

VICTORIAN SOARING ASSOCIATION

Victorian State Gliding Championships

COMPETITION RULES [July 2021]

Type of Event

The organisers will select one of the following two options for conduct of the event. This will be determined and advertised no less than 8 weeks prior to the planned first contest day.

- A. Conventional 1000 point scoring with a mix of AST and AAT tasks.
- B. Place scoring, Skyrace Grand Prix format, fixed tasks with variable turnpoint size.

Rules

The **Victorian State Gliding Championships** shall be run in accordance with:

- The current GFA Australian National Championships Competition Rules; *and*
- The Skyrace.com.au championships rules (for option B events); *and*
- These rules; *and*
- Local procedures published for the event.

Authority

The Victorian State Gliding Championships will be organised on behalf of the Victorian Soaring Association (VSA) by a nominated Club or Organising team, and will be held annually.

Authority for the championships lies with the VSA, not the National Competitions Committee.

“Organisers” means the Contest Director and Officials acting on behalf of VSA to organise the Championships.

The Organisers will prepare and submit names of proposed Contest Director, Safety Officer, Local rules, Financial budget to the VSA for approval.

Finances

The entry fee will be set to ensure that all fixed costs are covered for the event, even if no flying is possible.

Entry fee may be lower if payment is made more than 6 weeks prior to the first contest day.

Entries may be refused if payment is made later than 4 weeks prior to the first contest day.

Tug ferry fees should be included in the entry fee, or charged as a separate fee payable on registration.

In case that the contest has to be cancelled, fees paid will be refunded, less any costs incurred for budgeted items that cannot be redeemed.

Competition Period

The Victorian State Gliding Championships will be held over a period of **one** week including weekends. The first day must be scheduled as a practice day, but if flying is not possible on that day a practice day is not required.

The minimum number of scheduled contest days, will be seven.

The Organisers will select the start date on the advice of the VSA. Unless otherwise agreed with VSA, the first scheduled contest day will be a Sunday.

Championship Classes

The State Gliding Championships will consist of a minimum of two classes:

- a. **Ballasted Sports Class**- including the main FAI classes.

Should entries permit, the ballasted class may be subdivided into a combined Standard / 15m class and a combined 18m / Open class

- b. **Un ballasted Club Class.**

Club Class Criteria

- a. Club Class as defined in the Nationals rules and listed on the unballasted club class handicap list; *and*
- b. Slower gliders with a handicap equal to or faster than the ASK21, *and*
- c. Faster gliders with a handicap equal to or slower than the Nimbus 2 of a type first manufactured before 1988 *and*
- d. the CD may approve a glider outside of the handicap range if the pilot is flying their first or second competition and requests such consideration.

Champions and Eligibility

Up to six champions may be declared at the end of the championships:

- a. Victorian Open Class Champion
- b. Victorian 20 Metre Two Seat Class Champion
- c. Victorian 18 Metre Class Champion
- d. Victorian 15 Metre Class Champion
- e. Victorian Standard Class Champion
- f. Victorian Club Class Champion

Victorian Gliding Championships will be awarded on the basis of handicapped scores.

There will be one champion declared from each class provided that at least:

- a. **three** contest days as defined by the scoring formula have been flown achieved, *and*
- b. **five** gliders are registered as competing in the class; *and*
- c. **five** of the registered gliders in that class achieve a score of at least 20% of the winner's score at the end of the competition.

If there is a shortfall in entries the Organisers, in conjunction with the VSA, may decide on a variation to the minimum number of entries and/or the Classes and must advise entrants prior to commencement of the first competition day.

If less than three contest days are flown, Class Champions will not be declared. However, the Organisers may declare class winners without the award of VSA trophies.

The title of **Class Champion** will be awarded to the pilot who:

- a. has the highest aggregate score at the end of the Championship, *and*
- b. is an Australian citizen or permanent resident of Australia, *and*
- c. has flown at least **three** contest days.

Lay Days

Where a pilot nominates *4 weeks* before the commencement of the first competition day any days where they are unavailable to compete, they will be awarded their average points on those days **minus 10%**. They remain eligible to be awarded the championship provided they compete on 3 or more competition days as above. The last scheduled competition day cannot be used as a lay day.

- *For 1000 point scoring system:* Average points are calculated as the average of 1000 x (pilot's score / day winner's score) for each competition day flown. This is then

multiplied by any day devaluation factor for the lay day in question. Finally, it is reduced by 10%.

- For place scoring (Grand Prix Scoring system) Average points are calculated and then reduced by 10% and *then rounded down to the next whole number*. The last scheduled competition day cannot be used as a lay day.

Pilot pairs

Pilot pairs may enter, provided that:

- a. one nominates to fly at least **three** contest days, and both where this is possible. The nomination must take place before the end of briefing on the first contest day that one of the pair is present. *and*
- b. they do not declare lay days (apart from those days on which the other pilot flies).

The Organisers may allocate or scatter the contest 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 contest day.

Pilot pairs will score their average points (as per Lay Days, but without the 10% reduction) for their designated non-flying days.

Pilot pairs will be scored individually and each pilot will need to fly at least three contest days to be given an overall score.

Entrance Requirements

Pilot Qualifications

In the State Championships, every pilot in command must have, at the time of starting the contest:

- a. A valid GPC *and*
- b. Completed a minimum of one 300km flight *and*
- c. An awareness of the issues contained within the GFA 'Safety Briefing Pack'.

Operational rules

Water ballast and weighing

The Organisers will determine whether to use random or general weighing.

Any glider flown in club class may not use disposable ballast other than if the Organisers permit it's use to raise the glider empty mass to the reference mass. The pilot must declare the flying mass that will be used, and this mass must be used on every contest day. If the glider is found to be heavier or lighter than the nominated mass then a penalty will apply. If the glider flies with disposable ballast in club class then it may be weighed after the flight and if the mass is different from that nominated then a penalty will apply.

Weighing procedures and penalties will be as described in the National rules or as shown in the Local Procedures.

Scoring

In the event of a Place scoring system, the pilot receives 1 point for a successful start, plus 1 point for completing the task, plus 1 point for each pilot they beat, plus ½ point for each pilot they tie with. In addition, the winner of the task will receive 1 bonus point.

Starting

- The start line will be 10km long - 5 km either side of the nominated start point.
- A maximum start height and speed may be applied.
- For Place scoring events, a Grand Prix start will be used, where all pilots are scored as starting at the same nominated start time (see Skyrace rules).

Finish

Finish procedures will follow the National rules, or as described in the Local Procedures.

Entry

As a condition of entry, all entrants must agree to waive all claims against the GFA or the VSA or the Organisers or their 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 or at the time of registration.

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