

Red Bull



DOLOMITEN
MANN

REDBULLDOLOMITENMANN.COM



#DOLOMITENMANN

DER HÄRTESTE
TEAMBEWERB
DER WELT

DOLOMITENMANN

12. SEPT

RACEBOOK
PARAGLIDING

PARAGLIDING COURSE 2019

Kuhbodentörl

Wait for mountain runners at the handover zone – Kuhbodentörl 2,441 m – after a HANDSHAKE, run with paraglider packed to the starting place. At the time of the handover, helmets, harnesses and emergency parachutes are already compulsory!

First flight: there is a cone that needs to be correctly cleared. This can be found at the coordinates 12°45'24" -46°46'43". Failing to fly around the cone correctly will result in disqualification and the removal of the participant's team from the standings. After encircling the cone, continue to fly to Taxermoos.

First landing: The first landing ground of Taxer Moos (1000m) is on a flat mountain meadow with a windsock surrounded by trees, and at the discretion at the pilot, nearby areas can be approached for landing. In strong wind use the lee side! There is no specified landing area but a checkpoint (Red Bull arch) must be crossed on foot. Landing must be before the white line, otherwise disqualification will result. Ascent to second start with paraglider on shoulder.

Second start: "Ladies' start" (1,120m) up a smooth climb in a cleared corridor of forest. The start must take place over the marked 1,120 m line, otherwise paragliders can start from the spot of their choice. Hard farmland ground, a 20-30° gradient, and a windsock all mark the starting point. Wind generally comes from the northeast to the southeast. Abandoning the start at any time is possible!

Second flight: after crossing the mountainside, the landing spot at the Dolomiten Stadium in Lienz can be clearly seen.

Second landing: participants are free to choose whether to land at the main landing site (Dolomiten Stadium in Lienz) or an alternative landing site (fields around the stadium). The football pitch is to be approached in the direction indicated (with arrows). Disqualification will result should you endanger another contestant or fail to respect the stipulated direction of landing. In all cases, half a lap around the stadium needs to be completed along the marked course (with a helmet)! On handing over, the pilot must still have his helmet on – handing over without a helmet will result in disqualification. A white arrow shows the direction of approach, and a cross signals that the landing zone is closed!

Dolomitenstadion Lienz

- FINISH (686mH)

Conditions

Helmet, emergency parachute, paragliding license (previously special pilot license) are compulsory. The submission of a paragliding license (special pilot's license) is absolutely essential!!! The paragliders' license (special pilot's license) will be checked at the race office on Thursday and Friday! After the starter gives a window for flying, each individual start is at the pilot's discretion. The windsack should provide final guidance. Watch out: High alpine territory! Please wear suitable footwear!

Transport of gliders

Paragliders will be flown by the organising committee to Kühbodentörl. Those planning to fly on Friday need to hand their gliders in by 9.00 am at the latest at Europaplatz. On race day the gliders are to be handed in again by 7.00 am at the latest at Europaplatz. Transport will be provided to take participants to Hallebach on both Friday and Saturday. The participants must then climb around 1½ hours to the actual starting point. There is no possibility of participants taking their own paragliders! There is to be a mass start of paragliders at 12:15 at Kuhbodenthörl among those whose mountain-running team mates are yet to reach the finish. Should athletes have failed to reach the second start (Ladies' Start) at 13:00, they will be ruled out of the race. There is to be a mass start of paragliders at 12:10 at Kuhbodenthörl among those whose mountain-running team mates are yet to reach the finish. Should athletes have failed to reach the second start (Ladies' Start) at 13:00, they will be ruled out of the race.

Watch out

From now on, only EN and LTF approved paragliders (up to a maximum of EN D and LTF 2-3) can be flown. The paragliders need to be flown within the permitted weight rules, and every pilot's weight will be checked just before the start. Paragliders must be in an approved condition (accelerator distance, trim and harness...) Approval of gliders must be completed by 1st of August 2019 with details published on the website of the respective registration office. If the approval is not completed on time and published, then the glider cannot be used for the Dolomitenmann. Every pilot must ensure that his glider is in its certified condition. Organisers will be particularly aware of any attempt to alter the original trim, accelerator distance or harness to gain an advantage. Harness: The harness needs to be approved by the LTF and remain in its approved condition (original protector). Approval to EN standards is not sufficient! Emergency parachutes: A functioning emergency parachute system needs to be taken to and checked in Leisach. The release or rescuing functions must not be hindered or made impossible by changes to the harness. A declaration must be made by e-mail by 23rd of August 2019 at the latest of which glider you will use. Manufacturer, glider type and size, along with the harness used, must be specified. (Email: info@dolomitenmann.com) Each pilot will confirm that they have valid insurance for the paraglider they are using by signing the registration documents. As in previous years, a paragliding license (special pilots' license) must be shown to take part in the event and will be checked upon registration. The total leash inclusive the carrying strap is measured from the point of attachment to the cap. The tolerance on the angle of attack is +/-1 cm. As a reference measure, the manufacturer's instructions are used for the length of the carrying strap, the suspension point - the cap and the bottom sail. The difference between the line levels A-C is measured. During the measurement, the lines are loaded with 5 kg of tension. For the measurement of the accelerator path a tolerance of +/- 0,5cm is allowed. Measurements are carried out according to manufacturer's instructions (axis-axis, roller-roller).

Important information on training

Landing on Moosalm before race day is forbidden by the landowners and could lead to prosecution for trespassing! Out of your own interest, it would be good to respect that. Training is done at every participant's own risk. The course is open for inspection only. Help from others is forbidden.