

2009

Wharton Airport, TX

# PPC CHAMPIONSHIP RULES & PROCEDURES

*Revision: 2009 Aug 08*

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## COMPETITION BRIEFINGS

1. The organizers shall hold a briefing for competitors, as a minimum, before each round of competitions. Schedule Updates, Meteorological and operational information concerning the tasks shall be given.
  2. All participants **MUST** attend the briefing prior to competing. Participants must sign the attendance roster at the beginning of the briefing as the roster will be collected and logged at that time. Pilots not attending (and not signed into the roster) may **NOT** have their competition scored counted in the next round.
  3. Flight safety requirements given at the briefing will be recognized as an event regulation.
  4. Briefings may be postponed from the preset event schedule for bad weather. Further briefing times will be given and this information will be prominently displayed at the event main tent.
  5. *Note that the daily **BRIEFING INFORMATION** will **ALWAYS OVERRIDE** the following procedures & rules. Hence the following written information is only meant to provide the competitor with the initial set of Rules.*
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## PURPOSE

The purpose of the PPC Championships is to...

1. Provide a FUN and satisfying contest via a series of interesting & skill testing tasks
  2. Provide an International amateur ranking to the contestants
  3. To promote the sport of Powered Parachuting
  4. To advance the sport by providing an arena for new concepts and designs in the PPC world
  5. To enhance the PPC (Powered ParaChuting) community by enticing new people to the fun of piloting Powered Parachutes and the privileges of the FAA's Sport Pilot rating.
  6. And finally to lead to an increased safety awareness and an overall improvement in PPC piloting skills.
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## DEFINITIONS

### 1. **Powered Parachute (PPC)**

Powered parachute means a powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in forward motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant and is attached to the aircraft's landing gear.

Also, a Powered ParaChute (PPC) is an aircraft conforming to AT LEAST the following characteristics

- 1.1. It utilizes a ram-air fabric wing for lift
- 1.2. The wing is attached to an airframe (a cart) with flexible risers (that are too long for the pilot to separately control the 'A' lines of the Ram-Air Wing) and the yaw must be done by pulling the steering lines down, and hence creating air-drag (wing braking) to the rear, outside positions of the ram-air wing.
- 1.3. The engine must be permanently mounted (i.e., bolted) on the cart frame.
- 1.4. The seat(s) must be permanently mounted on the cart (i.e., the seat cannot be removed without removing tubing or bolts).
- 1.5. Flight Steering Controls may be either hand or foot activated; but must be of factory origins.
- 1.6. The landing gear must be permanently mounted to the cart. And the unit must be able to sit, as if ready for flight, without a human having to maintain the cart's 'take-off' position.
- 1.7. The pilot cannot be part of the cart's frame. All components (except the pilot) must be permanently attached to the cart, with the pilot's only relationship to the cart being that of a 'strapped-in' human; steering & throttle manipulator.
- 1.8. Total dry weight of the cart & wing must be at least 200 pounds; for to compete in the PPC Championship class.

## 2. **Powered Paraglider (PPG)**

A powered paraglider is an aircraft conforming to AT LEAST the following characteristics...

- 2.1. A wing without any rigid structure with a power unit integrated with the pilot's harness. A powered paraglider is usually a foot-launched device with ONLY "human" landing gear (i.e., feet, ankles, knees & legs)

*Note that the initial year of this PPC Championship is NOT designed to incorporate the design of the powered paraglider into the competitions. However, we do wish to incorporate the PPG units in future Championships!*

## 3. **Ultralight (UL)**

An Ultralight meets AT LEAST ALL of the following criteria...

- 3.1. Aircraft is a single occupant machine
- 3.2. Aircraft's empty weight does not exceed 254 pounds
- 3.3. Aircraft's fuel capacity does not exceed 5 gallons
- 3.4. Aircraft's maximum stall speed does not exceed 24 knots
- 3.5. Aircraft's maximum speed does not exceed 55 knots.

Note: An aircraft does NOT need to be an ultralight to compete in the Championships - but it must meet the above definition of a Powered Parachute. If the machine does not fit the criteria of an ultralight, it must operate under an exemption to the ultralight rules or be a certified E-LSA, S-LSA, Exhibition or an Amateur Built PPCL aircraft with

appropriate documentation onboard.

#### 4. ***UN-SPORTSMAN-LIKE conduct***

Un-sportsman-like conduct during the event will AT LEAST be defined as...

- 4.1. Persons that are under the influence of controlled substance, illegal drugs, or alcohol (0.04% blood level or higher. And YES, a medical staff will be on-site, along with Sheriff Office personnel.)
- 4.2. Unprofessional behavior; *like using profanity*
- 4.3. Distracting a Judge during the competition
- 4.4. Inconsiderate behavior towards ANY Event official or volunteer
- 4.5. ANY behavior that is incompatible with the standards of a reasonable, CONSIDERATE pilot, as determined by the PPC Championship executive committee
- 4.6. Un-sportsman-like conduct will be grounds for exclusion from a task; or removing a contestant's scoring of a round and/or possibly removing a contestant from the entire competition.

#### 5. **Round**

A Round is a set of flight or event tasks that are to be completed in a specific order and direction; before the PPC is shut-down.

#### 6. ***Eligible Task***

An eligible task (in a round) is a competition maneuver that every competitor in that round has a chance to complete. Tasks are aircraft Class specific. And a task may be assigned to only one Class.

#### 7. **DNF (Did Not Finish) - no score will be received for un-finished tasks**

#### 8. ***DQ (Dis-Qualified) - no score will be received for that task***

#### 9. **FOUL - A penalty will be applied to the score**

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## **GENERAL RULES**

1. Any pilot not agreeing to abide by these rules will be removed from the competitions.
2. The official language of the event (and hopefully for our country soon) is **ENGLISH**.
3. ONLY 40 pilots will be allowed to compete in the PPC Championships.  
*A larger number of competitors will ONLY be allowed to compete in the Championships at the discretion of the Director, after receiving a written request to do so, with a minimum of 10 competing pilot signatures.*
4. The FINAL rounds can be limited to the top 25% qualifying pilots

- 4.1. At least TWO Qualification rounds must occur for the top competitors to be selected for the FINALS.
- 4.2. At least TWO Final rounds must be completed for the PPC Championships to be official.
5. Competition flights shall be controlled in accordance with the regulations contained in this set of rules and according to the flight briefings before each competition round. *Noting that Briefing changes/updates take priority over these standard, static rules.*
6. A Pilot Not knowing and/or Not understanding a Rule is NOT grounds for handicapping a Round or a Task.
7. Missing a Briefing, before a competition round is grounds for eliminating that pilot from that round of tasks.
8. Only pilots in active competition are allowed on the flight line.
9. Pilots MUST fly solo during a competitive task.
10. Each competing pilot is STRONGLY advised to wear a helmet while flying.
11. Pilots can ONLY make WRITTEN COMPLAINT issues with the Chief Judge. Written protests must be submitted within 2-hours of the occurrence. There is a \$20 CASH fee for each complaint. This fee is returnable if the protest is upheld or withdrawn before the start of the proceedings.

*(No verbal complaints will be considered once the Qualification round of competitions begin!)*

There will be NO verbal confrontations **AT ANY TIME** between a competing pilot and an event Judge - such action will be considered Un-sportsman-like conduct. However, please feel free to voice any concerns before the event begins - in the BRIEFING! During the event, a meeting where a pilot can express their concerns with the Judge can be allowed - after the acting Chief Judges reviews the **WRITTEN** concern, and in RARE circumstances, if the acting Director determines that the written concerns of the competing pilot necessitates such action and if the Director can act as the mediator at the meeting. The pilot will have 15-minutes during the meeting to state their concern/case. Judge(s) will have 30-minutes to ask questions for clarification. Judges may subpoena other contestants for more information. And the Director will have 15-minutes to finalize a decision. There will be NO appeals - all decisions of the Director will be binding & final.

*[Note: We will have multiple, conscientious judges for each event - and if all these judges missed something on a specific task - then your view, while flying the PPC, in the heat of competitions is going to have little value. It will only take one judge to disagree with the scoring - and this issue will be resolved among the Chief Judges and the Director. It will NOT be a public (pilot) forum. And if the event Judges cannot be trusted - then the Event Director cannot be trusted. And if you believe that Event Director cannot be trusted - then Please DO NOT compete here! It is time that Americans (including all the competitors) get back to the days and the ideal ways that 1776 American behavior & fairness & common respect was meant to be!*

*PS. Yes I realize that the event will end with Event Director having fewer friends, than (the Director) had before the event started - BUT the value of this event - it is believed - is still worth its issues for this Event's benefit to the Sport!*

12. Pilots can be removed AT ANY TIME from the competition (or at least excluded from

a task) for ANY behavior that meets the definition of **un-sportsman-like conduct** as described above.

13. NO more than TWO Pilots may share ONE PPC during the competitions. If 'SHARING' pilots are within 4 starting positions, then the secondary pilot will be moved to a starting position that is at least 5 positions from the primary or 1<sup>st</sup> sharing pilot's position.
14. If a competing PPC becomes "unflyable" - as determined by the Director and the Chief Judge, then the pilot will ONLY be eligible to continue to compete, if they have **WRITTEN** permission from the owner of the PPC to utilize the PPC of the same classification (i.e., same flying characteristics as determined by the Director and the Chief Judge).
15. Damaged (unflyable) PPC's can only be replaced before a new round, and IF the Director and the Chief Judge have a minimum of 1-hour before a round begins, to approve the replacement.
16. The total period of the Championships shall not exceed 5-days, including the opening and closing ceremonies.
17. An official practice period, of not less than a combined 8-hours in the days immediately preceding the opening of the Championships, will be given every consideration and effort by the staff and hence MAY be made available to all competitors \*provided facilities are available\* (i.e., the field is not flooded, the cows are removed, and all the stress in the Event Director's life is gone!)
18. To count as an official scoring Championship task, all competitors in the class MUST have been given the opportunity, to complete that task in the competition round. In other words, EVERY competitor flies and gets scored on the same task OR NO-ONE does!
19. Once each competitor is given the opportunity to fly in a Round, then that Round will be entered into the event log, and the scores of the competitors during that Round will become official.
20. Each competitor is required to conform to the laws and to the rules of the FAA for their aircraft. However, the organizers shall not act as an enforcement arm of the FAA. Aircraft will only be removed from the PPC Championships if a situation is determined to adversely impact safety or fair competition.
21. Each aircraft shall be given a preflight check before each Round by its pilot and may not be flown unless it is determined to be safe and airworthy by the pilot, the Director and the Chief Judge.
22. A pilot may not fly unless he is physically fit to fly safely. Any injury, drugs, or medication which might affect the pilot's performance as PIC must be reported to the Director before flying; not doing so is grounds for removal from the Event.
23. Round Circuit and landing patterns shall be complied with and a proper Collision Avoidance technique shall be performed by the pilot at all times.
- 24. Safety, as perceived by the PIC of the aircraft, and the action needed to maintain safety, is given priority over any & all rules of this Event.**

25. Collision. A competitor involved in a collision of any type with an aircraft, must immediately report the situation and re-inspect the aircraft before flown again.
  26. Cloud flying is prohibited and no flights are permitted without the pilot having visual reference to the ground.
  27. Unauthorized aerobatics within 2-miles of the event field or 5-miles of an airport are prohibited.
  28. Competition practice is ONLY allowed during POSTED scheduled periods. No competitor may take-off during an active competition round without the permission of the competition Field/Flight Director.
  29. External Aid to Competitors. The following limitations are so that, as far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids.
    - 29.1. Any help in navigation by any other aircraft is prohibited during a judged event.
    - 29.2. NON-emergency coaching or communication of any kind with non-event staff during a round is not allowed.
    - 29.3. GPS and similar electronic navigation aids are prohibited from use.
    - 29.4. Cell phones may be carried for use after landing or in an emergency. Misuse of this rule may result in disqualification.
  30. At least the top 3-pilots will be recognized and presented Awards at the Pilot's dinner. (Additional rated contestants will be recognized, as time & funding permits at the dinner.) The ratings of all the pilots in the FINAL group of competitors will be listed on the event website for at least one year.
  31. If a situation occurs that is NOT addressed in these Event Rules, then the Director and the Chief Judge may create a Rule - "on-the-fly" - to address the current issue in question. And the new rule will immediately become part of the official event rules.
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## PILOT QUALIFICATIONS

1. A competing pilot shall have sufficient skills to meet the demands of the PPC Championship (as outlined by the task requirements) and (if operating a two-seat PPC) hold a valid Sport Pilot certificate/endorsement or a current FAR-103 Training Exemption.
  2. Each competing pilot shall have reached the age of 18-years, and have a minimum of 40-hours in the Class of aircraft.

*A younger competitor may request permission to fly in the event - IF a Parent is present during the competition and a WRITTEN request is made, that includes a statement indicating the understanding of liability!*

*A decision will be at the discretion of the event Director, after having a minimum of 1-day to review the written request.*
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## **AIRCRAFT AND EQUIPMENT**

1. Competition Aircraft must be of a performance and standard suitable for the event, as defined in the PPC definition
  2. Each LSA competing aircraft must possess all required documentation, as stated in the FAR's or be an aircraft that complies with the ultralight definition - registered with an U/L association, if required - to fly in the competition.
  3. An aircraft shall fly throughout the Championships as a single structural entity, consistently using the same set of components, as were used on the very first task.
  4. All aircraft must be made available to the organizers during the period of registration for an acceptance check in the configuration in which they will be flown.
  5. The organizers have the right to inspect for airworthiness and if necessary, ground for safety reasons, any competing aircraft at any time during the Championships.
  6. The organizers shall assign numbers to each competing aircraft. Numbers may be displayed on the pilot's helmet or suitably visible on the airframe. It is the competitor's responsibility to make sure their number is plainly visible to the judges. A "no score" will be awarded a pilot whose number is not discernible.
  7. Each aircraft shall be flown within the limitations of its certificate of airworthiness or permit to fly. Any maneuver hazardous to other competitors shall be avoided.
  8. An aircraft may only be replaced (temporarily or permanently) if damage has resulted to make the PPC unsafe or not airworthy. If permission is given - after a written request - to replace the aircraft, it may be replaced by one of similar performance, if eligible to fly in the same class.
  9. Damage to a competing aircraft. Any damage shall be reported to the organizers IMMEDIATELY and the aircraft may then be repaired. Any replacement parts must be replaced by an identical make and model, except that major parts such as a wing or an engine must be replaced by a similar model or one of lesser performance.
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## **INSURANCE**

1. Either documented proof of insurance (as specified by the organizer) shall be made available to the staff during registration; OR a signed acknowledgment of the risks & liabilities may be substituted for proof of insurance.
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## **REGISTRATION**

1. NO later than 11am on the starting day of the Championship, each competitor shall report to the Registration desk to have their Pilot & PPC documents checked and to receive any supplementary regulations or information. After Registration no changes to the aircraft may be made without a written request & event approval.

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## INDIVIDUAL CHAMPIONSHIP TASKS

1. Only one Aborted Take-off is allowed for each round. (I.e., a PPC may have 2 attempts, within 10-minutes, at a take-off per Round to obtain an official score for that round.)
2. Each task may be flown only once per Round.
3. After the last task, the pilot must land in the designated area.
4. A competitor not available for launch during the designated time, will be considered removed from that Round.
5. Once any take-off for a Round has started, the organizers may temporarily suspend launching additional aircraft for any safety issue. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the Director shall cancel the Round. Once all competitors in a class have taken-off, or had the opportunity to take-off, the tasks in the Round may not be canceled other than for reasons of emergency.
6. Fueling cannot be done once the competition PPC has been positioned for the Round or Task; or if a Task has started. Fueling must be done off of the competition field.
7. Changing the direction of any tasks is grounds for a task foul. A Round shall be flown in the direction specified at the Briefing.
8. All competition take-offs, other than emergency provisions specified at the Briefing, shall be completed within a specific area, Failure to comply shall involve a penalty.
9. Competition landings shall be made and completed in the target area. Any part of the aircraft touching down prior to the target area or running out of the target area after touchdown will result in a penalty.
10. An aircraft not capable of taxiing from a target area will be penalized.
11. If for any reason any Final Championship Competitor chooses not to compete or does not arrive in time for the first Finals Briefing, they will be eliminated from the Finals, and then the next ranking person from the Prequalification Competition will be allowed to take the last Final position.
12. Once the first Final Round for the Championships has begun, all Final competitors are locked in. If after that point someone decides to quit the competition, is removed, or for any reason cannot compete; no one will replace that competitor's position.

## SCORING PROCEDURE

1. The event staff may test score any task prior to the official opening of the event and not have these score determine any official rating in the event - this activity will just be a practice scoring test. (I.e., we may want to verify training of the Judges before the official event start.)
2. Competitor numbers are drawn to determine order of flight
  - 2.1. The drawing of the Pilot order will be completed once, before the Qualification

Rounds (1<sup>st</sup> Set); and once before the FINAL Rounds (2<sup>nd</sup> Set) of competition.

2.2. The Pilot/competitor drawn flight order will remain the same for each Set of Rounds.

3. Competitors are staged in the order of the draw. A competitor not ready for launch at their designated time, will be DQ'd from the entire Round.
4. Two kiting attempts within 10-minutes will be allowed per Round for each Pilot.
5. Flight operations will clear competitors for launch, one at a time.
  - 5.1. Flight operations use a flag and an aviation radio (Freq: 123.40) to clear competitors on to the course.
6. Task judges record the score for each task for each competitor.
  - 6.1. A thrown Judge's flag during a task will indicate a foul.
  - 6.2. The Chief Judge collects task scoring sheets.
  - 6.3. A Panel of Judges & Directors record the scores.
7. The Chief Judge, along with the Judging panel calculates the task/round scores, and will post the cumulative results at the Main Event tent.
8. A score given to a competitor via the Round results shall be expressed to the nearest whole number.
9. All distances are rounded up to the next unit of measure (i.e., an inch). All times are taken to hours, minutes and seconds.
10. If a camera prints a time on film, this time shall not take precedence over a time shown on the Judge's equipment.
11. A pilot who does not fly a task OR who is DQ's (is disqualified) on a task receives the lowest possible score, denoted as a **DQ** in that task.
12. Each pilot completing a task in a Round will receive a score (points, inches, time, DQ or FOUL) for each task in the competition.
13. Pilots' ranking in the competition will be relative to their score in the task. For example: If there are 33 pilots entered in the competition. The winner of a task will receive 1 point; second place 2 points, and so on. A competitor's total points will then determine their final standings in the Round, as well as in the Championships.
14. Pilots tying on a task - **WITHOUT a DQ** - will receive the same number of points for the position; the best score for the tie. Pilots scoring after the tie group shall have scores beginning with values that would have occurred had the tying pilots not in fact tied.

For example: If there are 33 pilots entered in the competition and the top 3 scoring pilots tied. The tying 3 winners of the task will each receive 1 point, and then the fourth pilot would receive 4 points, and so on.

\* When a pilot receives a **FOUL** - all the pilots receiving that FOUL will share the FOUL score for that task, and then be placed in the ranking for the task

\*\* When a pilot receives a **DQ** - they will all share the lowest possible score for that task (i.e., in our example, "33")
15. All tasks will be scored the same without consideration of degree of difficulty factors; UNLESS stated otherwise.

16. The winners shall be the pilots ranked as having the best total scores (least position points) of all eligible tasks in the class.
17. When two or more pilots hold an equal number of points at the end of competition, the pilot with the smaller difference between his best and worst scores **MAY** be ranked higher. OR, the Director may declare fly-off(s) or tie-breaker(s) for tasks as appropriate.

### ***QUALIFICATION Task: Straight Carrier Hop***

This event is made up of 3 'carrier-hop' tasks.

A 'Carrier' is a Rectangular Scoring Area 20-ft wide, and 50-ft long.

The 'carriers' are spaced in a straight pattern 225-ft apart.

*(Please note that this graph is NOT to scale)*

[ ← 50' → ] ← 225' → [



1. Power may be used at the discretion of the pilot.
2. Scoring is per 'carrier' (i.e., each Rectangular Scoring Area) - \* except for a **DQ**
3. Scoring is the distance from where the first main wheel touches, measured to the front of the 'carrier', when BOTH main (rear) wheels touch inside the 'carrier'
4. A penalty score of "50-ft" is given per 'carrier', if...
  - 4.1. Only ONE main wheel touches in the 'carrier'
  - 4.2. Any wheel stays in contact with the ground **OUTSIDE** the sides of the 'carrier', except when departing to the rear of the 'carrier'.
5. A **FOUL** score of "100-ft" is given per 'carrier', if...
  - 5.1. Any wheel touching, up to 20-ft, **BEFORE** the 'carrier'
  - 5.2. Or if the first touch-down spot is **AFTER** the carrier box
6. A **DQ** is given for this task, if...
  - 6.1. The Pilot fails to attempt any of the 3 'carrier' landings
7. The Straight Carrier Hop will be scored as 3 unique tasks (each 'carrier' landing being one task); **UNLESS** a **DQ** is received on any 'carrier', then all 3 carrier landings will receive a **DQ**.

### ***QUALIFICATION Task: 100-foot Bomb Drop***

1. Power may be used at the discretion of the pilot.
2. The Bomb must be dropped from an altitude of  $\geq 100$ -feet
3. Scoring is measured in Feet & Inches from the position that the Bomb **HITS** (*not stops*) from the center of the target

4. The Target has a pin in the center from which all measurements will be taken.
  5. A FOUL score of "250-ft" is given, if the bomb hits outside the 100-ft marker from the target
  6. A DQ is given if the aircraft is under 100-ft when the Bomb is released
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### ***QUALIFICATION Task: 100-foot Clearance/Accuracy Landing***

1. Power may be used at the discretion of the pilot.
  2. The Pilot must begin the task from an altitude of  $\geq 100$ -feet, at a position 400-feet horizontal from the landing Reference Line (Orange cones will mark this spot.)
  3. A FOUL score of "100-ft" is given, if...
    - 3.1. If NO tire touches inside the 20x50-ft rectangle
  4. A FOUL score of "100-ft" is given, if...
    - 4.1. A Reference Line cone is hit
    - 4.2. Any tire touches BEFORE the Reference Line
  5. A DQ is given, if...
    - 5.1. Aircraft enters the task  $< 100$ -ft
  6. Scoring measurements will be made in Feet & whole Inches from the first main wheel touch point **PAST** the Reference Line when inside the 20x50-ft box, to the closest point on the Reference Line
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### ***QUALIFICATION Task: Bomb Drop***

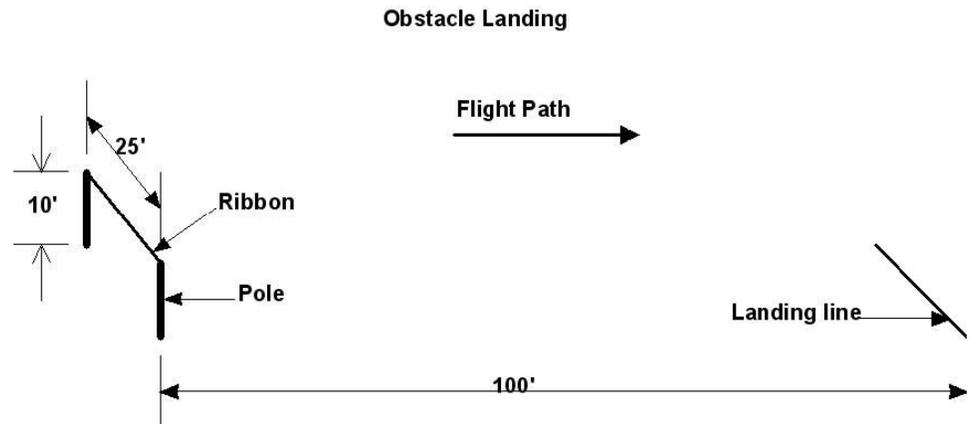
1. Power may be used at the discretion of the pilot.
  2. The Bomb can be dropped from **ANY** altitude above the ground
  3. Scoring is measured in Feet & Inches from the position that the Bomb **HITS** (*not stops*) from the center of the target
  4. The Target has a pin in the center from which all measurements will be taken.
  5. A FOUL score of 250-ft is given, if the bomb hits outside the 100-ft marker from the target
  6. A DQ is given if **ANY** ground contact is made within 100-feet of the center of the Bomb target - whether it is before or after the releasing of the Bomb.
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### ***QUALIFICATION Task: 10-foot Obstacle/Accuracy Landing***

The obstacle is a pair of poles, 10-feet tall and spaced 25-feet apart. The poles have a ribbon tied between them. The landing Reference Line is placed 100-feet from the obstacle.

1. Power may be used at the discretion of the pilot.
2. The Pilot must clear the obstacle, passing in-between the poles.
3. A FOUL score of "100-ft" is given, if...

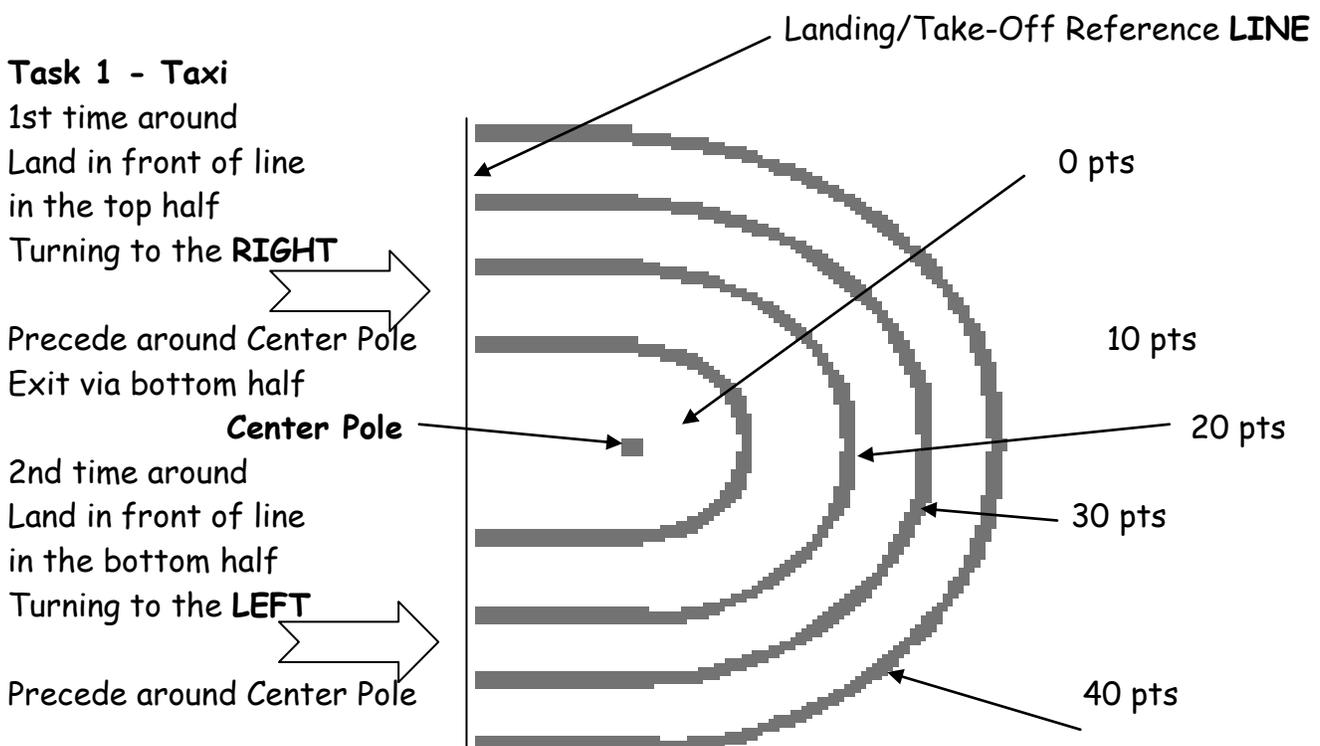
- 3.1. A tire touches prior to passing the Reference Line
- 3.2. NO tire touches inside the 20x50-ft rectangle
- 4. A DQ is given, if...
  - 4.1. A pole is hit
  - 4.2. The aircraft frame passes outside of the obstacle poles
  - 4.3. The obstacle Ribbon is broken
- 5. Scoring measurements will be made in Feet & whole Inches from the first main wheel touch point **PAST** the Reference Line, to the closest point on the Reference Line



## FINALS Task: Taxi

ARCs or radius are setup on the field. The distance between the arcs is approximately 30-feet. There are a set of starting Orange Cones - marking the starting Reference Line - 100-ft in front of the center pole for the arcs.

1. Scoring will be per diagram; using the largest arc value that a tire enters.
2. The PPC must perform the maneuver in the standard powered parachute kiting, taxi and ready to take-off configurations. And the shape of the wing cannot be modified from its landing configuration.
3. The pilot must be on the ground in front of the starting Reference Line; then taxi the PPC around the Center Pole with the wing always OFF-the-GROUND and ALL the wheels ON-the-GROUND
4. **This is NOT a timed task.**
5. After completing any 180° arc around the Center Pole and passing the Reference Line (marked by cones) the pilot can then select any take-off heading.
6. A **FOUL** penalty of "100 pts" is given, if...
  - 6.1. A wheel leaves the ground inside the Reference Line
  - 6.2. Any part of the wing touches the ground
7. A **DQ** penalty of "250 pts" is given, if...
  - 7.1. All the wheels are NOT in contact with the ground when passing over the Reference Line
  - 7.2. A Reference Line cone is hit
8. Between the two TAXI's through the arcs, the competitor will take-off, and then re-land in front of the line for the 2<sup>nd</sup> pass around the Center Pole.  
 (Note: The Arcs will be set as a series of markers - and not solid lines in the field.)



Exit via the top half

### ***FINALS Task: Offset Carrier Hop***

This task is made up of 3 'carriers'.

A 'Carrier' is a Rectangular Scoring Area 20-ft wide, and 50-ft long.

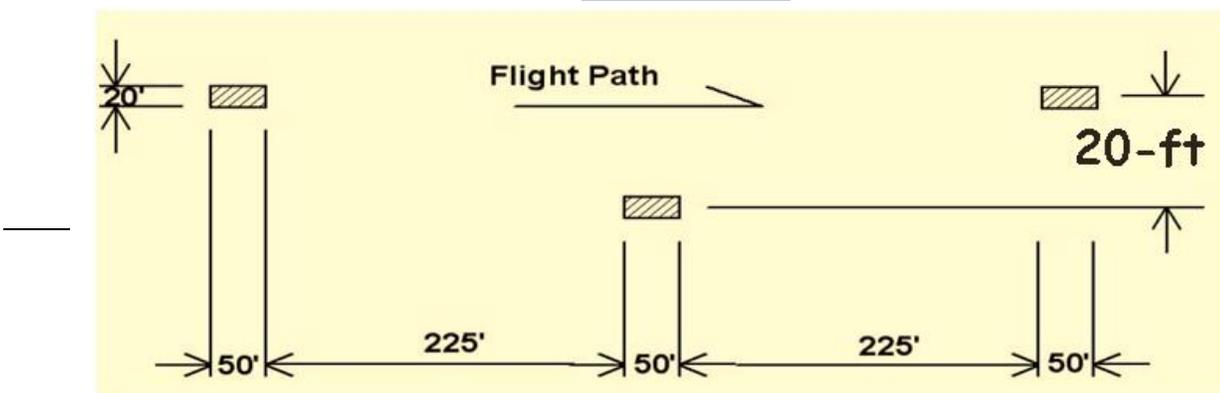
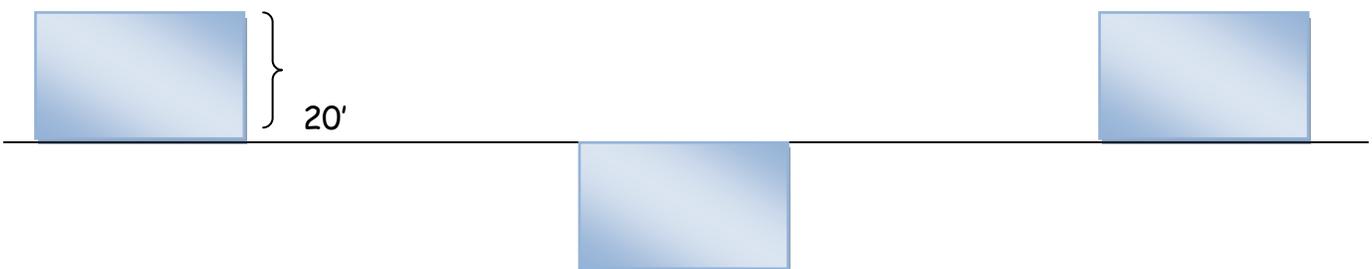
The 'carriers' are spaced in an offset pattern. The 'carriers' are 225-ft apart.

The Center lines of the carrier spots are 20-feet apart.

1. Power may be used at the discretion of the pilot.
2. Except for a DQ, the scoring is per 'carrier' (i.e., each Rectangular Scoring Area)
3. Scoring is the distance from where the first main wheel touches, measured to the front of the 'carrier', when BOTH main (rear) wheels touch inside the 'carrier'
4. A FOUL penalty of "50-ft" is given per 'carrier', if...
  - 4.1. Only ONE main wheel touches in the 'carrier'
  - 4.2. Any wheel stays in contact with the ground outside the **SIDE** of the 'carrier'  
*Note: Exiting the rear of the 'carrier' with the wheels on the ground is NOT penalized. Takeoff is at the discretion of the pilot, as long as the wheels do NOT maintain contact with the ground out the sides of the 'carrier'. No REAR boundary limit exists for take-off.*
5. A FOUL penalty of "100-ft" is given per 'carrier', if...
  - 5.1. Any wheel touching, up to 20-ft, BEFORE the 'carrier'
  - 5.2. A wheel does not touch inside a 'carrier'
6. A DQ is given for all three carrier', if...
  - 6.1. The center line between the 1<sup>st</sup> and the 2<sup>nd</sup> 'carriers', is NOT crossed
7. The Offset Carrier Hop will be scored by adding all 'carrier' landing scores (i.e., distances); after using the highest penalty score per 'carrier'

Diagram for Offset Carrier Hop (*Please note that this graph is NOT to scale*)

[← 50' →] ← 225' → [



## ***FINALS Task: Ribbon Cutting Course***

**WITHOUT** touching the ground, the Pilot should attempt to break as many ribbons through the course as possible. There are four gates built by pairs of PVC poles. The gates are 2 to 10-feet tall and spaced 25-feet apart. The poles have a ribbon tied between them. Gates are placed staggered, in zigzag fashion.

1. Power may be used at the discretion of the pilot.
  2. Scoring is per 'ribbon' broken...
    - 2.1. 1st Ribbon @ 10-feet AGL scores 5 points
    - 2.2. 2nd Ribbon @ 5-feet AGL scores 15 points
    - 2.3. 3rd Ribbon @ 10-feet AGL scores 10 points
    - 2.4. 4th Ribbon @ 2-feet AGL scores 20 points
  3. The pilot shall fly through all sets of poles/ribbons in a single pass, breaking each ribbon without touching a pole or the ground.
  4. A FOUL penalty of **MINUS** "25 pts" is given per ribbon, if...
    - 4.1. A Pole is touched
    - 4.2. A Riser, suspension line or Wing is used to break a ribbon.  
*The pilot or the frame/wheel of the PPC must break the ribbon.*
    - 4.3. The ground is touched
- 

## ***FINALS Task: Engine-Out Precision Landing***

This task consists of an accuracy landing with**OUT** engine power.

1. The engine will be shut down at an altitude between 300' and 500'
  2. The engine **MUST** be turned-OFF directly over the target.
  3. **EXCEPT** for over flying the crowd, the Pilot may perform any flight maneuver to get the **RIGHT** rear wheel to the target
  4. Over flying the spectators will result in a DQ and possible removal from the competition.
  5. Measurement will be made in Feet & whole Inches from where the **RIGHT** main (rear) tire touches the ground, to the center of the landing mark.
  6. Any measurement over 100-ft will receive a score of 100-ft
- 

## **CHAMPIONSHIP JUDGING**

1. A judging team per task will consist of two judges and a Lead Judge.
2. The judges will make appropriate measurements and carefully observe the wheel touchdown point, as appropriate per task. One judge will be responsible for making sure that minimum altitudes & limits are maintained for the task.
3. The Lead Judge will tally and keep score and arbitrate any differences or conflicts among the Judges. Any disagreement between Judges will be taken up privately with the Chief Judge or the Director