Corryong pg Open 2020

## Local Rules and Amendments / Additions to HGFA Competition Rules .

1. Rules

This competition will be governed by the rules as set out in the latest edition of the HGFA Competitions Manual - except for local rules and amendments specified below.

2. GAP Parameters

**Nominal distance - 30km, Nom. time – 120min, Min' distance - 5km, Nominal goal - 30%.**

3. Competition Days

The Competition will commence on Sunday 16th Febuary and will run until Saturday the 22nd of Febuary 2020

No rest days have been scheduled.

In the tragic event that a flying accident resulted in a fatality of one of the competitors then as a mark of respect the following day would not be flown.

4. pilot selection

As stated in the Competition Manuaul .

5. Launch Procedure

Pilots must at all times obey directions given by the launch director and staff.  Pilots who nominate to launch by stepping through the launch gate must be 100% ready and completely prepared to take off within the time allowed. The 1.5 Minute launch window Will be timed.

6. GPS Track logs and "Mark Enter" turn point, goal and landing data :

1. GPS should be set to use map datum WGS84, Time offset +10:00, Position format DDD\*dddddd
2. All Pilots must keep their Track Log up to ONE HOUR (1hr) after the next mornings post task briefing to allow for any protests/complaints that may be lodged.
3. 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.
4. 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.
5. GPS “Mark Enter” positions are NOT accepted !

7. Pilots Counted as Present for Task IF Passed through Launch Box

1. Only Pilots who have passed through the Launch Box are to be considered checked off.

*This is a safety rule so that we know how many pilots flew a task and thus how many need to Check In at HQ after* the task.

8. Launch Window Validity

|  |  |  |  |
| --- | --- | --- | --- |
| Launch | Type | Slots | Average launch time |
| Mt Elliot | Ordered | 3 | 1.5 minutes |
| Mother wilson | Ordered | 5 | 1.5 minutes |
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9. Re-Flights

1. In order to qualify to refly 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. Refly zones for each of the sites to be used in the competition are specified below:

|  |  |
| --- | --- |
| Site Name | Designated Refly Zones |
| *Mt. Elliot* | * Official bom outs * *ABSOLUTELY NO TOP LANDINGS OR**FACE LANDINGS ALLOWED****!*** *Except for emergiencies* |
| *Mother wilson* | * Official Bom out * *ABSOLUTELY NO TOP LANDINGS OR**FACE LANDINGS ALLOWED****!*** *Except for emergiencies* |

10. Top Landings

1. No top landings are permitted except in the case of technical difficulties or an emergency.

Penalties: 1st offence – Verbal warning

2nd offence – removal from competition at MD discretion

11. Turn Direction

1. 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 – removal from competition at MD discretion

12. Glider Classes

See comps manual .

13. 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 or more and is a 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. 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 line joining 2 track log points either side of the cylinder does in fact enter the cylinder.

14. Use of another glider

1. 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.
2. a different glider may only be used if announced to all pilots at a general briefing and there are no objections

15. Cloud Flying - FAI (3.6.3) & HGFA (5.1.4)

1. **3.6.3 Cloud Flying**

Intentional flying in cloud is prohibited.

Where ***Unintentional*** cloud flying occurs, a pilot may escape penalty by taking action to negate any advantage that may have been gained.

1. **5.1.4 Cloud Flying**

The Competition Director may penalise a pilot for flying in cloud according to the advantage gained (if any) and safety issues. Disputes regarding cloud flying are to be resolved when infringements are observed by any Competition Official or two independent pilots marking a waypoint on their GPS when they observe the infringement.

Penalties : 1st offence – Zero day score.

2nd offence – Expelled from Competition.

16. Dangerous and Aggressive Flying

1. In the interests of pilot safety, dangerous and aggressive flying, especially in the start gate gaggle, is not acceptable.
2. 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).
3. 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 : 1st offence = verbal warning. After 2 offences/Warnings the pilot is then on notice and may be removed from the competition.

17. Stopping the Task – HGFA (4.3)

1. The task can be stopped at any time by the CD for reasons noted in section 4.3 of the latest edition of the HGFA Competitions Manual as summarised below
2. The Pilot Safety Committee and other pilots shall inform the CD of their concerns to assist her decision making.
3. Pilots will be notified on the Official radio channel by multiple calls that the task is stopped. The CD will endeavour to repeat this notification on all other UHF channels but this takes time, so in the interest of safety all pilots must monitor the competition channel.

18. Last Task Time

1. Any scheduled last task time or “land by” times, are treated as stopping the task at a scheduled time and this time will be announced as part of the task briefing. Points on a tracklog after this time will not be scored.
2. The last task time is the same as the Goal Close Time on the days so specified.
3. Pilots can elect to fly on after this time however the organisation takes no responsibility for safety issues or retrieves beyond the published time.

19. Post Task Check In

1. Pilots must check in for safety reasons within the time period stated on the Day Task Board. Pilots can check in by any of the following means; check in sheet at HQ, sms to the CD, spot message to the CD, or an airscore upload.
2. 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 – refer to the pilot pack for details
3. 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 will be made only with good reason wholly at the discretion of the CD.
4. Do not checkin another pilot. Each pilot must check themselves in, this has happened in the past when pilots were injured and requiring assistance, which didn’t come as they had been wrongly checking in by someone else. So only check yourself in.

The reason for this rule is that, amongst other administrative grounds, a full search and rescue operation may be commenced if the organisation has not accounted for all pilots by the check back time deadline.

20. Safety /Smoking

During summer the hazard of bushfires is a serious danger. Smoking is prohibited on launch and in all goal and landing fields.

**21. Team scoring**

An informal team event will run in parallel to the main competition in order to encourage pilot skill development and team flying. Each team will consist of a maximum of 5 pilots with a pilot’s official round score being multiplied by a bonus factor to obtain their team event round score.

Bonus factors are **NOT** accumulative, only one category may be used. Nominate your team members and radio frequencies at the registration desk on Friday evening or at the first briefing.

**Bonuses allowed, they may not accumulate:**

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| --- | --- | --- | --- |
|  | **Serial Class** | **Sports Class** | **Fun Class** |
| **pilot** | **1** | **1.6** | **1.8** |
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**22. Use of CB radio channels and safety response**

the comp will use the following official channels, **all pilots must monitor the comp channel when flying**

competition channel – **19 / tone 97.4** (the CD will tranmit tone but not use tone sq)

emergency / safety committee channel **20 / 97.4**

retrieve freq – **21 open**

if you wish to use a team channel then this must be done with a second radio or a radio that can monitor 2 separate channels (ie communicate on your team freq but continuously monitor the comp freq also if your radio is cabale of this) if we have dangerous weather or an emergency situation requiring a helicopter then we need to get all pilots on the ground very quickly. There will not be time to relay on all team frequencies, so all pilots must monitor thie channel. All pilots are encouraged to report conditions on course using the recognised 1-2-3 system.

If there is an incident which requires a response then please switch to the emergency channel 20 if you are involved with a response.

And please do not ask for a retrieve on the comp channel as you will be disrupting pilots still in the air and trying to concentrate.

**23. General rules**

1. The local rules take precedence over any other rules with exception to airspace rules and general law.
2. The Local Rules are formulated for specific local conditions to improve safety, fairness and administration and are considered to be in the best interests of the competing pilots.
3. Helmet cameras will only be permitted by the permission of the Meet Director if the meet director is satisfied that the camera does not introduce an elevated safety risk such as the risk of the camera snagging glider lines.  Pilots must present the helmet with camera attached for inspection to the Meet Director before the 1st task.
4. The rules regarding Free flyers and wind dummies will follow the FAI sporting code section 7 , item 8 ,Pre Flyers and (wind dummies ) and other flyers. Launch will be closed to Free flyers 10 minuets before the competition launch opening time.