**The Canungra classic local rules.**

This competition will be run according to the rules in the HGFA competition manual with the following local rules.

Scoring system

The scoring system used will be Airscore accessed via the Highcloud website. All parameters will be discussed at the first briefing.

Parameters – Minimum GAP parameters are 10k min dist, 60k nominal dist, 90min nominal time, and 20% in goal.

Pilots will be encouraged to upload their own track logs onto Highcloud after completion of each task. This will streamline the scoring, reduce queues at HQ and speed up the scoring process.

Open window (Alternate Launch) and determined launch order combination.

The “allocated time” as specified by section 3,15,14 “Launch Validity- Launch Open time” will be one minute per pilot when determining the validity of the total launch window open time.

This year we will use, as a guide, the local rules specified in the competition manual for combination launch windows (section 3,15,12 “ determined launch order rules – with push – hang gliding “ ) as we have done in pervious years. The normal pushing rule applies. Pilots in the take off line can push during open window (alternate launch) or any other pilot can push during determined launch order (main launch). As in previous years the open window time is not specifically ‘open’ to launch at any time, due to launch site compatibility issues. You will be required to nominate PRIOR to proceeding to the hill if you wish to take up a launch position in the open window (alternate launch). The order of launch will be determined at the HQ briefing by a random draw before you go to launch.

Approximately 1/3 of the total pilot positions will be available for alternate launch or as announced by the Meet Director. These positions are not open to pilots in the top 20 of the competition. The Meet Director may choose to allow a period of open window launches, before implementing a determined launch order at a nominated time.

The Launch open time shall start when the ordered launch is initially opened. During the period that the window is open, a pilot who’s nominated to launch during this time will be directed when their launch time is approaching. If the pilot chooses not to launch, they must immediately leave the launch area. If they wish to launch in the alternate launch they must re-join the take off line behind all other pilots who wish to launch in turn in the alternate launch. **They forfeit their nominated launch order position for alternate launch if they choose not to launch.** If you nominate for alternate launch you must set up in the area and order advised by the launch director.

Pilots in the alternative launch take off line when determined order main launch comes into effect must revert to their nominated launch order position for the main launch. The pushing rule applies for main launch and each pilot is given 1 minute to launch or must vacate the launch area and go to the end of the main launch line. Main launch order is taken from the unofficial scores list, except the first day, which is decided by national ranking. If you do not have any national ranking then the first day’s launch order will be determined from the time you paid your entry fee.

**Protest**

A protest fee of $50 applies to all formal protest lodged and is refundable if the protest is upheld.

**Height and landing restrictions**

Any height restrictions will be announced on each day. Pilots should familiarize themselves with the updated VTC chart showing all controlled airspace and areas subject to release, via the provided map . Penalties will be imposed upon those exceeding height limits as per the Current HGFA competitions manual.

Pilots should familiarise themselves with the prohibited landing areas in the region from the maps provided. It is important for the preservation of our sites that local land owner requests are honoured.

**Safety issues**

It is suggested that Drivers keep an accurate running log of times and know locations of pilots so they can focus on these areas if pilots loose communication or get in to trouble when landing out. Drivers should not drive on to private property without the landowner’s permission. Please leave gates as you find them. Avoid paddocks with any livestock, IT IS BREEDING SEASON. Parent livestock can leave young behind when spooked by hang gliders. Importantly, become very familiar with the “ no landing areas” and their locations on the maps provided. **Do not land in a no landing area.**

**Conditions of entry**

The pilot agrees that these conditions and other rules form part of a contract between them and the organisers of the Canungra Classic, and so accept them as a condition of entry and participation upon payment of the entry fee and registration.

The pilot also as a condition of entry that the pilot must have at least temporary membership to the Canungra hang gliding club and HGFA membership for the period of the event.