

ICARNAVAL

THE ICARE CUP FANCY DRESS COMPETITION



ICARNAVAL is a major celebration for free-flight pilots and the general public on 23 and 24 September 2023 as part of the 50th COUPE ICARE. Pilots are invited to present an original and amusing flying crew for a festive and joyful occasion.

A REMINDER OF THE ESSENTIALS

- The Geronimo tent is available behind North Take-Off from Thursday to Sunday:
You'll be able to build, polish and wedge your costumes!

You'll also be able to wait in the shade, in a relaxed and good-humoured atmosphere, thanks to the distribution of tickets to find out your running order every hour.

- Morning briefing in the marquee for all drivers, including groups.
- Maximum 6 drivers per group.
- A maximum of 3 extras (non-flying) in fancy dress per group.
- Flatbed lorries to take the costumes back to St Hilaire on Saturday.

DETAILED RULES TO READ



ART.1 : THE COMPETITION

Organised by the Coupe Icare.org association, the competition is open to pilots of autonomous, experienced PUL (ultra-light gliders) who hold a document attesting to their Civil Aerial Liability (CAR) insurance, in compliance with the Rules of the Air and the specific instructions of the Coupe's flight directors.

Gifts and prizes will be awarded to participants by a jury set up by the organisers.



ART.2 : ICARNAVAL

A compulsory briefing for each pilot (including those in groups) takes place at 10am each morning in the Geronimo tent to receive instructions from the Icarnaval Director and safety information on the airspace and weather.

The jury deliberates at the end of the Saturday session and announces the winners and prizes when the winning pilots take off on Sunday. Their prizes are presented to them when they land on Sunday.

Depending on the weather, this programme may be modified and the new arrangements will be presented at the morning briefing.



ART.3 : REGISTRATION

Registration is free and compulsory on the www.coupe.icare.org website. It will only be effective if the form is fully completed and accompanied by a computer copy (*.pdf or *.jpg) of a certificate of Civil Aviation Liability cover, as well as, where applicable, the ad hoc qualification of the tandem pilots. FFVL licence holders can download this document from the intranet: <https://intranet.ffvl.fr>

An acknowledgement of receipt will then be sent. Pilots will then be able to go to the Geronimo tent from the morning of Thursday 21 until the evening of Friday to receive their entry wristband.

Registration closes on Thursday at 7pm.

For drivers who live far away and are only arriving for the weekend, it will be possible, exceptionally, to confirm their registration on Saturday morning under the big top. All registrations are considered valid ONLY after you have received your number, which will take place after you have attended the pilots' briefing on Saturday at 10am.

No pilot will be allowed to take off without his number, which certifies that he has fully registered and attended the briefing.

Pilots can contact info@coupe-icare.org for any questions they may have about their participation.

**ART.4: PARTICIPATING**

All kinds of fun are welcome at La COUPE ICARE!

Any assistant entering the take-off area must be in costume and take part in the show.

Messages and characters of a polemical nature or with political, religious or protest connotations are not welcome and may be rejected.

The jury will assess the following criteria in particular:

SAFETY

Reliability, solidity, quality of technical execution, balance and aerodynamic aptitude, manoeuvrability and lightness are absolute prerequisites. These criteria will be given priority in the jury's assessment. Fun and humour are the essence of the Coupe Icare, but never at the expense of safety.

ARTISTIC

Humour and aesthetics, elegance and originality are our watchwords.

SPORTING AND TECHNICAL

The originality and innovation of the production, the technical mastery and ease of the driver, and the daring mastery of the sporting execution and driving will be appreciated and rewarded.

Elegant (musical, choreographed), humorous, short and non-invasive staging is valued.

**ART.5: SECURITY**

The flight directors and Icarnaval take-off managers have full authority to interrupt and suspend take-offs for any safety issue arising on the site. This may be for general reasons (weather, emergency intervention, external events and unforeseen circumstances) or for specific reasons (dangerous or inappropriate behaviour, obvious lack of control, equipment of dubious safety and manoeuvrability).

The flight directors and Icarnaval may authoritatively refuse take-off to a worrying crew, but the decision to take off is the sole and ultimate responsibility of the pilot.

Failure to comply with the Rules of the Air, the air volumes reserved for pilots as indicated during the briefing, endangering (flying over) the public or other pilots will result in the immediate exclusion of offending crews at the sole discretion of the Flight Director or Icarnaval with immediate effect.

Pilots must wear a helmet (as part of their costume), carry a reserve parachute and have a qualification for two-seater pilots.

Crews of more than 2 people on one wing are not accepted.

Disabled pilots are welcome, but disabled people in wheelchairs are not accepted as passengers in tandem crews unless their project has been validated in advance with the Flight Director (Flight Director and Icarnaval Director).

Lift extensions may not exceed 3m.

**ART.6: GROUPS**

Costumes may be grouped by theme, but no more than 6 sails may be presented.

The same club may present several groups on different themes, but they will then be invited to start at different times.

**ART.7: STAGE MANAGEMENT**

Participants are encouraged to stage their take-off. They should announce this when they register.

As soon as they arrive at the take-off site, they hand over their music to the sound system on a USB stick clearly marked with their race number and with no content other than the musical accompaniment to their performance.

Just before take-off, they give the organisers their presentation text, which is read out by the host.

All assistants entering the take-off with the pilots must be dressed in the crew's theme. No undressed persons other than official helpers wearing an organisation waistcoat will be allowed on the carpet.

A troupe of entertainers/dancers may accompany the take-off, in coordination with the flight director and in compliance with the following conditions :

- Under no circumstances may the choreography or staging have the effect of preventing, hindering or delaying take-offs if conditions are favourable. They must take place at the moment of take-off.
- They must be positioned to the side, or behind their crew, respecting the take-off lanes. They will only move to the front of the take-off area at the invitation of the Icarnaval director in the event of a tailwind and suspension of take-offs. These groups will have to prove their flexibility by managing the duration of their performance by adapting it strictly to the safety imperatives linked to the aerology and never have the effect of hastening or delaying a take-off outside the correct slots. They will be welcome during dead time (downwind) to entertain and enliven the public, and good choreography and animation will be rewarded.
- Disguises are invited to prepare 2 choreographies/entertainments: one lasting less than 2 minutes if conditions are excellent and one lasting less than 30 seconds if conditions are mixed.
- The pilots and passengers enter on the carpet in their harness and harnesses, they devote themselves only to safety and the preparation of their take-off, they do not indulge in any exhibition that could have the effect of delaying or preventing take-offs during favourable slots.

**ART.8: TAKE-OFF**

Pilots are invited to deposit and store their wings for the duration of the Cup in the Geronimo tent reserved for them near the take-off area, where they will attend the briefing at 10am before descending into the meadow adjacent to the take-off area.

They will be asked not to form a traffic jam at the entrance to the carpet, but to make themselves known to a coordinator who will allocate them a call ticket. 40 tickets will be allocated every hour, but the number of crews present on the carpet will be limited for safety reasons and to ensure the quality of the show.

Bulky objects will not be allowed to remain for long periods on the take-off area. When his ticket is called, a pilot may enter the carpet by handing in his ticket to the coordinator, or give up and miss his turn by handing in his ticket, which will then be reallocated.

A pilot admitted to the carpet must not park there unduly and must take off as soon as the aerological conditions are favourable and with the authorisation of the Icarnaval Director.

The coordinator will offer tickets to pilots wishing to enter the take-off area. Crews will wait in the meadow for their ticket to be called without forming a queue at the entrance to the carpet.

They will be ready as soon as their ticket is given to them and will present themselves in the access aisle in their harness with their assistants when their ticket is called.

On the take-off area, the crews will be guided to their seats by the official helpers. The take-offs will be directed by the Icarnaval director, without taking into account the numbers or orders of entry, according to the imperatives of safety, harmonisation and aerology.

Each crew will have received an identification number (bib) at the time of registration, which must be clearly visible. It will be announced to the official helpers, who will pass it on to the director, who will have the corresponding sheet at his disposal and will then be able to read his text or ask to start the staging or the sound system.

DELTAS: the deltists open the party. They are authorised to open their sails, flat on the carpet, from 9.30 am.

**ART.9: REWARDS**

CI.org will set up a panel of judges made up of children and volunteers from the organisation. Numerous gifts and prizes will be awarded by the jury according to the criteria set out in article 4. The jury has the final say on the prizes it awards, based on the quality of the day's performances. It generally awards special prizes:

- **Individual single-seater crew, individual two-seater crew.**
- **Group.**
- **Special prize for costumes based on the theme of the year's poster.**

But it can also propose special awards (Grand Prix, Audience Award, Sporting Achievement Award, Humour Award, Aesthetics Award, Poetry Award, etc.) for any performance deemed exceptional. Prizes and awards are decided by the jury on the basis of Saturday's performance and announced on Sunday when the pilots report for take-off.

PRIZES AND GIFTS ARE PRESENTED TO THEM ON LANDING AFTER THEIR SUNDAY FLIGHT.

Pilots from all horizons, we're counting on your presence on Sunday to put on another great show! In the event of unforeseen weather conditions, the organisers will take the appropriate measures, which will be explained to the pilots at the morning briefing.



ART.10: RADIO

It is recommended that pilots have a VHF radio locked to the FFVL safety frequency during their flight, but used exclusively for emergency calls. During the Coupe Icare, the frequency band between **144** and **146 MHz** must be kept free.



COUPE ICARE
#2023



ART.11: RESPONSIBILITY

In the spirit of Free Flight, each pilot is fully autonomous and entirely responsible for his decisions, his equipment, his skills and the control of his equipment. He and his crew are in good standing and have all the appropriate qualifications and skills. He or she is covered by land and air civil liability insurance and personal accident insurance valid for the practice of aerial activities.

All pilots must respect, without restriction, the Rules of the Air and the specific flight directives published by the Coupe Icare's Direction des Vols, in particular with respect to schedules and flight volumes.

All pilots agree to read the rules and information documents and to attend the briefings. They agree to respect the instructions of the Direction des Vols, and any infraction will result in the immediate exclusion of the crew.

However, under no circumstances can pilots be incited to perform any act of piloting against their will, and they are entirely free to withdraw at any time. Pilots release Icare.Org from all liability and recourse.



ART.12: IMPERATIVE OBLIGATION

Humour and good humour, a passion for free flight and, above all, a constant concern for safety must always be at the heart of all participants in the COUPE ICARE !