

Pilot Handbook: Bright Open 2021

SAFA – B Sanction, FAI – Category 2
30th January to 5th February 2021
Bright, Victoria. Australia.

Program

BRIGHT OPEN 2021 - Saturday 30th January - Friday 5th February, 2021

Competition HQ –	'The Pavilion' – Pioneer Park, Bright, Victoria.
Official Registration:	Friday January 29 th – 12:00 to 20:00 – HQ.
Mandatory Safety Briefing:	Saturday January 30 th - 8:00 to 9:30 – HQ.
Contest flying days:	Saturday January 30 th to Friday February 5 th
Prize-giving & Closing Ceremony:	Friday February 5 th - 19:30 to 22:00 – HQ.

(These timings are subject to change. - Any changes before the start of the competition will be posted on the website.)

Daily Schedule

08:00 - Headquarters open.
08:30 – Horse Race from previous task
09:00 - Daily pilot briefing, scores acquitted, weather brief, safety aspects, issues.
10:00 -.Transportation to take off.
11:00 – Pilot's briefing.
12:00 - Take-off window opens.
12:00-17:00 Tasking Period
16:30 - Scoring office opens.
17:30 - Safe landing report deadline.
21:30 - Scoring office closes.
22:00 - Provisional results.

(These timings are subject to change. - Any changes before the start of the competition will be posted on the competition WhatsApp group.)

Whatsapp Groups –

All pilots must join the 2 Whatsapp groups: (If you don't have Whatsapp – download it!)
(If you don't have smart phone – buy one! – it's the 21st Century!!!)

1. Bright Open Official (Used for all Official Communication between pilots and staff)
2. Check-In Bright Open (Used for pilot check in - post flight every day!)

COVID SAFE INFORMATION

As I'm sure you are aware – we are currently in the middle of a worldwide COVID pandemic!
The competition organisation will aim to ensure all pilots and staff abide by several simple rules as a way to minimize the potential spread of the Covid virus. They are:

1. At all briefings in HQ – all pilots and staff must wear a face mask.
2. At all briefings in HQ – all pilots and staff must maintain 1.5m of separation where possible.
3. All pilots and staff must self-isolate, get a Covid test and remain isolating (until a negative result is received) if they feel unwell or have symptoms of the Covid virus.

Check out

All pilots must check out with the launch director prior to every flight. This requires each pilot to step into the launch box where they will be checked out to fly. No launch check out then, no scored flight.

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

Post Task Check In

Post flight/s all pilots must check in to the Competition Safety Director.

- Check-in can be done in several ways:
1. Check-in directly to the Safety Director
 2. SMS the safety Director (Pilot number, name and ' safe message') Ph: **0492 056 109**
 3. Use of the official Bright Open WhatsApp Check in Group. (Pilot name, number and safe message)
 4. Use of a Spot/Delorme/Garmin message to the Safety director (Pilot name, number and safe message)

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.

Staff Member	Role & Description	Contact Number
Heather Mull	Competition Meet Director (Responsible for Sportive elements of the competition)	0428 993 125
Kirsten Seeto	Competition Safety Director (Responsible for Safety elements of the competition)	0492 956 109
Phil Joughin	Competition Launch Director (Responsible for all aspects associated with launches)	0434 364 813
Wally Arcidiacono	Competition Organizer (Responsible for logistical elements of the competition)	0481 283 489

Tracking

All pilots must carry a tracking device for the duration of all competition flights during the event. (This excludes any practice days prior to the 30th January) – All pilots must submit their tracking URL to the competition organizer prior to the commencement of the competition. No tracking, no competition.

No Landing Zones

All pilots must demonstrate that they have the ability to know where the 'No-Landing zones' are in the flying arena. The local club and local pilots are very strict on this matter – the club competition policy will be upheld and that is as follows:

NEVHGC policy regarding Red Zone landings as applied to participants in the Bright Open 2021.

- The BO21 competition application process will include a statement by the pilot (checkbox) that they will fly with an operating instrument which clearly shows the latest landing zone information.*
- A BO21 pilot who demonstrates at the time of a red-zone infringement that they have a working flight instrument which shows them the landing restrictions can claim an exemption from the normal club penalty (48-hour suspension) for a first time red-zone landing. They will instead be penalised by scoring zero competition points for the day of the infringement.*
- If a BO21 pilot fails to demonstrate a working flight instrument which shows them the landing zones at the time of the infringement they will not be granted that exemption and normal club penalties will apply to all red-zone landings.*
- Second BO21 infringement will result in expulsion from the competition and a 2-week suspension of NEVHGC flying privileges.*

Entry

The maximum number of pilots is 100.

All pilots will be eligible for podium placed **Overall** awards.

Other categories of recognition will be:

Fun Class – Not exceeding EN B

Sports Class – Not exceeding EN C

Serial Class – Not exceeding EN D

Women's Class - For all pilots who identify as female. (To be confirmed)

Reynold's Class – Using the Spandi-cap scoring formula (see HQ notice boards for more info)

Open Class - CCC certified gliders – (uncertified gliders may participate but will not score)

Any pilot may wish to opt out of their class to choose a class that is considered 'higher' than the class their opting out of. E.g. A pilot flying an EN-C glider may opt out of Sports Class to compete in Serial class (but not fun class)

Overall placement (all pilots) will be recognized at the event and the overall result will be submitted as final results listing (to FAI) for WPRS competition points.

Launch Access and Retrieve Transport.

Pilots are encouraged to utilize their own transport arrangements to the take-off and for retrieve. All pilots must be aware that some of the sites utilized are 4WD access only – It is not the responsibility of the competition Organization to provide 4WD transport for pilots without access to a

All vehicles should be registered with the Organization to ensure access to Launch / Goal.

Radios

Radio receivers are mandatory for all pilots.

All pilots must stay in contact with the organizer at all times during the task via the safety frequency.

Only frequencies allocated by the organizers may be used.

Competition/Safety frequency : Ch 26 - Tsq 97.4 to be confirmed at briefing.
(All pilots must stay in contact with the organizer at all times during the task through the safety frequency)

Org Staff/emergency frequency : **Ch 27 Tsq 97.4** to be confirmed at briefing.

Retrieval frequency : **CH 30 Tsq 97.4** to be confirmed at briefing.

Other available frequencies will be advised at the first briefing.

Team flying on specific radio channels is not forbidden, however, pilots must also monitor the competition channel in order to hear competition updates etc.

Take-off and Launch Procedures

Mystic:

Astroturf - Excellent condition. 6 launch slots. ENE to NW. Or light wind S with valley fed thermic activity. Launch 796m Landing 034 m. 2WD maintained track access. Launch 10 Mins from HQ.

Gundowring: (Savhill)

Mown Grass. 3 Slots. WNW to WSW. Launch 655m landing 260m. Afternoon tasking site. 4WD maintained track access. Launch is 1.5 hr drive from HQ. 4x4 access required on hill section track.

Ray's: Mown Grass. 3 Slots. SSE to SW. Launch 570m landing 312m. 2WD track access. Launch 50 Mins from HQ.

Safety issues

Temperature

If the temperature is forecasted to exceed 42°C at the location of the landing zone, then the day's flying will be cancelled.

Fire

Policy: No Paragliding operations will be undertaken on Code Red days – all pilots will remain on the grounded. Source of Rating: <https://www.cfa.vic.gov.au/warnings-restrictions/north-east-fire-district>

Tree Rescue

The organization has a dedicated Paraglider Tree rescue team available on call. The Bright Open organization will pay the tree rescue team a standby rate for the week, however each individual rescue will be paid for in full by the pilot in the tree/s. The rate of tree rescue is subjective to the situation/location of the tree rescue. The minimum tree rescue fee (by the tree rescue crew – (2 professional and qualified tree climbers)) is \$500. All pilots must agree to this at competition registration and all outstanding fees to the tree rescue crew must be paid for in full by the completion of the competition.

Medical Services

A first aid paramedic team will be present in the vicinity of flying operational areas for immediate response. This team will include a Paramedic specialized in emergency and mountain rescue. A simple First Aid Kit will accompany the competition organization and will be available to all pilots in the vicinity of launch and goal areas.

The Victoria Ambulance service can, if necessary, send a fully equipped ambulance and/or helicopter. One helicopter is available in about 35-40 min response, the CFA brigade and a private rescue team are briefed for the event. They will have fully equipped vehicles for intensive treatment (oxygen, defibrillator, medicines) and are trained for rescue in difficult areas (climbing) and have a response time of about 30-45 minutes depending on the location

Pilot report back on safety.

In cases of incidents requiring additional management, feedback via Pilot Safety Forms will be made available at HQ. Pilots are encouraged to provide safety feedback using these forms.

Scoring

Scoring program will be highcloud (highcloud.net/xc) utilizing CIVL GAP scoring formula. Scoring Parameters are as follows:

The GPS map datum is WGS 84 and coordinates in the DD.dddd format.

GAP parameters are proposed to be:

- Nominal launch: 96%
- Nominal distance: 40 km
- Minimum distance: 5 km
- Nominal goal: 30 %
- Nominal time: 105 Mins
- Score back-time in case of stopped task: 5 min
- FTV : 75%

Additions to the scoring system

Height determination

We will use GPS height to determine height

Nominal median distance (NMD)

Nominal distance and nominal goal are now obsolete and has been replaced by nominal median distance.

Kilometre leading out (KLO) points

The philosophy of KLO is to meaningfully reward pilots that are leading out.

Each day the task committee will decide whether to utilise KLO or not (on or off)

Height bonus End of Speed section (HBESS)

The philosophy of HBESS is to reward pilots that use best speed to fly rather than maximum speed to approach and cross the end of speed section (ESS).

When a pilot crosses the ESS they can be awarded bonus time depending on the height with which they cross the ESS.

Premature Start gate exit penalty

The philosophy of the premature start gate exit penalty is to allow pilots to start a Race task before the start time in the knowledge that there is a significant point penalty for doing so. See Australian Comps manual for formula to calculate an individual pilot's penalty.

Airspace

Pilots need to be familiar with the airspace boundaries around the Bright area. An airspace file will be made available to all pilots at pilot registration.

Airspace infringements will be penalised. (The fire airspace danger zone will be considered separate to standard airspace and will therefore be subject to different penalty rates – see section 16 of this document)

Penalties:

All Infringements: At 30m from the edge of airspace (both horizontal and vertical) an infringing pilot will begin to lose 2% per meter towards the airspace. At 20 metres into the airspace then the pilot will have lost 100% of their day's score.

All airspace and height will be determined using GPS altitude only.

VHF

A SAFA radio operators licence is required however it is not required that all pilots carry a VHF radio. All pilots are not permitted to enter any restricted airspace such as the Class C and D around Albury or any CTAFs around the flying arena.

Complaints and protests

Protests must be made in writing to the meet director. (Verbal protests are not considered official protests). If the provisional results are published before 10 PM, complaints must be submitted before 8:30 AM the next day. If the provisional results are published after 10 PM, complaints must be submitted before 12 PM the next day. For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results. The time of the publication of results is the time the results are posted on the results board at headquarters. The protest fee is AU\$50. It will be returned if the protest is upheld.

Additional Information:

Smoking

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

Penalties will be applied at the discretion of the meet director for infringements of the smoking rules!

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

Use of another glider

A pilot may use a glider other than that originally entered. The meet director 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 meet director has been notified. The meet director must be notified.