

# Bright Paragliding Open 2006



## Local Rules and Amendments / Additions to Sections of HGFA Competition Rules

### 1. Rules

This competition will be governed by the rules as set out in the HGFA Competitions Manual - Edition 6.4 except for local rules and amendments specified below.

### 2. GAP parameters

Nominal distance - 35km, Nom. time - 1.5hr, Min' distance - 5km, Nominal goal % - 20%.

### 3. Competition days

The competition will start on the 11 Feb 2006 and end on Sat 18 Feb 2006. There will be no rest days. 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. 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.

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

1. GPS should be set to use map datum WGS84, Time offset +11:00, Position format dd.mm.ss.s
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. **GPS "Mark Enter" positions are accepted only in cases of technical issues** in this competition to verify tasks **in addition** to track logs. Acceptance of Mark Enter evidence will be wholly at the CD's discretion with the decision final and no appeal.

*If pilots wish to view their track log they can do so after all the required downloads have been made and at the discretion of the Competition Official in charge. All track logs will be published on the website at the end of the competition.*

### 6. All Pilots Present for Task Unless Informed Otherwise

1. All pilots are assumed to be present for the task at the first on hill briefing UNLESS the Launch Director is informed of their absence.

*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. Team Leaders or Team Members must inform the LD of a pilot's absence or non participation on any given day.*

### 7. Launch Window Validity

Launch	Type	Slots	Average launch time
Mystic	Ordered	4	2 minutes
Pines	Ordered	2	2 minutes
Buckland Ridge	Open	10	2 minutes
Mt Emu	Ordered	1	2 minutes

## 8. Re-Flights

1. Re flights are permitted within a radius around launch to be defined each day by the Task Advisory Committee. As a guide:

Mystic - 3km  
Pines and Buckland Ridge - 1km.  
Mt Emu - 10km

## 9. Top Landings

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

**Penalty 1<sup>st</sup> offence : 50pts , then doubling for every one after that.**

## 10. Turn Direction

1. A turn direction will be given daily which is valid within a 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. **For the second offence the penalty is 100pts then doubling for every offence after that.**

## 11. Turn points and Remote GPS Goals

1. **Start gates** - start gates will be either exit or entry, to be determined daily by the Task Advisory Committee.  
To have an entry start gate it is usual to make a radius around the first turn point, which is a suitable distance from launch. Pilots fly up to this radius and can even use the time before the start to fly to the upwind side of the first turn point. A pilot's time begins once the start gate is open and he/she enters the circle. Distance is calculated from launch. Once "entering" the start gate the pilot continues on to the turn point as usual.  
Advantages of entry start gates are that safety in the air is enhanced with pilots more spread out around the gate rather than all congregating at the one best "exit" point, and pilots do not need to be altering GPS' from the waypoint to route functions in the air.
2. **Unless otherwise stated** at the task briefing the **Turn point cylinder will have a 400m radius.**
3. Task goals may use a remote, unmanned, GPS "Virtual" Goal.. Such goals will usually use distinct physical features (such as a road intersection or sports grounds) to assist with location identification.

The **GPS goal line will be a 100m radius GPS cylinder** with the centre on the course line unless otherwise stated at the task briefing.

A pilot is deemed to have made goal when his Track Log or Mark Enter verifies that he/she has entered 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.

## 12. Use of another glider

1. A pilot may, due to technical difficulties, use a glider other than that originally entered provided that it is of similar or lesser performance. The Competition Director (CD) **must** be notified of and approve all such changes.
2. 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.

## 13. Cloud Flying (3.6.3)

1. Cloud flying is illegal under VFR/VMC Civil Aviation Regulations. It is also regarded as unsafe, & cheating and is **not permitted**.

2. Cloud flying is defined as **ANY entry into cloud whether or not an advantage is gained**. Flying up the side externally of a cloud and not being in wisps or gaining abnormal height due to differing cloud bases is not cloud flying, however care must be taken to ensure that a cloud flight does not occur in these situations. If so then point #3 below is applicable !
3. If a pilot is “sucked up” into a cloud AND employed all reasonable means (stopped thermalling or circling prior to and then used fast decent manoeuvres like Big Ears, B-Line stall, Spiral dive etc) to avoid the situation then the **pilot MUST be clearly seen to not gain an advantage from the height gained AND fly back to a position on the course where other pilots would and do see this to be the case**. The onus is on the pilot to show his honourable intentions and the use of radio to confirm with other pilots of the action taken is advised.
4. Where a pilot has flown back to a position where there was no distance and height gain advantage, but was not seen and the protest / complaint is still received by the CD then the pilot may use his GPS track log (and a barograph trace if available) to support his statement of “no advantage” before the protest committee. The protest committee should take this into account along with any other evidence presented for and against.

*For example : A pilot is sucked up with Big Ears on and “pops out” 200m above cloud base and on the down course side. He must fly around the cloud (to avoid being sucked up again) and resume his on course flight from the cloud base height or less, at a position where there was no distance advantage, all the while ensuring that other pilots see this. The most likely way to do this would be to circle down with Big Ears on and resume the on course line glide from a position where other pilots would have glided from had they not entered cloud. The pilot may use his GPS track log to evidence this later on.*

5. A pilot can be penalised for cloud flying if :
  - a) The CD receives a declaration from at least three competitors who have witnessed the cheating and who register a protest.
  - b) The CD or any other Competition Official makes a statement to that effect that is corroborated by at least 1 other competitor.
  - c) The appeal against the penalty is dismissed.
6. **Penalties :**     **First Offence : Zero day score.**  
                           **Second Offence: Expelled from Competition !**

#### 14. 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
4. **Penalties : After 2 Cautions/Warnings the pilot is then on notice.**  
                           **- 3<sup>rd</sup> offence : 50 pts and then doubling for each offence after that.**

#### 15. Stopping the Task (3.11)

1. The task can be stopped at any time by the CD for reasons noted in section 3.11 of the Competition Rules AND is scored as a valid day provided that the task was a Race start.
2. The Pilot Safety Committee and other pilots shall inform the CD of their concerns to assist his 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.
4. For scoring purposes the stop time used will be **30 minutes** before the time the CD officially stops the task. This is to prevent any unfair advantage members of the Safety committee may gain by knowing that there is a high chance of the task being stopped.

5. For the task to score there is NO requirement for a pilot to have made goal or flown a certain distance other than the validity factors that the scoring program usually applies.

#### 16. Last Task Time

1. In certain circumstances the task may have a "Last Task Time" noted. This time is the last time that will be scored for position on the course or at goal.
2. The last task time would be 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 beyond the published time.

#### 17. Post Task Check Back

1. Pilots must check back to HQ within the time period stated on the Day Task Board.
2. In the event of a delayed retrieve where it would be impossible to arrive at HQ in time, pilots must phone through their landing details or have another pilot or team member do the same.
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 a good excuse wholly at the discretion of the CD.

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.

#### 18. Total Fire Ban

Total Fire Ban (TFB) can be imposed on Mystic making it unavailable for launching. We are notified at 6:00pm the previous day if TFB is to be declared the following day. A radio briefing will be made on UHF24 at 7:00pm each evening to advise if TFB has been declared and to advise of a briefing time of 8:20am the next day. Corryong is available as a backup site in case of TFB and will require some organisation if it is to be used.

#### 19. Danger Areas

In the interests of pilot safety some areas will be designated as danger areas. Pilots who fly through the area do so at a VERY HIGH RISK rather than the usual high risk. *This will include Mt Buffalo, Feathertop, Mt Hotham, Mt Porepunkah and Tawonga Pass areas.*

#### 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. If you must smoke then please do this only inside the confines of your car.

#### 21. Team scoring

Bonuses allowed, they can accumulate:

<b>Anyone</b>	Born of earth and flies a paraglider obsessively	1.00
<b>Intermediate</b>	Less than 100 hours and flies a DHV 2 or less glider.	1.00
<b>Female</b>	Absence of Y chromosome and ability to look at small details.	0.20
<b>FOB</b>	50 or more but still able to have fun without Viagra.	0.20

#### 22. The Local Rules take precedence over any other Rules.

1. 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.