



Local Rules

This competition will be governed by the rules as set out in the [HGFA Competitions Manual](#) and the [FAI Sporting Code Section 7b](#). Local rules and amendments to these documents are specified below

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Scoring

Competition days

The competition will run from 10-16 February, 2018 with no rest days. In the event that a flying accident resulted in a fatality of one of the competitors then the following day will not be flown as a mark of respect

Airscore

Scoring will be conducted by the online Airscore system.

GAP parameters

Australian GAP Annex 2017 scoring with Kilometer Leadout points (KLO) via the Airscore program will be used, the task committee has the option to switch off lead out points for elapsed time tasks.

Nominal median distance - 40km

Nominal time - 120 min

Min distance - 5 km

We will be using FTV at 75% (ie. you may drop 25% of your flown validity)

Score display

Scores are only available online. A laptop will be available at HQ to assist with uploading and viewing.

Additions to the scoring system

Error margins

We will use 0.05% or 5m cylinder size error margins, whichever is larger.

Distance Measurement

We will use the WGS84 ellipsoid and Haversine distance measurement for scoring purposes.

Jumping the Start

Pilots who jump the start will receive 0 Kilometre Leadout points and will not be included in the determination of KLO points.

Airspace

Pilots need to be familiar with the airspace boundaries around the Bright area.

Airspace infringements will be considered as per the HGFA Competitions Manual and FAI rules as per a Cat 1 competition, heights will be determined using GPS altitude only.

Exemption to VHF in Class E airspace

We have applied for an exemption to requiring VHF in certain Class E airspace to 10,000ft. The geographical boundaries of this exemption are defined in temporary danger areas (TDA). The exemption is not active unless advised at each daily task briefing.

Details of TDAs will be published on the competition HQ airspace notice board

If we use the exemption and you experience an equipment failure which renders your GPS mapping instrumentation unusable then you must descend to the Class G airspace below you. If your equipment failure includes your altimeter then you should land immediately.

Manuals

The current [HGFA competition manual](#) and [FAI rules](#) will not be printed unless on request. They are both

available online

Pilot procedures

Launch procedures

Each day the Meet Director will nominate if the launch is Open or Ordered.

When Open launch order is in effect; if a pilot in the launch queue chooses to step out of the queue then that pilot must return to the back of the queue.

If launch is closed then those pilots on launch will have one minute to launch once the windows is reopened.

Launch Window Validity

Launch and access	Type	Slots	Average launch time	Launch time required based on 100 pilots
Mystic, 2WD	Open	6	2 mins	34 mins
Gundowring. 4WD	Open	3	2 mins	67 mins
Buckland Ridge, 2WD	Open	6	2 mins	34 mins

Check out

All pilots must check out with the launch director before flying or reflying each day. No launch check out then no scored flight

If pilots elect not to go to launch or fly on any day they should advise the Safety director by phone, SMS or in person

Re-Flights

Reflights are allowed unless notified otherwise at the task briefing. When reflights are allowed you must land in one of the designated refly zones for the site being used on that day. In order to provide evidence that you are eligible for a refly, 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 refly even if you do land in one of the designated refly zones.

Top Landings

Top landings are permitted only in the case of an emergency.

GPS Goals

Goals will usually be unmanned cylinders. Any changes will be announced during the task briefing.

Post Task Check In

Pilots must check in to the Competition HQ within the time period stated on the Day Task Board.

In the event of a delayed retrieve where it would be impossible to arrive at HQ in time, pilots must SMS through their landing details

A pilot may score zero for the day at the CD discretion if a post task check in to HQ as described above is not made by the stipulated time. The reason for this rule is that a full search and rescue operation may be commenced if the organisation has not accounted for all pilots by the check back time deadline.

Pilots helping a pilot in distress

In addition to the compensation points that can be awarded as defined by the HGFA Competitions manual; the CD has discretion to award additional points to pilots assisting a pilot in distress. The pilot's total score is limited to the max score determined by the day's validity.

No-Nos

Smoking

During summer the hazard of bush fires is a serious danger. Smoking is prohibited on launch and in all goal and landing fields by all pilots and their crew. Smoking is permitted only inside the confines of a car.

Penalties may be applied at the discretion of the competition director for infringements of the smoking rules

Landing in designated "no landing areas"

There are areas marked in the pilot notes or on the launch notice board as no landing areas.

Penalties:

Where a pilot lands in an area designated as an NLZ

1. For the first offence, this pilot will be issued a warning and will need to provide NEVHGC (or its delegate) assurances (including demonstration of adequate in-flight access to the required information) of how such an infraction may be avoided in the future. Any Bright Open or PWC pilot will have a 200 point penalty deducted from their score
2. For a second offence, this pilot's flying privileges for all NEVHGC flying sites will be suspended for two weeks from when the infraction occurred. Note: This penalty may be applied retrospectively at the discretion of NEVHGC (or its delegate).

Aerobatics after reaching the goal line

Aerobatics within 1km of the Goal line is seen as an unsafe practice for those approaching Goal.

Penalties:

- 1st offence – Verbal warning with points penalty at the discretion of the meet director
- 2nd offence – 100 points then doubling for every offence after that

Aggressive Behaviour

No pilot shall act in an aggressive or intimidating manner towards competition officials, those assisting with the competition or anyone participating in the competition

Penalties:

- 1st offence: Verbal warning with points penalty at the discretion of the meet director
- 2nd offence: Removal from the competition

Protocols

Use of another glider

A pilot may use a glider other than that originally entered. The Competition Director (CD) must be notified of and approve all such changes before flying.

A tandem glider may be used at any time by a competing pilot in the task for publicity or media purposes provided the CD has been notified. The Competition Director (CD) must be notified and approve.

Kiting / pre-fighting gliders on launch

Pilots kiting or pre-fighting their gliders on launch must be correctly clipped into their harness with their helmet on.