

Local Rules: Bright Open 2022

SAFA – AAA Sanction, FAI – Category 2
5th to 11th February 2022
Bright, Victoria. Australia.

Web Pages <https://airtribune.com/bright-open-2022/info>
Airtribune Registration link. <https://airtribune.com/bright-open-2022/info>
Scoring <http://xc.highcloud.net/xc>

Officials

<i>Competition Organizers:</i>	<i>Martin Joyce & Wally Arcidiacono</i>
<i>Meet Director:</i>	<i>Kirsten Seeto</i>
<i>Safety Director:</i>	<i>Lucy Legget</i>
<i>Launch Director:</i>	<i>Robert Arcidiacono</i>
<i>Auxiliary Staff</i>	<i>Tom Poole</i>

Program

<u>BRIGHT OPEN 2022</u> -	Saturday 5 th February to Friday 11 th February, 2022
Competition HQ –	'The Pavilion' – Pioneer Park, Bright, Victoria.
Official Registration:	Friday February 4 th – 16:00 to 21:00 – HQ.
Mandatory Safety Briefing:	Saturday 5 th February - 8:00 to 9:30 – HQ.
Contest flying days:	Saturday 5 th February ^h to Friday 11 th February
Prize-giving & Closing Ceremony:	Friday February 11 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

08:30 - Headquarters open.
08:45 - Weather brief and day's location decision.
10:00 - Transportation to take off.
11:00 - Pilots' briefing.
12:00 - Take-off window opens.
12:00-17:00 Tasking Period
17:30 - Safe landing report deadline. (TBC each day)
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.)

Pilot procedures

Launch procedures

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

During the competition, pilots must check out with the Launch Director prior to flying. Once checked out then the pilot can proceed to launch. Launch will be considered 'open' (opposed to ordered) for all pilots to launch once the launch window time is declared open. An Ordered launch will only be used when/if time/location restrictions are an issue. Pilots will be made aware of this during the pilot briefing on the hill.

When ordered 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.

The launch order for the first flyable competition day will be stipulated on day one (according to launch order rules – see Australian Comps Manual), after that every launch order will be according to the previous days result. Rules outlined in section 7 (FAI) about top 15 pilot having access to launch at all times is not applicable.

If launch is temporarily 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	5	1.5 mins	30 mins
Gundowring. 4WD	Open	3	1.5 mins	50 mins
Manny's, 4WD	Open	2	1.5 mins	75 mins

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 Launch or Safety director by phone, SMS or in person.

Re-Flights

Re-flights are allowed unless notified otherwise at the task briefing. When re-flights are allowed 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.

Top Landings

No top landings are permitted except in the case of an emergency. Pilots needing to top-land, should notify the meet director on the competition channel for permission prior to attempting any top landing.

GPS Goals

Goals will usually be unmanned cylinders or lines. No goal line will be present and pilots must use their flight instrument to confirm that goal has been achieved.

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. Speak Directly to the Safety Director
2. SMS the safety Director with pilot number, name and a home ' safe message'
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.

Pilots helping a pilot in distress

In addition to the compensation points that can be awarded as defined by the SAFA 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.

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 2022.

- *The BO22 competition registration process will include a statement by the pilot that they will fly with an operating instrument which clearly shows the latest landing zone information.*
- *A BO22 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 BO22 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 BO22 infringement will result in expulsion from the competition and a 2-week suspension of NEVHGC flying privileges.*
- *In the event of a BO22 stopped task, it is important that all pilots aim to land within a blue zone. Mass out landings in adjacent unmarked landing areas (or Red and/or Orange zones) may also be dealt with as a penalty for infringing pilots.*

Covid 19 Pandemic and Pilot Health

Bright Open Competition Organisation takes the risks and likelihood of the spread and community transmission of the Covid 19 virus very seriously. We (both the competition organisation and pilot group) do not wish to be the cause of an outbreak of the virus in the Alpine shire. It is for this reason that we demand that all pilots undertake daily self-checks on their own health regarding the symptoms of the virus (dry cough, fever tiredness). If at any point during the competition you do feel unwell with the above stated symptoms you must self-isolate, get a Covid test done and remain in isolation until your test comes back negative. (Covid tests can be either RAT or PCR tests (Bright Hospital)). This is a zero tolerance policy and the competition organisation will not tolerate any pilot (or staff member) who ignores Covid like symptoms and continues to compete and expose themselves to other pilots/staff or members of the public. The competition meet director has the power to remove and/or ban any pilot/staff member who does not comply with the competition Covid safe rules or fails to comply with the above stated rules (which are also agreed to by each pilot at pilot registration)

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

Under 35's Class – For any pilots 35.5 years or younger. (Born on/after 05/08/86)

Women's Class - For any pilots who identify as female.

Handicap's Class – Using the previous competition history handicap 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 which will be submitted as final results listing for WPRS competition points.

Eligibility to compete

Eligibility to compete:

Pilots wishing to compete in the Bright Open 2022 must hold:

1. A valid/current SAFA Membership, (including VPM)
 2. A current NEVHGC Membership
 3. SAFA PG 4 rating or higher*, Or;
 4. IPPI 4 rating or higher
- *Pilots who are not PG 4 (or IPPI 4) may apply in writing to the competition organisers for an exception..

Entry Fee

The Entry fee will be:

\$280AU per pilot.

Included:

- Safety/contact information and pilot check-in service
- Upload of turn-point's GPS coordinates and airspaces (including special airspaces).
- Scoring (within Highcloud.net/xc)
- Color map of task area.

- Free access to events and parties.
(Please note – with reduced number of participants, the overall budget is likely to be greatly reduced. Extra items (such as T-Shirt and Souvenirs) will be the first items not to be included in the competition packs)

Launch Access and Retrieve Transport.

Pilots are required 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 Organisation to provide 4WD transport for pilots without access to any site.

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

Registration

The official registration will be on Friday 4th February, 2022 - 12:00 to 20:00 at HQ, located at 'the pavilion' Pioneer Park, Bright.

Entry forms will be completed, checked and signed during the registration

Each competitor will be requested to present in person:

Proof of qualification.

- Proof of SAFA membership
- Proof of NEVHGC membership

Each competitor must sign:

- Declaration and Entry Form
- Covid Safe Declaration
- NEVHGC No Landing Zone Declaration

(Pilots are responsible for making sure they have a FAI Sporting License valid for the whole competition.)

Insurance

All Pilots **MUST** be registered financial members of Sports Aviation Federation Australia (SAFA) Membership (including Visiting Pilot Membership) as well as the North East Victoria Hang Gliding Club (NEVHGC) and provide their own third party insurance cover to 20 mil \$AU .
see <https://www.hgfa.asn.au/visiting-international-pilots> VPM is \$95AU

Ambulance/ Medical / Repatriation

The organizers require documentary proof in English of valid and adequate:

Personal Medical Insurance cover for Search & Rescue, Ambulance, local medical and International repatriation costs. (Ambulance cover is suitable for most domestic pilots)

Equipment

All flight equipment must abide by Section 7A-8 and 7A CIVL GAP Annex.

The Meet Director can request that any pilot's equipment be checked.

Pilots must make available the glider or other equipment for checking immediately upon any such request.

Gliders will be checked after a complaint. Two checking methods are possible:

- Comparison with other gliders of the same model and size.
- Measurement according to the parameters described by the manufacturer.

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.

Note only UHF Radio transmitters are permitted for use in Australia.

Only frequencies allocated by the organizers may be used.

Competition/Safety frequency : Ch 25 - 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.

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

Phone

The use of mobile telephones for landing reports and retrievals is mandatory. Australian SIM cards can be purchased locally. Check-in numbers and safety info will be printed in the Pilot Handbooks

Committees

Task committee

It will include the MD, a Local pilot and 2 pilots elected by the Pilots at first pilot briefing.

Safety committee

It will include Competition Safety Director and 3 pilots elected by the Pilots at first pilot briefing.

Protest Committee

It will include 3 elected pilots (plus one reserve) at first pilot briefing.

Take-off and Launch Procedures

Mystic:

Astroturf - 5 launch slots. NE to NW. Or light wind S with valley fed thermic activity. Launch 796m Landing 034 m. 2WD maintained track access. Launch 15 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.

Manny's: (Buckland Ridge) Mown Grass. 2 Slots. SE to SW. Launch 510m landing 250m. 4WD track access. Launch 1.0 Hours from HQ.

During the competition, the take-off areas will be reserved for the pilots, the media and identified staff personal. The public in general will be kept aside of the take-off area.

Flying days

The official flying days of the Bright Open 2022 will be each flyable/taskable day from 5th February to 11th February 2022. No days will be put aside as rest days. In the event that a flying accident results in a fatality the following day will not be flown as a mark of respect

Free flyers / Designated Wind Techs

Free flyers and/or designated non competing Wind Techs will be encouraged not to take-off within 30 minutes of the opening of the window and 10 minutes after the window closing time. Commercial tandem operations or tandems for the purpose of media are allowed to launch during the launch window with permission from the meet director. Non competing pilots must not fly within the start area prior to the start time, fly the task route, nor enter the goal field during the tasking period, except with the permission of the Meet Director.

Safety Issues - Temperature

If the temperature is forecasted to exceed 42°C at the location of the launch 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 does not have a dedicated Paraglider Tree rescue team on standby.

Pilot who end up in trees and are in need of a rescue will be given a choice.

1. To utilize one of three qualified tree rescue personnel for extraction of the pilot.
This will incur a minimum fee of \$500 for the rescue of the pilot. Additional fees may apply for the retrieval of the pilot's glider and/or equipment and all outstanding fees to the tree rescue crew must be paid for in full by the completion of the competition.
This fee must be agreed to be paid by the pilot prior to any rescue happenings.
2. Pilots may choose to utilize the SES and Police service to extract them from the tree. This service is free but 'traditionally' takes 4-5 hours more than specialized tree rescue personnel and does not include the recovery of pilot's wing and/or gear.

In the event that the organization is informed or witnesses a tree landing that renders the pilot unconscious or in grave danger of further or long term injury, then the competition organization will call the police and SES to take control of the

Medical Services

A first aid paramedic team will not be on standby but can be summoned to respond to incidents/injuries within the flying arena. A simple First Aid Kit will accompany the competition organisation 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 the local SES brigade. 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 of safety.

The competition's safety committee has the responsibility of reporting back any safety issues or concerns within the vicinity of competing pilots in the air. However, any competing pilots may choose to report to the competition safety director a level 1, 2 or 3 based on their own opinion of the flying conditions.

This report should include: The pilot's name, the pilot's location on course and the pilot's altitude accompanied with the Safety level 1, 2 or 3. (Safety Levels of 2.5 are not considered valid)

Level 1: Conditions are fine and safe for the race to continue.

Level 2: Conditions are deteriorating and at times the air is feeling unsafe.

Level 3: Conditions are not safe for the race to continue.

In cases of incidents, a competition accident/incident report must be written up by the pilot and Competition Organiser. Also an AIRS report will be submitted. For pilots wishing to provide additional feedback, Pilot feedback Safety Forms will be made available at HQ.

Scoring

Scoring program will be the Australian AirScore 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.

Penalties:

All Infringements: At 50m from the edge of airspace (both horizontal and vertical) an infringing pilot will begin to lose 2% per meter towards the airspace. At the absolute edge of 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, D and E around Albury or any CTAFs around the flying arena. Also included in the boundaries of 'No Fly Zone' are the areas of class Q around Euroa, Nagambie-Wirrate and Waranga Basin as well as Class R around Puckapunyal and Graytown. (Tasking will not intersect any areas of Q, R or Y)

Complaints and protests

Complaints 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 and/or Vaping is **strictly** prohibited on launch and in all goal and landing fields by all pilots and their crew (including retrieve drivers). Smoking and/or vaping 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.