

RULES “Dolomiti Super Fly” Edition 2020

1. OVERVIEW

The “Dolomiti Super Fly” is a hike and fly by paragliding adventure.

The challenge is to cross the Dolomitis Alps as quickly as possible, pass through defined turnpoints only by paraglider or by foot.

The pilots can have different motivations and backgrounds. This race is inspired by the famous X-Alps, but the rules make it much more accessible. The pilots who dreamed of living this type of race will finally be able to realize their dream. Even pilots who do not have the spirit of competition, with this type of adventure, can approaching the hike and fly world.

2. RACE-SCHEDULE

7 days from the 23 th to 29 th of August 2020.

22 August 2020, Briefing (MANDATORY)

23 August 2020, 10 am – Start competition

23 August 2020, 8:00 pm – stop day 1

24-25-26-27-28 August 2020, 6,30 am- 8:00 pm Competition Day

29 August 2020, 6,30 am- 2pm last day competition

29 August 2020, 2 pm Finish competition

29 August 2020, 6 pm Party and ceremony

The race is stopped at night between 8:00 pm and 6:30 am.

The pilots can be followed by an assistant (MANDATORY).

3. ORGANIZATION

3.1. Organizer and race director

The organizer is “DolomitiSuperFly Association” and collaborate with local Paragliding Clubs. Race director is chosen by the organizer.

3.2. Race committee

The race director, the organizer and two pilots (designated by the organization and elected by the other competitors) constitute the race committee. This committee will rule in the event of disagreements between competitors, may sanction by a penalty and validate the distance calculations for establishing the classification. The course committee reserve the right to adapt the rules if they judge it necessary.

3.3. Hike and Fly conditions

The pilots are responsible for making decisions regarding walking and flying routes.

3.4. Situation in the event of postponement or cancellation

If weather conditions look to be particularly unfavourable, the race committee reserves the right to postpone the start of the race. Equally, they can stop the race at any time during the task. In this case, pilots will be advised by SMS.

4. PILOT

4.1 How to participate

Each pilot must:

- Be at least 18 years old.
- be member of a national paragliding association as a paragliding pilot.
- have a third party liability insurance for paragliding.
- have a specific medical certificate for Trail running/Trekking and paragliding.
- have Ippi Card level 5.

5.REGISTRATION

5.1.What to register

Pre-registration open on 06/01/2020 and close on 31/01/2020. A preregistration confirmation email will be sent.

In Registration schedule you can send face image for profile.

The registration confirmation will be sent after 01/02/2020 and e-mail in which the bank details will be specified and requested the necessary documents.

The list of participants will be published on the website on middle of February and updated.

There are 40 selected pilots and 8 Wild Card.

5.2. Selection

Pilots will be selected to evaluate the "Hike and Fly" competition experience and in case of same score according to the order of arrival of the application.

The selection of pilots will be carried out by the organization.

The organization reserves the right to refuse a pilot entry if he doesn't reach the standard required to compete in safety.

5.3. Entry fee

To validate registration each pilots must pay all the amount of the registration, 190 € and provide all the required documents.

Transfer fees are at the expense of the pilot and time limit is 01/04/2020.

Registration fees include:

Live tracker for security and monitoring of the race (Security deposit of 200 €).

Souvenir gift for all participants.

Disclaimer Refund: if the pilot withdraw after the 1st of June of 2020, the organization will not refund the registration fee.

5.4. Discharge of responsibility and image rights

It is imperative that each pilot signs the discharge of responsibility provided by the organization.

Pilots authorize the “Dolomiti Super Fly” organization to use their image for photos, films, reports, articles...

5.5. Doping

Like all other sports, we are subject to International law rules for the fight against doping: the use of drugs is strictly prohibited except under specific prescriptions and justified.

6. COMPETITION

6.1 Rules of the race

The pilots must carry his flying equipment at all times.

The pilot is only allowed one set of equipment for the 7 days of the race.

In case of damage and after the consultation of the race committee, the pilot can change it.

The pilot must fly in aerological conditions adapted to its level and his fatigue. He is responsible for his choices, and undertakes not to expose himself in any danger.

6.2 Rules of travelling

Pilots are only allowed to travel by foot or by air, any other form of movement is prohibited (swimming, climbing...)

Route: only paths authorized for walkers may be used. Paths along steep ridge lines are forbidden.

The Athlete is not permitted to use any tunnel connection between different valleys and no highway or motorway tunnels.

6.3 Flying rules

Violation of controlled airspace will result in the immediate disqualification of the pilot.

All Athletes are obliged to respect VFR (Visual Flight Rules) regulations.

Any Athlete violating VFR rules takes full responsibility of the legal consequences.

All Athletes are also obliged to respect forbidden zones defined by the organization.

6.4 Application of penalties

The race committee reserve the right to adjust the penalties according to the severity and underlying intentions.

A penalty may also be given in the case that the race committee thinks the conduct of the pilot was dangerous for his health (strong wind, tunderstrom). This penalty may be applied during the race or later, after verification of the tracks.

6.5 Team flying

Planned and organized team flying by pilots not participating in the event, including supporters, is forbidden. Athletes violating this rule will be reported to the Race Committee by their fellow competitors. The violation of this rule may lead up to the disqualification.

7. EQUIPMENT

7.1.Mandatory equipment during terminals to Fly

All equipment will be checked and weighed before the Briefing. Controls can be made on the route based on the check before Briefing.

All flying equipment has to be certified:

- Paraglider: EN 926-2 and 926-1 or LTF 91/09
- Harness: EN 1651 with certified protection or LTF 91/09 Rescue system:
- EN 12491 or LTF 91/09
- Helmet: EN 966

The Athlete must always carry or fly with their mandatory equipment. The consists of:

- paraglider
- harness including a protector
- emergency parachute
- helmet
- Survival Kit (point 8.2)

- one mobile phone with an official number as contact
- Live Tracker (provide by the organization)

All of this equipment must be in possession of the pilot at run time.

The race committee may inspect the equipment pilot at any time.

7.2 Strongly recommended hardware

Gloves, raincoat, trekking poles, clothes, compass, knife, sunscreen. Radio recommended for safety.

7.3 Live Tracker

Through the Live Tracker the organization will monitor live the race. It does not constitute evidence of the journey made.

During the race, two distinct periods are identified :

- Race Time: Between 6:30 am and maximum 8:00 pm turn on the Live Tracker and GPS.
- Night rest time: from 8:00 pm. to 6:30 am minimum, pilots must stop the race and charge the instrument Upon restarting the race, the pilot must reactivate its Live Tracker and GPS within 200 m the last breakpoint.

Starting, stopping and reloading the Live Tracker is the responsibility of the pilot.

The Athlete is responsible for the recharging of his tracking devices.

Misuse of Live Tracker may result in penalties.

The pilot's responsibility to bring the charging cable In case of damage to the device, the deposit (200 euro) will not be returned.

7.4 GPS

Each pilot manage himself the GPS and batteries.

The GPS trace format is IGC UTM WGS84; if requested must be provided to the organization for evidence of the journey made by the pilot.

The GPS track must be at least :

- 1 point every minute on air
- 1 point every 200 m on the ground.

Each pilot must provide the appropriate equipment for unloading its traces and cable loading GPS.

8. SAFETY

8.1 Assistant

Each pilot must have an assistant. He must regularly communicate with the pilot and advise of the position, condition and transmit safety information.

8.2. Survival Kit

The Athlete must always carry or fly with Survival Kit.

That consists of survival blande, whistle, adhesive elastic bandage for emergency bandaging.

8.3. The safety reporting

All registered pilots must always report their location directly or through their assistant, by SMS no later than 30 minutes after the finish of every day of competition. This will prevent the organization from needlessly launching search and rescue operations.

The absence of a safety report will be considered a serious rule infringement resulting in the disqualification of the pilot.

8.4. Procedure for pilot withdrawal

If a pilot wishes to withdraw from the race, must immediately inform the organization that will remove him from the pilot list or stop his race at the point where he advises the organization.

8.5. Race Time, Night rest time

The pilots can fly between 6:30 am to 8:00 pm and must always stop the race between 8:00 pm and 6:30 am. Through the Live Tracker the organization will monitor live the race.

8.6. Emergency

Upon his arrival on the ground, the pilot must put back IMMEDIATELY his paraglider. A paraglider not put back means : «I NEED RELIEF». The pilot flying near a pilot in difficulty should give assistance call for help.

The race committee will give more score to the pilots that lend aid.

In case of accident:

Step 1: The emergency release is made directly to the emergency services and call 118 (same procedure of the safety reporting).

Step 2: The pilot or assistant as soon as possible inform the organization to take appropriate measures. The doctor may make the decision to stop a pilot if it hasn't the physical capacity to continue.

9.ASSISTANTS

9.1 Assistant

Each pilot must have an assistant. A pilot cannot change his assistant during the race, except after asking for the approval of the race committee.

It is accepted an assistant can support two pilots during the race.

9.2 Role and tasks

The assistant provides support to logistics and strategy of the race for his pilot. He cannot carry his equipment.

He is also the link between the race committee and the pilot: he must regularly advise of the position and condition of his pilot in order to update the website with the news, and transmit safety information.

He calls for rescue in the event of pilot difficulty.

If the pilot needs care or is injured, the assistant must contact the race committee.

9.3 Availability of the assistant

The assistant must be contactable h 24 by mobile phone.

9.4 Average Team

Assistant or the pilot must send to the organization a news daily. This news can be sent via SMS or e-mail and be in the form of a few lines of information about the pilot and or photos/video.

10. TASK

10.1. The task

The race is walking or flying through the defined turnpoints in order.

10.2. The Turnpoints

To be considered past, Turnpoints must be crossed by foot.

You need to sign a Poster on the Turnpoint for "VALIDATE THE TURNPOINT".

Only the GOAL has a diameter of 200 meters to Entry for stop the Time Race, but there will still be a poster to sign.

The Ruote it's online on website after 1 February 2020.

10.3 The ranking

Track of every pilot should have at least one point in each cylinder tag. In case of non-validated Turnpoint, the course of the pilot is considered to the previous validated Turnpoint.

The ranking is in the order of arrival of the pilot. The winning team is the one who has completed the course faster.

If nobody will finish the entire route, the ranking will be based on the remaining distance to reach the goal. The distance will be taken from the point in which the pilot is at the deadline, both the pilot is on the ground or in the air.

The time is stopped from the moment that the pilot enters the cylinder of 200 m of Last Turnpoint. The provisional classification will be based on the data of Live Tracking.

10.4 Respect for the environment

Each pilot and assistant undertake to leave no trace of their passage and to respect the environment.