

Classic Accuracy Rules
European Parascending Accuracy Grand Prix (Dutch leg)
Hosted by Sky Rebels – Terheijden NL

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 competition is part of the European Parascending Accuracy Grand Prix Series (referred to in this document as Grand Prix), an international accuracy competition series with participating countries each hosting one competition throughout the year. There are currently three countries that host a leg of the Grand Prix series – France, UK and NL. Series rules are shown in purple.

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 Dutch leg of the Grand Prix series by means of a competition open to both teams and individuals of all participating nations. The results of this competition will contribute to the overall result of the Grand Prix series.

1.2 Eligibility

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

1.3 Categories

The competition will comprise the following categories:

- a) Team
- b) Individual
- c) Female
- d) Young Pilot
- e) Veteran
- f) Paraglider Pilot

1.4 Eligibility for Categories

- | | |
|---------------------|---|
| a) Team | Teams (any wing type). See 2.1 for eligibility for the overall Grand Prix trophy |
| b) Individual | Individuals (any wing type) |
| c) Female | Female competitors only (any wing type) |
| d) Young Pilot | Individuals (any wing type). Age limit, up to a maximum of 25 at the start date of the competition, will be announced after registration at the briefing. |
| e) Veteran | Individuals aged 60 or over, at the start date of the competition (any wing type). |
| f) Paraglider Pilot | Individuals flying all rounds on a paraglider |

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, young pilot, veteran or paraglider categories if they are won by the best individual pilot.

The Grand Prix series winners will be determined by the points system detailed in the appendix (Ref A1).

Conditions under which returnable trophies are issued can be found in the appendix (Ref A3)

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.

To be eligible for the Grand Prix series team trophy, each competitor can fly for only one club during the series. Where clubs have entered more than one team (e.g. GIPS 1,2,3) the competitor can fly for any of the club teams. All teams must be registered before the start of the first round. There is no limit to the number of competitors representing each team throughout the series.

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.

In the case of a team competing in the Grand Prix series it is the team captain's responsibility to check that the individual has not previously flown in the series for another club before speaking with the Chief Judge or Meet Director. If the substitute competitor is subsequently found to be ineligible then the individual will receive maximum scores for all rounds flown as an ineligible pilot. This will be applied to individual and team scores.

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

The **entry fee** is €75.00, which includes all competition jumps.

The **BBQ** costs €25.00 and includes **two drink tokens**, valid for a beverage of your choice.

Our catering and BBQ will be located at **Witteweg 1**. During registration, or later that morning, participants will be asked to indicate their preferred **lunch and drinks**, which will then be prepared and delivered to the flying site.

The **flying site** is located at the dairy farm:

Munnikenhof 19-21

4844 PK Terheijden

The entrance to the flying site is on the **left-hand side**, directly opposite our campsite.

3.4 Registration

All competitors must register in person upon arrival at the registration desk on **Saturday, 12 September, from 07:30 onwards**, at the **Munnickenheide** campsite.

As all participating pilots are already registered in the organizers administration, **no registration form is required**.

During registration, competitors must:

- confirm their participation;
- present a valid pilot licence or other proof of membership issued by their national governing body;

3.5 Briefings

All competitors, **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.

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
- Competitors 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 competitor must present a credible reason due to unavoidable or prior commitments and must state the day that will be missed. Should the competitor not get a favorable decision from the Meet Director they can appeal to the BHPA Accuracy Panel. The competitor 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 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 **maintaining** 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 **steering** 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 <https://bhpa-accuracy.org.uk/judging-hub/> 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 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 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 **at the end of regular competition**, 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.

The rules for tied points scores across the Grand Prix series can be found in the appendix (Ref A2)

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 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. 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/s 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.

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.

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 competitors 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

A1 Grand Prix points

Grand Prix points are allocated at each competition in the series:

Place	Points
1 st	50
2 nd	45
3 rd	40
4 th	36
5 th	33
6 th	31
7 th	30
8 th	29
9 th	28
10 th	27
11 th	26
12 th	25
13 th	24
14 th	23
15 th	22
16 th	21
17 th	20
18 th	19
19 th	18
20 th	17
21 st	16
22 nd	15
23 rd	14
24 th	13
25 th	12
26 th	11
27 th	10
28 th	9
29 th	8
30 th	7
31 st	6

All competitors below 31st place receive 5 points for attending.

When calculating Grand prix points, positions received after any tie break scores will be used for the final results. At the end of the series the Grand Prix points from each competition are added together. The team or individual with the most points is the winner.

A2 TIE BREAK (End of Series)

If there is a tie when the sum of all Grand Prix points are calculated, the winner(s) is determined as shown below.

Individuals

If there is a tie when all Grand Prix points are added together, the total distance scored by each of the tied individuals from each of the Grand Prix competitions is added together. The individual with the lowest total distance scored will be declared the winner. Additional scores used as tie break scores should be removed from the records used for calculating the overall scores at the end of the series.

If one or more of the tied individuals did not compete in all of the validated competitions and the number of rounds flown by each individual across the series is not the same, the average score for each pilot will be calculated for any competition which they did not have in common with other tied pilots.

For example:

Competitor A competed in Fr and UK

Competitor B competed in UK and NL

They both scored a total of 6cm in UK

Competitor A scored 27cm in the 9 round competition in Fr

Competitor B scored 20cm in the 4 round competition in NL

Although Competitor A had a higher score in Fr, the average score was 3cm.

Competitor B had an average score in NL of 5cm.

The result:	Competitor A	Fr 3cm	UK 6cm	Total. 9cm
	Competitor B	UK 6cm	NL 5cm	Total 11cm
	Winner	Competitor A		

If this still results in a tie, the individual with the most recorded 0.00cm from all validated competitions will be declared the winner. If there is still a tie, 2cm scores will be considered then 3cm etc.

Teams

In the event of a tie when all Grand Prix points are added together, the total distance scored by each of the tied teams, from each of the Grand Prix competitions is added together. The team with the lowest total distance scored will be declared the winning team.

If this still results in a tie, the team with the most recorded 0.00cm from all validated competitions will be declared the winners. If there is still a tie, 1cm scores will be considered then 2cm etc.

Additional scores used as tie break scores should be removed from the records used for calculating the overall scores at the end of the series.

A3 CONDITIONS FOR ISSUE OF RETURNABLE TROPHIES

If a pilot or team takes possession of a returnable trophy, the following expectations must be met.

- The trophy must be returned in time for its official award the following year.
- The trophy must be returned in the same condition as when it was presented, and any damage must be repaired and paid for by the recipient(s).
- The trophy must be returned having been recently polished.
- The trophy must be engraved for the year the trophy was won.

Costs for UK trophies will be refunded by the Accuracy Panel on submission of a completed expenses form and an itemised receipt to the panel treasurer.

Costs for the EPAC trophy will be refunded from EPAC funds

If a pilot cannot commit to honouring the above requirements then the Accuracy Panel will look after the trophy on their behalf.

Failure to honour these expectations will mean the pilot/team is not eligible to keep any returnable trophies in the future.