



CANUNGRA CUP 2008

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 latest edition of the HGFA Competitions Manual - 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 commence on Saturday 11th October 2008 and will run until the 18th October 2008.

No rest days have been scheduled.

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. The 2 Minute launch window Will be timed.

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 +10:00, Position format DDD.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. All Pilots will be required to provide a 3D Tracklog. From 1st May 2008 all pilots must as a Minimum, fly with one GPS unit capable of recording Altitude as part of the track log.
5. **GPS "Mark Enter" positions are NOT accepted !**

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 Scorer.

6. Pilots Counted as Present for Task IF Passed through Launch Box

1. Only Pilots who have passed through the Launch Box are to be considered checked off.

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.

7. Launch Window Validity

Launch	Type	Slots	Average launch time
Beechmont	Ordered	5	2 minutes
Tamborine	Ordered	2	2 minutes
Hinchcliffes	Ordered	2	2 minutes
Flying Fox	Ordered	1	2 minutes

8. Re-Flights

1. In order to qualify to re-fly 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. Re-fly zones for each of the sites to be used in the competition are specified below:

Site Name	Designated Re-fly Zones
<i>Mt. Tamborine</i>	<ul style="list-style-type: none">▪ Official bombout.▪ Small park adjacent to dam to south of main landing area on eastern side of road.
<i>Beechmont</i>	<ul style="list-style-type: none">▪ Official bombouts: main paddock and paddock directly adjoining and north.▪ Short triangular paddock.▪ <i>ABSOLUTELY NO TOP LANDINGS OR FACE LANDINGS ALLOWED!</i>▪ <i>There will be <u>no</u> re-fly zone over the back in the Flying Fox valley this year.</i>
<i>Hinchcliffe</i>	<ul style="list-style-type: none">▪ Official bombouts only.
<i>Flying Fox</i>	<ul style="list-style-type: none">• Official bombouts only.

9. Top Landings

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

Penalties: 1st offence - 100pts then doubling for every offence after that.

10. Turn Direction

1. A turn direction will be given daily which is valid within an 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.

Penalties: **1st offence – Verbal Warning**
 2nd offence – 100pts then doubling for every offence after that.

11. Aerobatics after reaching the goal line

1. Aerobatics over the Goal line is seen as an unsafe practice creating a potentially dangerous situation from turbulence caused by these manoeuvrers for those approaching Goal.

Penalties: **1st offence – Verbal Warning**
 2nd offence – 100 points then doubling for every offence after that.

12. Turn points and GPS Goals

Start gates - The start gate will generally consist of a 2-Km radius cylinder centred on the start point designated for the task. Your start time is specified as the latest time you leave the start gate cylinder as detailed by your GPS track log. Any changes to start gates will be announced at the Task briefing.

1. **Turn Points.** The turn point sector is generally a 400-m radius cylinder centred on the designated turn point. Any changes will be announced during the Task Briefing.
2. **Task Distances.** Tasks will be scored using the 'Shortest Task Route' measured around the course, not from the centre of each turn point.
3. **Goal.** Goals will generally be unmanned cylinders with a 400m radius. Any changes will be announced during the task briefing.

A pilot is deemed to have made goal when his Track Log intersects 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.

13. 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.

14. Cloud Flying - FAI (3.6.3) & (4.1.4)

1. 3.6.3 Cloud Flying

Intentional flying in cloud is prohibited.

Where *Unintentional* cloud flying occurs, a pilot may escape penalty by taking action to negate any advantage that may have been gained.

2. 4.1.4 Cloud Flying

The Competition Director may penalise a pilot for flying in cloud according to the advantage gained (if any) and safety issues. Disputes regarding cloud flying are to be resolved when infringements are observed by any Competition Official or three independent pilots marking a waypoint on their GPS when they observe the infringement.

Penalties :
1st offence – Zero day score.
2nd offence – Expelled from Competition.

15. 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

Penalties : **After 2 Cautions/Warnings the pilot is then on notice.**
3rd offence – 100 pts and then doubling for each offence after that.

16. Stopping the Task – HGFA (3.12)

1. The task can be stopped at any time by the CD for reasons noted in section 3.12 of the latest edition of the HGFA Competitions Manual.
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 10 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.
If Pilots cross the start cylinder, GAP parameter validity requirements will score the Task.

17. 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 or retrieves beyond the published time.

18. 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 to the scorer 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.

19. Safety /Smoking

During summer the hazard of bushfires is a serious danger. Smoking is prohibited on launch and in all goal and landing fields. **Smoking is forbidden in the retrieve buses.**

20. Team scoring

An informal team event will run in parallel to the main competition in order to encourage pilot skill development and team flying. Each team will consist of a maximum of 5 pilots with a pilot's official round score being multiplied by a bonus factor to obtain their team event round score. Bonus factors are **NOT** accumulative, only one category may be used. Nominate your team members and radio frequencies at the registration desk on Friday evening or at the first briefing.

Bonuses allowed, they may not accumulate:

	Open Class	Serial Class LTF 2/3 EN-D	Sports Class LTF 2 EN-C	Fun Class LTF 1 - LTF 1/2 EN-A/B
Male	1	1	1.6	1.8
Female	1.2	1.4	1.8	2.0
Veteran(55+)	1.2	1.4	1.8	2.0

21. 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.