

NORTH AMERICAN POWER KITING ASSOCIATION (NAPKA) GUIDE

NAPKA aims to support [the following kite powered activities](#); bugging, [kite skates](#), [dirt surfers and ATB/Land boarding](#) at all levels and recognizes that everyone in the sport does not wish to race. To this end, The NAPKA committee will attempt to devise a yearly calendar that incorporates social club meetings and other events and happenings that would be of interest to the membership at large. It is hoped that at least one event, race or club meet will take place each month, giving members an impressive package to select from.

Club meetings will give members the chance to get together, see new gear, learn some new techniques, practice racing, beach safari, speed trials and so on. This also gives new members the opportunity to see what NAPKA is all about. With the explosion of 'lifestyle' and 'adrenaline' sports NAPKA will attempt to take parakiting into new arenas, with approaches to demonstrate the sport. This will provide opportunities for the membership and great fun.

Contents

NAPKA Class 8 racing rules

The code of practice: The key to safe and fun [Power Kiting kite bugging](#) at busy sites

[Unified Parakart Race rules Approved by F.I.S.L.Y. 18th September 1999](#)

Class 8 parakart specifications

[Course Setup: Diagrams for club Race Masters \(PENDING\)](#)

Glossary of terms

NAPKA Class 8 racing rules: In racing, clear and simple rules are a must for safe and fair competition. These rules are unified across Europe under the umbrella of the Federation of Sand and Land yachts (FISLY). [Some changes have been made to better reflect North American attributes.](#)

The Code of Practice

Only [Power Kite Parakart](#) at open sites, where permission for use has been granted

Always follow the environmental code and observe FAA height restrictions

Wear suitable protective clothing - a safety helmet is to be worn at all times

Do not use Kevlar lines

Do not overfly pedestrians or animals with your kites

Never use [an unauthorised](#) captive harness systems

[Parakart to kite or pilot to Parakart tethering is not permitted](#)

All buggies approaching each other "head on" must veer to their right to leave sufficient space between themselves

Priority is always given to any buggy on the right

Always look before you gybe/tack

[CLASS 8 FLAG: white trapezium with red diagonal across it, indicates racing in progress, keep clear](#)

Unified Parakart Race rules
Approved by F.I.S.L.Y. 18th September 1999
CLASS 8 PARAKART SPECIFICATIONS

Article 1 - PARAKART (Generalities)

1.1 Definition

The parakart is a vehicle with at least two wheels powered by a kite. The kite is controlled by the pilot, **but it's not fixed to the parakart.**

1.2 The Pilot

The pilot must be sitting or lying **or standing** on the parakart steering it. The pilot must not be enclosed by the structure of the parakart **and must not in any way be fastened to it.** Enclosed foot straps are allowed on the foot pegs, but they must be flexible and not made of metal. **Semi closed foot straps and** the stoppers on the foot pegs must be rounded with no sharp corners.

1.3 The Brake

The brake system for the parakart must be a wind brake, by use of the kite only.

Article 2 - DIMENSIONS

2.1 Length

Max of 11.48 ft long, all included

2.2 Width

Max of 9.84 ft wide, all included

2.3 Wheels The wheels cannot be bigger than 26 inches in diameter, including the inflation to 29 psi. There are no restrictions to the width of the pneumatic tire. Open spoke wheels of any kind must be shielded with hard material on both inside and out, for safety.

2.4 Steering

There are no limits to the angle of turn on the front forks.

2.5 Weights

Adding weights to the parakart is allowed. The maximum add-on weight allowed is 44 lbs. The added on weight must be of a rounded shape without sharp corners. The added-on weights must be securely fixed while the parakart is in motion. No additional weights are allowed on the pilot

Article 3 - KITES AND LINES

3.1 Lines Definition

Fly lines are those lines that connect the handles to the bridle system of the kite

3.2 Connection

The fly lines must be directly connected to the handles and the kites with nothing between.

3.3 Line Length

The line length is measured between the handles and the back of the last kite. The maximum length allowed is 164 ft.

3.4 Material

Flying lines must be of a dyneema / spectra or polyester material. Kevlar, metallic, or similar alternatives, are not allowed. Link lines of a max of 39.37 inches from the handles, of strong, thick line are allowed, but again this must not be made in kevlar, metallic or similar material.

Article 4 - PILOT EQUIPMENT

The harness system must be of an open type (for example: wind surfing hook or roller bearing) or with a mechanical quick release system on it. Closed systems e.g. carabineers or back straps are not allowed.

All pilots must wear a helmet.

Article 5 - IDENTIFICATION NUMBERS

The Identification number of the pilot must be placed on both sides (of the sides) of the **buggy and an additional placard may be put** in the centre of the rear of the **buggy**. The identification numbers must be: at least 5.5 inches high and 2 inches in width, using a .75 inch letter stripe width, using font **Helvetica**. The lettering must be black set on a white background, preceded by the identification letter of the country of the pilot. For Example a US pilot with the number 15, would read US15, Canada KC15 and Mexico MX15. **For those pilots using kite skates, dirt surfers or ATB/Land boards you must visibly display your number on your chest and back on some type of garment possibly like a vest, (the high visibility green or orange vests are readily available at most home centers or safety equipment stores) The number size requirements are the same as with the buggies.**

All the rules below are to be respected with a spirit of fair play and so, the pilots must at all times avoid collisions.

ETIQUETTE RULES IN RACING

Article 6 Kite position

When crossing, overtaking or passing the upwind pilot must raise their kite, the down wind pilot must lower their kite. The over-taker must show consideration to the over-taken.

6.1 Re-launching kites

The taking off or landing of kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden. Once the kite is at the top of the 'window' with the pilot out of their parakart, they have "air" priority and must be considered like an obstacle. Once seated on the parakart, normal priority rules apply. When the pilot's kites and lines are on the ground they are considered obstacles, for which reason help from outside is permitted. Other pilots must avoid these as obstacles, unless directed through by the 'downed' pilot or a marshal. Pilots may launch their kites only when this will not cause an obstruction to others pilots.

6.2 Gybe / Tack

Gybing and tacking pilots have responsibility in the event of an obstruction to the other pilots whether with priority or not. The turning pilot has to look to the other pilots and shout 'Gybe' or "Tack ' so that the other pilots know what they are about to do.

6.3 Downwind Priority

The Race Master can authorize downwind priority for the race. They will indicate during the briefing when and where this rule is to be applied.

6.4 Danger Signal

A **Yellow orange** flag warns of danger, all pilots must be careful and slow their speed and if necessary **stop**.

6.5 Changing equipment (kites, lines and parakarts etc.) during races

Pilots may change equipment (parakart, kite and lines etc) only in the designated 'technical area' or out of the race circuit; in any case this operation must not be an obstacle or obstruct other pilots.

The exchange of equipment (kites lines, parakarts, harness etc..) between pilots during a race is forbidden.

6.6 Opposing Priority

Opposing pilots must move to the right.

6.7 General Priority

When converging the pilot on the right has priority. This does not apply when the Race Master has given priority to pilots on the run.

Article 7 - GENERALITIES AND CIRCUIT RULES

7.1 Technical Zone

The 'technical zone' is a restricted area established by the Race Master, where all race pilots must put their equipment (kites, Parakarts, bags etc.) This area may also be used for preparations and repairs during the races. This area must be located at a safe distance from the circuit and the public, but connected to the race circuit. All pilots must use this area with respect to all the other pilot's usage. The Race Master shall enforce the respect of this rule.

7.2. Markers

The turning marks should be single markers, but the Race Master could decide to use, for reason of safety, the Orange Zone at certain turning marks. The shape of the Orange Zone for class 8 is a semicircle attached to a rectangle with the short side as long as the radius of the semicircle and the longer side fixed by the Race Master according to safety.

The limit markers of the Orange Zone (only ever used at the discretion of the Race Master) are the following:

a) Inner Marker (IM)

This point marked with an orange flag, lies on the axis of the course at a distance from the Turning Marker (TM) decided by the Race Officer, but the minimal length is 65 ft.

b) Marker 2 (M2)

An orange flag marks M2. This point lies on the line perpendicular to the orange line, passing through the Turning Marker TM and at a distance, on the side where the turn must be approached from. To be decided by the Race Officer according to safety.

c) Marker 1 (M1)

An orange flag marks M1. This point lies on the parallel to the orange line running through M2 at a distance from IM to be decided by the Race Master according to safety.

d) Outer Markers (OM)

OM are marked with orange flags and lie on the perimeter of the semicircle of which the radius is equal to the line measured between the TM and M2

e) The orange Line

The line running between IM and TM. It is marked by orange and blue pennants or orange cones. This line must not be crossed

7.3 Markers on the circuit

It's forbidden to run over flags or any kind of marker with a parakart, lines or kites.

7.4 Finish line

The finish line is clearly identified by two markers one of which is usually one of the marks of the circuit. The Race Master or Marshal position is on/at the finish line, with the finish flag. Usually the start and finish line are in the same place, but the Race Master may decide on a different position.

Article 8 - CIRCUITS & RACES

8.1 Type of Races and time racing

All races will be timed when they are on a closed circuit, [or a pre-determined number of laps will be set](#). In the case of a closed circuit the minimum time is [15 20](#) minutes [or when the leading racer finishes the pre-determined number of laps](#) and the maximum is [25 40](#) minutes for a triangle type

course. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. During a one day session the total maximum racing time is 4 hours. Before the start of the races, the Race Master will announce the time of each race.

8.2 Type of Circuit

The circuit must have at least two turning marks and the Race Master must design the most technical and challenging circuit possible with respect to the pilot's skill and spectator safety. The ideal circuit has 3 turning marks, with at least one leg upwind incorporating tacking/gybing and one leg directly down wind.

Article 9 -PROCEDURES AND GENERALITIES

9.1 Class 8 Flag

Class 8: white trapezium with red cross inside.

9.2 Advertising

Advertising is allowed on all kite surfaces.

9.3 Decision to race

The Race Master remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

9.4 Protest Procedure

Protests must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who wants to protest must warn the Race Master verbally immediately after the end of the race concerned. Marshals can record and present protests to the Race Master at the end of each race.

Article 10 - REGULATIONS FOR START

THE FLYING START

10.1 Definition

The flying start is the preferred starting method for class 8 Parakarts. Parakarts must be moving before the start.

10.2 Briefing

The Race Master will hold a briefing before the races, signaling with a Yellow green briefing flag and a prolonged sound signal.

All the pilots must be present at these briefings.

Article 11 - FUNDAMENTAL RULES

The Class 8 rules apply from the moment the warning signal is given. Only the visual signal has validity.

Article 12 - CONDUCT OF THE RACE

12.1 Signals

The Race Master or Marshal standing in a visible position gives the start signals. An audible signal may accompany it, but solely the visual signal is valid.

12.2 The Warning Signal

The warning signal is given at the end of the briefing, 15 minutes before the start of the race. The briefing flag is lowered.

12.3 The 5 Minute Signal

At five minutes to the start of the race, the Race Master sounds the air horn and shouts the time.

After the 5 minute signal, pilots may not cross the start line. If the line is crossed, the pilot must return to the back of the fleet, down wind and around the extremity of the start line marker. The returning pilot must move to the back of the fleet without causing any obstruction to other pilots. This pilot also has no right of way until they pass the line correctly.

12.4 The 1 minute signal

At 1 minute the Race Master sounds the air horn and shouts the time.

12.5 The Preparatory Signal

The preparatory signal is given 10 seconds before the Start. The Green red flag is raised and the Race Master shouts or whistles the count down.

12.6 The Start Signal

The starting signal is given 15 minutes after the warning signal. The Green red flag is lowered.

Article 13 - THE FLYING START WITH ONE LINE

13.1 ORGANISATION

a) Start Line

The start line is one straight line determined by two marks at either end.

b) Length and Safety

The length of the start line must be long enough to allow all competitors to start safely.

c) Location of the line

The start line must be positioned at any about a 45-degree angle in respect to the direction of the wind. The parakarts must cross the start line in the up wind mark direction.

Article 14 - INFRINGEMENTS OF THE RULES

14.1 Penalties

Pilots are liable to penalties should they:

- a)** push their parakart during the signals procedure
- b)** infringe the I.S.A.R.R. (rules of the road)
- c)** stop in front of the start line

14.2 Disqualifications

At the discretion of the Race Master for serious infringement of the rules or behavior.

14.3 Premature departure and correction

When one part of a parakart crosses the line before the signal to cross is given, the parakart is considered as not having crossed the line. To start the parakart must return behind the line by the procedure described above. (b.3.c)

Article 15 – SCORING

15.1 Results of a race

For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through finishing line at the end of the race. To be scored a pilot has to complete at least one lap.

15.2 Points allotted per race

a) Pilot's score: the first or leading pilot is credited with '0' points and the following pilots are award a number of points equal to their finishing position. When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.

b) Unclassified pilots: Disqualified, non-starter and pilots having completed less than one lap are credited with a number of points equal to the number of pilots registered in the race, plus one.

15.3 Total points in an event/regatta

The total points of a pilot will be the sum of the points gained by the pilot in each race, after discarding the pilot's worst races. The number of discards is:

1 to 3 races = 0 discards

4 to 7 races = 1 discards

8 to 11 races = 2 discards

12 or more races = 3 discards

Any penalty points awarded are added to the total points to obtain the resulting points. The winner is the pilot who has the least points, and the other pilots are classed in order.

15.4 General Classification

The winner is the pilot who scores the least points - the second the least but one and so on.

Should two pilots be even, they will be separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. not discards). Should they still be equal they will stay equal in the final score.

15.5 Publication

After the last race of the day the results will be posted at the registration site, mentioning the hour of publication. Pilots wishing to lodge a protest must do so within 1 hour of publication of the results.

15.6 Infringements

a) Penalties

During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on. Infringements involving a collision and / or compromising the result are liable to double penalties or disqualification. The Race Master may impose penalties.

b) Disqualification or exclusion from one race

On top of penalty points inflicted any pilot who disobeys the following will be disqualified or forbidden to start:

- (1) not having a helmet
- (2) irresponsible bugging beyond your ability
- (3) carrying passengers
- (4) illegal start
- (5) yellow/blue flag "stop immediately" - not respected
- (6) red flag "no sailing" not respected
- (7) illegal equipment
- (8) not attending a pilots meeting
- (9) pushing your buggy into the wind
- (10) advertising in breach of regulations

15.7 Behavior

The Jury and the Race Master are entitled to require decent behavior from the pilots. Should pilots misbehave they may impose an immediate sanction on them, such as warning, exclusion from a race or competition or suspension. The decision must be justified in writing.

15.8 Suspension

On receipt of a report by an organizing body F.I.S.L.Y. can decide to ban a pilot from participating in one or several international competitions. The F.I.S.L.Y. decision must be justified in writing. F.I.S.L.Y. will inform the pilot's N.F and CA. National Federations also have the same power but must inform FISLY.

15.9 Protest to the jury

a) Dispute

A competitor may raise a protest in writing.

b) Procedure

Protest must be lodged with the Jury within 1 hour of the finish of the race concerned. For that the competitor must: fill in the appropriate form specifying the article or articles of the rules concerned. The burden of the proof rests with the claimant.

15.9 Jury Decision

No sanction may be taken before the pilot concerned has been summoned and informed so that the defense may be conducted. The decision of the Jury has to be taken the same day, justified in writing and posted up. Should a member of the Jury disagree with the decision he/she may request a second and final vote. The Jury decision must be based on specific articles of these rules and reached by a simple majority vote.

Article 16 - APPEAL TO F.I.S.L.Y.

A competitor who has lodged a complaint as described above and is not satisfied with the decisions, may make an appeal to F.I.S.L.Y. on the following conditions :

a) pay a deposit of 20 Euro or a corresponding amount that will be returned if F.I.S.L.Y. admits the appeal to be correct. Address the appeal in writing: to the F.I.S.L.Y. Secretary General at the latest within 8 days of his protest. In that case the President will see to it that a reply is given within two months of its receipt.

The decision of F.I.S.L.Y. is final.

Article 17 - Voids

Any race maybe called void by the Race Master. The Race Master may choice to do this on the grounds of safety, wind strength, weather conditions etc. Once a race is void it does not count against any register pilots score. If part of a Series or if conditions change to allow a race to be run at a later time, the Race Master may choose to run a replacement race, but is not obliged to do so.

Article 18 - Flags

Class (racing in progress)

Danger Signal (**Yellow flag orange zone**) slow, stop if necessary

Race Cancelled (**Black flag & Red flag combination together**)

Pilots Briefing (**Yellow flag prior to race start**)

Warning Signal

Raised at the end of pilots briefing, 15minutes to the start of the race. Lowered at start (**Green flag**)

Lowered Raised on the start line (**Green Start**)

5 minutes to the start of the race (start line closed)

Raised for the leader after specified time or **completion of specified # of laps** (20-40mins)

(**Checkered**)

All other pilots finish as they complete their current lap **when timed, or when they also complete their specified # of laps within the time limit of 25 minutes.**

Glossary

Beat: Beating the wind by sailing UPWIND

Edge: As far into the wind as the kite will fly

Gybe: DOWNWIND turn

Head Up: To alter course UPWIND.

Luffing: Parakarting too close to the wind

Reach: Parakarting across the wind

Run: Parakarting directly DOWNWIND

Tack: Upwind Turn

Top turn: The parakart is turned (gybed) by upward turning the kite 180 degrees. A safe basic gybe

Bottom turn: The parakart is turned by downward turning the kite through 180 degrees. A powerful gybe and necessary to allow a number of closely matched pilots to turn a mark. Remember "in high and out low" - and so providing "air" for the next Pilot

Flat turn: The parakart is turned by reversing the kite, sometimes to the ground then re-launching in the opposite direction. An explosive, skilful gybe that avoids high following kites. Use with caution and after a lot of practice!