

NEW SOUTH WALES GLIDING INC

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NEW SOUTH WALES STATE COMPETITION RULES

AUGUST 2023

Preamble

The NSW Championships shall be run in accordance with the Australian National Championships Competition Rules published by the National Competition Committee except for the clauses in this document.

Section F HGP Competition will apply only if Handicapped Grand Prix (HGP) tasking is used.

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General Rules

Authority

- 1.1 These Rules apply to the **NSW** Championships in all Championship Classes. All **NSW** Championships will be organised on behalf of **New South Wales Gliding (NSWG)** by a nominated Club or organising team, and will be held annually.
- 1.2 **NSWG** will approve the proposed Competition Director in writing. The Competition Director is ineligible to fly in the competition.

Local Rules and Entry Forms.

- 2.1 The Organisers will prepare and submit the Local Rules, the Budget and the Entry Form to NSWG for approval. The Local Rules will state the version of the Nationals Rules which will apply.

Competition Period

- 5.1 All NSW events will be held over a minimum of 7 scheduled Competition days, in addition to practice day/s.
- 5.2 The Organisers will select the dates in consultation with NSWG. The competition timetable will be specified in the Local Rules.

Availability of Rules and Entry Forms

- 6.1 The Organisers will make an electronic copy of the Nationals Rules, NSW Rules and Local Rules available to all competitors prior to the competition.

Championship Classes

- 7.1 The following classes are recognized in NSW Championships :
 - Open Class
 - 18 Metre Class
 - 15 Metre Class
 - Standard Class
 - Club Class
 - 20 Metre (Two seat) Class
- 7.2 N/A
- 7.3 N/A

Class Criteria

- 8.5.1 **Pilots flying their first or second competition may apply to enter a higher performance glider in club class.**

Champions and Eligibility

- 9.1 At the end of each **NSW** Championships, a champion may be declared in each class that was flown.
- 9.4 Champions will be declared in each class where:
 - at least **three** Competition days as defined by the scoring formula have been flown, and
 - at least **six** gliders (excluding Hors Concours entries) are registered as competing in the class, and
 - at least **five** of the registered gliders in that class achieve a score of at least 20% (or 10% in a HGP class) of the winner's score at the end of the competition.
- 9.6 The title of Class Champion will be awarded to the pilot or two-seat crew who:
 - has the highest aggregate score at the end of the Championship, and
 - has been scored only using a Primary FDR (except where a Secondary FDR has been used as a backup on a maximum of one day)
 - was not flying Hors Concours
 - has an Australian-issued Competition Licence or Gliding Australia GPC
 - has flown at least three Competition days

Steward and Committees

- 10.1 The NCC **may** appoint a Steward, preferably a non-competitor, for the event. Stewards will be NCC members, senior competition pilots or other appropriately qualified persons. Stewards will be available to both pilots and Organisers for advice on the Rules and the conduct of the competition. Stewards may compete but must withdraw from any matter where there is a conflict of interest and a replacement Steward appointed. Stewards may attend Penalty and Protest Committee meetings but may only advise.

A. Entrance Requirements

Pilot Qualifications

- 13.1 In the **NSW** Championships, every pilot in command must have, at the time of starting the competition:
- At least 25 hours solo in gliders.
 - Silver C plus at least one 300km flight.
 - Completed at least two Overseas, National, Skyrace or State Competitions in which at least ten gliders competed OR a statement signed by the CFI of their club stating that the pilot is competent to fly at these Championships,
 - Knowledge of Gliding Australia MOSP in regard to the Rules of the Air.
 - Current flying practice in competition and/or cross-country gliding as defined by Gliding Australia.
 - Current membership of Gliding Australia and an affiliated Gliding Australia club,
 - A Current FAI Sporting Licence (Competitor's Licence) or Gliding Australia GPC
 - An Annual or Biennial Flight Review valid for the duration of the competition.
- 13.2 N/A
- 13.5 Pilot pairs may enter, **provided that**:
- one nominates to fly at least three Competition days, and both where this is possible. The nomination must take place before the end of briefing on the first Competition day that one of the pair is present.
 - they do not declare lay days (apart from those days on which the other pilot flies).
 - the Organisers may allocate or scatter the Competition days for pilot pairs in the interests of ensuring a fair and representative competition, and may require the leading pilot in a pair to fly on the last scheduled Competition day.
- 13.6 The Competition Director, Operations Director and Safety Officer must not compete. The Steward and Scorer may compete but are strongly discouraged from doing so.

B. Operational Rules

Rest Days

- 43.5 Pilots may schedule a Lay Day by advising the organisers at any time before the end of briefing on the day before the Lay Day is required.
- 43.6 In exceptional circumstances, the Competition Director may grant a Lay Day on shorter notice:
- on presentation of a medical certificate certifying that the pilot is unfit to fly,
 - where the glider has been damaged through no fault of the pilot. Outlanding damage is normally considered to be the fault of the pilot, or
 - in other exceptional circumstances.
- 43.7 Pilots who have a Lay Day on the last scheduled Competition day are ineligible to win the Championship unless that Lay Day is declared before the end of briefing on the first Competition day.
- 43.8 Pilots may cancel a Lay Day only if it was granted under Rule 43.6. Lay Days scheduled voluntarily or for convenience may not be cancelled. The Competition Director must approve all cancellations.
- 43.9 On a Lay Day the pilot will be given a score calculated as:
- Average points (1000 x pilot's score / day winner's score) for each competition day flown
 - Multiplied by any day devaluation factor for the lay day in question
 - Reduced by 5%.

D. Scoring

Handicapping

48.7.6 Where weighing is not available, a motor glider's reference weight for the purpose of calculating its handicap will be deemed to be:

- For single seaters, the placarded empty weight plus fuel weight plus 110 kg.
- For two seaters, the placarded empty weight plus fuel weight plus 220 kg

F. HGP Competition

Championship Classes

7.11 If the number of entries in a class reaches a threshold, the class may be split into multiple groups.

- **Group - A number of pilots sharing the same start line opening time, and being scored relative to each other.**
- **Group Threshold - The maximum number of pilots for each group**
- **Group Titles - The Groups** will be referred to as Class Group A, and Class Group B.

7.11.1 A Group Threshold of 16 pilots shall be allowed with a maximum of 2 groups per event.

7.11.2. In the event that this threshold has been reached, on the first day of the event the competitors shall be split randomly into 2 groups using a non-biased computer program. At the conclusion of this day, the winners of each group will be awarded points as specified for Group A.

7.11.3. On subsequent Competition days, the groups will be disbanded and reformed based on the new aggregate points of each pilot, with Group A containing competitors with an aggregate score in the top half of competitors. If there are an odd number of pilots, group A will contain one more pilot than group B.

7.11.4. In the event of a tie between pilots at the boundary between groups, the pilot with the lowest difference between their task time and the winner of their group's task time on the preceding day shall be awarded a higher position.

Task Setup Requirements

11.1 N/A

11.2 N/A

Start Procedure

29.1 Definitions

29.1.1. Start Line – a straight line, of 50km length, perpendicular to the track to the first Turnpoint.

29.1.2. Extended Start Line - the start line extended on both sides to the infinite.

29.1.3. Start Area - the half circular area with a 25km radius located "behind" the Start Line opposite to the first Turnpoint.

29.1.4. Start Altitude – the maximum altitude at which the start line may be crossed once the start line is open. This altitude shall be set daily by the organiser as a function of the meteorological conditions. On the flight record the altitude of the start shall be measured by interpolating between the altitude at the last fix before the line and the altitude at the first fix after the line.

29.1.5. Start Point – the centre of the Start Line. The Start Point should normally coincide with the Goal defined in 29.1.2

29.1.6. Start Speed - The maximum ground speed at which the start line may be crossed. This speed is 90 knots. On the flight record, the ground speed shall be measured by dividing the distance between the last fix before the line crossing and the first fix after the line crossing by the time interval between the two fixes.

29.2. Starting Procedures

29.2.1. The Organisers shall announce by radio the opening time of the Start Line which shall be not less than 20 minutes after the main launch procedure has been completed.

- 29.2.2. Once the Start line opening time has been announced, the Organisers shall no longer delay the opening of the Start Line even if pilots fail to stay airborne or to reach the start altitude. They may however cancel the opening of the Start Line if it is dangerous to continue launching or the weather deteriorates so that the task may not reasonably be attempted or if more than half of the pilots fail to stay airborne before opening of the start line.
- 29.2.3. During the last 5 minutes before the opening of the Start Line, circling, or turning (by more than 90 degrees) to the left is prohibited in the start area. Noncompliance shall be penalised.
- 29.2.4. The pilots must be behind the Extended Start Line no later than one minute before the Start Line is opened. Noncompliance shall be penalised.
- 29.2.5. Once the Start Line is open the pilots must start by crossing the line below the Start Altitude and within the Start Speed limit. Noncompliance shall be penalised.
- 29.2.6. A pilot starting before the opening of the Start Line shall be penalised.
- 29.2.7. A pilot flying back to the Start Line (in a direction opposite to the normal start direction) within 2 minutes after the opening of the Start Line shall be disqualified for the day (risk of head on conflict with the other gliders).
- 29.2.8. A competitor landing back to the airfield after having started may be relaunched provided that they have not used the glider's sustainer motor except within the designated motor use area. They shall be released directly in the Start Area at the normal launch height. They do not need to stay behind start line for one minute and may start immediately but must cross the start line below the start altitude and within the speed limit. In this case no time penalty shall apply for not being behind the start line for one minute before the opening of the Start Line.
- 29.2.9. If competitors have been split into multiple groups (see 7.10), there must be a minimum of 15 minutes between start times.

29.3. Radio Procedures - the following radio messages will be made by the Organisers:

- 29.3.1. At least 20 minutes before the opening of the start line: "The Start Line will open at x Hour and the maximum start altitude is XXXX ft " (altitude expressed in QNH).
- 29.3.2. At 10 minutes before the start: "The Start Line will open in ten minutes. The maximum start altitude is XXXX ft. Pilots must be behind the Extended Start line in 9 minutes".
- 29.3.3. At 5 minutes before the start: "The Start Line will open in five minutes, the maximum start altitude is XXXX feet. From now on, turns to the left are prohibited in the start area. Pilots must be behind the extended start line in 4 minutes"
- 29.3.4. At 3 minutes before the start: "The Start Line will open in three minutes. Pilots must be behind the Extended Start line in two minutes"
- 29.3.5. At 2 minutes before the start: "The Start Line will open in two minutes. Pilots must be behind the Extended Start line in one minute."
- 29.3.6. One minute before the start: "The Start Line will open in one minute"
- 29.3.7. 30 seconds before the start: "The Start Line will open in 30 seconds"
- 29.3.8. 10 seconds before the start: "Start in 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, Go"

29.4. Validity of Starts - a Start is valid if the GNSS FR shows a valid fix or a straight line between two subsequent FR fixes crossing the Start Line in the direction of the first Turnpoint after the Start Line has been opened.

- 29.5. Circling Direction after the start - for safety reasons, the Organisers may impose a common thermalling direction up to a given distance from the start. The thermalling direction will always be to the right, at a distance from the start line to be optionally specified at briefing.

29.6, to 29.11 N/a

Finish Procedure

31.1. Definitions

- 31.1.1. Finish Line - a straight line, of 10 km length, centred on the Goal which will be defined by the Organisers and should be a clearly identified point on the ground.

31.1.2. Goal - the centre of the Finish Line.

31.1.3. The Organisers shall set a final 'Funnel' Turnpoint to align the gliders before finish. This funnel turnpoint shall be approximately 10km from the finish line.

31.2. Finish Procedures

31.2.1. Competitors shall announce their rounding of the Funnel Turnpoint on the Finish Line frequency as specified at briefing, with a 'XX, 10 kilometres' call.

31.2.2. Competitors shall announce when they are 5km from the Finish Line on the Finish Line frequency.

31.2.3. The Organisers shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the competition site.

31.2.4. The Finish Line shall be closed at sunset, or when all competitors are accounted for. Competitors still on task after closure of the Finish Line shall be considered as outlanded.

31.2.5. Pilots conducting competition finishes must be qualified to do so.

31.2.6. A minimum altitude shall be set in the local rules and shall apply from the Funnel turnpoint to and including the finish line. Flying below this minimum altitude shall be penalised.

31.3. Validity of the Finish

31.3.1. A finish is valid if the sailplane crosses the Finish Line, unassisted, in the direction specified at briefing.

31.3.2. Any finish not conducted in a manner deemed safe by the Safety Officer will result in a warning, penalty, or expulsion from the event.

31.3.3. Notwithstanding 31.3.1, a competitor landing back at the airfield without crossing the Finish Line shall be deemed to have finished and shall be given as finish time the time at which the sailplane stopped moving, plus a penalty equal to 5 minutes.

Penalties

41.6.1 Table of penalties – these penalties shall be applied to the finish time and the resultant place will determine the points for the day.

Offence Type	Unit	Multiplier	Example
Started before gate opened	Seconds	2	Started 5 seconds early = 10 second penalty
Missed Turnpoint by less than 500 metres	Metres	0.5	Missed Turnpoint by 100 metres = 50 second penalty
Started above maximum start altitude	Feet	0.6	Started 100 feet above maximum start height = 60 second penalty
Start speed above 90 knots	Knots	5	5 knots over = 25 second penalty
Finish below minimum height	Feet	1.2	Finished 100 feet below minimum finish height = 120 second penalty
Not behind start line 1 minute before start	Seconds	3	Not behind line for 20 seconds = 60 second penalty
Circling or turning left	90Degree	10	Full left Circle (4 x 90) = 40 second penalty

41.6.2 For penalties listed in Australian National Competition Rules 41.6 Table of Penalties and not specified in these HGP rules 41.6.1 Table of Penalties, the Nationals formula is used and the points scaled to HGP points as follows:

- (Points penalty calculated by Nationals Table 41.6 / 1000) x number of gliders in the group + 1 + applicable group bonus (rounded to two decimal places)
- A penalty specified as "all points for the day" in Nationals Table 41.6 is the day score of the pilot being penalised."

Rest Days

43.9 On a Lay Day the pilot will be given a score calculated as:

-
- Average points for each competition day flown
 - Reduced by 5%
 - Rounded to two decimal places
 - Calculation of Scores

46.1. If a class is flown as a single group, that class shall be scored as per Group B.

46.2. Allocation of Points below are cumulative per day

46.2.1. Competitors who record a valid finish shall receive 1 Point.

46.2.1. Competitors shall receive 1 Point per competitor they beat in their group.

46.2.2. Winner's Bonus is 1 Point.

46.2.3. Group bonus - refers to the points awarded to all finishers in each group when more than one group is flown:

- Group A – 3 Points
- Group B - 0 Points

46.2.4. The highest scoring outlanding shall be scored 2 Points less than the slowest valid finisher. Other outlandings will be awarded 1 point less in order down to zero points.

46.3 – 46.8 N/a

HGP Tasking

51.1 The Organisers shall set a number of Turnpoints in a sequence. The minimum length of a Task shall be 50 km.

51.2 After the opening of the Start Line, the competitor shall cross the Start Line and complete the task by passing through these Turnpoints in the sequence designated by the Organisers, and returning to the competition site in the shortest time.

51.3 On any given Competition day, each competitor will be provided with a task sheet containing the variable Turnpoint sizes for this Competition day. Variable Turnpoint sizes are a function of each sailplanes' handicap. Competition tasks will contain at least one variable Turnpoint. The final Turnpoint each day will be one of the nominated 'Funnel' Turnpoints and will be fixed radius for all gliders.