**Classic Accuracy Rules**

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.

*This document provides a template for the creation of rules for individual classic accuracy competitions or series of competitions. Local rules adding detail to specified sections for an event should be published well in advance of the competition.*

Text in red shows changes from previous versions

**RULES**

**GENERAL**

**1.1 Objectives**

The 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. *Further detail to be added if this competition is one of a series with overall winners.*

**1.2 Eligibility**

Entry is open to all current members of their National Governing Body who have qualified (tow) status.

**1.3 Categories**

*To be specified in local rules for the competition. As a minimum:*

*a) Team*

*b) Individual*

**1.4 Eligibility for Categories**

*To be specified in local rules for the competition. As a minimum:*

*a) Team Teams from any participating club or nation (any wing type)*

*b) Individual Competitors from any participating nation (wing type may be specified)*

**1.5 Determination of Winners**

The winner(s) of each category will be the individual or team with the lowest aggregate score, where appropriate. *Local rules may specify circumstances in which trophies for categories additional to overall team and individual may not be awarded e.g. insufficient eligible competitors.*

**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.

*Should the event also have prize categories that form part of a series with different team composition, a competitor’s scores can also count towards the scores of a series team for those prize categories and the overall series, in accordance with the series rules.*

**2.2 Substitutes**

If a substitute is needed, the Team Captain may approach any person competing only as an individual to ask that competitor 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.

**CONDUCT OF COMPETITION**

**3.1 Rules and Procedures**

All flying shall be conducted in accordance with these rules and published procedures of National Governing Bodies. 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 process to be specified in local rules for the competition*

**3.4 Registration**

All competitors must personally register on arrival on site with the registrar by the nominated date and time. They shall produce, at that time, evidence of competence/membership and sign a wing affidavit (Ref 6.2).

*Evidence to be specified in* *local rules for the competition.*

**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**

Teams will be drawn at random to determine the flying order. Team members will be allocated a number 1, 2, or 3 in accordance with the information stated on the entry form. All the number 1s will make their first flight, followed by all the number 2s and then the number 3s.

The names of competitors entered as individuals will be drawn at random and grouped into blocks of 3. This is for the purpose of establishing a flying order only; these blocks will be not be considered as teams.

*An alternative system for determining the flying order may be included as a local rule.*

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. Competitors not ready to be launched 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:

* carrying out essential duties including, but not limited to, Launch Marshal, tow driver/winch operator and judging
* *Additional local rules may be added here*

**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 competitor 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. Competitors who are unable to achieve this, having made every effort to reach the target after release, must not attempt a target approach and should make it obvious they are flying away as early as possible. If the competitor attempts to land on the target then no relaunch will be awarded.

**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 follow the Judging Code (available at the target and at [add link to online location]), 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 the judges decide there is more than one simultaneous point of contact, not distinguishable by the human eye, and following review of any video playback, 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 1s, 2s and 3s 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 two rounds must be completed to constitute a competition. (ref. 4.2). Competitors 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 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.

**4.5 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.

**4.6 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 competitor 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). 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 team members (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 competitor 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 will usually take place as soon as possible after the original flight, and will be managed by the Launch Marshal.

A relaunch may be awarded only for the following reasons:

* Wind speed limitation (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 competitor 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 competitor 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 competitor’s poor pre-flight check. A re-launch may be awarded provided the competitor does not attempt to land on the target.
* Where a competitor’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 competitor 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 competitor 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 competitor believes they have grounds for a re-launch (not based on wind speed limits ref 5.1) 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 score has been communicated to the competitor. 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 competitor 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 *[to be specified in the local rules but around £40.00 or equivalent in Euros]* must accompany the submission. The fee is only refundable if the protest is upheld. Competitors 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 competitor involved.

**4.12 Permitted Penalties**

Any of the following may result in a penalty:

* Infringement of these rules or other official 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. The competitor will then be offered a re-launch, unless the score is 0.00, and will be given 2 minutes from when the score is communicated to them by the Event Judge to make a decision. 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. The competitor may choose to accept the score achieved or accept a re-launch, in which case the score achieved will not be counted. If no decision is received then the score achieved will 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.

*Local rules may specify a lower maximum limit for site-specific safety reasons.*

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 there will be a 5-minute stand-down with no further competitors launched. Competitors in the air will 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 no fun flying will be permitted from the official competition start (confirmation of flying order) until the competition has been declared as completed and no further competition flights will be taking place.

**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 competition organisers 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 competitors 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 provided they are able to do so with consistency and certainty.

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

provided they are able to do so with consistency and certainty.

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.