

Victorian State Gliding Championships

Competition Rules

Issued January 2004



VICTORIAN SOARING ASSOCIATION

Victorian State Championships

Competition Rules

Preamble

The Victorian State Championships may involve two forms of tasking:

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

In order to simplify the construction, these rules consist of three sections:

- | | |
|-----------|---|
| Section 1 | Common rules irrespective of the form of tasking. |
| Section 2 | Rules applicable to ATT. |
| Section 3 | Rules applicable to AAT. |



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Section 1: Common Rules

A. General Rules

1. Authority

- 1.1 The Victorian State Championships will be organised on behalf of Victorian Soaring Association (VSA) by a nominated Club or organising team, and will be held annually.
- 1.2 "Organisers" means the Contest Director and Officials representing the VSA appointed to organise the Championships. The VSA will approve the proposed Contest Director in writing.
- 1.3 The Organisers will appoint a Safety Officer who must be approved in writing by the RTO/Ops in the nominated Region.
- 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.

2. Local Rules and Entry Forms

- 2.1 The Organisers will prepare and submit the Local Rules, the Budget and the Entry Form to the VSA for approval. The Local Rules will state the version of the General Rules and the Scoring Rules which will apply.
- 2.2 These rules may be modified by the publication of Local Rules and Addenda for the conduct of specific State Championships.

3. 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.

4. Official Practice Period

- 4.1 A practice day is scheduled at the discretion of the Organisers.

5. Competition Period

- 5.1 The competition will be conducted within a period of one week including weekends (ie. eight days). The minimum scheduled competition period will be seven days.
- 5.2 The Organisers will select the start date on the advice of VSA.

6. Availability of Rules and Entry Forms

- 6.1 The Organisers will place a copy of the Competition Rules, Local Rules and Entry Form on the GFA or competition web site 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.

7. Championship classes and leagues



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- 7.1 The championships may consist of Open, 18 Metre, 15 Metre and Standard Classes with all classes handicapped.

8. Class criteria

- 8.1 Any glider is eligible for Open Class. Where the Open Class glider has interchangeable wing panels, including winglets, these may be changed during the Competition Period.
- 8.2 The maximum allowable weight is the lesser of:
- the weight recorded in that glider's Certificate of Airworthiness (C of A),
 - 525kg for Standard and 15M class,
 - 750kg for single seaters,
 - 750kg if the glider is to be aerotowed.
- 8.3 The maximum allowable span is:
- the span recorded in that glider's Certificate of Airworthiness (C of A),
 - 15 metres for Standard and 15 Metre Class
 - 18 metres for 18 Metre Class subject to exceptions at the discretion of the Contest Director.
- 8.4 Standard Class is defined as:
- *Span*: Not more than 15 metres.
 - *Wings*: Any method of changing the wing profile other than by the normal use of ailerons is not permitted.
 - *Ailerons*: Each aileron may not exceed 50% of the glider's semi-span.
 - *Drag-increasing devices*: The glider must be fitted with airbrakes.
 - *Tail Chutes*: Not permitted.
- 8.5 The following procedures may be used to verify the wingspan of all gliders except Open class:
- 8.5.1 Gliders may have their wingspans measured to determine their eligibility for entry in their applicable classes.
- 8.5.2 Wingspan for the purposes of eligibility is the maximum distance between the two planes tangent to the wingtips and parallel to the glider's plane of symmetry, with the glider positioned horizontally on the ground with ballast tanks empty and the wings unsupported.
- 8.5.3 An allowance of 25mm will be made for errors in manufacture, heat expansion and any other factors beyond the control of the manufacturer, modifier or pilot.
- 8.5.4 Individual gliders, which have been accepted at any World Gliding Championships, will be accepted regardless of their wingspans provided that they fly in the identical configuration in which they were accepted into the World Gliding Championships. Gliders of identical manufacture, model and configuration will also be accepted provided that their wingspan is no greater than that of the accepted glider from which the exemption is claimed. It is the pilot's responsibility to provide proof that the glider is eligible if an exemption is to be claimed under this rule.
- 8.5.5 Standard and 15 Metre gliders which fail the above tests will be ineligible for Standard or 15 Metre classes but may compete in 18 Metre or Open Class.
- 8.5.6 18 Metre gliders which fail the above tests will be ineligible to compete in 18 Metre Class, however they may compete in Open Class.



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- 8.6 Standard, 15 metre and 18 Metre gliders may add and/or remove type approved winglets during the contest period. Gliders which change wing panels during the contest may be remeasured for eligibility under Rule 8.5.
- 8.7 Flapped 15 metre gliders with the flaps temporarily locked or with the flap drive removed so as to make the flaps inoperable will not be permitted to fly in Standard Class.
- 8.8 Motor gliders and power assisted gliders are permitted to enter the competition subject to the operational conditions specified in Rule 23.



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9. *Champions and eligibility*

- 9.1 Up to four (4) champions may be declared at the end of the championships:
- VICTORIAN OPEN CLASS CHAMPION
 - VICTORIAN 18 METRE CLASS CHAMPION
 - VICTORIAN 15 METRE CLASS CHAMPION
 - VICTORIAN STANDARD CLASS CHAMPION
- 9.2 As determined by the Organisers, each class may be considered separately or together for the purpose of tasking. Classes which are tasked separately must be scored separately.
- 9.3 There will be one Champion declared from each Class provided that:
- at least three championship days as defined in Part D Scoring have been flown;
 - at least **three** gliders are registered as competing in the class; and
 - at least **two** 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 three championship days are flown, Class Champions will not be declared. However, the Organisers may declare class winners without the award of VSA trophies.
- 9.4 The title of Class Champion will be awarded to the pilot who:
- has the highest average score (being the aggregate score divided by the number of days flown) at the end of the Championship, and
 - is an Australian citizen or permanent resident of Australia.
- 9.5 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, subject to right of refusal by VSA,
 - will count as competitors for the purposes of Rule 9.3.
- 9.6 Pilot pairs may enter, provided that:
- they fly at least three championship days.
- 9.7 Single pilots may declare rest days, provided that:
- they fly at least three championship days,
 - they give 24 hours notice to the Organisers, or less notice at the discretion of the Contest Director,

B. Entrance Requirements

10. *Pilot Qualifications*

- 10.1 Every pilot in command must have, at the time of entry to the competition:
- At least 25 hours solo in gliders.
 - Silver C plus at least one 300 km flight.
 - Knowledge of Rules of the Air.
 - A minimum of 10 aerotows;
 - A minimum of three outlandings, off aerodromes;
 - Current flying practice in competition and/or cross-country gliding.
 - Current membership of GFA,
 - Annual check noting the pilot's suitability for competition flying.



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10.2 The Organisers may require the 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.

11. *Glider Requirements*

- 11.1 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) and a current GFA Maintenance Release, or equivalent overseas documentation.
 - Third Party Insurance cover for competitive flying with an Indemnity value of at least \$250,000 for any one accident.
 - 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. The last two or three, as applicable, registration letters or numbers will be used as competitive identification.
 - Non sparking skids, if the glider is fitted with skids.
- 11.2 The Organisers may scrutinise any glider at any time during the competition for compliance with the rules.

12. *Mandatory Equipment*

- 12.1 A parachute must be worn in flight.
- 12.2 A Flight Data Recorder (FDR) of an approved type must be carried on each competition flight.
- 12.2.3 Approved FDRs are:
- An FDR of a type approved by the International Gliding Commission (IGC) prior to the start of the competition period.
 - A Borgelt "Joey".
 - A commercial GPS recorder (Garmin or similar).
- 12.2.4 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.
- 12.2.5 Pilots are responsible for ensuring that the data recorded in their FDR can be downloaded in an efficient and timely fashion. To this end, pilots may be required to supply the Scorer with the equipment or software necessary to download data, and to provide instruction and assistance where needed.
- 12.2.6 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. The data remains the property of the pilot and will not be given to any other person without their written permission.
- 12.2.7 The FDR must be:
- set to WGS84 Datum,
 - securely fixed such that monitoring and/or operation of it does not compromise outside lookout.



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- 12.3 A radio must be carried which is capable of transmitting and receiving on all frequencies specified in the Local Rules.
- 12.4 For motor sailplanes only, a device approved by the Organisers, which records engine use must be fitted, and must be verified after each flight. It is strongly recommended that the primary FDR be used for this purpose.
- 12.5 At least one functioning audio variometer must be fitted.
- 12.6 At least 1 litre of drinking water must be carried and be accessible during flight.
- 12.7 A fire beater must be carried if the glider is fitted with a skid.

13. Other Equipment

- 13.1 A barograph may be required if the Organisers require height verification on any competition day and the FDR does not give a height trace.
- 13.2 Oxygen equipment may be used.
- 13.3 Maps - Aeronautical maps as specified in the Local Rules to cover the proposed competition areas. All measurements of distance will be made on the Official Maps or by Great Circle distance calculations using the FAI Sporting Code formula and the WGS84 Datum.
- 13.4 It is strongly recommended that the following equipment be carried in the aircraft:
 - a backup FDR meeting the criteria described in 12.2
 - a survival kit, including extra drinking water and salt tablets
 - an ELT beacon
- 13.5 All cockpit equipment must be securely fixed such that monitoring and/or operation of it does not compromise outside lookout.

14. Entry

- 14.1 Entry must be made on the Official Entry Form.
- 14.2 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.
- 14.3 Pilots are responsible for their crews and may be penalised for breaches of these rules committed by their crews.
- 14.4 As a condition of entry, all entrants must agree to waive all claims against the VSA 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.

15. Registration

- 15.1 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.

C. Operational Rules

16. Flying Control



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- 16.1 The Organisers, through the Contest Director, will make all rules and issue directions concerning control of operations, safety, launching arrangements and other operational aspects.
- 16.2 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.
- 16.3 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. (See Rule 25.1)
- 16.4 Failure to observe instructions from the above authorities will be penalised (see Rule 35.2).
- 16.5 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.

17. *Flying Safety*

- 17.1 Pilots must at all times fly in accordance with the GFA Rules of the Air and normal operational procedures. Particular attention should be paid to the requirements for joining or leaving a thermal, avoiding abrupt manoeuvres, avoiding flight in another glider's blind area and, maintaining adequate separation, either vertically or horizontally, in a thermal. Pilots must avoid following another glider in a manner that could cause a loss of vertical and/or horizontal separation if for some reason the leading glider was to change direction and/or speed.
- 17.2 Within five kilometres of the airfield and all Starting Points and/or Start Lines the direction of turn will be to the right unless otherwise specified.
- 17.3 At the initial briefing the Contest Director will nominate three pilots to the Pilots Safety Committee (PSC) and the Contest Director will call for further nominations. From all those nominated, three pilots will be elected by pilot only vote.
- 17.4 The PSC will hear complaints by contestants relating to safety and flying standards during the period of the competition and will liaise with the Competition Safety Officer.
- 17.5 Any complaint received against a competitor by a member of the PSC must be considered and appropriate action taken. Except where the complaint is trivial or unfounded, the Competition Safety Officer must be advised of any action taken or intended by the PSC.
- 17.6 The PSC will take action in the case of any complaint in the form of an enquiry and if considered necessary, an oral or written warning to the pilot concerned. In more serious cases, the matter is referred to the Competition Safety Officer or Contest Director.
- 17.7 The PSC should where possible handle complaints without the involvement of the Organisers. However, the PSC acts in an advisory capacity only. Should there be a serious breach of the rules relating to flying safety, PSC members not from the same class will be members of the Penalties Committee. (See Rule 33)
- 17.8 The Organisers may invite experienced competition 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



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and mentors may be approached either directly or have clients referred to them by either the Pilot Safety Committee or the Organisers.

17.9 The VSA may 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.

17.10 In extreme situations where a Steward considers that the competition is not being conducted in compliance with the rules, the Steward has the authority to suspend the competition. 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 VSA for further action.

18. Task Setting

18.1 The Task Setting Committee will consist of:

- a Chief Task Setter,
- one experienced pilot who has knowledge of the local area,
- one pilot representative from each competing class who will be chosen daily by the Organisers, and
- optionally the Contest Director.

18.2 When AST tasks are set, the Task Setting Committee may set an A and B task for each class. The A and B task distances will differ by at least 20%.

18.3 Tasks will not be set over unlandable terrain. "Unlandable terrain" means that a glider is incapable of reaching a suitable landable site at safe circuit height from 70% of the local predicted convection height, AGL, from any point on the task track. "Landable" means landable without damage.

18.4 Task Types may be varied but will in all cases be "speed" and not "distance" tasks. Task Types may be chosen from any of the types specified in the authorised attachments to these Rules provided that the chosen task type:

- is authorised by NCC and
- is published in the Local Rules

19. Briefing

19.1 All competing pilots and crews must attend the initial competition and safety briefing at a date, time and venue specified in the Local Rules.

19.2 All pilots must attend the daily briefing, at a time specified in the Local Rules or as otherwise announced by the Organisers.

20. Medical Fitness

20.1 If the medical fitness of any pilot is in doubt, the Contest Director may seek the opinion of a qualified medical practitioner.

20.2 The Contest Director may forbid a medically unfit pilot to fly. If the condition is regarded as temporary, the day will be considered a rest day for the purpose of scoring, regardless of the time that the decision is made.

21. Ballast & Weight Limits



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- 21.1 The Organisers may weigh any or all of the competing gliders on any day.
- 21.2 A competitor may request the weighing of any competing glider in the same class. The Organisers will decide whether the glider will be weighed.
- 21.3 Any pilot whose glider is ready for take-off and is found to exceed the allowable weight (including 2% allowance for outdoor weighing) will be penalised (see Rule 35.7). The glider weight must be reduced to the Maximum Certified Weight before it will be launched.
- 21.4 A glider will be deemed to be ready for take-off and therefore liable to be weighed from the time the glider moves from its tie-down point.
- 21.5 Ballast including 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.

22. *Launching*

- 22.1 Launching will be by aerotow or self-launch. The Organisers may vary the launch height to provide a fair opportunity to all competitors
- 22.2 Pilots requiring relights must go to the end of the class currently being launched or adhere to other procedures outlined at briefing for the day.
- 22.3 Pilots will be relaunched in order of advising the Operations Director or delegate that they are ready to launch.

23. *Motor Gliders*

- 23.1 Motor gliders may self-launch from a position and order agreed with the Operations Director.
- 23.3 During self-launching motor gliders must climb in the standard launch pattern to the aerotow launch height under power and then shut down their motors in the designated release area. Searching for thermals while on launch is not permitted.
- 23.4 Motor gliders may self-retrieve after an outlanding.
- 23.5 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.

24. *Start Procedure*

- 24.1 A minimum of one start point will be provided for each 8 gliders. 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.
- 24.2 On each day, a pilot will be allocated one start point from each group. The allocation will be random and will take place daily. The allocation will be given privately to each pilot. The Scorer will not make the start allocations public.
- 24.3 The Start Zone will be a 1km radius circle around each start point.
- 24.4 The start gate will be opened at a time determined by the Contest Director, between 10 and 30 minutes after the last launch in the class. The time will be announced on all relevant radio frequencies.



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- 24.5 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.
- 24.6 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.
- 24.7 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. (See Rule 35.2).
- 24.8 Pilots who fail to visit any start point will be given zero points for the day.
- 24.9 The Contest Director may close the start gate provided that at least 30 minutes notice is given. The time will be announced on the launch and gaggle radio frequencies. Pilots starting after this time will be given the gate closing time as a start time.
- 24.10 Pilots who outland before they have made a start may relaunch.

25. Controlled Airspace

- 25.1 Controlled Airspace regulations must be observed. Special clearances obtained by the Organisers will be advised to pilots through the Local Rules or at briefing. (See Rule 16.3) Infringements of Controlled Airspace regulations will be penalised (see Rule 35.2). FDRs and height verification equipment (see Rule 12.2) may be used to determine breaches of airspace or other operational requirements.

26. Cloud Flying

- 26.1 Cloud flying is prohibited. Infringements will be penalised (see Rule 35.2). FDRs and height verification equipment (see Rule 12.2) may be used to determine breaches of this rule. Gyroscopic instruments are prohibited, and must be removed or disabled to the satisfaction of the Organisers.

27. Radio

The intent of the rules relating to radio use and procedure is to restrict pilot to pilot and pilot to crew communications to specific VHF frequencies which are publicly known, in the interests of safety, to encourage individual competition and eliminate team flying. However, 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.

- 27.1 The Organisers will publish the frequencies available for use by pilots at the competition.
- 27.2 The Organisers will specify in the Local Rules mandatory frequencies for launch, safety, finish, and for general chatter. No glider may compete unless it carries, on each competition day, a radio capable of transmitting and receiving on all mandatory frequencies.
- 27.3 Pilots may use any of the advised frequencies provided that they use only the mandatory frequencies for the purposes stated by the Organisers.
- 27.4 During launch and before starting when below 3000ft AGL, pilots must remain on the launch frequency.
- 27.5 Before starting when above 3000ft AGL, or at any time when in company with other gliders, pilots must switch to and remain on the safety frequency.



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- 27.6 Before 10 km from the finish, pilots must switch to and remain on the finish line frequency until reaching the tiedown area.
- 27.7 All communications are to be clearly stated. The use of codes or abbreviations not generally understood by officials or competitors is not permitted.
- 27.8 The use of other forms of 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.
- 27.9 Intentional blocking of communication on any frequency is prohibited.
- 27.10 Breaches of radio procedure will be penalised (see Rule 35.2). Breaches of Rules 27.4, 27.5, 27.9 or 27.10 will be considered cheating.

28. Waypoints

- 28.1 The Organisers will provide a list of all valid waypoints for the competition, including all start points and the finish circle or line(s). Co-ordinates will be stated in Latitude and Longitude using the WGS84 Datum.
- 28.2 Start Points do not need to correspond to visually identifiable features.
- 28.3 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.
- 28.4 The official list of waypoints will be provided in hard copy to pilots at the time of registration.
- 28.5 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.
- 28.8 The pilot is in all cases responsible for the accuracy of the data uploaded to the FDR.
- 28.9 Task Distances (except on AAT Tasks) are measured to and from the published waypoint co-ordinates.

29. Finish procedure

- 29.1 The finish zone will:
- be delineated by a circle, (or portion thereof) of radius no less than 1000 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.
- 29.2 A glider, having entered the finish zone, must land without delay subject to safety considerations. In doing so, the pilot must not pull up sharply or fly in any way which might create a hazard. Once on the ground, taxiing must be in the landing direction unless otherwise advised by the Contest Director and/or Safety Officer.
- 29.3 A glider will be deemed to have finished if it successfully completes the course, enters the finish zone and:
- lands on the airfield, or
 - lands safely within the finish zone but not on the airfield



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- 29.4 A finishing pilot may not elect to declare an outlanding.
- 29.5 A pilot is permitted one finish per day.
- 29.6 If a minimum finishing height is nominated, finishes lower than that height will be penalised (see Rule 35.2).
- 29.7 A pilot may choose to land straight ahead after finishing but must do so in a safe manner. Unsafe finishes will be penalised (see Rule 35.2).
- 29.8 At least one and preferably two Safety Observers will observe gliders finishing. The observer(s) will be the Competition Safety Officer and/or delegate(s).
- 29.9 The Observer(s) will make a subjective decision as to the question of safety and the height of finishing aircraft. The Observer(s) may issue a warning or a technical penalty, or may refer more serious matters to the Penalties Committee.
- 29.10 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. (See Rule 34.2).

30. *Landing Points*

- 30.1 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.
- 30.2 All pilots landing out must notify the Organisers of their place and time of landing as soon as is practicable.
- 30.3 Crew who establish the outlanding position of the glider by radio or mobile phone must inform the Organisers before leaving the aerodrome, or if already away from the aerodrome, as soon as possible.
- 30.4 Pilots who outland or abandon the task will be scored as if they had outlanded at the best distance that can be measured from the FDR.

31. *External Aid To Competing Pilots*

- 31.1 Leading, helping, or guiding from any non-competing aircraft or glider competing in another class during the course of a flight is prohibited.

32. *Verification*

- 32.1 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.
- 32.2 Pilots must deliver their FDR to the Scorer within 45 minutes of landing on the airfield, or as soon as possible after returning from an outlanding.
- 32.3 Pilots may download their own data and deliver it to the Scorer, however:
- Only IGC standard files may be submitted in this way.
 - The data must be delivered within 60 minutes of landing on the airfield, or as soon as possible after returning from an outlanding.
 - The data must be submitted on diskette unless another method of delivery is agreed with the Scorer.
- 32.4 Evidence from the FDR will be the only means of verification of the flight, except that an observed finish time may be used provided it is requested by radio in sufficient time.



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- 32.5 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, or if the straight line joining two successive data points crosses the line.
- 32.6 A glider which fails to enter the permitted zone at a waypoint will be scored as if it had outlanded at the best distance that can be measured from the FDR.

33. *Measurement and Reporting*

- 33.1 For the purposes of verification, the track of the glider between successive data points is assumed to be a straight line.
- 33.2 To determine the time at which a line was crossed, the speed between successive data points is assumed to be constant.
- 33.3 Time will be measured and reported to the nearest second.
- 33.4 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.
- 33.6 Altitude will be reported in feet AMSL. Altitude recorded in the FDR will be taken as accurate to +/- 100ft.
- 33.7 Speeds will be reported to two decimal places.

34. *Penalties Committee*

- 34.1 The Penalties Committee consists of the Contest Director, the Safety Officer, and one pilot from each class, elected by pilot vote. 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.
- 34.2 If the penalty is of a technical nature and/or is defined by formula, the Penalties Committee will not meet unless they (or the pilot) wish to consider a variation to the standard penalty.
- 34.3 The Penalties Committee will consider the issues and arguments presented. The pilot and officials concerned must be invited and may present supporting evidence or witnesses, and may ask questions of anyone present.
- 34.4 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.
- 34.5 The decision of the Penalties Committee will be given in writing to the Scorer and to the pilot.
- 34.6 Any pilot whose results may be affected by the decision of the Penalties Committee may lodge a protest against the decision.

35. *Penalties & Disqualifications*

- 35.1 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:
- A. Technical errors and failures to comply with procedures, such as inadvertent incorrect operation of verification equipment etc.
 - B. An attempt by a pilot by any means to improperly influence the decisions of any of the competition Organisers.



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- C. Dangerous or hazardous flying including flying outside the limitations of the glider's Certificate of Airworthiness or Permit to Fly.
 - D. The use of bad language on the radio or the abuse or vilification of any of the competition Organisers by radio or otherwise.
 - E. Cheating, falsification of documents, use of forbidden equipment or communication methods, physical abuse of officials etc.
 - F. Airspace Infringements.
- 35.2 The Penalties Committee will determine the penalty to be imposed subject to the following minimum deductions: (See Rule 35.7 for ballast infringements; Rules 24.7 and 24.8 for start-point infringements; and Rule 29.10 for finish line infringements.):
- 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 exclusion from the remainder of the contest.
 - F. all points gained on the day in question: subsequent violations will result in disqualification from the remainder of the contest.
- 35.3 In Groups A to D the penalty must not reduce the score of the pilot to less than zero for the day on which the offence took place.
- 35.4 Deductions of points will be made after scoring has been completed and will not affect the day factor. Flights which are disqualified will be totally excluded from the scoring calculations
- 35.5 The Penalties Committee, in determining the penalty, will take into account the severity of the offence, the extent to which the pilot was advantaged, and any previous similar offences. The Committee will also assess the extent to which the offence could have been inadvertent or deliberate and any other relevant circumstances
- 35.6 Penalties will be listed, with reasons, on the score sheet of the day on which the infringement took place.
- 35.7 Ballast Infringements:
- 35.7.1 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 up to the nearest whole point
W= Weight at weighing
W_m= Maximum certificated 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).
 - 34.7.2 No ballast infringement penalty will be applied if:



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- prior to an initial daily weighing, the pilot has submitted his glider for a voluntary weighing, and
- if overweight, the weight is reduced to less than or equal to the Maximum Certified Weight as measured by the scales with no 2% outdoor weighing allowance.

35.7.3 Overweight penalties will be applied to the pilot's **aggregate score** and the penalty may exceed the points earned by the pilot on the applicable competition day.

35.7.4 When weighed in other than an enclosed hangar the aircraft should be facing into wind with air brakes locked, flaps neutral with the aircraft in a two point landing altitude.

36. Protest Committee

36.1 The Protest Committee consists of the Contest Director and three pilots jointly invited by the Contest Director and the pilot making the protest. If agreement cannot be reached on the pilot members of the protest committee, the members will be elected by a vote of all competing pilots.

37. Protests

37.1 A pilot who believes that a decision of the Contest Organisation is not in accordance with these rules may register a protest.

37.2 If the matter involves a protest against the imposition of a technical penalty, the Penalties Committee must first review the penalty.

37.3 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.

37.4 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.

37.5 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.

37.6 The decision of the Protest Committee will be given in writing to the Scorer and to the pilot.

37.7 The decision of the Protest Committee will be final. In the event of a tied vote, the Contest Director will have a casting vote.

38. Rest Days

38.1 There will be no obligatory rest days, however, the Contest Director may declare a rest day as circumstances warrant.

38.2 Where more than five successive days of competition have been flown, the Contest Director will consult with the Pilot Safety Committee as to the desirability of a rest day. The Contest Director will make the final decision whether a rest day is to be called.



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39. Glider Damage

- 39.1 If a glider is damaged during the competition, 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.
- 39.2 Damage to a glider on outlanding will normally be considered to be the fault of the pilot.
- 39.3 Damage to a glider which renders the glider unairworthy must be notified immediately to the Organisers.
- 39.4 In the event of accidents resulting in pilot injury or major structural damage, the aircraft must not be moved until BASI permission to move has been granted. Notification of BASI and granting of permission to move will be handled through the Organisers.

40. Mid-Air Collision

- 40.1 Gliders involved in mid-air collisions will be deemed to have outlanded at the place the collision occurred, and will be scored accordingly. The Organisers will determine the position.
- 40.2 In the event of a known or suspected mid-air collision (eg by a glider sustaining damage without the pilot noticing the collision), the pilot must make every effort to ensure the safety of the other pilot/s. If possible, the pilot should report the collision on both the emergency frequency 121.5 and the safety frequency, giving details including the latitude and longitude.
- 40.3 Competing pilots recognising that a mid-air collision has occurred will follow correct radio procedures and will not make radio transmissions unless direct assistance or acknowledgement of the initial emergency radio transmission is required.
- 40.4 A pilot who temporarily discontinues the task to assist in an emergency situation may be compensated by an adjustment of time. It is the pilot's responsibility to demonstrate to the satisfaction of the Organisers that the adjustment is warranted.

D. Scoring.

41. Calculation Of Scores

The score given to each competitor will be expressed to the first decimal place.

42. Maximum Points Available

P_m is the least of either:

$P_m = 1000$ or:

$P_m = (5 \times D) - 250$ or:

$P_m = (400 \times D/V) - 200$

where:

D = the maximum marking distance of the day in km, and

V = the best speed of the day in km per hour.

43. Speed Tasks

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

where:



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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. *Tasks Without Finishers*

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

where:

R_d = Marking distance/Maximum marking distance flown

45. *Penalties*

Except as provided for in Rule 35.4, any penalties will be deducted after the score for the day has been calculated and will not change the day factor (if applicable).

46. *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.

47. *Handicapping*

47.1 The NCC will provide a list of handicaps to the Organisers.

47.2 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.

47.3 Handicaps will be expressed as a multiplying factor, to three decimal places.

47.4 Glider variants not covered by the handicap list will be allocated a handicap by the NCC/handicap committee.

47.5 Performance enhancing modifications may attract a decrease in handicap value; the relevant figures will be published with the handicap list.

47.6 Two seat self launchers may compete at 750kg and be handicapped as a 750kg glider.



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Section 2: Assigned Speed Tasking

- A1.1 The Organisers will select a task and advise the pilots at briefing of that task on each competition day. The task will consist of a number of waypoints which must be visited in the order specified.
- A1.2 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 either entered the finish zone or landed on the airfield in accordance with Rule 29.3.
- A1.3 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.



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Section 3: Assigned Area Tasking

- B1.1 The task will consist of a number of circular geographic areas which must be visited in order. The coordinates of the centre of the area will be one of the official waypoints and the radius of each area will be specified, in whole kilometres. The areas may not overlap. Operational restrictions such as airspace may make some parts of an Area unavailable.
- B1.2 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 either entered the finish zone or landed on the airfield in accordance with Rule 29.3.
- B1.3 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.
- B1.4 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. The minimum time and the radius of the areas must be set such that a glider must exceed 180kph to complete the maximum possible task in the minimum time, and can complete the minimum possible task in the minimum time at less than 75kph.