

Competition Objectives.

This is an entry level competition aimed at the novice or intermediate XC pilot wishing to experience a competition in a safe and friendly atmosphere.

This is not a thermaling course, it is assumed that the pilot is already thermaling. However, pilots with low XC hours will still gain valuable experience and insights into competition flying.

Competition Dates.

The competition is held on Friday 22/04/11 to Sunday 24/04/11.

Registration by email and recheck at Manilla (HQ to be advised) Thursday 21/04/11. There are no emergency days or rest days.

Sanction

C GRADE Sanction(pending) with up to 184 ladder points per day, scored on un handicapped Kms.

RACE Parameters

Minum Distant 4 kms

Nominal Pilots in gaol 0%

Nominal goal 20 kms

Nominal Time 60 min



Competition Format and Grades.

The competition will be held over 3 days. Each day will be open distance and direction with pilots scoring on how many kilometres they fly in a straight line from take off to landing. Handicapping is then used to give the day score. There is a minimum Distance of 4 km around Mt. Borah, Which also includes Godfrey's House to the river, if you land inside this area you automatic get 4 km.

Categories & Prizes.

1st Pilot on Handicap

1st Female Pilot on Handicap

1st Adv. Pilot on Handicap

1st Intermediate Pilot on Handicap

Best 1st Time Competition Pilot on Handicap

The Up & Coming Pilot award

And 1st. Three Flying Crews

The handicapping is as follows;

-Novices of 3 hours to 50 hours (XC hours outside of the Course) have their distance covered in kilometres multiplied by 3 to give their points.

-Intermediates of between 51 to 150 hours cross country use a multiple of 2.

-Advanced pilots are scored on 1 point per kilometre.

-State of Origin team day score is the average score of the top 50% of pilots flying for that State that day. The State's score for each day shall be added together to give the final score for the State. A State team is made out of 10 pilots or more. If under that number the Pilots will fly for the World Barbarians

-Pilots will form coaching Crews of 5, made up of one advanced pilot and a minimum of 2 novice pilots. The Coaching Crew with the most points will be the winner.

Re-flies are allowed after bomb out. Only one flight will be scored per day. The maximum distance flown in one flight will be deemed to be the scoring flight.

This is not a GPS competition & not required equipment.

Daily Schedule.

1st. Briefing 0830 hr. Friday and 0930 hrs. 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.

Report/Scoring time will be designated at task briefing.

Crew Captains must complete a declaration form & sign off for their Crew. It can be then handed in by any member of the team for scoring at HQ.

Late Sign Ins

If a Crew or pilot have not returned HQ by the Pin in time (1930 hrs) they MUST ring or SMS their Pilot Number, Name & kms. flown, by that time. Failure to do so results in zero score for the day and \$20 donation to the SES.

The Crew Captains

The Crew Captains are responsible for the members of their Crews, To maximise points your crew should fly as a team, using preflight briefings on launch to help your low air time members to launch and fly, maximising safety and the flight. Radios can be used for team flying and ***to monitor the comp channel for a Stoppage of the task. Any crew Captain can call to stop the task if there is danger and the Comp Organiser/ Safety Committee cannot be contacted.*** They will verify the Distant Flown by each member, and also that each of the member is down and safe and returned to town. This is a safety procedure so that the organisers know that all pilots that have flown have returned safely. If a Crew has not reported in, it is assumed that they are lost or injured and a search will be organised. It is essential that the crew signs off to stop these emergency procedures.

Site.

Mt. Borah and any of it's launches will be used as the competition launch site.

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 Vic and Tom at the Royal Hotel 6785 1017. This is a limited facility and should only be used for urgent contact. ***Digital GSM mobile phones do not work in Manilla only Telsra NextG mobiles.***

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 CEN) 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.

The competition Fee \$20.00. Prizes are funded through sponsorship and donations.

The competitor is responsible for their own retrieves.

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.

As this is an open task there will be no task committee but a safety and protest committee will be elected by the competitors from the pool of competing pilots. The Safety Committee will set a general line of flight for each day and this will be so marked on the task board along with “out of bounds” zones.

Flight Verification.

The Crew Captain will verify the landing position of each of their crew members and best Distance flown, the captain will fill out a declaration stating their name, pilot number, landing, maximum distance flown with any names of witnesses, pilots or description of the landing. As this is open distance it is assumed that each pilot will act with integrity. Any crew found cheating will be asked to leave the competition.

Airspace Restrictions.

There is airspace around Tamworth Airport and it should be checked on VTC at HQ. The safety committee will designate ‘out of bound’ areas for safety. Any pilots who lands in these areas will score zero points.

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 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 third 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 and will define 'out of bound' areas on a daily basis and a line of flight. Any pilot can voice concerns by radio to the safety committee as to flying conditions on course. If the task is stopped it shall be deemed a cancelled task (zero day points).

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 cancelled, 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 call on the Comp Channel will be boardcast. Any pilot hearing the radio call 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 ever 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 a informed dissension, 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 at HQ briefing on the last day.

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.

Manilla Paragliding

Paragliding Queensland

PoliGlide

Also our very good friends in Manilla,

Vic and Tom of the Royal Hotel

Manilla Spar Supermarket

The Rivergums Caravan Park

And Many others

Events Schedule

Thursday		Pre-comp fly
	1900 hr	Registration at HQ Pilot Talk on Thermaling
Friday	0800 hr	Registration HQ
	0830 hr	1st briefing, weather report and day schedule
	TBA	Tasking Briefing, Get High-Fly Far.
	1930 hr	Sign Off, Pin-in & Score.
	2030 hr	Dinner at the Royal Hotel as it is Good Friday, fish is on the menu.
		Also there will be a Q & A session to ask any Questions on Comp Flying
Saturday	0900 hr	Hangover cures for any that need them & check out the scores.
	0930 hr	@ HQ., Briefing, weather report and day schedule
	TBA	Tasking Briefing, Get High-Fly Far.
	1930 hr	Sign Off, Pin-in & Score.
	2030 hr	Dinner & Talk on Weather Forecasting
Sunday	0930 hr	@ HQ., Briefing, weather report and day schedule
	TBA	Tasking Briefing, Get High-Fly Far.
	1930 hr	Sign Off, Pin-in & Score.
	2030 hr	BBQ and presentation dinner at the Royal Hotel

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!

Above all, this Competition is for the fun and Joy of Flying.

Have A Safe & Enjoyable Weekend!!

Fly Safe,

Your Comp.. Organiser.

James