

**LOCAL REGULATIONS FOR
CHARLIE BRAVO OPEN CUP
Siria, April 26th – May 2rd**



Organized by the Romanian Aeronautical Federation

Club Charlie Bravo, Arad

On behalf of Federation Aeronautique Internationale

Contact address for correspondence and info :

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These Local Regulations are to be used in conjunction with General Section and Section 7b of the FAI Sporting Code.

Full title of the championship: Charlie Bravo Open Cup

Location and country:

Siria, Arad (Romania)

Dates, including practice period, registration and price giving ceremony:

April 26th – May 02nd

Address to which any correspondence should be sent in advance of the event:

Cornel Tau

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1.1 Purpose

The purpose of the championship is to provide safe, fun and satisfying contest flying in order to determine the champion in Class III and to reinforce friendship amongst pilots and nations. (Section 7; 9.1)

1.2 Program

Registration	April 26 th
Practice day	April 26 th
Price giving ceremony (reserve day)	May 2 nd

1.3 Officials

Director	Mihai Ilie
F.A.R. Official	Mihai Ilie
Meteorologist	Cornel Tau
Scoring	Ionuț Rășcanu
Take off marshall	Mihai Ilie, Ionut Rascanu
Retrieve coordinator	???
Doctor	Local Medical Crew

1.4 Local regulations

1	REGISTRATION
1.1	<p>The Championship is open to all Member of the Romanian Aeronautical Federation.</p> <p>The Championship is also open to all pilots from the Member and Associated Member countries of FAI but for a limited number. The number of places for the foreign pilots is 20. If this number is not taken before one week previously the start of competition, the places will be re-allocated to the Romanian pilots. The total number of the pilots should not exceed 75.</p> <p>All the pilots should have valid pilot and FAI license.</p> <p>Entries must be made on the official Entry Form, which must include the entry fee.</p>
1.2	<p>Entry fee is 100 Euro per pilot.</p> <p>For this entry fee, the organizer will conduct the Championship and provide:</p> <ul style="list-style-type: none"> - Transport of pilots and gliders from Head quarters to take off site every competition days and practice day. - Retrieval along main roads and retrieval coordination service during every competition days and practice day. - Lunch packages during every competition day - Maps and official documents - T-shirt - Free participation to the price giving ceremony and to any party organized for this event.
1.3	Applications with fees paid, not received by the entry dead line may be refused.
2	GENERAL COMPETITION RULES
2.1	<p>REGISTRATION</p> <p>The pilots have to be registered until April 26th 2010 inclusive. The Maximum number of pilots will be 75 in the order of their registration. If all the 75 places are registered those pilots who still wants to participate have to wait until the beginning of the competition, maybe one of the registered pilots will withdraw. On arrival the pilots shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period is considered to be the official start of the championship. The following are required:</p>
2.2	<p>Valid Pilot License</p> <p>Evidence of competitor's nationality</p> <p>Valid FAI Sporting License</p> <p>Satisfactory evidence of glider airworthiness (load and shock test, lines configuration and approval of the manufacturer for pilots who are flying prototypes)</p> <p>Prove of their fee payment</p> <p>Certificate of Insurance</p> <p>At least one GPS for each pilot</p> <p>Radio station (2m band)</p>
2.3	The competition is valid with two valid tasks and minimum 10 pilots.
2.4	The Meet Director should choose the Task Committee before the start of competition based on the following: attitude, knowledge of the area, national ranking, etc. At least 2 pilots are required.

3	TAKE-OFF
3.1	In case the ordered take off will be used, in the first day of the competition will be used the WPRS order and from the second day the ranking of the competition.
3.2	RE-TAKE OFF A competitor will be allowed to have as many take-offs they want to attempt the task within the stated take-off period and will not take priority over other pilots who have not yet launched at all. The pilot's take-off time will be taken from the time of the last take-off attempt. Organizers will not assure the transportation to take off for relaunch.
3.3	The turnpoints and goal line will consist in imaginary cylinders with a radius of 400 m around the GPS co-ordinates.
4.1	PROTESTS The Organizer shall publish provisional task results in the evening of the day the task was flown. When this will not be possible (late retrieve) they will be published at 09.00 next day. A complaint may be made to the Competition Director or his deputy, in writing, to request a correction. The dead line for complaint is one hour after publishing provisional task results. The protest fee is 30 Euro. It will be returned if the protest is favourable solved.
4.2	SAFETY DATA SHEET At registration, pilots must fill in the Safety Data sheet including: <ul style="list-style-type: none"> - Mobile phone Number - Accommodation during the meet - Person to contact during the meet in case of problem - Glider type, make and color - Medical info (blood group, allergies) <p>The maximum wind speed in which a task shall be flown is 7m/s measured at take off.</p> <p>BALAST: The maximum equipment weight is 33 kg according to Section 7.</p>
5	RADIO TRANSCEIVERS Radio transceivers 2m bands are allowed following the organizer's instructions. The safety frequency is 145.250 .
6	GPS Only GPS units (with PC connection cables) according to Sporting Code, Section 7b rules will be accepted for flight verification.
7	TASK PERIOD Times of window open for take-off and times for the closing of the window, turn points and last landing will be displayed in writing.
8	SCORING
8.1	Scoring will be done with FS and GAP 2008. Control flights will be done with FS The map datum used will be WGS84 and coordinates format will be "dd mm ss.ss"
8.2	There will be one ranking: the Charlie Bravo Cup ranking . For awards there will be 3 separate ranking based on glider category: cat. DHV 1(CEN A)

	cat. DHV 1-2, 2 (CEN B, C) cat. DHV 2-3, competition (CEN D, competition) A valid category must be with at least 5 pilots. If one category is not valid the award will be split for the other categories.
9	COMPLIANCE WITH THE LAW
9.1	Each pilot is required to conform with the law specially regards to the air space limitations.
9.2	Collision avoidance (see Section 7)
9.3	Cloud flying (see Section 7)
10	PENALTIES Using the safety frequency in other scopes: 25% of the pilot points achieved in that task.