive any information which might be deemed beneficial to their flight, until they have signed for their score or lodged a request for a re-launch.

4.10 Re-launch requests and Protests

If the pilot believes they have grounds for a re-launch or disputes the score awarded they may politely refuse to sign for their score and make an oral request to the Event Judge citing the grounds for making this request. This request

should be made no later than 10 minutes after the time of landing. During the time when they are considering whether to make a request they may not communicate with anyone other than the Recorder and Event Judge (unless directed by them to do so) or view photographic or video evidence.

If the request is not granted the pilot must either sign for their score or prepare and submit a protest within one hour. Any competitor, supported by their Team Leader, may submit a protest to the Meet Director (or to the Chief Judge if the protest relates to the actions of the Meet Director) for consideration by the Protest Panel (ref 4.11). The protest must be in writing, in English, stating the issue, the rule(s) applicable and the remedy sought. A fee of £40.00 must accompany the submission. The fee is only refundable if the protest is upheld. In the case of the protest being denied the monies shall be entered into the BHPA Accuracy Panel fund. Pilots should note that a protest can only be about the decision made by the judges or Meet Director and the Protest Committee should ensure they have all the facts before a decision is overturned or upheld.

If there is any photographic or video evidence available of the disputed flight, then it is the decision of the Meet Director and Chief Judge whether this evidence should be viewed by the judging team or not. If there is a protest, the Protest Committee can choose whether to view this evidence or not.

4.11 Protest Committee

A Protest Committee shall be appointed to resolve protests (ref 4.10). The committee shall be constituted as soon as possible after the receipt of the protest and shall consist of a Protest Committee Chair appointed by the Meet Director (or by the Chief Judge if the protest relates to the actions of the Meet Director) and 2 representatives nominated by the competitors. The Chair of the committee shall be someone who has a good knowledge of the rules and none of the panel should have been directly involved in the original dispute, or be a team member of the pilot involved.

4.12 Permitted Penalties

Any of the following may result in a penalty:

- Infringement of these rules or other BHPA published procedures.
- Where any competitor or person attending the competition, exhibits behaviour which brings the sport into disrepute.
- Cheating or unsporting behaviour, including but not limited to, deliberate attempts to deceive or mislead officials, wilful interference with other competitors, falsification of documents.
- Use of forbidden equipment.
- Abusive behaviour towards competition officials or other competitors.
- Dangerous flying (ref 7.2)

The Meet Director shall, at their discretion, impose any of the penalties listed below for the above infringements:

- Warning.
- Imposition of a maximum score.
- Disqualification.
- Disqualification and expulsion from the site.

The Meet Director shall be consistent in the application of penalties but may increase these penalties for repetition of the same offence.

LIMITATIONS

5.1 Wind Speed

For the purposes of competition scoring the wind must be below 7.1m/s. If the winds are measured as 7.1m per second or above at any time during the 30 seconds immediately preceding and 5 seconds immediately after the competitor touches the ground, the competitor will be allowed to make a target approach, if it is safe to do so, and the competitor will be offered a re-launch. The competitor may choose to accept the score achieved or accept a re-launch, in which case the score achieved will not be counted. Where the wind speeds are marginal for the purposes of the competition but within safe limits, the Chief Judge may raise the wind limit provided agreement is obtained from all Team Captains and competitors flying as individuals.

The upper winds, which are not measurable, are not taken into consideration, except for safety reasons.

If the wind speed is measured as 9.1 m/s or above the competition may be stood down for a 15-minute period and pilots in the air may be waved away from the target if it is deemed unsafe to do a target approach.

If the competition is stood down for winds being over competition limits fun flying will be permitted at the Meet Director's discretion if it is considered safe to do so. Fun flying is defined as a non-target flight.; no targets are to be placed. Anyone who is seen to be flying an accuracy approach will be penalised, with a maximum score for the next round. Fun flying may also be allowed at the end of a day's flying - non-target flights only as above.

EQUIPMENT

6.1 Provision of Personal Equipment

Competitors shall provide personal flying clothing, helmet, canopy, tow-yoke and quick release. The competitor shall be responsible for checking that the appropriate weak link is fitted. The BHPA will provide towing, target and other equipment as necessary for the conduct of the event.

6.2 Serviceability

All equipment provided by the competitor must be in serviceable condition and must be presented for an independent check under the control of Competition Officials when requested to do so. All pilots must sign a wing affidavit.

6.3 Target

The target will comprise a coloured disc on a contrasting colour background and will usually utilise an automatic measuring device. The DC size will be 2cm, and any change to the DC size e.g. due to failure of a pad, will be by agreement with the Team Captains and competitors flying as individuals. The target will be sited at the discretion of the competition officials and may be relocated during the event. The Chief Judge or Event Judge will determine the area around the target that will be restricted to Duty Competition Officials only.

Scores up to minimum 16cm are measured by the automatic measuring device. The competitor must apply enough pressure to trigger the automatic measuring device to make it record the score, otherwise the score will be judged by the Fichet Judges.

If an automatic measuring device is considered to have recorded incorrectly, found to be defective or has not been reset, and the first point of ground contact has been on it, then the Fichet Judges shall measure the score manually.

In the case of over-ruling the automatic measuring device there must be unanimous agreement between the Fichet Judges, excluding unsighted Fichet Judges, and a difference between the score shown by the automatic measuring device and that being measured by the Fichet Judges of more than 3cm.

If a cut-out mat is used in conjunction with the automatic measuring device, it can be used to determine if a two footed landing or bum landing took place. Judges will observe the difference between a true 16cm score displayed by the automatic measuring device and a cut-out situation.

6.4 Wind Direction Indication

A high visibility wind sock and/or wind direction indicator will be sited on the upwind side of the target area and located a minimum of 5.5m above ground level.

6.5 Wind Speed

The wind speed will be recorded within 50m of the target on the upwind side with the measuring sensor positioned between 5 and 7m above ground level.

In the case of the malfunction of automatic wind measuring equipment, the judges may revert to the use of mechanical instrumentation at a minimum of 2m above ground level for the completion of the competition. Momentary changes of wind direction which result in the wind sock or wind speed measuring sensor not being on the upwind side will not **automatically** be grounds for a relaunch; this will be at the discretion of the Chief Judge.

SAFETY

7.1 Adverse Weather Conditions

Operations will only proceed / continue if considered safe by the Meet Director / Chief Judge and Chief Driver / Winch Operator.

7.2 Dangerous Flying

Competitors considered to be flying in a manner prejudicial to either their own or others' safety, will be warned and may be disqualified from the competition at the discretion of the Chief Judge.

7.3 Wave Away Signal

A red flag or signal bat being waved over the top of the target. If this signal is given pilots should not attempt to land on the target. A relaunch will automatically be awarded.

Definition of Final Approach

The Competitor is deemed to have started the final approach when, having turned into face the target, the Event Judge considers that the competitor has made a commitment to making an approach to the target. Any further manoeuvres undertaken by the competitor from this position will not detract from the above factor.

APPENDIX: RULES FOR NOVICE COMPETITION

All the above rules apply to the Novice Competition unless modified below:

GENERAL

A1.1 Objective

The objective of the novice competition is to determine the Novice Classic Accuracy Champions of the individual BAC competitions.

A1.2 Eligibility

The Novice Competition is open to UK pilots (any wing type) without a rating, or UK pilots with a CP rating who are entering the Novice Competition for the first time since achieving CP status and have not previously won the Novice Competition. Parachutists are eligible to be novices if they have an A, B or C license. Competitors are encouraged to enter the category appropriate to their ability in the spirit of competition. The Eligibility is guidance only and the category for individuals will be decided by the Chief Judge and Meet Director.

CONDUCT OF COMPETITION

A3.7 Launching

Novice Competitors without a Club Pilot rating must be accompanied at the launch point by their nominated instructor.

SCORING

A4.1 Method

Scores will be measured and recorded up to a distance of 10.00m from the edge of the disc. Scores greater than this will be recorded as 10m. At the discretion of the Chief Judge, distances beyond 10m may be measured by pacing, for the pilot's personal record of their performance. Should there be no recorded scores under 10m the competition result may be determined using paced or estimated scores, with the agreement of competitors.

A4.2 Validity

The Novice Competition may be validated on a different number of completed rounds from the main competition.

A4.9 External Aid

During a competition flight a pilot may receive external communication, such as coaching onto the target or in case of immediate safety concerns. Coaching will be provided by a nominated instructor or coach. The judges should be made aware of who the coach is prior to the flight.

LIMITATIONS

A5.1 Wind Speed

At the discretion of the Meet Director and Chief Judge a lower wind limit may be agreed for the Novice Competition.