

General Briefing Notes

- II.3 PZ LIST

Please pay attention you do not enter any PZ. Strong reminder is need in particular to PZ 12.

- II.12 GOALS SELECTED BY A COMPETITOR (12.2)

Goals selected by a competitor inside a red PZ's, a blue PZ's will be considered invalid. When so, you will not achieve a result.

- II.13 & 5.10 OFFICIAL NOTICE BOARD

At the window of the competition center.

An electronic noticeboard will be available via Watch Me Fly . This is NOT the official noticeboard, and will be used for information only.

- R9.3.1, 9.3.2 LAUNCH PROCEDURES

We will not use any launchmasters during take-off. Officials (in fluo jackets) will be present and will give you some guidelines when necessary to avoid any collision or dangerous situation. Quick-release tie-off is mandatory for all launches. (CLP and ILP).

- R10.5, 10.8, 10.1.3 & 10.2 BEHAVIOUR, COLLISION, BALLOON COLLISION and DANGEROUS FLYING

If a balloon touches any built structure (wall, roof, lines, etc) or trees, then the pilot must record it on his Flight Report Form. If not mentioned you will be penalized up to 1000 competition points.

(Rule 10.5) Today's balloons in competition multiply the risk of collision through their increased capacity for vertical speed of movement. In the event of a collision in flight, the upper balloon will, a priori, be considered responsible until such time as it is possible to prove otherwise through analysis of the flight logger track points. Any pilot thereby proven responsible for a collision in the air or on the ground, no matter what the material or human consequences are, will be penalized up to 1000 competition points in the first instance. He/she may also be banned from flying any further in the competition, and referred to the civil aeronautical disciplinary commission if his/her behavior as a pilot is considered particularly dangerous. (10.1.3).

- 10.2 DANGEROUS FLYING (according to the COH 2018)

The limits apply to a certain difference in vertical speed at a 3D-distance between balloons.

Limit 1: more than 3m/s at less than 25m

Limit 2: more than 5m/s at less than 50m

Limit 3: more than 8m/s at less than 75m

Limit 4: more than 8m/s vertical speed

(Limit 4 must be violated for a consecutive 5s or more to be triggered.)

Scoring policy: As above, the penalties mentioned in the table below are guidance therefore different penalties may be applied following review of specific cases.

lower balloon				upper balloon			
Vertical speed [m/s]	Limit 1 Penalty	Limit 2 Penalty	Limit 3 Penalty	Vertical speed [m/s]	Limit 1 Penalty	Limit 2 Penalty	Limit 3 Penalty
				$0 \leq v < -2$			
$2 \leq v < 3$	50(WRN)			$-2 \leq v < -3$	100 (WRN)		
$3 \leq v < 4$	100(WRN)	50(WRN)		$-3 \leq v < -4$	200	50(WRN)	
$4 \leq v < 5$	300	100(WRN)	50(WRN)	$-4 \leq v < -5$	400	100(WRN)	
$5 \leq v < 6$	500	300	100(WRN)	$-5 \leq v < -6$	600	200	100(WRN)

							N)
$6 \leq v < 7$	700	500	300		$-6 \leq v < -7$	800	400
$7 \leq v < 8$	900	700	500		$-7 \leq v < -8$	1000	600
8 and more	1000	900	700		-8 and more	1000	800

- R12.1.2 GOALS

The target will normally be displayed within 100m of the given goal coordinates, as close as possible to the coordinates.

- R12.15 LOST MARKER

Competitors have to find their markers when dropped out of the marker measuring area (MMA), or when fallen in crops inside the MMA. Any marker dropped in an MMA will normally be measured by the measuring team.

Valid markers dropped inside the MMA will be searched for by crew only in the presence of an Official. Competitors must ask for assistance from the measuring team if they want to make sure their marker has been seen and measured.

Any marker not dropped, and any marker dropped outside the MMA must be brought back by the competitor to the competition center after the flight within this rule's time limits. In case of lost marker, a spare marker will be given for the next flight only when the pilot pays 10 euros for the lost marker.

RADIO COMMUNICATION

Competitors must listen on VHF frequency 122.255 for safety matters during the whole flight.

Competitors may ask their crew or other competitors for a clearance before climbing on 122.255.

FLIGHT REPORT FORM

Pilots must filled-in this form completely, included estimated results. Flight Report Forms must be returned within 90 minutes after landing.