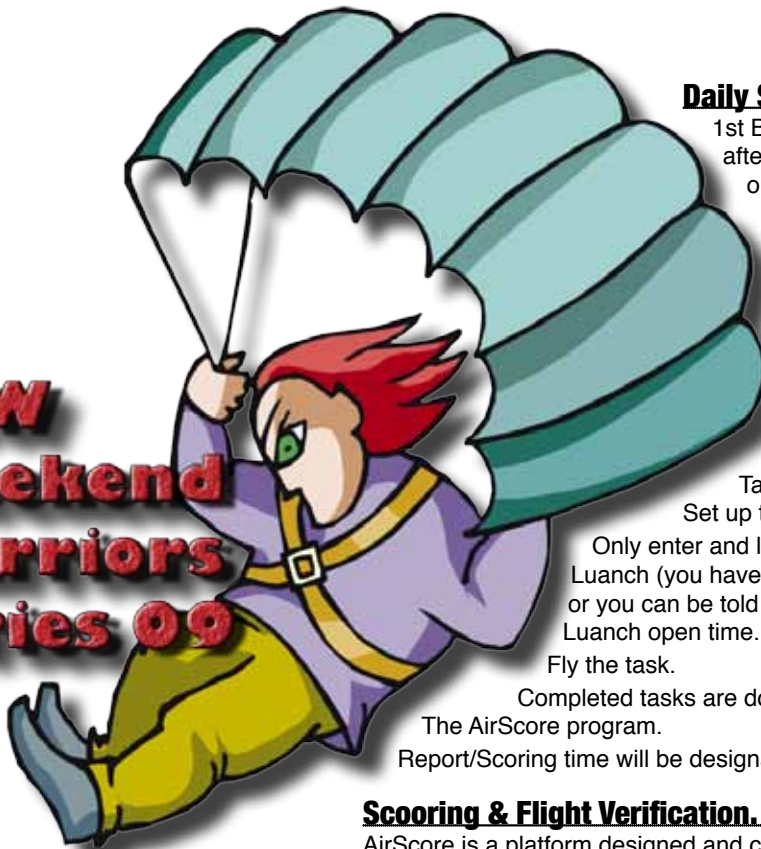


NSW Weekend Warriors Series 09



Daily Schedule.

1st Briefing 0900 hrs. 1000hrs there after at HQ. At the briefing, time on the hill will be designated for task briefing. If you do not attend the HQ Briefing you will miss out on information.

Task briefing will be called at a minimum of 15 minutes before launch is opened.

Preflight check and Glide lay out (remove glider from launch after layout)

Task Briefing, Clear Track log/
Set up tack in GPS

Only enter and layout when you are ready to Launch (you have 2 mins from layout to launch or you can be told to step out). Launch only after Launch open time.

Fly the task.

Completed tasks are down loaded by internet using The AirScore program.

Report/Scoring time will be designated at task briefing.

Scoring & Flight Verification.

AirScore is a platform designed and created by Melbourne based Paraglider pilot Geoff Wong. The software allows scoring of paragliding competitions, including open distance, task based, GAP and RACE scoring. The scoring package enables competitors to quickly download and submit their own track logs rather than queueing at HQ and dealing with potential delays and issues. Tracklogs are available immediately for competitors to review their own and other pilots flights and spectators outside the competition have an immediate view of the day. Overall the system reduces the burden on competition organisers and is far more flexible for all involved.

GPS Set up.

GPS should be set to use map datum WGS84, Time offset +11:00, Position format hdd.mm.mmm

How to upload your tracklog

1. Download your tracklog and save it as an IGC file using any of the following Download programs

http://www.gethome.no/stein.sorensen/body_gpsdump.htm

<http://www.gpsinformation.org/ronh/>

<http://flighttrack.sourceforge.net/> (Mac OSX)

<http://www.gpsbabel.org/>

Your tracklog must have a valid 'G record' to be scored

2. On the WWS 09 Airscore page you will see the dialogue box. Browse on your computer to where your tracklog was stored and on the site fill out your details then click 'Send Tracklog'

3. Turnpoint and goal decisions made by the scoring software shall be considered to be final.

It is the Pilot responsibility to insure that their instrument can be down loaded by the "local" computers (MSS club house, River Gums Carvan park or other internet cafes), or they are to download their own IGC file to the AirScore program.

Late Sign Ins

Pilots must check back to HQ within the time period stated on the Day Task Board.

If a pilot have not returned HQ by the Pin in time (2000 hrs) they MUST ring or SMS their Pilot Number, Name by that time or will score zero for the day. The reason for this rule is that a full search and rescue operation may be commenced if the organisation has not accounted for all pilots by the check back time deadline.

Competition Objectives.

This is an intermediate level competition using the AirScore online scoring program with a down loaded GPS track log (.igc Format)

Local Rules.

This competition will be run under the rules as set out in the HGFA Competitions Manual - Edition 6.7 except for local rules and amendments specified below.

Competition Dates.

3rd & 4th & 5th of October 09

7th & 8th of November 09

21st & 22nd of November 09

Registration by email and recheck at Godfrey's Farm (HQ). There are no emergency days or rest days.

Sanction

C GRADE Sanction (pending) with up to 184 ladder points per day, scored using RACE (ozgap 2007)

RACE Parameters

Minum Distant 5 kms Nominal Pilots in goal 20%

Nominal goal 25 kms Nominal Time 60 min

Competition Format.

This is a GPS competition & is required equipment.

The competition will be held over 3 weekends. Each day a task will be set by the task committee. Re-flies are allowed after bomb out if within the 5 km min distant, all track logs must be kept till the next days tracking or 24 hours and presented on demand for inspection. Only one flight will be scored per day. All Pilots must keep their Track Log up to the next mornings task briefing to allow for any protests/complaints that may be lodged.

Categories & Prizes.

Best Weekend Warrior

1st Pilot by points

1st Female Pilot by points

Best Adv. Pilot

Best Intermediate Pilot

Best 1st Time Competition Pilot

Best Flying team

Pilots will form Teams of 5, The team with the most points will be the winner.

Best Weekend warrior is a pilot that flew less than 70 hours last year, and flies a Intermediate wing (GEN C, DHV/LTF 2) or lower, also is a Intermediate or lower rated pilot on the last day of the Competition.

Turn points and Remote GPS Goals

Start gates - start gates will be either exit or entry, to be determined daily by the Task Advisory Committee.

To have an entry start gate it is usual to make a radius around the first turn point, which is a suitable distance from launch. Pilots fly up to this radius and can even use the time before the start to fly to the upwind side of the first turn point. A pilot's time begins once the start gate is open and he/she enters the circle. Distance is calculated from launch. Once "entering" the start gate the pilot continues on to the turn point as usual.

Advantages of entry start gates are that safety in the air is enhanced with pilots more spread out around the gate rather than all congregating at the one best "exit" point, and pilots do not need to be altering GPS' from the waypoint to route functions in the air.

Unless otherwise stated at the task briefing the Turn point cylinder will have a 400m radius.

Task goals may use a remote, unmanned, GPS "Virtual" Goal.. Such goals will usually use distinct physical features (such as a road intersection or sports grounds) to assist with location identification.

The GPS goal line will be a 100m radius GPS cylinder with the centre on the course line unless otherwise stated at the task briefing.

A pilot is deemed to have made goal when his Track Log or Mark Enter verifies that he/she has entered the goal cylinder just like achieving a turn point. Landing may occur anywhere provided that the track log evidence clearly shows the cylinder was entered in flight. Speed/time/distance factors determined from track log points will be manually calculated in the event of disputes. Pilots must ensure that the interpolated line joining 2 track log points either side of the cylinder does in fact enter the cylinder.

Use of another glider

A pilot may, due to technical difficulties, use a glider other than that originally entered provided that it is of similar or lesser performance. The Competition Director (CD) must be notified of and approve all such changes.

A tandem glider may be used at any time by a competing pilot in the task for publicity or media purposes provided the CD has been notified.

Stopping the task

Rule 3.12 of the HGFA competitions manual edition 6.7 shall apply for stopping the task, with the following clarification:

Change the following text: "A task may only be stopped if the task was a race-to-goal type task and a minimum of one hour has elapsed..."

NEW text: "A task may only be stopped if the task was a race-to-goal type task with a single start time for all pilots and a minimum of one hour has elapsed..."

Site

Mt. Borah and any of its launches will be used as the competition launch site.

This competition will use self reguagtaled open luanches.

Pilots will line out behind the start gate, the pilot will move to the next empty slot and lay out. If the slot has a pilot ready to launch you may lay out behind them. In each "slot" one pilot will launch with one layed out behind. The pilot will yell "launching" and so have priority over all other pilots. You may have 2 attempts to launch, then you will move out of the slot and return to the start line.

No top landings are permitted except in the case of an emergency. Penalty: zero score for the day.

Maps and airspace will be available for viewing. Pilots are to supply their own maps.

Phone numbers.

James Thompson - Comp. Organiser voice/SMS 0418686199 You can leave a message c/o Gogfrey's 02 6785 6545. This is a limited facility and should only be used for urgent contact. **Digital GSM mobile phones do not work in Manilla only Telstra NextG**

Entry Requirements.

The Competition is open to all current financial members of the HGFA with over three hours XC experience outside of their Licence course (it is recommended that pilot with 3 to 10 hour XC time complete a Thermaling course before this competition.

With pilot numbers limited to 100 on first in first accepted conditions. The Comp. Organiser has the right to decline any registration. They must also be financial members of Manilla Skysailors and have signed the Manilla Skysailors Club waiver form. All gliders used must be certified (AFNOR, DHV and/or GEN) or be copies of gliders certified thus, or have an authority from the glider manufacturer for the given pilot to fly the given wing.

A reserve parachute is a requirement, as is a working UHF radio and a GPS that outputs a #D track log that can be downloaded to the AirScore web Program.

The competition charge \$25.00 per weekend. The competitor is responsible for their own retrieves and hill transport. Organised meals are also paid for by the individual pilot.

Protests.

A protest fee of \$50 is payable upon lodgement of a protest in line with section 4.2 of the Comp. Manual.

Task, Safety and Protest Committees.

Task, Safety and Protest committees will be elected by the competitors from the pool of competing pilots.

Airspace Restrictions.

There is airspace around Tamworth Airport and it should be checked on VTC at HQ. Any pilots who enters these areas will be penalised as per the Comp. Manual.

Radios.

The competition will use channel 26 on UHF radios. Retrieve crews should select separate channels for their own use with one of the crew to monitor the competition channel.

Thermaling and Hill Etiquette.

Mt. Borah has large, open launches and as such we do not use an ordered launch system. Before launch is open, sort your gear and lay out your wing then bunch it up and clear launch until you are ready to fly.

Each day a thermaling direction will be declared. This means that in the thermal above Mt. Borah and within 2kms, all pilots will turn in the same direction.

J Curve. Is the turn used to enter a thermal. Do not fly straight into pilots thermaling as it is dangerous and you can also push them out. Head towards the thermal, then turn with them and enter the thermal behind them. Remember the thermaling rules of giving way to those below. Also the pilot first in the thermal establishes direction down course.

Cloud Flying.

Cloud flying is illegal under VFR/VMC Civil Aviation Regulations. It is also regarded as cheating and unsafe, and is not permitted. Pilots must not fly so that wisps of cloud are visible below them. A pilot found to be deliberately breaking this rule will be disqualified from that days task for the first offence and asked to leave the competition for a subsequent offence. Testimony of two or more pilots will be used as a basis for deciding whether or not a pilot is guilty of this offence. A pilot wishing to testify against an offending pilot should contact a Comp. Official ASAP and restate their testimony at pin-in.

The safest method is to not fly into cloud in the first place. If you are sucked up as you are leaving continue flying straight line with 'big-ears' until you leave the cloud. Pilots who find themselves inadvertently in this situation may avoid penalties in the following way. The pilot should leave the cloud and with good visibility, lose height as to gain no advantage from the cloud flying. They should deviate by 90 degrees (or greater) from their heading until they have lost height to below the cloud wisps height. Spiral dives or B line stalls are not recommended due to the possible danger to competitors below in conditions of reduced visibility.

Aggressive or Dangerous Flying.

A pilot found guilty of aggressive or dangerous flying will lose their points for the day and on the second offence will be asked to leave the competition.

Landing Paddock Etiquette

We will be landing on private property and so our sport relies on the goodwill of the property owners. So without landings we would not fly.

When you land;

No smoking until in your Vehicle.

Do not climb over wire fences, use the nearest gate. If it is locked climb over the hinges so as not to damage the gate or stretch the wires.

If you see a landowner, introduce yourself, explain to them what you are doing on their property and thank them for the use of the landing. Ensure you cause no damage or disruption.

Avoid landing or over flying paddocks of livestock especially horses, ostriches or bulls. If the horses upset (running or milling, STOP, sit down and wait, then walk away from them. If they again get spooked, STOP, put down your pack and leave it, walk away and around them to the Owners home and explain what's happen and ask for their help.

Do not land in crops.

Leave gates as you find them - if it is open, leave it open, if it is closed make sure you shut it even if there are more pilots in the paddock. Livestock are controlled by these gates. You may be isolating livestock from their water source or if the gate comes open the livestock can wander onto the road.

Walk to the closest road to be retrieved, do not drive into paddocks.

If you cause damage notify the land owner, explain and apologise.

Also report to the Comp. Director.

Do not smoke on launch, near any glider, or long grass.

Safety and Emergency Procedures

The safety committee will make recommendations to the Comp.

Organiser on matters of safety. Any pilot can voice concerns by radio to the safety committee as to flying conditions on course.

Launch may be closed for short periods due to safety reasons. As long as the launchable window exceeds minimum launch time (stated at the briefing), this will not cancel the day.

If the task is stopped, it shall be broadcast on the Comp. Channel and pilots are immediately to pull 'big-ears' and fly to a safe landing area.

Emergency Procedures on the Hill

If airspace is closed around Mount Borah a large blue tarp shall be displayed on the launch being used. Any pilot seeing this is to immediately fly to the bomb-out or leave the area. This will usually indicate a helicopter is due in for an evacuation.

Emergencies on Course

Pilots on landing even in an empty field should bunch up their glider and walk a small distance before packing up. This will make it obvious to any pilots overhead that you are uninjured. Any pilot in the air that sees a pilot land heavily or not move after landing should start by reporting the position and the possibility of injury. The pilot can then decide if it is safe to land to render assistance. Once landed you will most probably lose radio contact so it is essential to get a message out before you get too low. Remember it is better that you stay in the air rather than risk an unsafe landing and having two injured. A pilot having landed to render assistance will be given the day average kilometres or personal average, whichever is the greater.

Pilot Responsibility

You are the pilot in charge of your aircraft, so you set the fly/no fly limit, there will be other pilots to help you make an informed decision, but in the end it's you that's doing the flying. ***If in doubt, Don't!***

It is the pilot own responsibility to check that his pilot details and posted day score are correct. A list of pilot detail will be post at HQ on the 2nd day for checking, which is then final there after.

Day scores will be post at or before 9pm after the task, the pilot can question these scores up to the HQ briefing the following day, and last task will be posted at HQ 30 mins before delectation of the task.

Sponsors

Much thanks to our sponsors who have made it possible to stage this event.

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Also our very good friends in Manilla,

Vic and Tom of the Royal Hotel

And Many others

*Above all, this Competition is for the fun and Joy of Flying,
Have Safe & Enjoyable Weekends!!*

Fly Safe,

Your Comp. . Organizer.

James

Emergency Numbers.

Ambulance	000	Request Ambulance Dubbo Control and then give details - location, access, type of accident, rescue options
SES - rescue	6785 1662	Give details - location, access, type of accident, rescue options
Westpac Rescue Helicopter Tamworth	6760 7744	Inform of accident and type of rescue so that they will be on stand-by once the Ambulance call them in
Manilla PG (Godfreys)	6785 6545	For use as a landline back to Mt Borah to contact the comp organisers or Godfrey.
North Power	132 080	Power line accidents - if after 3x2 seconds restart attempts, an earth fault is still detected the line will automatically shut down
Manilla Hospital	6785 1003	To check on patient location/condition
Tamworth Hospital	6766 1722	To check on patient location/condition
Manilla Police	6785 1039	Use 000 for emergencies!