

Ries Race 2026

Local Regulations and Event Information

1. Event overview

Event name: Ries Race 2026

Discipline: Paragliding Hike & Fly

Location: Hochries, Sulzberg and Rampoldplatte, Germany

Main race day: 5 September 2026

Reserve day: 6 September 2026

Alternative weather weekend: 12/13 September 2026

Website: ries-race.de

Registration: CIVLcomps

Contact: info@ries-race.de

Ries Race 2026 is a hike & fly race in the Hochries area. The race combines hiking, flying, route choice and safe decision-making in alpine terrain.

The final task is not fixed in advance. It will be set shortly before the race or on race day, based on weather, safety, launch conditions and local organisation. The official task will be announced at the mandatory task briefing.

2. Organiser and event team

Organiser: DHV

Local organiser: GSC Hochries

Meet Director: Adrian Gebhart

Competition Director: Jonas Böttcher

Safety Director: Stefan Berreiter

Scoring: Stephan Schöpe

Volunteer coordination: Susanne Losch

The jury will be announced before the event.

Start and landing area helpers may be used during the event. Their role is to support the organisation, help with order at launch and landing areas and forward safety-relevant information to the event team. They do not take over the pilot's responsibility for launch, flight, route choice or landing.

3. Order of rules interpretation

The rules are interpreted in the following order:

1. Changes before the start of the competition by the Competition Director, or at any time if needed for safety or organisational reasons

2. These Local Regulations
3. Competition rules of the DHV
4. FAI Sporting Code, Section 7
5. FAI Sporting Code, General Section

The Competition Director may issue changes or clarifications before or during the event if needed for safety, fairness or organisation. These changes will be shared through the official event communication channels.

4. Classes

Ries Race 2026 has two classes.

Class	Maximum number of pilots	Status	FAI Sporting Licence
Champions	up to 35 pilots	FAI Cat2 / German Championship relevant	required
Fun Class	up to 35 pilots	non-FAI scored class	not required

The number of available places is a maximum. The organiser is not required to fill all places.

The Champions class is the official FAI Cat2 class. It is relevant for the German Hike & Fly Championship.

The Fun Class is scored separately. Fun Class results are not submitted for FAI ranking or German Championship scoring.

Both classes start together. The Fun Class may receive a shorter or simplified task.

5. Entry requirements

All pilots must meet the following requirements:

- Minimum age of 18 years
- Valid pilot licence, B-Schein or equivalent foreign licence
- Valid liability insurance required for paragliding
- Airworthy and approved paraglider
- Airworthy and approved harness
- Reserve parachute
- Helmet
- Charged mobile phone
- Acceptance of these Local Regulations
- Acceptance of the participant declaration and waiver
- Attendance at the mandatory briefing

Each pilot is responsible for having valid documents, valid insurance and suitable equipment. The organisation may check documents or equipment. A pilot can be refused permission to start if required documents or equipment are missing or not valid.

Additional requirement for Champions

Pilots in the Champions class need a valid FAI Sporting Licence.

The Champions class is intended for pilots with suitable hike & fly, mountain flying or competition experience. Safe flying, good judgement and a realistic self-assessment are more important than pure performance.

Fun Class

The Fun Class does not require a FAI Sporting Licence.

It is not a beginner class. Pilots in the Fun Class must still be able to safely complete a hike & fly task in alpine terrain.

6. Registration and selection

Registration is handled through CIVLcomps.

Registration opens once the event page is online.
Registration closes one week before the event.

Champions selection

The Champions class is limited to up to 35 pilots.

Selection dates:

Date	Step
1 August 2026	main selection
15 August 2026	second selection
1 September 2026	final selection / remaining places

Selection may consider:

- hike & fly competition experience
- general hike & fly experience
- mountain and cross-country flying experience
- flying safety and realistic self-assessment
- physical fitness
- WPRS ranking, where useful
- previous competition results
- registration date as a secondary criterion

WPRS may be considered, but it is not the only selection criterion, as hike & fly rankings are still developing.

At least 25% of the Champions places are reserved for international pilots as required for FAI Cat2 events, as long as the applicable FAI/CIVL deadlines require this.

Fun Class selection

The Fun Class is generally first come, first served, subject to a basic safety check by the organiser.

Registration does not guarantee acceptance if the organiser has serious safety concerns regarding a pilot's suitability.

International pilots may also register for the Fun Class. A FAI Sporting Licence is not required for the Fun Class.

Changing classes

Pilots register for one class.

There is no automatic transfer between classes. If a pilot wants to change class, the pilot must change the registration in CIVLcomps. Each class has its own waiting list.

7. Entry fee and payment

The entry fee is 60 EUR.

Class	Entry fee
Champions	60 EUR
Fun Class	60 EUR

Payment is made by bank transfer to the designated payment account.

After confirmation of a place, the entry fee must be paid within 7 days. If payment is not received within this period, the place may be reassigned.

Where registration order is relevant, the registration date counts, not the payment date.

A payment confirmation will be provided after payment has been received.

8. Refund policy

Withdrawal by pilot

Withdrawal date	Refund
until 31 July 2026	80%
1 August to 14 August 2026	50%

Withdrawal date	Refund
15 August to 31 August 2026	20%
from 1 September 2026	no refund
no-show	no refund

Cancellation or postponement by organiser

If the event is cancelled by the organiser, 80% of the entry fee will be refunded.

If the event is moved to the alternative weather weekend and a pilot cannot attend, 80% of the entry fee will be refunded.

9. Task format

Ries Race 2026 is a hike & fly race.

Movement is allowed only:

- by foot
- by paraglider

The following are not allowed:

- car
- bus
- train
- bicycle
- any other external means of transport

The event is unsupported. Assistants are not part of the race format.

The task is not fixed in advance. The Competition Director will set the final task shortly before the race, based on weather, safety, launch conditions and local organisation.

The final task will be announced at the mandatory task briefing. It may differ between the Champions class and the Fun Class.

The general task area is the Hochries / Sulzberg / Rampoldplatte area, with the Hochries landing field as the event base and planned goal area.

Possible task elements may include:

- hiking sections
- flying sections
- ground checkpoints
- air turnpoints
- mandatory landing zones

- class-specific shortened routes
- a final goal at the Hochries landing field

A pure hiking race is not planned. The event will only take place if a safe hike & fly task with at least one flying section is possible.

10. Task setting

The task will be set by the Competition Director in coordination with the Meet Director and Safety Director.

Task setting will consider:

- weather forecast
- actual weather on site
- wind direction and wind strength
- launch safety
- landing safety
- expected pilot level
- available daylight
- race duration
- local conditions
- safety margins

The task may include different routes or requirements for the Champions class and the Fun Class.

The Fun Class may receive a shorter or simplified task.

The task briefing will define at least:

- start procedure
- task route
- checkpoints
- turnpoints
- mandatory landing zones, if any
- goal
- cut-off times
- minimum flying requirements, if any
- class-specific differences
- safety instructions
- sign-out procedure

Task details published before the briefing are for orientation only and are not binding unless confirmed in the official task briefing.

11. Checkpoints, turnpoints and scoring

Checkpoints, turnpoints, mandatory landing zones and goal will be defined in the official task briefing.

They may be scored by GPS geofence, live tracker data, backup track or other methods defined by the scoring team.

If a mandatory landing zone is part of the task, simply flying through the geofence will not be enough. The pilot must land inside the defined landing zone according to the task briefing.

Scoring is based on total time from the official start to reaching the defined goal, unless the task briefing defines a different scoring method.

Intermediate checkpoint times may be recorded but are not scored separately unless stated in the task briefing.

For the Champions class, a minimum flying part of 15% to 20% of the scored task distance may be set. The exact minimum flying part, if used, will be announced in the task briefing. The Competition Director may reduce or remove the minimum flying part for safety or weather reasons.

If the organiser's live tracker fails, the pilot must provide a valid backup track. Without a valid track, regular scoring may not be possible. In that case, the pilot may be ranked according to the documented sign-out time at the Race Office or according to the decision of the Competition Director and scoring team.

12. Goal cut-off and sign-out

The planned goal cut-off is 18:00.

The final cut-off time will be announced in the task briefing.

Every pilot must sign out personally at the Race Office after finishing, stopping or abandoning the task.

Tracking alone does not replace sign-out.

Failure to sign out may trigger the missing pilot procedure and may lead to penalties.

13. Tracking and backup track

Each pilot receives a live tracker from the organiser.

Trackers are used for:

- safety
- scoring
- event tracking
- public live map

The public live map may be delayed.

Each pilot is required to record an independent backup track on a suitable device or smartphone. The backup track must be made available to the scoring team if requested.

If the organiser's live tracker fails and no valid backup track is provided, regular scoring may not be possible. In this case, the pilot may be ranked only according to the documented sign-out time at the Race Office, or may be scored according to the decision of the Competition Director and scoring team.

Pilots are responsible for carrying and operating the live tracker as instructed.

Pilots may be held responsible for intentional or grossly negligent damage or loss of the tracker.

Satellite tracker / personal locator

A satellite tracker or personal locator device, such as a Garmin inReach or similar device, is recommended but not mandatory.

Such devices are not part of the official scoring system and do not replace the organiser's live tracker, the mandatory backup track or the required sign-out at the Race Office.

14. Communication

A charged mobile phone is mandatory during the race.

Official event communication uses WhatsApp groups:

- Info Group for official organiser information
- Pilots Group for organisational communication and questions

Important safety messages, task changes, task stop or cancellation will be communicated through WhatsApp.

Radio is not required for pilots.

15. Safety

The official briefing is mandatory for all pilots.

No briefing, no start.

The task will only be started if the Competition Director, Meet Director and Safety Director consider the task safe.

The task may be changed, postponed or cancelled due to:

- foehn or foehn risk
- thunderstorm risk
- strong wind

- dangerous gusts
- dangerous lee conditions
- unsafe launch conditions
- unclear or unsafe weather development

The Competition Director, Meet Director or Safety Director may stop or cancel the task at any time for safety reasons.

Pilots must follow safety information and instructions from the organiser.

16. Accidents and helping other pilots

Helping has priority over racing.

Pilots must help in case of an accident or immediate danger, start the rescue chain and inform the organiser.

Time lost due to proven assistance may be considered by the Competition Director or jury.

17. Missing pilot procedure

All pilots must sign out personally at the Race Office after the task.

If a pilot has not signed out after the goal cut-off, the following process will be used:

Time	Action
goal cut-off	Race Office checks missing sign-outs
+15 minutes	first contact attempt by phone / WhatsApp
+30 minutes	escalation to Safety Director / Meet Director
afterwards	decision on rescue chain depending on last position, tracking, contact status and situation

18. Behaviour on the ground

On hiking sections, pilots must use official and allowed paths.

Private land, pastures, fences, agricultural areas and sensitive areas must be respected.

Shortcuts over private land, pastures or closed areas are not allowed and may lead to time penalties or disqualification.

Road crossings are the pilot's own responsibility. General traffic rules must be followed. No pilot has priority because of the race.

19. Photos, video and media

Photos and videos may be taken during the event for documentation, reporting, sponsor communication and event media.

Pilots who do not want prominent use of their image must inform the organiser in person at registration.

20. Participant declaration and waiver

Participation is only possible after accepting these Local Regulations, the participant declaration and the waiver.

The participant declaration and waiver will be provided digitally before the event.

Late entries or special cases can confirm them at registration on site.

21. Protests, jury and penalties

Rule violations may lead to:

- warning
- time penalty
- no score
- disqualification

The decision is made by the Competition Director, if needed together with the jury.

The jury will be announced before the event.

The exact protest process, protest deadline and protest fee will be added in the final version of these Local Regulations.

22. Local organisation

Helpers and marshals may be used at launch areas, landing areas and checkpoints.

They support the organisation and safety flow of the event. They do not take over the responsibility of the pilot.

Every pilot remains responsible for:

- launch decision
 - flying decisions
 - route choice
 - landing decision
 - behaviour on the ground
 - respecting laws, landowners and other people
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23. Updates

Task details, schedule, cut-off times, class-specific tasks and safety information may be updated before or during the event.

Official updates will be shared through the event communication channels.