

1- General rules and recommendations

The competition will be conducted under the authority granted by WSPG, according to the regulations announced in this document. All participants accept these rules as binding by registering in the competition.

1-A) Competition window

A vertical 1000 meter window, between 3000m and 2000m above dropzone altitude, in which the performance of the wingsuit flyer is evaluated. The first crossing of the upper window boundary is the start, the first crossing of the lower window boundary ends the evaluation process.

1-B) Tasks

Time: The wingsuiter has to fly with the slowest fall rate possible through the competition window. The result for this task will be in seconds, rounded to one decimal place.

Distance: The wingsuit flyer has to fly as far as possible in/through the competition window. The result for this task will be the straight line distance flown over ground while in the competition window, measured in meters, rounded to whole numbers.

Speed: The wingsuit flyer has to fly as fast as possible horizontally over the ground through the competition window. The result for this task will be the straight line distance flown over ground while in the competition window divided by the time spent in the competition window, measured in km/h (or m/s), rounded to one decimal place.

1-C) Task order: The order will be chosen by the Organizers, before the start of the competition. If there are airspace or weather restrictions, the order can be changed by the organizers spontaneously, before each task if necessary.

1-D) Score:

Each task in each round will be scored based on the top score of the task performed in that round. The top result will be scored 100%. The other results will be scored as a percentage of the top score. All rounds for each task will be averaged for each competitor for an intermediate result of the task. The three intermediate results for each task for each competitor are added and rounded to one decimal place to give the total result for the competitor. The total result for the competitor determines the ranking.

1-E) WSPG Championship Winners:

You have to take part in at least 2 WSPG-events to be into the overall Championships. The result of your final score will be your score of competition 1 added to your score of competition 2.

1-F) Suit classes:

Rookie, Intermediate and Open. The Organizer could be choose to put Rookie & Intermediate class together or separate by his decision considering the number of participants.

1-G) Logger:

Flysight. Please bring your own!

The competitors must BRING THEIR PERSONAL FLYSIGHTS! If you do not own one, please try to lend one from a friend, or contact the organizer ASAP so that they can try to help and figure something out. (There should be a few available to borrow / for rent by the organizer.)

Be sure to set ALL your configuration files to GPS Mode 7 and logging rate 200ms!!!

IF the competitors personal Flysights are used:

After a jump the Flysights must be given to the judges first, before you can get it back and analyse your track in detail yourself or want to charge it. (Powerbanks recommended!)

Flysights will be charged by the competitors, which are responsible, that there is sufficient battery power left. They are also responsible for switching the Flysight on, BEFORE boarding the plane (The Flysight must have satellite connection before the plane take off).

Flysights have to be switched off AFTER LANDING (NOT earlier, in example under canopy).

If the Flysight goes off while on a jump (let it be in the plane / in freefall or under canopy) the competitor is responsible; he can't ask for a rejump and will have to receive a zero (0) for this jump.

Fixing the units properly and safe is the responsibility of competitors. Fixing can be done on helmets and using arm mounts also possible, as long as the units facing the sky during the flight.

Each unit will be examined during the competition, and if files or applications that modify the results of the performances will be found, the athlete will be disqualified for life at WSPG.

The dz/organizer must provide enough power outlets (~at least as many as competitors, be it 230V or USB), so that every competitor will be able to charge their Flysight. The competitors are encouraged to bring powerbanks for charging!

1-H) Competition program

A competition consist of two rounds, with three tasks in each round, for a total of six flights.

At least one round (3 jumps, one of each task/discipline) has to be completed to determine rankings and declare winners. (both jumps of each task should have been done to declare separate task-winners in time/distance/speed) If all competitors have done, for example 5 jumps, all jumps will be counted.

The competitors must have the chance to do at least one orientation jump prior to the competition to get familiar with lanes landmarks etc. (competitors MUST be present the whole training day, otherwise they can not insist on doing training jumps

despite of organizations or DZ needs.) If this is not possible due to weather conditions or other circumstances, the organizers must give the opportunity to all competitors on the first competition day. (Locals may be excluded...)

1-I) Exit altitude:

The maximum exit altitude (at the start of jump run for the first jumper) is 3800m above ground/DZ altitude. The minimum exit altitude is 3650m.

1-J) Jumprun:

The jump run should be perpendicular to the wind line upwind of the dropzone or designated landing area, which is established by organizers before each task/round.

In general, the plane jump run should be perpendicular to the runway, to have the runway as an easy reference for the competitors (designated flight path parallel to the runway).

In case of strong cross wind perpendicular to the runway, the jump run should be parallel to the runway (designated flight path perpendicular to the runway).

The organizer will choose and set everything by him decision and weather conditions, showing to competitors before the comp start.

By direct experience we advice that the best option is the one with designated lanes parallel to the runway with wind directly from the back, but any different option is possible with clear flight path indication.

1-K) Jumporder:

The starting order at the beginning of the competition should be in reverse order of the standings at the most recent event. If there is a competitor who has not participated any event, the order should be determined based on suit sizes and expected performances made by the organizers.

After the first complete round (3 tasks/jumps) the jump order should be adjusted based on the actual competition ranking.

The order of the groups should be rotated every task. In example: the 1st group of the 1st task jump will exit as 2nd group (or last, if you rotate the other way around) of the 2nd task jump.

The competitors should discuss the single group members exit order among the group itself, they should pick up an order and keep it constant during the whole competition to better concentrate in the same landmark and avoid confusion and/or lane errors

(if the competitors don't agree the order, the organizer will have to designate an order for them, based on suit sizes and expected performances.)

In case of an safety issue or big performance difference, changes to the exit order can be made before any jump by the organizer only.

1-L) Load:

Organizers and competitors should decide together if a load will take off or not because of weather conditions, we do not want to waste too much kerosene, competitor's and dropzone's money if it does not really worth it.

In the particular case where everybody boarded pushed by the organizer's will, despite the majority of competitors opinion, and at the jumping time the weather was not safe forcing people to land with the plane, then the organizer should take the responsibility of paying for the load.

Vice-versa if the same load takes-off under majority of competitors will, then the competitors should takes the responsibility of paying for the load.

The aircraft pilot and or the doorman will signal the competitors when they are clear to exit. After the first competitor exit, the group have to jump in the next few seconds agreed at briefing. For your convenience will be placed an digital timer on the door.

1-M) Deployment altitude:

In general opening altitude should not be above 1500 mt and not below 900 mt. Changing from the general or specified opening altitudes will be monitored and only for safety issue will result in a warning and penalty. The first offence will result in a warning. The second offence will result another warning and an orange card that means 50% deduction from this jump. The third offence will result two orange card which equals to 1 red card and disqualification from the event.

Exceptions are possible if the competitor deviates from the given opening altitude for good reason (e.g. clouds, air traffic, flatspin).

OPTIONAL RULE: The event organizer is allowed to call out individual opening altitudes for each lane (for example L1: 1200m, L2: 1400m, L3: 1600m...) instead of using the general opening altitudes. In case of enforced opening altitudes, there won't be a FLARE competition after the speed rounds.

1-N) Flysight fuckups:

If a competitor had a Flysight fuckup not caused by the competitor (incomplete track due to gps connection problems in the window, not enough gps satellites in the window), the judges will try to give him a rejump, if weather and time permits at the earliest possible time.

To be on the safe side, if you have it, take a 2nd Flysight with you.

When taking 2 units with you in every situation the results/data of the 1st/primary unit is the only official data. The only reason why judges will download the 2nd unit is the primary GPS unit FAULT. If jumper uses 2 GPS unit, then no rejump will be granted in case of primary GPS unit fault, datas taken from the 2nd GPS unit will be officially used.

1-O) FLARE Competition:

(During the speedrounds) the organizer could decide at the competition start to call out for a FUN-Flare-contest after leaving the competition window during the speed round between 2000m and 1500m. The winner will be decided basing on the best climb recorded from the lowest point before the altitude gaining starts. Who makes

the most meters up, wins. That is only a fun competition and will not go into the official ranking. But the winner should receive a symbolic price, at least a bottle Champagne, sparkling wine, or whatever.

1-P) TEAM Competition:

The teams will be composed by 3 competitors, declared before the competition start. A team will need a name, a logo (or picture) and an assigned competitor for each task. If a competitor shows up without team and there are some other spare competitors, then the organizer could team them in a team, if all of them agree.

The WSPG teams could be mixed by nationality and by categories with no restrictions. The team score will be determined by each competitor score in his declared discipline, including penalties. A team member declared (in example) as “distance” competitor of the team will determine, with his personal “distance” score, the “distance” score of the team. The specific score will be taken from respective discipline jump, it won't be possible (in example) to use the “distance” scored during a “time” run even if it's better than the one scored in the “distance” run. Having the all the team informations (name, pics, members, etc) some days before the competition will be very appreciate.

This is only a fun competition and will not go into the official ranking. But the winner team should receive a symbolic price, at least a bottle Champagne, sparkling wine, or whatever.

2 – Rules for competitors:

2-A) First rule: Have fun!

Be friendly and helpful, especially to new competitors. Know your limits! Know your suit BEFORE coming to a competition. Stay safe! The goal is to promote the (competitive performance) wingsuit sports for active wingsuiters, new wingsuiters, soon new wingsuiters and to the public.

Second rule: Read The Rules! Before participating in an WSPG competition.

If something is unclear, please do not hesitate to contact the WSPG-crew and or the organizers of the competition.

2-B) Exit:

The competitors have to turn ~90° directly after exit and fly to their designated flight path.

2-C) Cameras:

The participants may also wear cameras if wanted, but not closer than 5cm to the Flysight to avoid any electromagnetic problems. (if a flysight fuckup happens while the participant is wearing a headcam too close to the GPS unit, then a rejump may be declined.)

The video material should be given to the organizers, so that they are able to promote future events.

Some bluetooth devices are known to cause Flysight problems, so better do not use them or have them mounted on/in the helmet while the competition. If there is a flysight fuckup while wearing a bt-device, it's the competitors fault and he has no right ask for a rejump.

2-D) Wingsuit/gear:

The exact same wingsuit and rig has to be used for all jumps.

The original reserve handles must be outside of the suit, safety first.

In case of material failure which can not be fixed in time for the next jump or cutaway/reserve, please contact the organizers directly trying to figure something out...

In this case preferably a similar sized wingsuit, preferable the same model, and/or a similar sized borrowed rig may be used if there is no time for a repack or if there is no rigger available or if parts (freebag, cutaway-/reserve handle) are missing, depending on the availability. (Especially before speed rounds, especially the last speedround it should not be allowed to use a smaller suit or way bigger/heavier rig!) Competitors shall not carry additional or removable weight on their body or equipment!

They will be weighed by the judges at the start of the competition to establish a baseline weight, which may fluctuate by +/- 2kg before requiring an inspection. If the addition or removal of weight is detected, the competitor could be ban for a period or for life by decision of the organizer.

2-E) Flight pattern:

The Designated Lane (flight path / direction) of each competitor using a ground reference will be determined by the Meet Director and will be given to competitors using a detailed map or aerial photograph of the area at the pre-event competitors' meeting.

Suitable ground reference should be either a straight line that the competitors can use as reference to fly parallel or perpendicular to it, depending on the wind conditions (e.g. runway, river, edges of a field) or a specified reference point for each jumper with defined spacing between each other (preferably about 500m/ 1600ft) that the competitors will fly straight to.

The exit points for each competitor on an aircraft pass will be determined by the Meet Director. The aircraft pilot will signal the competitors when they are clear to exit. All the competitors will be briefed on the specific exit signals at the pre-event competitors' meeting.

For better orientation an aerial photograph of the drop zone shall be installed near the door visible for every competitor and marked with the jumprun direction and exit points as well as Designated Lanes for a single aircraft pass.

If a door man is present, the competitors will exit on the door man's signal within a few seconds without the additional application of specific exit signals from anyone else.

A competitor has to stay in his designated flight path during the time period from 5.0 sec after exit to deployment of the parachute. Violation of this rule will result in reduction of the score for this task/jump using the following penalty catalogue.

2-F) Protests:

Have to be submitted by the competitor as soon as possible, or at least within 2 hours after the task is completed and the results are online.

Please be aware that we are doing the best we can to provide you fun and prizes, we are humans.

3 – Penalties/Disqualifications:

3-A) Lifetime Ban (or longterm ban):

in cheating: like extra weight, un-authorized suit change during the competition, flysight cheating files or app or whatever, or any other un-sporty behaviour, will be banned for a year or even for lifetime, by the organizers.

3-B) Deviations Penalty & Judgement:

Designated Flight Path: the straight ground track between the ground projection of the competitor when he reach the 3.000 meters altitude and the designated ground reference point which is given to the competitor by the organizer or judge using a detailed map or aerial photograph of the area prior to the jump. The competitor should stay in the designated flight path until deployment.

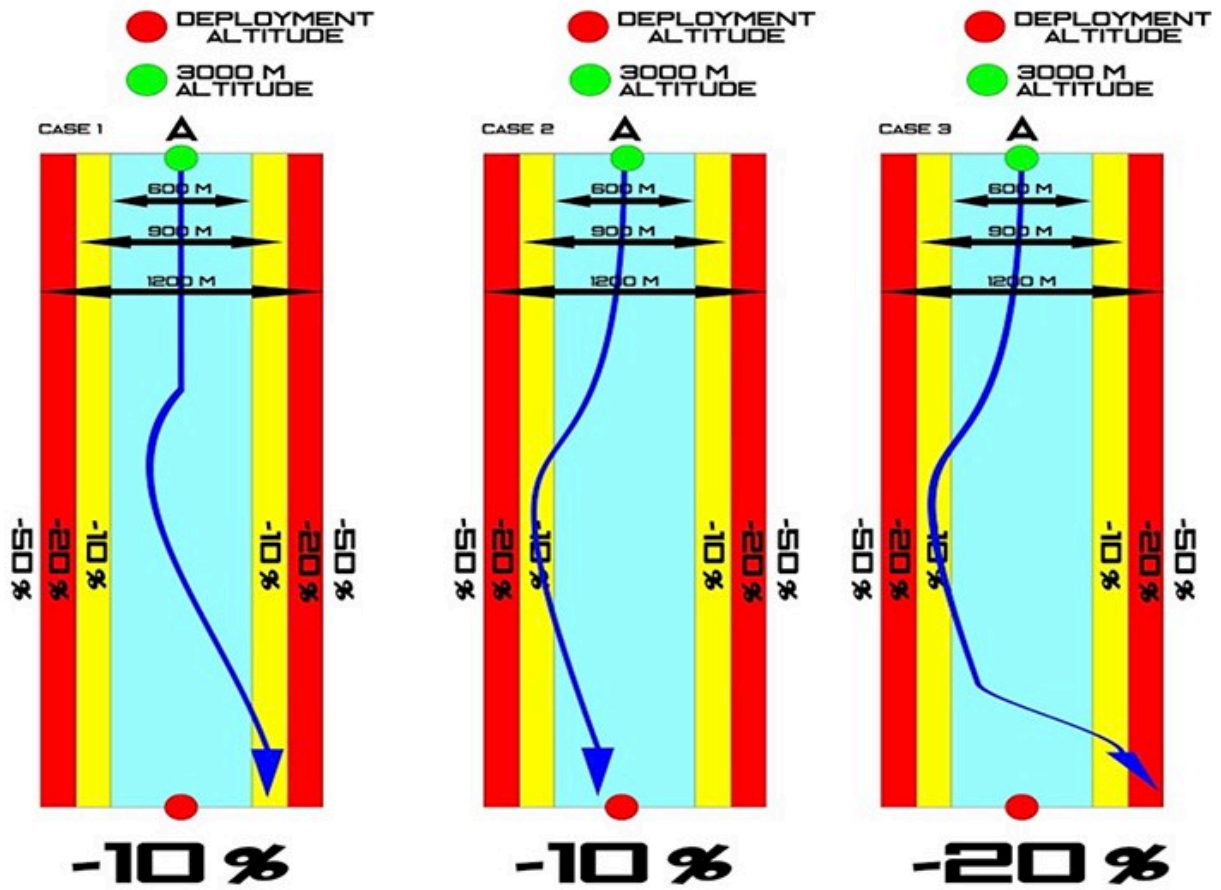
Designated Lane: a lane which is centered on the Designated Flight Path with a width of 600 metres. Thinner lanes can be adopted by the organizer in case of needs (airspace, etc) and communicated to the competitors during the pre-competition meeting.

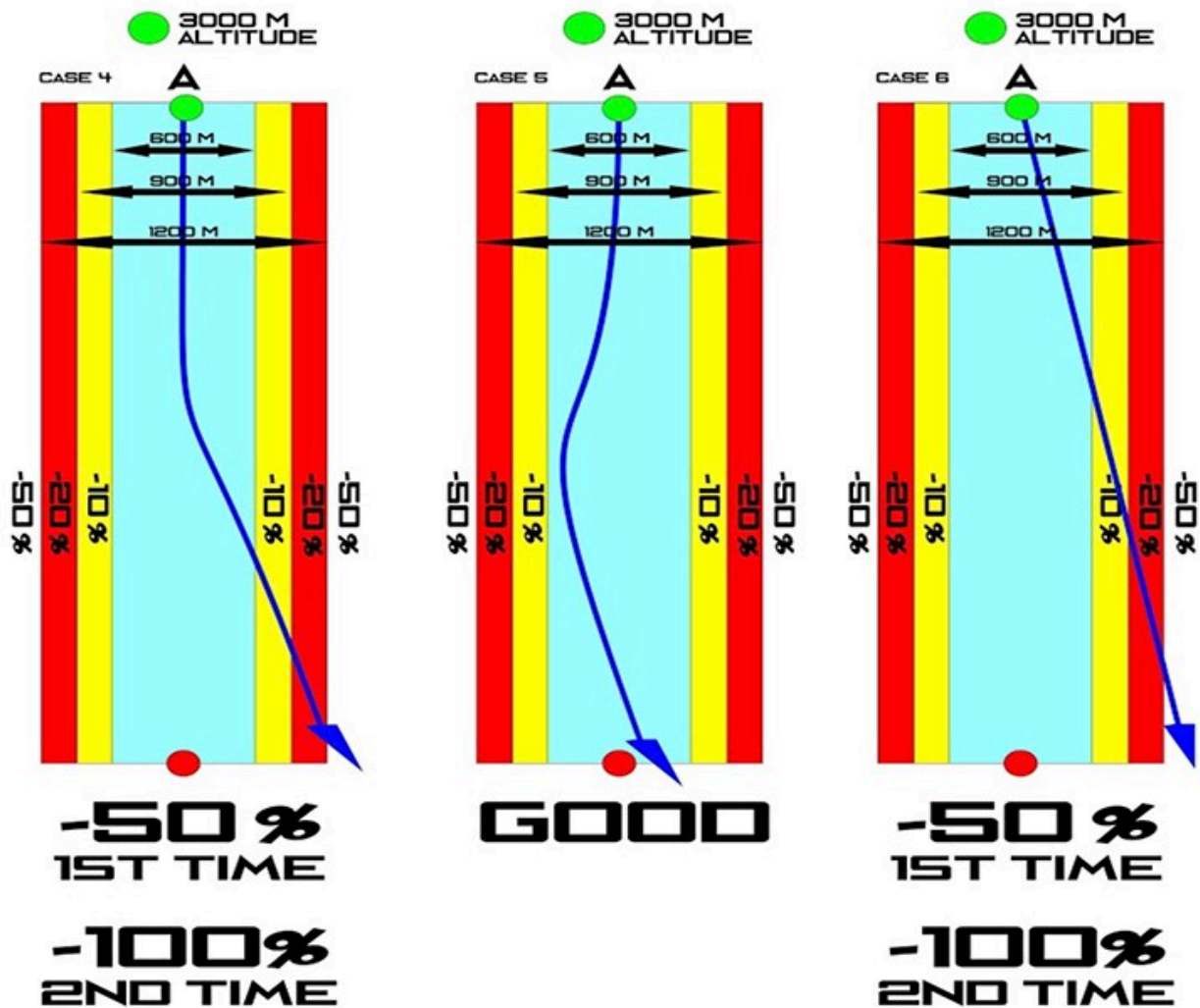
The competitor will be placed in the middle of his DL in the moment that he will enter the competition window at 3.000 meters. A competitor must not leave his Designated Lane (DL).

Violation of this rule from that point to deployment of the parachute, as determined by the panel of judges, will result in the following reduction of the score.

- less than 150 m. outside the DL, a 10% reduction of the jump score
- from 150 to 300 m. outside the DL, a 20% reduction of the jump score
- more than 300 m. outside the DL (1st time only) a 50% reduction of the jump score
- more than 300 m. outside the DL (for all subsequent times) a 100% reduction of the jump score.

3-C) Examples:





3-C) List of abbreviations:

- BT = Bluetooth
- CJ = Chief Judge
- DFP = Designated Flight Path
- DL = Designated Lane
- DM = Doorman (Flight Director)
- DV = Deviation
- DZ = Dropzone
- FS = Flysight(s)
- GR = Glide ratio
- (G)RP = (Ground) reference point
- LV = Lane violation
- PLD = Position logging device (FS or another GPS logger)
- WS = Wingsuit
- WSPG = Wingsuit Performance Games