



Australian  
National Gliding  
Championships

# **COMPETITION RULES**

**Version  
1.8.1**

**September  
2010**



# GLIDING FEDERATION OF AUSTRALIA

## National Championships Competition Rules

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### **Preamble**

The Australian National Championships may involve one or more of three forms of tasking:

Assigned Speed Tasking (AST);  
Assigned Area Tasking (AAT);  
RUN Tasking

The form of competition for each National Championships will be determined by the NCC which will be guided by any decision made at the Pilot's Meeting at the immediately preceding National Championships. The applicable Rules will then be the Common Rules plus relevant Tasking Sections.

These Rules do not change the responsibility of pilots to operate in accordance with the GFA Manual of Standard Procedures and all applicable laws and regulations.

Pilots are required to conduct themselves in a manner that will not bring disrepute on the organisers, the hosting club or the GFA.



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# GLIDING FEDERATION OF AUSTRALIA

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### Common Rules

#### A. General Rules

##### Authority

- 1.1 The Australian National Championships will be organised on behalf of the Gliding Federation of Australia (GFA) by a nominated Regional Association, Club or organising team, and will be held annually.
- 1.2 "Organisers" means the Contest Director and Officials representing the GFA appointed to organise the Championships. The GFA Sports Committee through the National Competition Committee (NCC) will approve the proposed Contest Director in writing. The Contest Director is ineligible to fly in The Competition.
- 1.3 The Organisers will appoint a Safety Officer who must be approved in writing by the RTO/Ops in the nominated Region. The Safety Officer is ineligible to fly in The Competition.
- 1.4 The Contest Director will have control over the operation of the competition and the administration of the rules, subject only to the Safety Officer having an overriding authority in matters of operational safety.
- 1.5 The Organisers must not suspend, ignore, add to or modify any of these Rules except where these Rules are modified by approved Local Rules.
- 1.6 **The GFA Sports Committee through the National Competition Committee (NCC) retains the authority and right to exercise these rules in their totality post competition if a breach of any of these rules during the competition is found subsequent to the completion of the competition. Pilot's rights of appeal and protest as defined in these rules are preserved.**

##### Local Rules and Entry Forms

- 2.1 The Organisers will prepare and submit the Local Rules, the Budget and the Entry Form to the NCC for approval. The Local Rules will state the version of the General Rules which will apply.
- 2.2 These rules may be modified by the publication of Local Rules for the conduct of any National Championships that is authorised by the GFA Sports Committee and the NCC.

##### Championship Dates and Venue

- 3.1 The Organisers will publish in *Soaring Australia* and on the GFA web site the dates, venue and contact for information.

##### Official Practice Period

- 4.1 One or two practice days may be scheduled at the discretion of the Organisers.

##### Competition Period

- 5.1 The Multi-Class and Club Class National Championships will be held over a period of two weeks including weekends. The minimum number of scheduled competition days will be 10.
- 5.2 The Junior National Championships will be held over a period of one week including weekends. The minimum number of scheduled competition days will be 7.
- 5.3 The Organisers will select the start date on the advice of the NCC. Unless otherwise agreed with the NCC, in a two-week contest the first scheduled contest day will be a Tuesday, and the last scheduled day the Friday of the following week. In a one-week contest the first scheduled contest day will be a Sunday. The competition timetable will be specified in the Local Rules.

##### Availability of Rules and Entry Forms

- 6.1 The Organisers will place a copy of the Competition Rules and Local Rules on the GFA Web Site or a Competition website in a form suitable for download. Pilots may request a copy of the rules on paper, diskette, or by e-mail from the Organisers. A cost may be incurred for paper and or diskette copies.



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### Championship Classes

- 7.1 The Multi-Class National Championships may consist of:  
Open Class  
18 Metre Class  
15 Metre Class  
Standard Class

Where there are insufficient entries in one or more classes to form a separate class, those pilots must compete in another class for which their glider is eligible.

- 7.2 The Club Class National Championships will consist of:  
Club Class  
Sports Class
- 7.3 The Junior National Championship will be a single class competition.
- 7.4 Each class will be a handicap competition.
- 7.5 When a two-seat glider is flown dual, there must be a nominated pilot in command who must compete in that glider on every competition day in order to be eligible to win the Championship.
- 7.6 Two-seat gliders flown by a number of different pilots may be also entered by a group or club, but will not be eligible to win the Championship.
- 7.7 Motor gliders and power assisted gliders are permitted to enter the competition subject to the operational conditions specified in Rule 23.
- 7.8 Wing panels and winglets may be changed during the competition period provided that:  
the wing panel or winglet is type approved.  
the resulting configuration does not result in an improvement in handicap.
- 7.9 The maximum number of entries in any class will be 40. Where more than 40 entries are received, the organisers must accept these in order of receipt. The organisers may accept a reallocation of entries between the classes where pilots agree to facilitate a change.

### Class Criteria

- 8.1 Multi-Class
- 8.1.1 Open Class includes any glider.
- 8.1.2 In all other classes, entries are restricted to those gliders which meet the criteria for that class specified in Section 3 Chapter 7 of the FAI Sporting Code:
- 8.1.2.1 18 Metre Class includes any glider with a maximum wingspan of 18.000 metres.
- 8.1.2.2 15 Metre Class includes any glider with a maximum wingspan of 15.000 metres
- 8.1.2.3 Standard Class includes any glider with a maximum wingspan of 15.000 metres. Any method of changing the wing profile except by normal use of ailerons is prohibited; lift increasing devices are also prohibited, even if unusable.
- 8.1.3 Wingspan will be measured as the maximum distance between the two planes tangent to the wingtips and parallel to the glider plane of symmetry, with the glider positioned horizontally on the ground and the ballast tanks empty.
- 8.1.4 Gliders which exceed the wingspan for a class will be accepted into that class in unmodified form if that glider type has previously been accepted into the same class at a World Championship.
- 8.1.5 The maximum allowable weight in any class is the lesser of:  
the weight recorded in that glider's Certificate of Airworthiness ( C of A ),  
the reference weight for that glider's type in the handicap list  
850kg.
- 8.1.6 The glider may be loaded with jettisonable ballast to achieve the maximum allowable weight.

- 8.2 Club and Sports Class



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- 8.2.1 Club Class includes any single seat or two seat glider that is eligible to fly in World Club Class competitions at the time of the contest. A list of eligible gliders may be found on the GFA Website and will be provided by the organisers on request.
- 8.2.2 Sports Class includes any single seat or two seat glider. Unless stated otherwise, rules applying to Club Class will also apply to Sports Class.
- 8.3 Junior Championships
- 8.3.1 Junior Class may follow either Club Class, Sports Class or 15 Metre Class eligibility rules. This may be specified in Local Rules or decided before the start of the contest.

### **Champions and Eligibility**

- 9.1 Up to four champions may be declared at the end of the Multi-Class championships:  
Australian Open Class Champion  
Australian 18 Metre Class Champion  
Australian 15 Metre Class Champion  
Australian Standard Class Champion
- Australian Championships will be awarded on the basis of handicapped scores as defined in these rules. In the Multi-Class National Championships, trophies or prizes based on unhandicapped (scratch) results may be awarded at the discretion of the organisers.
- 9.2 Two champions may be declared at the end of the Club Class championships:
- Australian Club Class Champion
  - Australian Sports Class Champion
- 9.3 A Junior champion may be declared at the end of the Junior championships.
- 9.4 Each class shall be considered separately for the purpose of tasking and scoring, however the organisers may combine classes where insufficient entries are received.
- 9.5 There will be one Champion declared from each Class provided that:  
at least four contest days as defined by the scoring formula have been flown, or 3 in the case of a contest scheduled for 8 days or less;  
at least eight gliders are registered as competing in the class; and  
at least six of the registered gliders in that class achieve a score of at least 20% of the winner's score at the end of the competition.
- If less than four contest days are flown, or 3 if the contest is scheduled for 8 days or less, Class Champions will not be declared. However, the Organisers may declare class winners without the award of GFA trophies.
- 9.6 The title of Class Champion will be awarded to the pilot who:  
has not taken any lay days and is not a pair pilot,  
has the highest aggregate score at the end of the Championship,  
is an Australian citizen or permanent resident of Australia  
has flown at least 4 contest days, or 3 in the case of a contest scheduled for 8 days or less.
- 9.7 Foreign pilots:  
may enter provided that all Australian pilots eligible for entry and applying by the due date are accepted and the total number does not exceed the number specified in the Local Rules  
will count as competitors for the purposes of Rule 9.5.
- 9.8 Pilot pairs may enter, provided that:  
they will not be eligible to be Champion or for other podium places  
the pair is scored as a team and not individually and is regarded as a single entry for scoring purposes.

### **Committees, Mentors and Stewards**

- 10.1 The Task Setting Committee will consist of:  
one experienced pilot who has knowledge of the local area, who will be the Chief Tasksetter  
one pilot representative from each competing class who will be chosen daily by the Organisers, and  
the Contest Director.
- 10.2 At the initial briefing three pilots will be elected by pilot only vote as a Pilot Safety Committee (PSC).



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- 10.3 The Organisers will invite experienced Nationals pilots to act as Mentors for lower experienced pilots. Mentors may provide one to one counselling and airmanship advice. The list of Mentors will be placed on the public notice board and mentors may be approached either directly or have pilots referred to them by the Organisers.
- 10.4 The NCC will appoint one or more Stewards for the event. The Steward/s will be NCC members, senior competition pilots or other appropriately qualified persons. The Steward(s) will be available to both pilots and Organisers for advice on the Rules and the conduct of the competition. Stewards must withdraw from any matter where there is a conflict of interest. Stewards may attend Penalty and Protest Committee meetings but may only advise.
- 10.5 The Steward has the authority to suspend the competition in extreme cases where the contest is not being conducted according to these rules. The Steward will refer the situation to the Chairman of the Sports Committee, and/or the Chairman of the NCC or an officer of the GFA Executive for further action.
- 10.6 The Penalties Committee consists of the Contest Director and one pilot from each class, elected by pilot vote. Pilot representatives may not be on both the Penalties and Protest Committees. If there is only one class, the Scorer will act in place of the pilot representative. The pilot from the same class as the pilot who may be penalised must not participate in the meeting.
- 10.7 The Protest Committee consists of the Contest Director and two pilots elected by a vote of all competing pilots. The pilot representatives may not be on both the Penalties and Protest Committees.

### Setup Requirements

- 11.1 A minimum of nine start points will be provided. The start points will be divided into groups by geographic area such that the number of groups is approximately equal to the number in each group. Start points will be a minimum of 5km apart.
- 11.2 The finish zone will:
  - be delineated by a circle of radius no less than **1,500** metres centred on a point within the airfield boundary.
  - where possible, enclose all runways or sufficient length of the runways intended for landing on any given competition day.
  - be centred as close as possible to the physical centre of the airfield and/or the longest runway.
- 11.3 The Organisers will specify in the Local Rules mandatory radio frequencies for launch, safety (gagging), finish, and for general chatter, and any other available frequencies.

### Defined Competition Area and Waypoints

- 12.1 **The Organisers will define a geographic Competition Area for the competition. All start points and the finish circle will be defined within this area. Copies of this area will be provided to all competitors in both a hard and soft copy prior to the commencement of the competition. The Organisers may provide the geographic Competition Area in data formats suitable for uploading to FDR's and PDA's. Penalties for exceeding the vertical and horizontal limits of this area are as defined in Rule 39.1 H & 39.2 H.**
- 12.2 The Organisers will provide a list of all valid waypoints for the competition, including all start points and the finish circle. Co-ordinates will be stated in Latitude and Longitude using the WGS84 Datum.
- 12.3 Start points do not need to correspond to visually identifiable features.
- 12.4 Waypoints will correspond as closely as is practical to a visually identifiable feature. However, it is the published co-ordinates that define the waypoint, not the physical feature.
- 12.5 The official list of waypoints will be provided in hard copy to pilots at the time of registration.
- 12.6 The Scorer may provide the list of waypoints in data formats suitable for uploading to FDR's, and may at his/her discretion assist pilots to upload these into their FDRs, however the hard copy list remains the official list.
- 12.7 The pilot is in all cases responsible for the accuracy of the data uploaded to their FDR.
- 12.8 Task Distances (except on AAT Tasks) are measured to and from the published waypoint co-ordinates.



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### B. Entrance Requirements

#### **Pilot Qualifications**

- 13.1 In the Multi-Class and Club Class National Championships, every pilot in command must have, at the time of starting the contest:  
At least 100 hours solo in gliders.  
Silver C plus at least one 300km flight.  
At least two entries in either a National, State or NCC approved Regional Competition (in which at least ten gliders compete)  
Knowledge of GFA MOSP in regard to the Rules of the Air.  
Current flying practice in competition and/or cross-country gliding as defined by the GFA  
Current membership of GFA,  
Current FAI Competition Licence,  
Annual check flight within the previous 12 months.
- 13.2 In the Junior National Championships, every pilot in command must have, at the time of starting the contest:
- An age of 25 years or less at the start of the competition.
  - At least 50 hours solo in gliders
  - A "C" certificate
  - Knowledge of GFA MOSP in regard to Rules of the Air.
  - Current flying practice in competition and/or cross-country gliding as defined by the GFA.
  - Current membership of GFA,
  - Current FAI Competition Licence,
  - Annual check flight within the previous 12 months.
  - If flying in their first or second competition (either National or Regional) a statement signed by the CFI of their club stating that in his/her opinion the pilot is competent to fly at these Championships.
- 13.3 The Organisers may require an entrant to present documented evidence that the qualification standards are met. Entrants who do not meet the specific qualifications listed above but have significant gliding experience may be accepted at the discretion of the Contest Director.
- 13.4 The GFA Sports Committee has established a National Pilot Seeding List, a copy of which is published from time to time on the GFA website. At the nominated closing date of entry, pilot entries will be accepted in order of the current version of this seeding list. Where the number of seeded pilots applying for entry to the competition is less than the number of places available then the Organisers may subsequently accept entries in order of application.

#### **Glider Requirements**

- 14.1 Each glider entered must have:  
Documented evidence that it can be legally flown in Australia - either an Australian Certificate of Airworthiness or Permit to Fly (which must include approval to compete in competitions) as evidenced by a current GFA Maintenance Release, or equivalent overseas documentation.  
Third Party Insurance cover for competitive flying which includes the GFA General Competition Endorsement or equivalent cover for Competition Officials.  
Any additional insurance as specified in the Local Rules.  
Competition identification painted or pasted in a contrasting colour on each side of the fuselage or rudder and under either wing in symbols of the largest reasonable size.
- 14.2 The Organisers may scrutinise any glider at any time during the competition for compliance with the rules.

#### **Mandatory Equipment**

- 15.1 A parachute which must be worn in flight.
- 15.2 A Flight Data Recorder (FDR) of an approved type must be carried on each competition flight.
- 15.2.1 Approved FDRs are:  
An FDR of a type approved by the International Gliding Commission (IGC) prior to the start of the competition period.  
An FDR not approved by IGC which is capable of similar functions to approved FDR's and which is acceptable to the scorer. These include Borgelt "Joey", Flarm, and EW "D" type Flight Recorders.



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A commercial GPS recorder (Garmin or similar) that also records pressure altitude. Pilots using these devices as primary verification on one day, or as backups on more than one day, will not be eligible for Class Championship.

- 15.2.2 Even where the FDR is of an approved type, the Scorer may reject the device if it is faulty, damaged, unreliable or where there is a suspicion of unauthorised modifications.
- 15.3 A radio must be carried which is capable of transmitting and receiving on all frequencies specified in the Local Rules.
- 15.4 A functioning Flarm device operating on the Australian standard Flarm frequency
- 15.5 For motor gliders only, a device approved by the Organisers which records engine use (which may include seals which break when the motor is deployed) must be fitted, and must be verified after each flight. It is strongly recommended that the primary FDR be used for this purpose. Note that some Flight Recorders (including Flarm) do not record engine run data. For the purpose of clarity, sealing the engine compartment, to the satisfaction of the organisers, is accepted as a valid means of recording engine use.
- 15.6 At least one functioning audio variometer must be fitted.
- 15.7 At least 1 litre of drinking water must be carried and be accessible during flight.
- 15.8 Pilots will not be penalised for accidental failure of mandatory equipment during a flight.
- 15.9 Mandatory equipment including Flight Recorders must be carried, switched on and operating during any flight on a contest day including aerotow retrieves.
- 15.10 In case of a general failure of the Flarm system, a contest day may still be flown subject to a majority vote of pilots at briefing.

### Other Equipment

- 16.1 Oxygen equipment may be used **and is strongly recommended. Pilots are reminded of the requirements of Civil Aviation Orders Part 20, Section 20.4, PROVISION AND USE OF OXYGEN AND PROTECTIVE BREATHING EQUIPMENT.**
- 16.2 Maps - Aeronautical maps as specified in the Local Rules to cover the proposed competition areas.
- 16.3 It is strongly recommended that the following equipment be carried in the aircraft:  
a backup FDR meeting the criteria described in 15.2  
a survival kit, including extra drinking water  
an ELT beacon
- 16.4 All cockpit equipment must be securely fixed such that monitoring and/or operation of it does not compromise lookout.

### Entry

- 17.1 Entry must be made on the Official Entry Form. The entry form may be online. If an online entry is made, signatures as specified below must be provided at the time of registration.
- 17.2 As a condition of entry, all entrants must agree to abide by the Competition Rules and must sign a declaration to this effect on the Official Entry Form or at the time of registration. In addition, pilots must agree to be bound by the GFA's anti-doping policy and must sign the necessary agreement at the time of registration.
- 17.3 Pilots are responsible for their crews and may be penalised for breaches of these rules committed by their crews.
- 17.4 As a condition of entry, all entrants must agree to waive all claims against the GFA or its agents in the event of any injury to any person or damage to any aircraft, equipment or property whatsoever and must sign an indemnity to this effect on the Official Entry Form or at the time of registration.
- 17.5 **As a condition of entry, at registration all entrants must agree to sign a form which will include the following declaration:**

**"I agree as Pilot In Command to take personal responsibility for flying in accordance with the GFA MOSP and all applicable regulations".**



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### **Registration**

- 18.1 All competing pilots must report to the Organisers' office at a time and date to be advised in the Local Rules and provide documented proof that they and their glider comply with the entrance requirements.

### **Lay Days**

- 19.1 **Pilots may schedule Lay Days.**
- 19.2 On a Lay Day the pilot will be given a score of Zero.

## **C. Operational Rules**

### **Flying Control**

- 20.1 The Organisers, through the Contest Director, will make all rules and issue directions concerning control of operations, safety, launching arrangements and other operational aspects.
- 20.2 For the duration of the Competition and Practice Period, all operations will be controlled by the Contest Director, or delegate. This includes activities such as local flying and tug movements for retrieves.
- 20.3 All communications with Airspace Authorities for clearance, etc, will be made through the Contest Director. Pilots may not request individual clearances except in the case of emergency or legally required situations.
- 20.4 Failure to observe instructions from the above authorities will be penalised.
- 20.5 The Contest Director may cancel the day for a class or classes at any time, for reasons of safety or because weather or other factors create a situation where a fair competition cannot be held.
- 20.6 Pilots will not incur penalties if they deviate from operational rules and directions of the Organisers in order to comply with their legal responsibilities as pilots, or to ensure the safety of themselves or others.

### **Flying Safety**

- 21.1 Within five kilometres of the airfield and all start points the direction of turn will be to the right unless otherwise specified in the Local Rules or at briefing.
- 21.2 The Pilot Safety Committee (PSC) will be available to hear complaints by pilots relating to safety and flying standards during the competition and will liaise with the Competition Safety Officer.
- 21.3 The PSC should where possible handle complaints without the involvement of the Organisers. The PSC acts in an advisory capacity only and may not impose penalties.

### **Task Setting**

- 22.1 When AST tasks are set, the Task Setting Committee must set an A and B task for each class. The A and B task distances will differ by at least 20%.
- 22.2 Tasks must not be set over terrain that is unlandable over large areas, such that lower performance gliders would be placed at a disadvantage.
- 22.3 Task Types may be chosen from any two or more of the types specified in the authorised attachments to these Rules provided that the chosen task type:  
is authorised by NCC for the contest and  
is published in the Local Rules
- 22.4 Each class shall be considered separately for the purpose of tasking and scoring, however the organisers may combine classes where insufficient entries are received. The start gate for each class must not be opened at the same time except where those classes have been combined due to insufficient entries.
- 22.5 The organisers must set tasks that are consistent with GFA Nationals Task Setting Guidelines.



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### Briefing

- 23.1 All competing pilots and crews must attend the initial competition and safety briefing at a date, time and venue specified in the Local Rules. Pilots arriving after the initial briefing must be individually briefed before flying on their first competition day.
- 23.2 All pilots must attend the daily briefing, at a time specified in the Local Rules or as otherwise announced by the Organisers.

### Medical Fitness

- 24.1 If the medical fitness of any pilot is in doubt, the Contest Director may seek the opinion of a qualified medical practitioner.
- 24.2 The Contest Director may forbid a medically unfit pilot to fly. If the condition is regarded as temporary, the day will be considered a lay day for the purpose of scoring, regardless of the time that the decision is made.

### Ballast & Weight Limits

- 25.1 The Organisers may weigh any of the competing gliders on any day.
  - 25.2 A competitor may request the weighing of any competing glider in the same class. The Organisers will decide whether the glider will be weighed.
  - 25.3 Any pilot whose glider is found to exceed the allowable weight after leaving the tiedown area (including 2% allowance for outdoor weighing) will be penalised. **Where practical, gliders will be weighed facing into wind.** If a mainwheel reference weight has been established at the start of the contest, that weight **may** be used to determine whether penalties should apply under this rule. **The pilot may request a full weighing before penalties are applied. The full weighing must be conducted either indoors or facing into wind, at the discretion of the competition organisers and will then be the weight used to determine if penalties are to be applied.** The glider weight must then be reduced to the authorised weight before it will be launched.
  - 25.4 Ballast or additional equipment may not be added to glider after it has arrived at the launch grid or after it has been weighed unless the additional equipment was included in the original weighing.
  - 25.5 Club and Sports Class **and Junior Class** may use fixed ballast only to the extent necessary to bring the glider's flying weight up to the reference weight as stated in the applicable handicap list. The following rules apply to the carriage of ballast in these classes:
    - 25.5.1 Non-jettisonable ballast may be carried in the cockpit and/or fuselage provided that the total load does not exceed the placard and Certificate of Airworthiness requirements of the particular aircraft, or the reference weight specified in the handicap list.
    - 25.5.2 Water ballast may be used in place of fixed ballast, but only to bring the total weight of the glider up to the maximum that would be permitted if fixed ballast were used. If water ballast is used, it must be loaded at the start of the contest and the dump valve sealed in a manner that will allow the water to be dumped in an emergency or an outlanding, but will clearly allow the organisers to know it has been dumped.
- If the pilot claims a finish but it is found that ballast has been dumped during the flight, then the flight will be scored as an outlanding at the distance flown.

### Launching

- 26.1 The order of launching on each competition day will be chosen by the organisers, and cycled to ensure that all competitors are at some time launched from near the front of their class.
- 26.2 Launching will usually be by aerotow or self-launch. The Organisers may vary the launch height to provide a fair opportunity to all competitors. Where operational arrangements are suitable, and with the approval of the RTO/Ops, winch launching may be offered but only as an alternative to aerotow or self-launch.
- 26.3 Pilots requiring relights must go to the end of the class currently being launched or follow other procedures outlined at briefing for the day.
- 26.4 Pilots will be relaunched in order of advising the Operations Director that they are ready to launch.
- 26.5 Pilots are permitted three launches per day (excluding aerotow retrieves).
- 26.6 Failure to launch as directed will be counted as one of the pilot's permitted launches on the day.



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### Motor Gliders

- 27.1 Motor gliders may self-launch from a position and order agreed with the Operations Director.
- 27.2 During self-launching motor gliders must operate as directed by the Operations Director and must shut down their motors at the aerotow release height.
- 27.3 A motor glider which did not use its motor to launch may operate the motor for testing purposes as required by their flight manual prior to starting but must not use this to gain height or other advantage.
- 27.4 Motor gliders may self-retrieve after an outlanding.
- 27.5 If the motor is started in flight after the pilot has started the task, the pilot will be scored as having outlanded at the point at which the motor was started.

### Start Procedure

- 28.1 On each day, a pilot will be allocated multiple start points, one start point chosen from each group, unless otherwise specified in the Local Rules. The allocation will be random. The allocation will be given privately to each pilot. The Scorer will not make the start allocations public.
- 28.2 The Start Zone is a minimum 1km radius circle around each start point. The radius for the contest will be stated in the local rules.
- 28.3 The start gate will be opened at a time determined by the Contest Director, **such that all competing gliders in that class have been given reasonable and sufficient time to climb to an equitable start height for that day and** between 15 and 40 minutes after the last launch in the class. The time will be announced on all relevant radio frequencies.
- 28.4 Pilots must start by exiting one of their allocated start zones after the start gate has been opened. The start time will be the time at which the glider exits the start zone.
- 28.5 Pilots who do not make a start from any of their allocated start points but start from another start point will be given the time of that start with a minimum 150 pt penalty.
- 28.6 Pilots who fail to visit any start point will be given zero points for the day **unless the FDR shows at least one data point less than 0.50km from the allocated start point zone. In this case the start time will be the time of that data point and a penalty of 150 points will be deducted from the pilot's score for that day.**
- 28.7 Pilots may make as many starts as they wish. The start used for scoring will be the one that results in the best score for the day.
- 28.8 The Contest Director may close the Start Gate provided that at least 30 minutes warning is given. The time will be announced on the launch and gaggle radio frequencies. Pilots making their first start after this time will be given the gate closing time as a start time.
- 28.9 Pilots who outland before they have made a start may relaunch. If the glider lands after starting the task, it may not restart.
- 28.10 The organisers may specify a speed **and/or height** limit for the pre-start period. Penalties may be applied where pilots exceed the limit for more than 20 seconds without valid operational reasons.

### Controlled Airspace

- 29.1 Controlled Airspace regulations must be observed. Clearances obtained by the Organisers will be advised to pilots through the Local Rules or at briefing.
- 29.2 Breaches of airspace regulations during a competition flight will be penalised as defined in Rule 39.2 F. Breaches which occur outside the competition flight, or outside the competitive part of the competition flight (for example during an aerotow retrieve, or before starting), may be penalised under rule 39.1 D if in the opinion of the Penalties Committee the breach was the fault of the glider pilot.
- 29.3 The organisers will use the QNH setting determined by the airfield altitude AMSL (from ERSA if available) at takeoff time to determine airspace infringements. This value will not be varied during the task.
- 29.4 FDRs and barographs will be used to determine breaches of airspace or other operational requirements, within the limits of their accuracy. In circumstances where an airspace violation is possible and there is no FDR record to demonstrate that it did not occur, the flight will be scored as if the violation occurred. The Penalties Committee may vary this if evidence is presented which demonstrates that no violation occurred.



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### Cloud Flying

- 30.1 Cloud flying is prohibited. Infractions will be penalised **as defined in Rule 39.1 C**. FDRs and barographs may be used to determine breaches of this rule. Instruments or displays which aid cloud flying are prohibited, and must be removed or disabled to the satisfaction of the Organisers.

### Radio

*The intent of the rules relating to radio use and procedure is to restrict voice communications to specific VHF frequencies which are publicly known, in the interests of safety and to encourage individual competition. Nothing in these rules should be read as restricting a pilot from taking any steps to establish communication in the event of an emergency or to conduct legally required operational communication.*

- 31.1 Pilots may use any of the frequencies provided however they must use only the mandatory frequencies for the purposes stated by the Organisers.
- 31.2 Pilots must adhere to the rules for radio use defined in the Local Rules or at briefing.
- 31.3 At any time when in company with other gliders, pilots must switch to and remain on the safety (gaggle) frequency.
- 31.4 When approximately 10 km from the finish, pilots must switch to and remain on the finish frequency until landing and reaching the tiedown area, or follow local rules or directions given at briefing.
- 31.5 All voice communications are to be clearly stated. The use of codes, abbreviations or language not generally understood by officials or competitors is not permitted.
- 31.6 The use of other forms of voice communication during flight, including but not limited to mobile phones, CB or HF radios, or any VHF frequency not allocated by the Organisers, is prohibited.
- 31.7 Intentional blocking of communication on any frequency is prohibited.
- 31.8 Breaches of radio procedure will be penalised. Breaches of Rules 31.1, 31.2, 31.6 or 31.7 will be considered cheating.

### Team Flying

- 32.1 In the Multi-Class, Club Class, Sports Class, and Junior National Championships, the whole of Rule 32 is included.
- 32.2 Team flying is not permitted in national competition.
- 32.3 Team flying is defined as:  
*Deliberate, pre-arranged, systematic communication, **pre-arranged or pre-planned co-operative flying** between two or more pilots for the purpose of improving the performance of **any** pilot involved.*
- 32.4 Team flying does not include:
- 32.4.1 Coaching/mentoring arrangements where an experienced pilot leads or guides another less experienced pilot with the intent of only improving the performance of the less experienced pilot. Such pairings must be declared in advance to the Contest Director who may veto them if it appears that the relative skills and experience of the pair are too close (and are thus a de facto team).
- 32.4.2 Random gaggles, where pilots follow or join thermals shown by others.
- 32.4.3 Casual, short term meetings with other pilots where the pilots help one another through difficult conditions.
- 32.5 The decision as to whether pilots are team flying is made by the Penalties Committee based on evidence actually observed or from reports from other pilots.
- 32.6 Where the Penalties Committee first determines that team flying has occurred, they will advise each pilot involved in writing of the decision and the type of activity that led to this decision. This will count as the first occasion for each pilot. The warning will be placed on the score sheet for the day in question.
- 32.7 If any of the pilots are involved in team flying on subsequent occasions during the competition, then these will count as further breaches and the penalty will apply.
- 32.8 Any penalty applied for team flying will be in addition to any other penalties applied, for example a penalty incurred for using an unapproved radio frequency.



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- 32.9 If the first occasion of team flying occurs on the last competition day, the Penalties Committee may treat this as the second occasion for the purpose of penalties.
- 32.10 Penalty:
- Penalty points =  $(n - 1) \times 100$ , where  $n$  = the number of occasions that the competition director has deemed the activity to be team flying. Except that on the last competition day, if this is the first occurrence then the competition director can determine  $n=2$ .

### **Finish procedure**

- 33.1 A glider having entered the finish zone must land without delay in a safe manner. Once on the ground, taxiing must be in the landing direction unless otherwise advised by the Contest Director and/or Safety Officer.
- 33.2 A glider will be deemed to have finished if it successfully completes the course, and enters the finish zone. A glider which lands off the airfield after having entered the finish zone will be scored as a finisher. A finishing pilot may not elect to declare an outlanding.
- 33.3 A pilot is permitted one finish per day.
- 33.4 The Organisers must not set a minimum finishing height.
- 33.5 The Organisers may issue guidelines and recommendations as to the behaviour of pilots within the finish zone, including preferred circuit procedure and landing direction. Pilots will not be penalised for failing to follow these, unless their behaviour is unsafe.
- 33.6 A pilot may choose to land straight ahead after finishing but must do so in a safe manner.
- 33.7 At least one and preferably two Safety Observers will observe gliders finishing. The observer(s) will be the Safety Officer and/or delegate(s).
- 33.8 The Observer(s) will make a subjective decision as to the question of safety within the finish zone. The Observer(s) may issue a warning or a technical penalty, or may refer more serious matters to the Penalties Committee.
- 33.9 The minimum penalty for a breach of safety at the finish will be 20 points. Where the penalty is less than 100 points it will be considered a technical penalty.

### **Outlanding**

- 34.1 In the event of FDR failure, a Landing certificate confirming the position of outlanding must be signed by an independent witness, a member of the retrieve crew or the tug-pilot.
- 34.2 All pilots landing out must notify the Organisers of their place and time of landing as soon as is practicable.
- 34.3 Crew who establish the outlanding position of the glider by radio or mobile phone must inform the Organisers before leaving the airfield, or if already away from the airfield, as soon as possible.
- 34.4 Pilots who outland or abandon the task will be scored to the point on the flight that results in the best score.

### **External Aid To Competing Pilots**

- 35.1 Leading, helping, or guiding from any non-competing aircraft or glider competing in another class during the course of a flight is prohibited **and will result in the offending pilot/s being disqualified from the competition.**

### **Verification**

- 36.1 Verification will be carried out using the data downloaded from the primary FDR, except where the primary FDR fails during flight, in which case data from a backup FDR may be used.
- 36.2 Pilots are responsible for downloading their own data and delivering it to the Scorer. In addition:
- 36.2.1 The data must be delivered within one hour of landing on the airfield, or as soon as possible after returning from an outlanding.
- 36.2.2 The data must be transmitted to the scorer as specified in local rules or at briefing.
- 36.2.3 The organisers may provide equipment, software and assistance to pilots, however it remains the pilot's responsibility to deliver valid data to the scorer.



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- 36.2.4 The data downloaded from an FDR may be used by the Organisers to verify and score the flight, to detect infringements of the rules and/or to investigate incidents or accidents. The data may also be used by the Organisers for publicity or public display. Unless otherwise requested by the pilot, the data may be placed on the competition website. The data remains the property of the pilot.
- 36.3 Evidence from the FDR will be the only means of verification of the flight.
- 36.4 Except in the case of AAT areas (where a minimum of one point in the area is required), a glider will be considered to have crossed a verification boundary line if there are two successive data points on either side of the line.
- 36.5 A glider which fails to enter the **observation** zone at a waypoint **by more than 0.50km** will be scored as if it had outlanded at the closest point to the missed waypoint that can be measured from the FDR. **If the FDR shows at least one data point less than 0.50km from the observation zone (other than the Finish Point), the glider will be considered to have crossed the verification boundary and a penalty of 150 points will be deducted from the pilot's score for that day.**

### Measurement and Reporting

- 37.1 For the purposes of verification, the track of the glider between successive data points is assumed to be a straight line.
- 37.2 To determine the time at which a line was crossed, the speed between successive data points is assumed to be constant.
- 37.3 Time will be measured and reported to the nearest second.
- 37.4 Position will be reported in Latitude and Longitude using the WGS84 Datum, either to the nearest second or to the third decimal of minutes. No allowance for GPS position error will be made.
- 37.5 Altitude will be reported in feet AMSL. Altitude recorded in the FDR will be taken as accurate to +/- 100ft.
- 37.6 Speed will be reported to two decimal places.
- 37.7 For Start and Finish zones, regardless of task type, time is measured at the point of entering or leaving the zone and distance is measured to or from the centre of the zone.

### Penalties Committee

- 38.1 If the penalty is of a technical nature and/or is defined by formula, the Penalties Committee will not meet unless they wish to consider a variation to the standard penalty.
- 38.2 The Penalties Committee may impose any penalty within the limits permitted in the Rules for the category of infringement, or may disallow the penalty if they decide that the infringement did not occur. The Penalties Committee may not suspend, ignore or modify any Rules.
- 38.3 Any pilot whose results may be affected by the decision of the Penalties Committee may lodge a protest against the decision.

### Penalties & Disqualifications

- 39.1 The Penalties Committee may penalise by deduction of points or may suspend or disqualify a competing pilot for infringement of the Rules in accordance with the following code. The competitor has the right of appeal through the Protest and Disputes Committee. Infringement of the Rules falls into the following categories:
- Technical errors and failures to comply with procedures.
  - An attempt to improperly influence the decisions of any of the competition Organisers.
  - Dangerous or hazardous flying including flying outside the limitations of the glider's Certificate of Airworthiness or Permit to Fly.
  - The use of bad language on the radio or the abuse or vilification of any of the competition Organisers by radio or otherwise. Also, conduct which brings the reputation of the GFA or the hosting club into disrepute or into conflict with regulatory authorities.
  - Cheating, falsification of documents, use of forbidden equipment or communication methods, physical abuse of officials etc.



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- F. Airspace Infringements.
- G. Exceeding start **height** or ground speed limit where implemented per rule 28.10
- H. Exceeding the defined Competition Area**
- 39.2 The Penalties Committee will determine the penalty to be imposed subject to the following minimum deductions:
- A. 20 points.
- B. 20 points.
- C. 100 points or, if the infringement has to any extent advantaged the pilot, all points gained on the day in question.
- D. 100 points.
- E. 200 points: the maximum penalty can exceed the total points gained on the day in question and can include suspension or disqualification from the remainder of the contest.
- F. For airspace violations, the Safety Officer must report all airspace infringements to the GFA CTO/Ops.**  
**Penalties for actual Air Services defined airspace infringement are:**  
**1st offence, zero score for the day**  
**2nd offence immediate disqualification from competition**  
**In the case where multiple infringements occur whilst in a single thermal, this will be regarded as a single infringement.**
- G. When implemented per rule 28.10 the penalty for exceeding start ground speed limit will be one point per kilometre per hour over the specified ground speed limit.
- H. Penalties for exceeding the boundary of the defined Competition Area are:**  
**minus one (-1) point per metre horizontally**  
**minus two (-2) points per foot vertically**  
**The maximum penalty can not exceed 1,000 points or the total points gained on the day in question.**
- 39.3 In Groups A to D and G the penalty must not reduce the score of the pilot to less than zero for the day on which the offence took place.
- 39.4 Deductions of points will be made after scoring has been completed. Flights which are disqualified will be treated as if they had not launched, for the purpose of scoring.
- 39.5 The Penalties Committee, in determining the penalty, will take into account the severity of the offence, the extent to which the pilot was advantaged, any previous similar offences and any other relevant circumstances.
- 39.6 Penalties will be listed, with reasons, on the score sheet of the day on which the infringement took place.
- 39.7 Ballast Infringements:
- 39.7.1 A pilot whose glider is found to be overweight by more than the two percent (2%) outdoor weighing allowance, will be penalised in accordance with the following formula:
- $$P = [(((W-W_m)/W_m) \times 100) - 2] \times 100 \times n$$
- P = Points Penalty, rounded to the nearest whole point  
W = Weight at weighing  
W<sub>m</sub> = Maximum permitted weight.  
n = number of offences
- Note: The penalty is 100 points for each 1%, or part thereof, over the 2% outdoor weighing allowance multiplied by the number of offences (n).
- 39.7.2 No ballast infringement penalty will be applied if:
- prior to an initial daily weighing, the pilot has submitted his glider for a voluntary weighing, and



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- if overweight, the weight is reduced to less than or equal to the Maximum Permitted Weight as measured by the scales.

39.7.3 Overweight penalties will be applied to the pilot's aggregate score. The penalty may exceed the points earned by the pilot on the applicable contest day.

### **Protest Committee**

- 40.1 A pilot who believes that a decision of the Contest Organisation is not in accordance with these Rules or the Local Rules may register a protest.
- 40.2 A protest must be made in writing to the Contest Director detailing the issue being protested, and accompanied by a Protest Bond of \$50. The bond will be returned to the pilot after the protest has been decided, unless the Protest Committee decides that the protest was unreasonable.
- 40.3 The Protest Committee will consider the issues and arguments presented. The pilot and the officials concerned must be invited and may present supporting evidence or witnesses, and may ask questions of anyone present.
- 40.4 The Protest Committee may uphold or dismiss the protest. If the protest is upheld, they may vary any penalty within the limits permitted in the Rules for the category of infringement and may make judgements as to the interpretation or consistent application of rules. The Protest Committee may not suspend, ignore or modify any Rules.
- 40.5 The decision of the Protest Committee will be given in writing to the Scorer and to the pilot.
- 40.6 The decision of the Protest Committee will be final. In the event of a tied vote, the Contest Director will have a casting vote.

### **Rest Days**

- 41.1 **The Contest Director may declare a rest day as circumstances warrant.**
- 41.2 **Where more than five successive contest days have been flown, one of the next three days must be a rest day. The Contest Director will decide when the rest day will be called.**

### **Glider Damage**

- 42.1 If a glider is damaged during the contest, it may be repaired or have components replaced. The whole glider or any major part of it (such as an entire wing or fuselage) may be replaced only if it has been damaged through no fault of the pilot.
- 42.2 Damage to a glider on outlanding will normally be considered to be the fault of the pilot.
- 42.3 Damage to a glider which renders the glider unairworthy must be notified immediately to the Organisers.
- 42.4 In the event of accidents resulting in pilot injury or major structural damage, the aircraft must not be moved until official permission has been granted. Notification of authorities and granting of permission to move will be handled through the Organisers.

### **Mid-Air Collision**

- 43.1 Gliders involved in mid-air collisions will be deemed to have outlanded at the place the collision occurred, and will be scored accordingly. The Scorer will determine the position.
- 43.2 In the event of a known or suspected mid-air collision, the pilot (or any pilot witnessing the incident) must make every effort to ensure the safety of the other pilot/s once the pilot is sure that their own situation is secure. In such circumstances, clear and concise transmissions on the relevant safety frequency and/or the gaggle frequency, giving details including the position are recommended; emergency frequency 121.5 should only be utilised if there is no response on the safety or gaggle frequency.
- 43.3 After a mid-air collision has occurred, pilots must follow correct radio procedures and must not make radio transmissions unless direct assistance or acknowledgement of the initial emergency radio transmission is required.
- 43.4 A pilot who discontinues the task to assist in an emergency situation, or who is otherwise disadvantaged, may be granted a Calculated Score by the Contest Director in accordance with Rule 44.7.



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### D. Scoring.

#### Calculation Of Scores

44.1 The score given to each competitor will be expressed to the nearest whole point. The score for the contest will be the sum of daily scores.

44.2 Maximum Points Available

$P_m = 1000$  (note that other rules associated with devaluation in this section have been deleted from April 2007).

44.3 Speed Tasks

Where the glider is a finisher,  $R_d = 1$

For non-finishers,  $R_d = \text{Marking distance} / \text{Maximum marking distance flown}$

$P_d$  (distance points) =  $(1 - (2 \times R_n) / 3) \times R_d \times P_m$

where:

$n$  = number of competitors exceeding 2/3 of best speed

$N$  = number of competitors with a competition launch on that day

$R_n = n / N$

$P_v$  (speed points) =  $2 \times (R_v - 2/3) \times R_n \times P_m$

$R_v = S / V$

where:

$V$  = the best speed of the day in kilometres per hour

$S$  = the competitors speed

When  $P_v$  is less than zero it will be taken as zero.

$P_u$  (uncorrected points) =  $P_d + P_v$

44.4 Tasks Without Finishers

$P_u$  (uncorrected points) =  $P_m \times R_d$

where:

$R_d = \text{Marking distance} / \text{Maximum marking distance flown}$

44.5 Penalties

Unless otherwise stated in these rules, any penalties will be deducted after the score for the day has been calculated and will not change the day factor (if applicable).

44.6 Day Factor

The Uncorrected Points  $P_u$  are multiplied by a Day Factor  $f$  to give the Corrected Points  $P_c$ .

The Corrected Points  $P_c$  determine the score for the day.

$P_c = f \times P_u$ , and  $f = 1.25 \times n / N$

$n$  = the Number of competitors who achieve a Marking Distance of at least 100 km;

$N$  = the Number of competitors having had a competition launch.

When  $f$  exceeds 1 it will be taken as 1.

44.7 Calculated Score

The Calculated Score granted to any pilot by the Contest Director under Rule 43.4 will be the proportion of total points achieved to total possible points on days flown, multiplied by 1000. This score will also be multiplied by the Day Factor.

44.8 Championship Day

A Championship Day is one on which at least 25% of gliders in the class fly at least 40% of the minimum handicapped task distance.



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### Handicapping

- 45.1 The NCC will provide a list of handicaps to the Organisers. The official Handicap List will be published on the GFA website.
- 45.2 The handicap for each glider will be fixed for the duration of the competition period. The Organisers have no authority to vary the published handicaps before or during the event.
- 45.3 Handicaps will be expressed as a multiplying factor, to three decimal places.
- 45.4 Glider variants not covered by the handicap list will be allocated a handicap by the NCC/handicap committee.
- 45.5 Performance enhancing modifications may attract a decrease in handicap value; the relevant figures will be published with the handicap list.
- 45.6 Two seat self launchers may compete at 750kg and be handicapped as a 750kg glider.
- 45.7 In Club and Sports Class and Junior Class the following rules apply to handicapping:**  
**For those gliders competing in these classes, a base handicap and reference weight for each aircraft type has been assigned. For gliders flying at that reference weight, the handicap shall be as published.**
- 45.7.1 In cases where the measured flying weight of the glider differs from the reference weight, the variations in handicap will be as follows:**
- For 15 metre wingspan and 18 metre wingspan gliders exceeding the published reference weight, whether for reasons of carrying an engine, heavy pilot or unavoidable excess weight, they will incur a decrease in their handicap of 0.005 as soon as they exceed the reference weight. They will thereafter incur a further decrease of 0.005 for every full 12 kg increment above that reference weight.
  - For 15 metre wingspan and 18 metre wingspan gliders that cannot achieve the reference weight, they will be allowed an increase of 0.005 in their published handicap for every full 12 kg increment below the reference weight.
  - Pilots flying at a weight below the reference weight will also have the choice of adding ballast to raise the flying weight up to, but not exceeding, the reference weight published for that glider. This may be in the form of correctly secured fixed ballast or water ballast. In the case of using water ballast, the water dump system must be sealed in a manner that satisfies the competition director that no ballast has been dropped during the flight. If additional ballast of any description is carried in such cases, the flying weight must be declared before the first competition day, and must remain the same for all scoring competition days.
  - For gliders with a span greater than 18 metres, and for all two-seat gliders, this same process will be followed, except that the weight increment used for calculating the applicable handicap will be 20 kg.
- For example:**  
**A 15m wingspan single seat glider with handicap 0.900 and reference weight X kg**
- At a flying weight of X+1 kg the glider will fly with handicap  $0.900 - 0.005 = 0.895$
  - At a flying weight of X+13 kg the glider will fly with handicap  $0.900 - (0.005 \times 2) = 0.890$
  - At a flying weight of X-12 kg the glider will fly with handicap  $0.900 + 0.005 = 0.905$
- 45.7.2 Pilots will at all times be responsible for ensuring that their glider is flying within the published weight and balance limits for that type.**
- 45.7.3 The addition of winglets (where these are an after-market modification) will attract a decrease in handicap value of .005
- 45.7.4 Other performance enhancing modifications will attract a decrease in handicap value; the relevant figures will be published with the handicap list.
- 45.8 In the Junior Championships, the organisers may specify other forms of handicapping in the local rules provided that these are endorsed by the NCC.





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### Task Rules

#### E. Assigned Speed Tasking

- E.1 The task consists of a number of waypoints which must be visited in the order specified.
- E.2 In order to be classed as a finisher the glider must have followed the correct starting procedure, successfully visited each waypoint in the order specified, and entered the finish zone.
- E.3 The zone which must be entered at a waypoint is defined by a 500 metre radius circle centred on the waypoint co-ordinates. The waypoint is also accepted where the glider has entered the sector defined by the 90° arc of a circle centred at the waypoint and symmetrical about the extended bisector of the inbound and outbound tracks. The radius of this sector is unlimited.
- E.4 The outlanding distance will be sum of the completed legs plus the distance of the uncompleted leg, less the shortest distance to the next waypoint from any point on the flight path. If the distance flown on the uncompleted leg is calculated as less than zero it is taken as zero.
- E.5 The maximum marking distance will be the longest handicapped distance flown by any glider in the class.

#### F. Assigned Area Tasking

- F.1 The task consists of a number of circular **and/or wedge shaped** geographic areas which must be visited in order. **In the case of circles, the** coordinates of the centre of the area will be one of the official waypoints **and in the case of a wedge shape the point will be one of the official waypoints**, the radius of each area will be specified in whole kilometres. The areas must not overlap. Operational restrictions such as airspace may make some parts of an Area unavailable.
- F.2 In order to be classed as a finisher the glider must have followed the correct starting procedure, successfully visited each Area in the order specified, and entered the finish zone.
- F.3 The glider must record at least one data point within each area, in the order specified. The data point giving the maximum task distance will be used as the point of reference within each Area. If the glider does not record at least one data point within an Area, it will be scored as outlanding at the point closest to the first Area not visited.
- F.4 A minimum time for the task will be set. Gliders completing the task in less than the minimum time will have the minimum time used in the calculation of speed.
- F.5 The maximum marking distance is the longest handicapped distance flown by a pilot in that class.



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### G. Run Tasking

- G.1 The objective of a RUN task is to fly the maximum distance possible in a time period set by the organisers, using waypoints selected by the organisers.
- G.2 The organisers will specify a task time which is to be flown by each class.
- G.3 The organisers will specify the order in which the waypoints must be visited. Waypoint visits will be measured as defined in rule E.3. Failure to visit waypoints in the specified order will result in the glider being scored as if it had outlanded at the point closest to the first waypoint in the sequence which is missed. The waypoint sequence can be repeated.
- G.4 The task distance will be measured from the Start Point used to the first waypoint specified, and then to each waypoint in sequence until the task time expires or the glider lands. The distance of the last leg attempted will be the length of that leg less the distance to the next waypoint from the closest point of approach prior to the task time expiring.
- G.5 If the glider fails to land at the home airfield after the task time has expired, the distance calculated will be reduced by 10% before applying the handicap.
- G.6 If the glider outlands or returns to the home airfield before the task time has expired, the glider will be scored as having landed at the point closest to the first waypoint in sequence that was not visited.
- G.7 The task distance achieved will be multiplied by the handicap for the purposes of scoring.

