



World Paramotor Championships 2009

Fuel control procedure

Key information

Generic procedure. Edition 2

Local regulations 1.12.2

Information which will be provided before the briefing

Fuel control location, fuel quantities, fuel control period and inspection schedule.

Objective

In limited fuel tasks all aircraft in a class must start the task with the same quantity of fuel.

The intention is that the organization always holds two measured quantities of fuel for every pilot in a secure area so that when a fuel limited task is announced the measuring has already been done and only the actual fuelling needs to be done before the task starts.

Fuel measuring equipment

Fuel will be measured by weight.

Before the start of the competition, teams will deposit two fuel containers per pilot at the secure fuel store with sufficient capacity for:

	PF1 & PL1	PF2	PL2
Container A	1.5 Kg (~2.0 l)	4 Kg (~5.5 l)	6 Kg (~8.3 l)
Container B	4.5 Kg (~6.2 l)	7.5 Kg (~10.2 l)	12 Kg (~16.6 l)

The organization will provide fuel resistant marker labels for each container.

Method

Fuel control will occur in two stages.

Stage 1: Measuring

This will occur at convenient times whenever pilot's containers are empty.

Pilots or team representatives will proceed to the fuel measuring area with sufficient fuel and suitable dispensing equipment (eg a funnel) to fill their marked containers.

Measured fuel quantities include oil where it is mixed with petrol.

The marked containers are filled with no more than the weight of fuel in the table above and placed in secure storage.

Stage 2: Aircraft fuelling

This will occur immediately before a fuel limited task at a time which will be announced in advance.

Pilots or co-pilots (NOT their representatives) go to the secure fuel store with their championship ID to collect their measured fuel and then proceed with it directly to the aircraft fuelling area.

Aircraft brought to the fuelling area must be already empty. Pilots found with unmarked fuel containers in the vicinity of the fuelling area will attract a severe penalty.

Teams will inspect each other. A schedule of who will inspect who will be provided in advance. The organization will provide observers and sealing equipment, teams should provide suitable dispensing equipment.

Competitors must be able to demonstrate that their entire fuel system is empty to the satisfaction of the controlling team.

Refuelling with the measured amount shall be done to the satisfaction of the controlling team.

The fuel tank(s) shall be sealed by the controlling team and checked by a marshal.

Once sealed, the aircraft shall be immediately placed in the secure area and the empty measured fuel container returned to the secure fuel store.

Without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the secure area.

There is no fuel control for aircraft powered exclusively by electricity.

Penalties

Late for fuel control: If pilots do not have a measured quantity of fuel in the secure store at the start of the fuelling window or have not presented themselves with their aircraft for inspection by the end of the fuelling window a 20% penalty will apply.

Unauthorized interference with an aircraft in the secure area. Zero score. This includes having any kind of fuel container other than the marked measured fuel container anywhere in the vicinity of the fuelling area.

To what part of the task score these penalties will apply will be specified in the task sheet.

Task preparation

Pre-championship start

- 2 fuel resistant labels per pilot marked with: Pilot name, competition number, container A or B and container content weight.

Fuel measuring

- 4 marshals.
- 4 scales with a range 0 – 20Kg.

Fuelling

- 2 marshals.
- Complete task brief.
- Teams inspection schedule.
- Pilot fuelling inspection list, clipboard, pens.
- Sealing equipment: Sticky tape, indelible pens.
- Method of marking the boundaries of the secure area. (paint or tape).