



South Australian
Gliding Association

State Championships

COMPETITION RULES

Version 2001-2

Issued August 2001

Preamble

Each class in the South Australian Gliding Association State Championships may be conducted under one of the following four forms of competition:

Assigned Speed Task (AST);

Pilot Option Tasking (POT);

Pilot Option Speed Tasking (POST);

Assigned Area Tasking (AAT).

In order to simplify the construction of these rules they consist of four sections.

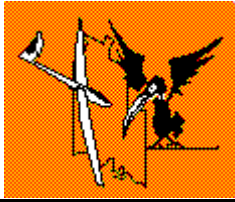
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| Section 1 | Consisting of those common rules that apply to each competition irrespective of the form of tasking. |
| Section 2 | Consisting of those rules applicable if Assigned Speed tasking is used. <i>Note – this section is not currently in use and requires review prior to use in Nationals Competition</i> |
| Section 3 | Consisting of those rules applicable if POT tasking is used. <i>Note – this section is not currently in use and requires review prior to use in Nationals Competition</i> |
| Section 4 | Consisting of those rules applicable if POST tasking is used. |
| Section 5 | Consisting of those rules applicable if AAT tasking is used. |

The form of competition for each State Championships will be determined by the State Competitions Advisory Sub-committee.

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Section 1

General Rules, Entry and Operational Rules

A. General Rules

1. Authority

- 1.1 The South Australian Gliding Association State Championships shall be organised on behalf of the South Australian Gliding Association (SAGA) by a nominated Club and shall be held annually.
- 1.2 "Organisers" mean the Competition Director and Officials representing the South Australian Gliding Association organising the championships. The Competition Director shall be appointed in writing by the GFA Sports Committee through the National Competition Committee (NCC).
- 1.3 As a condition of entry, entrants shall agree to abide by the Competition Rules and all Local Rules.

2. Local Rules and Entry Forms

- 2.1 The Organisers shall prepare Local Rules and also Entry Forms. The Local Rules will be subject to the approval of the NCC. The Local Rules shall also include a statement on the agreed issue of the rules.

3. Championship Dates and Venue

- 3.1 The Organisers shall publish in AUSTRALIAN GLIDING 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

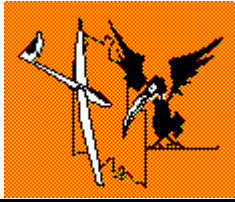
- 5.1 Four competition days from a seven day period. Dates are to be advised in Australian Gliding Magazine.

6. Availability of Rules and Entry Forms

- 6.1 The Organisers will provide a copy of the Competition Rules and Local Rules for each glider upon registration. Pilots will be required to signify acceptance of the Competition Rules in writing before the first competition day as scheduled.

7. Championship Classes

- 7.1 The Championships shall consist of Open, 18 Metre, 15 Metre, Standard, Two Seater, Club Class and Sports Class subject to sufficient entries as defined in 9.8. If insufficient entries are received for any class, that class will be combined with another class. The Organises will notify entrants of the classes to be held and the tasking for each class no later than briefing on Day 1 of the championships.



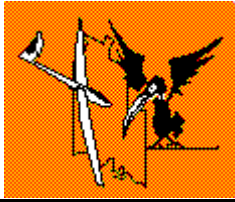
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8. *Class Criteria Gliders*

- 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 in any class is as recorded in that aircraft's Certificate of Airworthiness or Permit to Fly. Pilots should be aware that either tug or operational limitations may restrict the organiser's ability to approve launching. The maximum aerotow weight limit in Australia is 750kg.
- 8.2.1 The limit for 15 Metre and Standard Class shall be 525kg.
- 8.2.2 The limit for 18 Metre class shall be the maximum weight as limited by the C of A or Permit to Fly and subject to the limitations of Rule 8.2.
- 8.3 Any glider with a wing span of 15 metres or less will be eligible for the 15 Metre Class.
- 8.4 The following is the current definition of Standard Class in Australia:
- [1] *Span*: Not more than 15 metres.
 - [2] *Wings*: Any method of changing the wing profile other than by the normal use of ailerons is not permitted.
 - [3] *Ailerons*: Each aileron may not exceed 50% of the glider's semi-span.
 - [4] *Drag-Increasing Devices*: The glider must be fitted with airbrakes.
 - [5] *Tail Chutes*: Not permitted.
 - [6] *Undercarriage*: This may be retractable.
 - [7] *Ballast*: Water ballast, which may be discharged in flight, is permitted.
- 8.5 Single seat gliders with wingspans in excess of 15 metres may compete either in 18 Metre Class or Open Class. Single seat gliders with wingspans in excess of 18 metres may only compete either in 18 Metre Class or Open Class.
- 8.6 Two seater gliders may compete in either Two Seater Class, Club Class, Sports Class or Open Class.
- 8.7 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, must remain within the span limits for their nominated classes.
- 8.8 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.
- 8.9 Club Class aircraft may include any single seat or two seat glider provided that:
- [1] Club Class is scored in accordance with the approved handicap factors applying to each aircraft;
 - [2] Handicap factors are fixed for the duration of each Championship. Gliders are to be flown without jettisonable ballast (See Rule 43);
 - [3] Handicap factors are to be set at the maximum load permitted by Rule 44.
 - [4] In the case of Two-Seat Gliders flown in Club Class they may be flown two up. Club Class Rules then apply in all other respects.



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- 8.10 Sports Class aircraft may include any single seat or two seat glider with a handicap factor of 1.10 or greater, provided that:
- [1] Sports Class is scored in accordance with the approved handicap factors applying to each aircraft;
 - [2] Handicap factors are fixed for the duration of each Championship. Gliders are to be flown without jettisonable ballast (See Rule 43);
 - [3] Handicap factors are to be set at the maximum load permitted by Rule 44.
 - [4] In the case of Two-Seat Gliders flown in Sports Class they may be flown two up.
 - [5] Eligible gliders entered in Sports Class may not also enter Club Class.

Unless stated otherwise, rules applying to Club Class will also be applicable to Sports Class.

- 8.11 The World Class Glider is the PW5 model. Only unmodified examples of this type may compete in this class. PW5 type gliders may also compete in the Club Class or Sports Class.

9. *Champions and Eligibility*

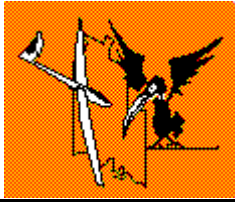
- 9.1 Up to eight champions may be declared at the end of the State Championships

SOUTH AUSTRALIAN OPEN CLASS CHAMPION
SOUTH AUSTRALIAN 18 METRE CLASS CHAMPION
SOUTH AUSTRALIAN 15 METRE CLASS CHAMPION
SOUTH AUSTRALIAN STANDARD CLASS CHAMPION
SOUTH AUSTRALIAN CLUB CLASS CHAMPION
SOUTH AUSTRALIAN SPORTS CLASS CHAMPION
SOUTH AUSTRALIAN WORLD CLASS CHAMPION
SOUTH AUSTRALIAN TWO SEATER CLASS CHAMPION

- 9.2 The Championship may be awarded to an individual, two pilots in the case of a two seater, or a Club in the case of a Club entry of a glider.
- 9.3 Each class may be tasked separately or together with another class, as determined by the Organisers. Each championship having sufficient entries will be scored separately.
- 9.4 In each class, for the purpose of all final results (Championship, final aggregate position, trophy results, etc.), a pilot must be scored for a minimum of four (4) competition days. That is whether single pilot or one of a pilot pair for an aircraft, only the scores of those pilots who have flown a minimum of four competition days will be considered.

Where a Club has entered an aircraft the intent of this rule (9.1) is to be applied to the entered aircraft rather than the pilots (ie. Glider must fly a minimum of four competition days etc.).

- 9.5 The title of Class Champion will be awarded to the highest placed pilot who is normally resident in Australia provided that the class has met the minimum requirements.



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In the case of a Club entry then the title Class Champion will be awarded to the glider or Club.

- 9.6 Foreign pilots, that is those who are not eligible to become Champion under Rule 9.6, will fly as normal competitors.
- 9.7 The winner of each Class shall be the pilot or aircraft with the highest *average* score. The average score shall be each pilot's aggregate score divided by the sum of the day factors for the days flown.
- 9.8 Rest days only apply for single pilots per aircraft and each single pilot must be available to fly on a minimum of four days. Rest days must be notified to the Organisers 24 hours in advance. Pilot pairs may not declare rest days in either Class.
- 9.9 The Organisers may decide to 'scramble' the positions of pilots in pilot pairs during the contest period.
- 9.10 All single pilots must present themselves for the last scheduled competition day. The organisers will declare which pilots of pilot pairs are required to fly on the last day, however, it is usual for the highest scoring pilot to be chosen. Declaration will be no later than at briefing on that day.

In the event that the last scheduled competition day is cancelled, then Rule 9.11 is not applicable.

Note: In the event that circumstances prevent the required minimum of four competition days being available, then Champions/ Winners will not be declared. The Organisers may declare class winners without the award of SAGA trophies.

- 9.11 To be eligible for the award of State Class Champion/Winner, a minimum of four (4) aircraft must be registered for competition in that class and at least four (3) must compete on each day.

In the event that less than four gliders enter a Class, the class is abandoned and the aircraft may enter another class for which they are eligible.

B. Entrance Requirements

10. Pilot's Qualifications

- 10.1 Every pilot in command must have, at the time of entry to the competition:
- * Silver 'C';
 - * Knowledge of Rules of the Air;
 - * Current flying practice;
 - * Current on launch mode to be used during the contest (aerotow, winch, self) and outlandings; and
 - * Previous competition experience to the satisfaction of the Organisers. In this case, safety is the criterion.
- 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



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listed above but have significant gliding experience may be accepted at the discretion of the Contest Director.

11. *Glider Requirements*

11.1 No glider will be accepted for the competition unless:

- * The Organisers are provided with documented evidence that the glider can be legally flown in Australia. (At present, the legal requirement is either an Australian Certificate of Airworthiness or Permit-to-Fly, which must include approval to compete in the competition, and a current GFA Maintenance Release or equivalent overseas documentation.)
- * It is covered by Third Party Insurance Policy for competitive flying with an Indemnity value of at least \$250,000 for any one accident.
- * In the case of sailplanes fitted with skids, these must be of a non-sparking type and the sailplane carry a fire beater.
- * Its contest letters are 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.

Notes:

- a) The last two or three, as applicable, registration letters will be used as competitive identifications.
- b) Pilots are warned that if their glider is loaded beyond the design load limits with jettisonable or non-jettisonable ballast, this invalidates its Certificate of Airworthiness.
- c) All gliders will be scrutinised by the Organisers to check compliance with the Rules.

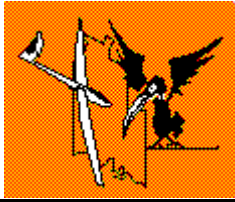
12. *Mandatory Equipment*

12.1 A parachute which must be worn in flight.

12.2 An approved Flight Data Recorder. To be acceptable, flight data recorders must be:

- a type currently approved by the IGC for FAI Record or Badge flights, or approved by the GFA for National Record flights.
- any other type which is capable of downloading or generating a file in IGC standard format and whose operation can be demonstrated to be secure to the organisers.
- a Borgelt "Joey", whether or not it generates an IGC standard file.
- A Garmin GPS unit capable of downloading or generating a track-log file. Other makes of GPS units may or may not be accepted at the Organisers discretion.

12.3 A radio must be carried. Only the approved glider frequencies may be used; of these frequencies, two (2) may be used by the start/finish gate. It is the responsibility of all competitors to ensure their equipment is licensed and meets the requirements



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12.4 For motor sailplanes only, a calibrated barograph and 'time display power plant use detection device' approved by the Contest Director must be fitted and located in a position beyond in-flight manipulation.

12.5 A minimum of 1 litre of drinking water, accessible during flight, must be carried.

13. *Other Equipment*

13.1 Barograph - A barograph will not be required (unless a competitor wishes to claim a record) other than in accordance with rule 12.4.

13.2 A backup GPS unit meeting the criteria described in 12.2 is strongly recommended. Competitors should note that Cameras are no longer supported as either primary or secondary verification evidence.

13.3 Oxygen - Oxygen equipment may be used.

13.4 Maps - Aeronautical maps as specified in the Local Rules to cover the proposed competition areas. Local area 1:250,000 maps in the National Survey series may also be used (these maps are recommended for final glides). All measurements of distance will be made on the Official Maps which are the WAC series and the National Survey 1:250,000 series or by Great Circle distance calculations using the FAI Sporting Code formula and the WGS84 Datum.

13.5 Survival Kits - It is strongly recommended that a survival kit, including extra drinking water and salt tablets, be carried in the aircraft.

13.6 It is strongly recommended that an ELT beacon be carried.

14. *Competition Discipline*

14.1 As a condition of entry, all entrants must agree to abide by the Competition Rules. A declaration to this effect will be included in the Official Entry Forms.

15. *Indemnity*

15.1 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.

16. *Entry*

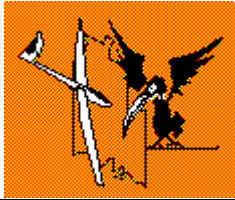
16.1 Entry must be made on the Official Entry form (Appendix 'A').

17. *Registration*

17.1 All competing pilots must report to the Organisers' office at a time and date to be advised in the local Rules. There they will be required to present documented proof that they and their glider comply with the entrance requirements.

C. *Operational Rules*

18. *Flying Control*

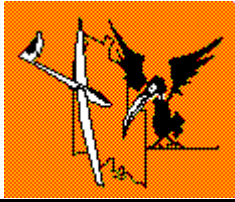


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- 18.1 The Organisers, through the Competition Director, will make all rules and issue directions concerning control of operations, safety, launching arrangements and other operational aspects.
- 18.2 For the duration of the Competition and Practice Period, all operations will be controlled by the Competition Director, Deputy Competition Director or his delegate. This includes extra-contest activities such as local flying and tug movements for retrieves.
- 18.3 All communications with the CASA for clearance, etc. will be made only by the Competition Director, Deputy Competition Director or his delegate.
- 18.4 Failure to observe instructions from the above authorities will render the person contravening such instructions liable for disqualification from the competition, or any other measure that the Organisers see fit, ie. points deduction.
- 18.5 When the Contest Director considers that for safety reasons a day should be declared a non-competition day, even though one or more classes may have started on task, the Contest Director may declare such a day a no contest day in one or more classes. Additionally, if conditions change during the launch period, or the launch is suspended, resulting in an unfair advantage to those already airborne, the Contest Director may cancel the task. Either of these decisions should be broadcast by the Organisers on all authorised radio frequencies.



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19. Flying Safety

- 19.1 Pilots must at all times fly in conformity with 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 (also see Rule 39).
- 19.2 The Organisers may insist on a particular direction of turn within a certain radius of the base aerodrome.
- 19.3 Prior to the commencement of the competition, the Organisers will select a person to act as Safety Officer. Assisting Safety Officers may be appointed on a daily basis.
- 19.4 The Safety Officer will be available to hear complaints by contestants relating to the safety and flying standards during the period of the competition.
- 19.5 Pilots will be advised of the name of the Safety Officer at the initial briefing.
- 19.6 All complaints must be advised to the Safety Officer. Any complaint received against a Competitor by the Safety Officer must be recorded and such action taken as deemed appropriate.
- 19.7 Action taken by the Safety Officer can take the form of an enquiry and, if considered necessary, a warning given to the pilot concerned. In more serious cases, matters are to be referred to the Competition Director.
- 19.8 It is intended that considerable discretion should remain with the Safety Officer to handle complaints without the involvement of the other official Organisers. However, the Safety Officer will act in an advisory capacity only with advice and recommendations being forwarded to the Competition Director.

20. Initial Briefing

- 20.1 There will be an initial briefing for all pilots and crews at a time and date to be advised in the local Rules.

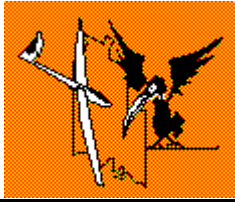
21. Daily Briefing

- 21.1 All pilots intending to compete on that day are to attend the daily briefing, the commencement time of which will be announced by the Organisers.

22. Medical Fitness

- 22.1 Should the medical fitness of any pilot be in doubt, the Competition Director is empowered to enlist the opinion of a qualified medical practitioner.
- 22.2 The Competition 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.

23. Launching Order



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- 23.1 The order of launching in each class will be the order announced for each days launch grid or, any other order decided by the Competition Director.

24. *Launching*

- 24.1 Generally, launching of gliders will be aerotowed to 2,000 feet AGL, however the organisers may vary the launch height in the interests of a successful launch and a fair competition. Other types of launching, including mixed operations, may be permitted at the discretion of the Organisers.
- 24.2 Pilots requiring relights must go to the end of the Class being launched or, adhere to the procedure outlined at briefing for the day.
- 24.3 Pilots shall be relaunched in order of advising the Operations Director or his representative that he is ready to launch.

25. *The Starting Procedure*

- 25.1 Contestants must make a correct start to be scored on any day.
- 26.1 The Organisers will provide a list of starting points, including precise location details. The list must have a minimum of one starting point per 8 competing gliders (eg, for 45 gliders at least 6 start points must be provided), and the starting points will be divided into groups based on geographic location. There should be approximately as many start points in each group as there are groups.
- 26.2 The Start Zone will be a circle of radius 500 metres centred on the Start Point and at right angles to the direction of the first leg. The Organisers may specify a maximum height for the Start Zone.
- 26.2 All starting points shall be located not further than 20 km from the competition venue unless agreed in writing by the NCC.
- 26.3 The Organisers will allocate one starting point to each pilot on each Competition Day from each group of starting points. Pilots must start from one of their allocated starting points. The allocated starting points will be provided to each pilot privately. Pilots may share this information with others if they wish but the Organisers will not make the allocations public while the task is in progress.
- 26.4 The distance of the task shall be calculated from the starting point used and the speed shall be the distance actually flown divided by the pilot's elapsed time. A pilot's distance actually flown in the event of a non-completion of the task shall be calculated from the starting point used.

26. *Controlled Airspace*

- 26.1 The regulations of the CASA relating to the controlled airspace must be observed, subject to special clearances being granted by the CASA. Infringement shall involve penalty or disqualification. (also see Rule 18.3)

27. *Cloud Flying*

- 27.1 Cloud flying is prohibited. Data from FDRs may be used to assist in determining breaches of this rule.

28. *Radio*



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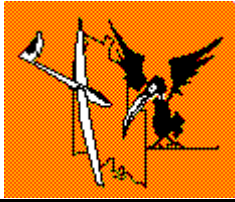
- 28.1 The nominated official radio frequency may only be used by pilots for the purpose of advising starts, and to advise when the pilot is within 10 km of the aerodrome on final glide.
- 28.2 The other approved glider frequencies may be used for communication between pilots and between pilots and ground crew.
- 28.3 The glider call sign will be the full three letter registration and the standard CASA terminology applies, e.g. "Kilo Hotel Zulu" not "KHZ". Gliders with the "G" registration prefix are permitted to use a two letter call sign e.g. "GHZ" becomes "Hotel Zulu".
- 28.4 Strict radio discipline is to be maintained at all times and messages confined, except in the case of emergency, to position reports, weather information and matters pertaining to the task.
- 28.5 Use of radio for misleading, false or nuisance purposes may be subject to penalty at the discretion of the Competition Director.

29. Navigation Aids

- 29.1 All navigation aids are prohibited except magnetic compasses, slide-rules, computers, Global Positioning Systems (GPS), protractors, maps and similar flight-planning equipment.
- 29.2 Gyroscopic instruments and any other instruments that may be an aid to non-visual flight are prohibited, and must be removed, or temporarily disabled to the satisfaction of the organisers.

30. Verification equipment

- 30.1 Evidence of the time a pilot started a competition task shall be that provided by the pilot's approved verification equipment. In the event of timer failure the pilot's broadcast start time shall be taken as the start time, provided that:
 - 30.1.1 A minimum of one hundred (100) points penalty shall apply; and
 - 30.1.2 The pilot brings corroborative evidence to support the correctness of the broadcast time. This evidence may include evidence from another competing pilot or the Organisers.
- 30.2 Only verification equipment approved by the Organisers of the championships will be permitted to be used. The Organisers may refuse to approve any equipment which is capable of having the elapsed time altered by the pilot during the flight from the time which the last start is made in a manner which cannot be detected by the verifier. The Organisers must ensure that flight data recorders are secure. The Organisers shall nominate a procedure to be followed with the use of each type of verification equipment.
- 30.3 The sequence of flight data recorder use will be:
 - 30.4.1 An official may activate the security system of the flight recorder at the start of the contest. This may be reset at any time during the contest by officials. Should the security system not match that of the downloaded data at the end of the flight, the flight recorder data cannot be used to verify that flight.
 - 30.4.2 The flight recorder must be brought to the organisers within 45 minutes of finishing. The recorder must be left with the organisers so that the data can be



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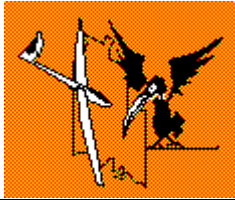
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downloaded to a computer or printer at the organiser's convenience. The pilot or a crew member may be required to assist in this process, and if this is necessary a time will be agreed. The organisers may approach any glider at any time after landing and request the verification equipment be handed to the official. If so requested the pilot shall immediately give the verification equipment to the official. Refusal will result in the flight being scored as if no verification for that equipment was available.

- 30.4.3 On request during the practice period the pilot shall demonstrate to the scorer and the verifier the operation of the flight data recorder and the programs and other equipment used for downloading flight data.
- 30.5 If a pilot outlands prior to starting, he may relight from within or outside the airfield provided that the tug pilot or some person other than the pilot's crew verifies the time of take-off so that the scorer may confirm that the relight occurred prior to the starting time.
- 30.6 Where more than one flight data recorder of the same type is in use at the competition, the organisers may use analysis programs or interface cables supplied by other pilots to verify the accuracy and integrity of the programs or cables supplied.
- 30.7 Backup for FDRs or approved GPS units may be a second FDR or approved GPS unit. A single flight (including the calculation of start time) must be verified from one verification device only except in the case of failure of the primary equipment, in which case a backup device may be used to verify the remainder of the flight. In this case, once having switched to a backup device a switch back to the primary device cannot be made even if the primary device becomes operational again.
- 30.8 The Organisers reserve the right to reject any flight data recorder which in their opinion is not capable of being operated in accordance with these rules, whose means of operation cause undue difficulties to the verifier and scorer, or whose operation is suspect on security or any other grounds. It is the pilots responsibility to ensure that each flight recorder complies with these rules and has the necessary programs, cables and documentation.
- 30.9 Data downloaded from Flight Data Recorders may be used only for the purpose of verifying the flight concerned or to verify other matters concerning the day's flying. The data remains the property of the pilot. The organisers will not supply that data to any other person nor use the data for any other purpose without the written permission of the pilot.
- 30.10 Evidence of the completed task will be obtained directly from the FDR data and will be the best scoring flight that can be obtained from the data.

31. *Finishing Line*

- 31.1 The maximum height for crossing the finish line will be 1,000 feet.
- 31.2 Unless specifically stated otherwise at briefing, a glider, having crossed the finishing line, 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.
- 31.3 A pilot failing to cross the finish line but landing on the airfield will be deemed to have finished at the time of landing/end of roll and with their wingtip on the ground.

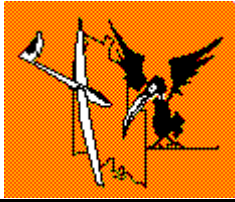


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- 31.4 The Finish Line must be placed as near as possible to an airfield boundary. The Finish Line must be a minimum of 1 km long, but may be extended to 2 km in the interests of safety.
- 31.5 A pilot may choose to land straight ahead after finishing but must do so in a safe manner. Unsafe finishes will be penalised in accordance with Rule 38.
- 31.6 If a minimum finishing height is nominated, it is the pilot's responsibility to ensure he finishes above that height.
- 31.7 All finish times will be calculated from FDR data.



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32. *Landing Points*

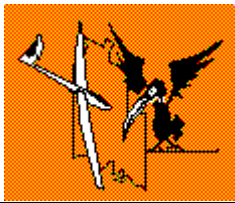
- 32.1 Landing certificates confirming the position of out-landing must be signed by a witness. In the absence of an independent witness, a member of the retrieve crew or the tow-pilot may sign the certificate. Where an approved flight data recorder is being used for verification, the evidence of the flight data recorder may be used in place of a Landing Certificate.
- 32.2 It is the duty of all pilots landing out to notify the base aerodrome of their place and time of landing as soon as is practicable. This particularly applies to pilots who are in radio contact with their crews.
- 32.3 In the case of the crew establishing the outlanding position of their pilot by radio, they must inform the Organisers before leaving the aerodrome. If they are already away from the aerodrome, they should inform the Organisers by telephone as soon as possible. Failure to inform the Organisers prior to retrieving the pilot will incur a penalty in accordance with Rule 38, Group B.
- 32.4 A Landing Report/Task Sheet (Appendix 'B') may be required by the Organisers. If requested by the Organisers, a Landing Report/Task Sheet for each competing aircraft is to be handed in within 30 minutes of landing on the airfield each day.

33. *External Aid To Competing Pilots*

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

34. *Verification*

- 34.1 Pilots completing a closed circuit task are required to hand in their verification evidence (GPS or flight data recorder) within a time specified at briefing (Finish Time Interval).
- 34.2 All other competing pilots are required to hand in an outlanding report and/or verification evidence (if applicable) immediately on returning from retrieve.
- 34.3 Unless otherwise specified at briefing verification evidence must be handed in within 45 minutes of finishing. If this is not done, the pilot's score may be calculated on the basis of no verification evidence for that task.
- 34.4 A pilot who aborts a task and returns to the airfield will normally be scored to the last turnpoint correctly rounded. Except in the case of motor and power assisted sailplanes which use their power plants (and are accordingly scored to the last turnpoint correctly rounded), if a pilot can provide evidence in sequence which clearly identifies the place at which the task was aborted, he/she will be scored as having outlanded at that place. The onus of proof is on the pilot.
- 34.5 If the Chief Verifier wishes to question the pilot about his verification evidence or wishes to have his back-up verification evidence, he will put a notice to this effect on his notice-board. Pilots must give the Chief Verifier whatever further assistance or evidence he needs as soon as possible.



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- 34.6 A pilot eligible for a Championship award at the closing ceremony must have handed in all relevant out-landing reports and verification evidence before the award can be given.

35. Scoring

Common Scoring Rules are set out here. Specific scoring requirements for the various tasking options are included in Sections 2, 3 and 4 as required.

Daily Score

- 35.1 The maximum uncorrected points (P_U) available on each Championship day for each class is 1,000. This score will be awarded to the pilot making the best flight. All other flights will be awarded points based on the relative performance achieved as compared to the best flight.
- 35.2 For the purpose of Rules 35.15 and 35.16, the number of competing gliders is the number having had a competition launch on that day.
- 35.3 The value assigned to P_U is either that value calculated as speed points (P_S) for a competitor finishing a Speed Task, or that value calculated as distance points (P_D) in all other cases.
- 35.4 Deleted

Speed Points

- 35.5 Speed points are applicable only to finishers of Speed Tasks and are:

$$P_s = 1000 \left(\frac{S_i}{S_o} \right)^M$$

where S_o is fastest finisher's speed

S_i is competitor's speed. If S_i/S_o is less than 0.65 it will be taken as 0.65.

$$M = 0.5 + 0.5 (C_1 C_2 C_3)$$

C_1 , C_2 and C_3 are ratios, with respect to the number of competing gliders in the class, of the number of gliders having marking distance of at least 40%, 70% and 100% respectively, of the task distances. (Note: not handicap distance.)

Distance Points

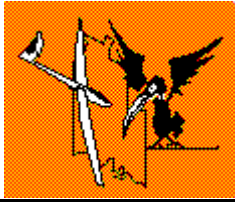
- 35.6 Distance points are:

$$P_d = A \left(\frac{D_i}{D_o} \right)^N$$

where:

$$A = P_s \min. \{ 1 - 0.3 C_3 \left(\frac{S_s}{S_o} \right)^2 \}$$
 If S_s/S_o is less than 0.65 it will be taken as 0.65

D_i is the competitor's handicap distance.



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D_o is longest task distance

$$N = 0.5 + 0.5 \{C_1 C_2 C_3 (S_s/S_o)\}$$

P_s min. is the speed point score of the slowest finisher.

S_s is slowest finisher's speed.

If a competitor's marking distance is 30 kms or less, then D_i will be taken a zero.

Distance Points where there are No Finishers

35.7 The winner is the competitor who flies the greatest distance on handicap.

$$P_d = 1000 (D_i/D_o)^{0.5}$$

where:

D_i is the competitor's marking distance.

D_o is winners handicap distance

If a competitor's marking distance is 30 kms or less, then D_i will be taken a zero.

Assessment of Marking Distance

35.8 The marking distance is the sum of the legs correctly completed in the proper order and the marking distance of the next leg attempted but not completed, if any.

35.9 The marking distance for the incomplete leg is the length of that leg less the distance between the landing place and the next turning point, or goal in the case of the last leg, with the proviso that if the marking distance for the incomplete leg is less than zero it shall be taken as zero.

Hazardous Terrain

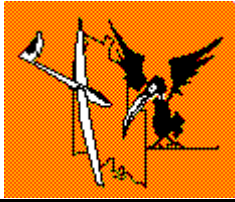
35.10 The Safety Officer may recommend to the Contest Director that he declare any section of the set tasks to be over terrain which would require a diversion from track to ensure a safe outlanding. Where outlandings occur parallel to these sections, they will be scored as if the outlanding had occurred at the point where a line drawn from the landing place intersects the track at right angles. A pilot may apply to the Safety Officer to have a section of the track declared unlandable retrospectively, however the decision rests with the Contest Director.

Championship Day

35.11 A Championship Day is one on which more than 25% of the number of competing gliders in the Class fly a marking distance of at least 40% of the longest marking distance.

Day Factor

35.12 The uncorrected points P_u are multiplied by a day factor to give the corrected points P_c .



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$$F = \frac{2n}{N} - 0.2$$

where:

n = the number of pilots who achieve a marking distance of at least 40% of the longest marking distance.

N = the number of competing gliders in the Class

With the proviso that when F exceeds 1 it shall be taken as 1.

Short Task Devaluation Factor

- 35.13 If the winner's time is less than 3.0 hours, a further devaluation factor F_d will be applied:

$$F_d = \frac{T_w}{3.0}$$

where T_w is the winners elapsed time, expressed in hour decimals

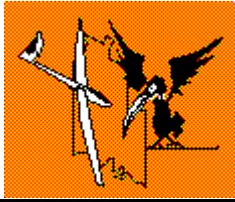
When F_d exceeds 1 it shall be taken as 1.0

Corrected Points

- 35.14 The pilots score for the day will be $P_c = P_u \times F \times F_d$

Adjustment of Devalued Days

- 35.15 On any day where the winning value of P_c ($P_c w$) is less than 1,000 due to the effect of Rules 13 and / or 14, all scores for that day will be adjusted by adding the value, 1000 less $P_c w$ ($1000 - P_c w$), to the score of each competitor in the class.



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Mid-Air Collision

- 35.16 Gliders involved in mid-air collisions will be deemed to have outlanded at the place where the collision occurred, and will be scored accordingly. The organisers will determine the position.
- 35.17 If a pilot disputes the occurrence of a mid-air collision they may continue the task after informing the organisers. If after landing the collision is found to have occurred (due to marks or damage being found on the glider) then the pilot will receive zero points for the day.
- 35.18 A pilot who temporarily discontinues the task to assist in an emergency situation may be compensated by an adjustment of time or distance. It is the pilot's responsibility to demonstrate to the satisfaction of the organisers that the adjustment is warranted.

36. Measurements

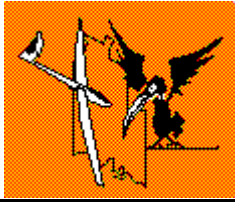
- 36.1 Distances will be measured in kilometres to the nearest 100 metres.
- 36.2 Starting and finishing times will be measured to the nearest one (1) second.
- 36.3 A pilot's speed shall be calculated to two decimal places.

37. Penalties

- 37.1 Penalties may be imposed. Pilots will be advised as to the mechanisms for applying penalties by the competition Director.

38. Penalties & Disqualifications

- 38.1 Pilots may be penalised by the deduction of points or suspension or disqualification of a competing pilot for infringement of the Rules in accordance with the following code. The competitor has the right of appeal. Infringement of the Rules falls into three general groups:
- (a) Technical errors and failures to comply with the requirements, such as inadvertent incorrect verification equipment procedure, crossing the finish line incorrectly, etc.
 - (b) Dangerous or hazardous flying, including airspace infringements and flying outside the limitations of the glider's C of A.
 - (c) Cheating, falsification of documents, using forbidden equipment, etc.
- 38.2 The Competition Director shall determine the penalty to be imposed except that it shall be not less than the following minima over which he/she has no discretion.
- Group A - a minimum deduction of 20 points
 - Group B - a minimum deduction of 100 points or if the infringement has to any extent advantaged the pilot, disqualification of all flights on the day in question.
 - Group C - a minimum disqualification of all flights on the day in question.



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- 38.3 In Groups A and B the penalty shall not reduce the score of the pilot to less than zero for the day.
- 38.4 Deductions of points shall be made after scoring has been completed and shall not affect the Day factor. Flights which are disqualified shall attract zero points.
- 38.5 The Competition Director, in determining increases to be made to the minimum penalty should take into account the severity or otherwise of the misdemeanour, the extent to which the competitor was advantaged by the infringement and, any previous similar infringements. The Committee shall also assess the extent to which the infringement could have been inadvertent or deliberate, and any other aggravating or ameliorating circumstances. The size of the penalty should be large enough to act as a deterrent.
- 38.6 Penalties shall be listed, with reasons, on the score sheet of the day on which the infringement took place.

39. *Protests & Disputes Committee*

- 39.1 Two pilots on the Committee will be invited by the Organisers. Two additional pilots may be invited to act as reserves in case either or both of the pilots on the Committee are directly or indirectly involved in the dispute.
- 39.2 Where a protest or dispute arises from a penalty previously awarded, the person or official in charge of that section of the Organisation initiating the penalty shall be co-opted to this Committee as a voting member.

40. *Protests*

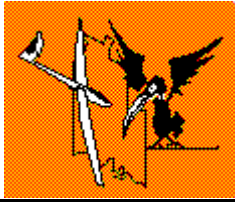
- 40.1 Any protest or dispute must be lodged in writing, on the official form (Appendix 'C'), with the Competition Director within 24 hours of learning of the penalty.
- 40.2 The decision of the Protests and Disputes Committee shall be final.

41. *Rest Days*

- 41.1 There will be no obligatory rest days, however, the Competition Director may declare a rest day if circumstances warrant it.

42. *Glider Damage*

- 42.1 If a glider is damaged during the Competitions, it may be repaired. Components such as a tailplane, aileron, elevator, canopy, etc., may be replaced instead of being repaired; but not a complete fuselage or a complete wing component (one-half or one-third or one-quarter of a mainplane). If, however, the damage is not caused through the fault of the pilot during the competition flight, including launching and landing, then the whole glider or any part of it may be replaced after consultation with the Contest Director who, if in doubt, may request a ruling from the Protests and Disputes Committee.
- 42.2 Damage to a glider on outlanding will normally be considered to be the fault of the pilot.



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- 43.3 Damage to a glider which renders the glider unairworthy must be notified immediately to the Organisers who will then advise whether the glider can be shifted or otherwise.
- 42.4 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 normally be handled through the Organisers.

43. Ballast & Weight Limits

- 43.1 Non jettisonable ballast, may be carried in the cockpit and fuselage provided that the total load does not exceed the placard and Certificate of Airworthiness requirements of the particular aircraft.
- 43.2 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 a minimum 100 point penalty will apply. The penalty can be increased if in the opinion of the organisers a greater advantage was obtained.

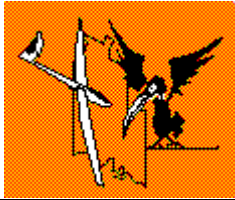
For weight calculation purposes, the load shall consist of pilot(s) weight, safety equipment including drinking water plus ballast.

The Organisers reserve the right to weigh any or all of the competing gliders on any day, and may weigh gliders after landing.

- 43.3 A set of scales will be available to the organisers.
- 43.3 In the event of a protest, written and signed by a competitor, being received by the Organisers, they will reserve the right to weigh a glider and pilot prior to take-off. The decision on whether to weigh in this situation rests with the Contest Director.
- 43.4 The organisers are not required to make any special provisions to supply ballast material of any kind.

44 Handicapping

- 44.1 A list of handicaps, and the reference weights at which these handicaps will apply, will be provided to the organisers by the State Competitions Advisory sub-committee. The organisers have no discretion to vary the published handicaps during the event. In weighing gliders, a glider will be permitted to fly at up to 9kg above the reference weight without being required to remove ballast.
- 44.2 The reference weight will in general be the maximum unballasted weight at which the glider type would normally fly.
- 44.3 A glider may compete at a lower weight, but no adjustment of handicap will apply. The addition of non-jettisonable ballast for the purposes of exceeding the handicap reference weight is not permitted.



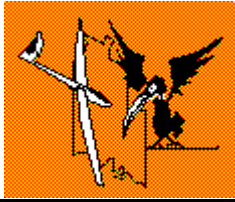
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- 44.4 A glider/pilot combination which is unable (due to glider and/or pilot weight) to fly below the reference weight will be accepted into the competition, but a decrease in handicap value of .005 will apply for each whole 10 kg that the glider exceeds the reference weight.
- 44.5 Each pilot must declare the weight at which the glider will fly before their first competition launch, and must not vary that weight materially during the competition.
- 44.6 The addition of winglets (where these are an after-market modification) will attract a decrease in handicap value of .005
- 44.7 Other performance enhancing modifications will attract a decrease in handicap value; the relevant figures will be published with the handicap list.





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Section 2

Assigned Speed Tasking (AST)

This section applies where Assigned Speed Task (formerly FAI) applies. In this case the Organisers set the tasks for each Class or each Contest Day.

These rules apply in connection with Section 1.

1. Verification Evidence

1.1 Flight Data Recorders or GPS track log

Satisfactory rounding of a turnpoint will be achieved if a data point or a straight line joining two data points passes within a circle of 500 metres radius centred at the turnpoint. All data points from a flight data recorder will be considered as absolute points for the purpose of this calculation. No allowance for position error in the GPS will be made.

Where the flight data recorder trace indicates that the glider was more than 500 metres but less than 2 kilometres from the turnpoint, a penalty will be imposed. The maximum penalty will be 50 points if the glider is 2 kilometres from the turnpoint, and will be calculated proportionally for distances between 500 metres and 2 kilometres.

- c) Where the data points from the flight data recorder show that the turnpoint has not been rounded, the following shall apply:

Where the point so identified is short of the one prescribed and falls outside either the permitted or penalty sectors as described in Rule 39.7.1, the pilot shall be scored as having outlanded at the point photographed or at the data point which gives the best distance provided the correct sequence of verification is present prior to the incorrect turnpoint.

2. Protest and Disputes Committee

A Protest and Disputes Committee may be convened if requested and will consist of the Competition Director, the Safety Officer and two pilots.





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Section 3

Rules for Pilot Option Tasking

This section applies where POT tasking is used.

These rules apply in conjunction with Section 1.

1. Task Length

Task length is to be set so that the shortest completion time is expected to be at least three hours, wherever possible.

The Competition Director will declare a Scratch Distance for sailplanes with a handicap of 1.00. The Minimum Task Distance for all sailplanes is found by dividing the Scratch Distance by the sailplane's actual handicap factor.

2. Turnpoints

Each pilot may only select turnpoints from the list supplied.

Any eligible turnpoint may be attempted in any order except that no turnpoint may be claimed a second time unless at least two intervening turnpoints are properly identified and claimed.

3. Verification Evidence

3.1 Flight Data Recorders

Satisfactory rounding of a turnpoint will be achieved if a data point or a straight line joining two data points passes within a circle of 500 metres radius centred at the turnpoint. All data points from a flight data recorder will be considered as absolute points for the purpose of this calculation. No allowance for position error in the GPS will be made.

Where the flight data recorder trace indicates that the glider was more than 500 metres but less than 2 kilometres from the turnpoint, a penalty will be imposed. The maximum penalty will be 50 points if the glider is 2 kilometres from the turnpoint, and will be calculated proportionally for distances between 500 metres and 2 kilometres.

4. Finish Line

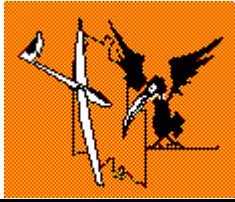
The finish line will be the same for the duration of the contest. Pilots finishing will call:

"(Callsign) 10 kilometres from the (finishing direction)"

All finishing sailplanes must cross at right angles to the finish line and must follow any local operational directions. Straight-in finishes will be timed to the end of roll.

5. Scoring

For uncompleted tasks, the distance scored will be the sum of the lengths of all legs completed, plus the length of the next incomplete leg, minus the distance from the landing point to the terminal point of the incomplete leg. If the distance from the landing point to the terminal point of the incomplete leg is



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greater than the length of the incomplete leg, the scored distance will be the sum of the lengths of all legs completed in the specified sequence.

An incomplete task with pilot selected turnpoints requires that the pilot must declare (on the Outlanding Sheet - Appendix 'D') a task which was being attempted. The declared attempted task must meet the Minimum Task Distance requirement.

Distance of the final leg will be computed as above.

If a completed task fails to meet the Minimum Task Distance required, the flight will be scored on distance only.

For tasks using pilot selected turnpoints, each pilot will be scored for the turnpoints claimed on the landing card, in the sequence claimed. After the landing card has been handed in to the scorer, the adding, deleting or changing of the order of turnpoints claimed is not permitted.

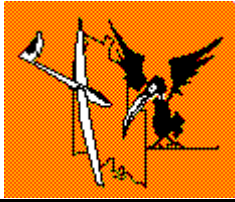
If any claimed turnpoint cannot be verified, the distance of the final leg for that pilot will be calculated from the last verified point (or landing place) using the method shown above. No further points will be accepted. No speed points will be awarded.

If the flight path appears to go to a turnpoint which is not claimed, that turnpoint will be ignored

7. Protest and Disputes Committee

A Protest and Disputes Committee may be convened if requested and will consist of the Competition Director, the Safety Officer and two pilots.





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Section 4

Rules for Pilot Option Speed Tasking

1. POST Tasks

The objective of a POST task is to fly the maximum distance in a time period set by the organisers and then finish at the home airfield, using turnpoints selected by the pilot from a list supplied by the organisers. Scoring is then based on the speed achieved over the course flown, or the distance flown in the event of an outlanding.

2. Minimum Task Time

The organisers will specify on each day at briefing the minimum task time which is to be flown by each class.

3. Turnpoint Sequence

The organisers may specify restrictions on the sequence of turnpoints to be flown, including the establishment of mandatory turnpoints or sequences of turnpoints, and the banning of turnpoints. These may be set for the period of the contest or announced at briefing on each day.

4. Minimum Finishing Time

The organisers will specify a minimum finishing time on each day. This should be 30 minutes less than the Minimum Task Time but may be varied at the Contest Director's discretion. Pilots who do not achieve the minimum finishing time will be scored as non-finishers even if they return to the airfield. In exceptional circumstances the Contest Director may vary the minimum finishing time retrospectively. Exceptional circumstances can include situations where the weather is dramatically different from the forecast, or where a variation will allow the contest to achieve a minimum number of scoring days for competitors.

5. Eligible Turnpoints

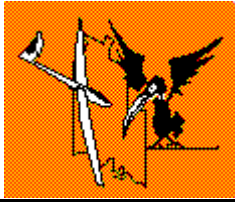
Eligible turnpoints may be visited in any order except that no turnpoint may be repeated unless two intervening turnpoints are used. The home airfield when used as a Start Gate or Finish Line are not regarded as turnpoints under this rule. In selecting turnpoints pilots must also obey any restrictions established under Rule 3. A failure to obey these restrictions will result in a zero score for the day.

6. Aborting the Task

A pilot who aborts the task and returns prematurely to the airfield, whether or not they have exceeded the minimum finishing time, must advise the organisers. In this case the pilot will be scored as a non-finisher. The Contest Director must investigate any situation where a pilot claims a finish but achieves less than 65% of the winners speed (after the application of handicap factors), and may deem the pilot to have been a non-finisher if there is evidence that the pilot did not genuinely attempt to fly the task.

7. Definition of a Finisher

A finisher is defined as a pilot who crosses the finish line or who lands within the airfield boundary having exceeded the minimum finishing time and who has not declared or been deemed an outlanding under Rule 6. A finisher who exceeds the minimum finishing time may not elect to declare an outlanding.



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8. Scoring

8.1 *Speed Calculation*

For the purposes of scoring where the finisher has exceeded the minimum task time, speed will be calculated by dividing the handicapped distance achieved by the actual time on task. Where the finisher has not exceeded the minimum task time, speed will be calculated by dividing the handicapped distance achieved by the minimum task time.

8.2 *Benchmark Distance*

The benchmark distance (BD) for comparison of outlanding performances ("task distance") will be the distance calculated by multiplying the winner's handicapped speed by the minimum task time, or the furthest handicapped outlanding distance achieved, whichever is the greater.

8.3 *Handicap Adjustment of Outlanding Distance*

Prior to scoring all achieved outlanding distances will be multiplied by the handicap factor.

8.4 Scoring Formula

Scoring points will be calculated using the Australian National Scoring Formula as specified in Rule 35, using values calculated as stated in Rule 35. Rule 35.13 (Short Task Devaluation Factor) will not apply.

9. Verification Evidence

9.1 *Flight Data Recorders*

Satisfactory rounding of a turnpoint will be achieved if a data point or a straight line joining two data points passes within a circle of 500 metres radius centred at the turnpoint. All data points from a flight data recorder will be considered as absolute points for the purpose of this calculation. No allowance for position error in the GPS will be made.

Where the flight data recorder trace indicates that the glider was more than 500 metres but less than 2 kilometres from the turnpoint, a penalty will be imposed. The maximum penalty will be 50 points if the glider is 2 kilometres from the turnpoint, and will be calculated proportionally for distances between 500 metres and 2 kilometres.

10. Finish Line

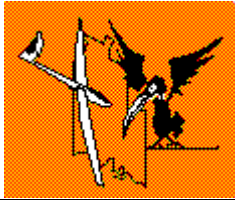
The finish line will be the same for the duration of the contest. Pilots finishing will call:

"(Callsign) 10 kilometres from the (finishing direction)"

All finishing sailplanes must cross at right angles to the finish line and must follow any local operational directions when finishing. Straight-in finishes will be timed to the end of roll.

11. Task Distance Calculation

For uncompleted tasks, the distance scored will be the sum of the lengths of all legs completed, plus the length of the next incomplete leg, minus the distance from the landing point to the terminal point of the



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incomplete leg. If the distance from the landing point to the terminal point of the incomplete leg is greater than the length of the incomplete leg, the scored distance will be the sum of the lengths of all legs completed in the specified sequence.

An incomplete task with pilot selected turnpoints requires that the pilot must declare (on the Outlanding Sheet - Appendix 'D') a task which was being attempted. The declared attempted task must meet the Minimum Task Distance requirement.

Distance of the final leg will be computed as above.

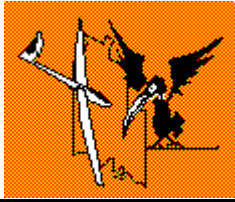
Where a Landing Report/Task Sheet is used, if a claimed turnpoint cannot be verified it will be ignored for the purpose of calculating task distance.

Evidence of the completed task will be obtained directly from the FDR data and will be the best scoring flight that can be obtained from the data.

12. Protest and Disputes Committee

A Protest and Disputes Committee may be convened if requested and will consist of the Competition Director, the Safety Officer and two pilots.





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Section 5

Rules for Assigned Area Tasking

1. Assigned Area Tasks Tasks

An Assigned Area Task consists of a number of circular geographic areas which must be visited in order. The coordinates of the centre of the Area and the radius of each Area will be specified. All Areas will have the same radius. Operational restrictions such as airspace may make some parts of an Area unavailable.

2. Successful Completion of the Task

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 crossed the finish line or landed on the airfield.

3. Verification

Only GPS track log or FDR verification may be used for this Task Type.

4. Task Distance Calculation

The glider must record at least one data point within each area, in the order specified. The measurement of task distance will be that the data point giving the maximum task distance will be used as the point of reference within each Area. Specific turnpoint features do not have to be rounded. There are no penalty sectors. 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.

5. Finish Line

The finish line must be placed as near as possible to the closest airfield boundary to the last turnpoint and approximately at right angles to the final leg of the task. The finish line must be a minimum of one (1) km long. The finish time will be the time at which the glider crosses the finish line, or the time at which the glider stops after landing if the finish line was not crossed.

Pilots finishing will call:

"(Callsign) 10 kilometres from the (finishing direction)"

All finishing sailplanes must cross at right angles to the finish line and must follow any local operational directions when finishing. Straight-in finishes will be timed to the end of roll.

6. Protest and Disputes Committee

A Protest and Disputes Committee may be convened if requested and will consist of the Competition Director, the Safety Officer and two pilots.

