

NORTHERN SUMMER SERIES

COMPETITION AIMS AND OBJECTIVES

- The Northern Summer Series (NSS) is competition aimed at pilots who fly in or wish to fly in our National Paragliding Competitions.
- The main purpose for the competition is to give pilots an opportunity to practice their racing skills and tactics outside the national AAA comps.

EVENT DETAILS

This is an HGFA Sanctioned C competition and will take place over seven rounds spread out over the summer. This will result in a maximum of 14 Tasks of which the 7 best scores (FTV 50%) will go through to the final count. This will enable pilots who are unable to make every round to remain competitive.

The dates for this year's series are on the following weekends:

2015

September 5 – 6

October 17 - 18

November 7 – 8

December 5 – 6

2016

January 2 – 3

January 23 – 24

March 4 - 5

COMPETITION RULES

The competition will be run according to the most current version of the Hang Gliding Federation of Australian Competitions Manual.

[Competitions Manual Edition 6.8g](#)

Amendments to these rules may be necessary because of local conditions and will be announced at the briefing. Local rules of each site flown and amendments described in this document will prevail and the local club representative will inform pilots of the local rules at briefing.

Cancellation: The competition organiser reserves the right to change the location or cancel the weekend tasks. The protocol will be that a decision will be made about location (or cancelation) on the Thursday evening prior to the weekend tasks. The form of communication will be either email or social media.

If in the unlikely event that it is not possible to do a minimum of five tasks two supplementary weekends will be added at the end of the competition. These additional tasks will be undertaken at the best suitable location for weather conditions

The Northern Summer Series has been and will be organised by Ashley McMillan. He will aim to attend all task weekends over the season. In the event he is unable to attend then he will nominate another attending pilot to become chief organiser for the given weekend

ENTRY REQUIREMENTS

The Competition is open to all current financial members of the HGFA with over three hours XC experience outside of their Licence course. (it is recommended that pilot with 3 to 10 hour XC time complete a Thermalling course before this competition).

CATEGORIES

- OPEN
- SERIAL
- SPORTS
- FUN
- WOMENS

FLIGHT VERIFICATION

- Your GPS should be set as follows:
Datum: WGS84
Position Format: Lat/Long DDD.DDDDD
Time: UTC +10:00
Interval: should be set according to type of GPS in use and number of track points available, but should be no more frequent than 5 secs.
- Background information on the use of GPS for flight verification can be found at <http://www.hgfa.asn.au/competition/gps/gpstrack.htm>
- All Pilots must keep their Track Log up to ONE HOUR (1hr) after the next mornings post task briefing to allow for any protests or complaints that may be lodged.
- Not being able to present a track log may disadvantage a pilot in the event of a disputed flight. Unless otherwise stated at the task briefing, all pilots that fly the task must submit their GPS for the daily verification during the Check In after the task.
- All Pilots will be required to provide a 3D Tracklog. All pilots must as a Minimum, fly with one GPS unit capable of recording Altitude as part of the track log.
- **GPS “Mark Enter” positions are NOT accepted !**
- Tracklog verification and scoring will be done with Airscore, a system designed & created by Australian pilot Geoff Wong. All Pilots are required to provide a 3D Tracklog and will need to upload your tracklog to the Online scoring system.
http://highcloud.net/xc/comp_result.php?comPk=45
- Task verification will be achieved using tracklogs downloaded from each pilot's GPS.
- Tracklogs must be uploaded by 2100 on the Monday following each round or they will score zero

GAP PARAMETERS

- The competition will be scored using ggap 2007 scoring parameters on AirScore with leadout and arrival points.

The following GAP parameters are being used:

Nominal Distance: 35km
Minimum Distance: 5km
Nominal Time: 90min
Nominal Goal: 25%
Scoring FTV 50%

WAIVER

All pilots must sign the waiver declaration and have it witnessed before participating in the event.

FEES

Club membership fees

RADIOS

All communication during the event will be by means of Australian CB – UHF radios. There will be 1 Official Channel for Competition communications. The local club channel where each round is held will be used for this purpose, pilots will be notified by e-mail prior to each round the channel settings to be used.

A 2 way VHF radio will be required when operating within 10Nm of a "Certified" Aerodrome reporting your position and intention will be mandatory. Individuals will require VHF radio endorsement through the HGFA.

SITES

Canungra Hang Gliding Club flying site:
Mount Tamborine, Beechmont, Hincliffs and Flying Fox launches

COMMITTEES

A Protest Committee will be appointed by the Organiser/Director with their consent. Task and Safety committees will be elected by the pilots at the initial briefing of each round.

PROTESTS

Protests can be lodged as per the HGFA Competitions manual and a \$50 fee will be payable on lodgement.

CLOUD FLYING

- Cloud flying is illegal under VFR/VMC Civil Aviation Regulations.
- It is also regarded as cheating and unsafe, and is not permitted.
- A pilot found to be deliberately breaking this rule will be disqualified from that days task for the first offence and asked to leave the competition for a subsequent offence.
- Testimony of two or more pilots will be used as a basis for deciding whether or not a pilot is guilty of this offence.
- A pilot wishing to testify against an offending pilot should contact a Competition Official ASAP and restate their testimony at pin-in.
- The safest method is to not fly into cloud in the first place. If you are sucked up as you are leaving continue flying straight line with 'big-ears' until you leave the cloud.
- Pilots who find themselves inadvertently in this situation may avoid penalties in the following way. The pilot should leave the cloud and with good visibility, lose height as to gain no advantage from the cloud flying. They should deviate by 90 degrees (or greater) from their heading until they have lost height to below the cloud wisps height. Spiral dives or B line stalls are not recommended.

Penalties : 1st offence – Zero day score.

2nd offence – Expelled from Competition.

SAFETY AND EMERGENCY PROCEDURES

- The safety committee will make recommendations to the Competition Organiser on matters of safety.
- Any pilot can voice concerns by radio to the safety committee as to flying conditions on course.
- Launch may be closed for short periods due to safety reasons.
- As long as the launchable window exceeds minimum launch time (stated at the briefing), this will not cancel the day.
- If the task is stopped, it shall be broadcast on the Competition Channel .

PILOT RESPONSIBILITY

- You are the pilot in charge of your aircraft, so you set the fly/no fly limit, there will be other pilots to help you make an informed decision, but the end it is ultimately your decision to fly or not. If in doubt don't be pressured to go.
- It a pilots own responsibility to check that your pilot details and posted day score are correct.

LANDING PADDOCK ETTIQUETE

- We will be landing on private property and so our sport relies on the goodwill of the property owners. So without landings we would not fly.
- When you land; No smoking until in your Vehicle.
- Do not climb over wire fences, use the nearest gate. If it is locked climb over the hinges so as not to damage the gate or stretch the wires.
- If you see a landowner, introduce yourself, explain to them what you are doing on their property and thank them for the use of the landing.
- Ensure you cause no damage or disruption.
- Avoid landing or over flying paddocks of livestock especially horses, ostriches or bulls.
- Do not land in crops.
- Leave gates as you find them - if it is open, leave it open, if it is closed make sure you shut it even if there are more pilots in the paddock. Livestock are controlled by these gates. You may be isolating livestock from their water source or if the gate comes open the livestock can wander onto the road.
- Walk to the closest road to be retrieved, do not drive into paddocks.
- If you cause damage notify the land owner, explain and apologise.
- Also report to the competition director.
- Do not smoke on launch, near any glider, or long grass.

SCHEDULE

Pilots will be notified by e-mail prior to each round, where and when they are to meet for initial round briefing. The aim is to start early, get to launch early, to capture the optimum launch window and fly the task in the peak convective conditions.

RE-FLIGHTS

In order to qualify to re-fly you must land in one of the designated re-fly zones for the site being used on that day. In order to provide evidence that you are eligible for a re-fly, you must NOT clear your GPS track log between flights as the track log from your first flight will be used to confirm your landing position. Once one turn point has been achieved you are considered on course and become ineligible for a re-fly even if you do land in one of the designated re-fly zones.

TURN DIRECTION

A turn direction will be given daily which is valid within an area designated at task briefing. Pilots must comply with this turn direction. Any complaints will be noted and an official warning given for the first offence.

Penalties: 1st offence – Verbal Warning
 2nd offence – 100pts then doubling for every offence after that

TURN POINTS AND GPS GOALS

Start gates - The start gate will {generally} consist of a 2-Km radius cylinder centred on the start point designated for the task. Your start time is specified as the latest time you leave the start gate cylinder as detailed by your GPS track log. Any changes to start gates will be announced at the Task briefing.

1. **Turn Points.** The turn point sector is {generally} a 400-m radius cylinder centred on the designated turn point. Any changes will be announced during the Task Briefing.

2. **Task Distances.** Tasks will be scored using the 'Shortest Task Route' measured around the course, NOT from the centre of each turn point.

3. **Goal.** Goals will {generally} be unmanned cylinders with a 400m radius. Any changes will be announced during the task briefing.

A pilot is deemed to have made goal when his Track Log intersects the goal cylinder just like achieving a turn point. Landing may occur anywhere provided that the track log evidence clearly shows the cylinder was entered in flight. Speed/time/distance factors determined from track log points will be manually calculated in the event of disputes. Pilots must ensure that the interpolated

USE OF ANOTHER GLIDER

- A pilot may, due to technical difficulties, use a glider other than that originally entered provided it is an identical make and model and conforms exactly to the original specifications. The Competition Director (CD) **MUST** be notified of and approve all such changes.
- A different glider may only be used if announced to all pilots at a general briefing and there are no objections

DANGEROUS AND AGGRESSIVE FLYING

- In the interests of pilot safety, dangerous and aggressive flying, especially in the start gate gaggle, is not acceptable.
- Pilots who do not fly with consideration of the rules of the air and in a manner considered dangerous and overly aggressive in congested gaggles can be reported as per 13.5 (above).
- This can include flying straight through gaggles, flying at other pilots or aggressive cutting off which causes other pilots to take evasive action and turning the wrong direction in a clear direction gaggle

Penalties : After 2 Cautions/Warnings the pilot is then on notice.

3rd offence – 100 pts and then doubling for each offence after that.

STOPPING THE TASK – HGFA (4.3)

The task can be stopped at any time by the CO for reasons noted in section 4.3 of the latest edition of the HGFA Competitions.

PILOT CHECK IN

Pilots must check in with the competition organiser by 1900 hrs on the day of the task. This must be done by texting your name and the word SAFE to 0408 802406. Failing to do so by said time will result in SEARCH AND RESCUE OPERATIONS being initiated.

A pilot will score zero for the day if a post task check back to HQ as described above is not made by the stipulated time – exceptions may be made only with a good excuse wholly at the discretion of the CO.

PRIZES

Peer respect and adulation. Increase in your cranial circumference.

CONTACTS

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