

Proposal from Germany 1/2013 (cancellation of the day)

Rule philosophy:

Contest Flying needs special training, skills and discipline of pilots and organizers. Nevertheless accidents like mid air collisions, crashes during mountain flying, and others can happen. Every pilot knows that in worst case it can also happen to himself. Therefore it needs the commitment of every competitor of the championship, that in case of an accident to one or more pilots, everything will be done that needs to be undertaken to assist Search and Rescue in the best way. To support this commitment for assistance in case of an accident where by circumstances of the accident one or more pilots might have been injured, it has to be clear that the contest day will be cancelled for that class where competitor/s stopped contest flying due to their help and/or assistance; never mind whether it was within the class or competitor of another championship class. Competitors need the safety in mind, that in case of an accident it's their utmost and most important duty to assist by information to SAR and /or Championship Director. And it needs to be clear throughout all contest flying, that in such a case the contest day will be cancelled by the Championship Director; and there must not be any doubt to a competitor that he might get any disadvantage in scores due to his decision to take his time and concentration to assist and help for SAR instead of resuming contest flying. In general everybody would think that this is self explaining and going in line with the ethics approach of gliding contest flying.

But lets write it down into our rules so every pilot and also newcomer to this events can read it and the outside world can also recognize how competitors will and have to react in case of severe accidents with possible pilots injury.

Rule:

2.1.3. The Championships Director

Must cancel a contest day as soon as possible in one or more classes where an accident happened and pilot/s of that class and/or other class pilot/s being witness have stopped contest flying in order to assist and inform Search And Rescue activities. This applies to accidents where one or more pilots have been involved and by circumstances of the accident the witnesses of such an accident have to assume that one or more pilots might have been injured and needing help by SAR.

Explanatory text:

Pilots being witness have to react as follows:

Stop competition flight. Do everything that seems to be of help for SAR; inform SAR and/or Competition Director; whatever seems to be best.

Provide GPS-position of accident site to SAR

This might also include circling near accident site or rich riding near to accident site to provide position information but in no way disturbing SAR activities.

As soon as there is no further possibility for help and assistance the competitor has to fly back to the event airfield or land on the next airfield whichever is appropriate and report to the Champion Director or his deputy with no delay.

Cancellation of the task is also due to the fac, that pilots having this information about an accident might not be able to continue a competition flight with adequate concentration and might be on risk for further accident.