



COMPETITION SPECIFIC RULES
New Zealand National Paragliding Series
Round Two

Nelson
New Zealand
26th February to 5th March 2016

Organised by:-
Tasman Hang Gliding and Paragliding Club Inc.
THGPC

Competition Organiser – **Nick Taber**

On Behalf of:
The New Zealand Hang Gliding and Paragliding Association Inc.
NZHGPA

These Competition Specific rules are to be used in conjunction with the NZHGPA Paragliding Competition Rules and the General Section and Section 7B of the FAI Sporting Code.
All competing pilots are required to read and understand the NZHGPA Competition Rules Ver. 17 at

<http://www.nzhgpa.org.nz/competitions/pg-competitions/downloads>

FAI/CIVL Category 2 Event

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Brian Erasmus
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Purpose:

The purpose of the NZHGPA championship is to provide a safe, structured and fun flying contest for all levels of pilot ability in order to help determine the New Zealand Paragliding Champion for 2016 season, and to promote the development of lower airtime pilots.

Divisions: (Gliders must be certified in the classes below and not be modified.)

Serial	EN - D	LTF 2/3	DHV2/3
Sport	EN - C	LTF 2	DHV 2
Fun	EN - A/B	LTF 1, 1/2	DHV 1, 1/2

**There is no Open class in this competition and no open class gliders will be accepted for this competition.

Awards

Competition Winner - Male
Competition Winner - Female
NZ Champion
NZ Female/Male Champion (depends on gender of overall champion)
Sport Class Champion
Fun Class Champion
NZ Regional Team Trophy
NZ PB Trophy – New for 2016

Only overall scores from the Serial, Sport and Fun classes will be considered for determining the New Zealand Champion. Only New Zealand citizens or those holding permanent residency are eligible to become either the New Zealand Champion or a Class Champion for the season. This person may or may not be the Competition winner or Class winners of the Competition as visiting pilots scores will not be filtered out. Only New Zealand citizens or those holding permanent residency are eligible for the PB Trophy.

Programme:

Registration and BBQ	Friday, 26th February 2016	16:00 – 21:00
Mandatory Safety Briefing	Friday, 26th February 2016	21:00 – 22:00
First competition briefing	Saturday, 27th February 2016	08:00
BBQ	TBA	18:00
BBQ	TBA	18:00
Contest flying days	Saturday, 27th February to Saturday, 5th March 2016	
Price Giving and PCC elections	Saturday, 5th March 2016	18:30

Officials

		Phone
Meet Director	Frog Twissell	021 228 2121
Safety Director/Committee	Selected by pilots at the first briefing	
Task Committee	Selected by pilots at first the briefing	
Protest Jury	Selected by pilots at the first briefing	
Technical Delegate	Tim Brown	
Launch Director	Frog Twissell	
Transport and Retrieve Coordinator	Greg Benjamin	
Weather	Tim Percival	
Check Back In Number for texts	021 119 5280	

Locations

Registration Desk Marquee next to Reception, Tahunanui Motor Camp, Tahunanui, Nelson

Head Quarters (The Sprig & Fern) 13 Beach Road, Tahunanui

ENTRY

Eligibility

The Nelson PG Open 2016 is open to all pilots who meet the qualifying standard and are either full or visitor members of the NZHGPA. Visiting pilots will be able to obtain visitor membership at registration. The maximum number of entries permitted is 70, and acceptances are on a first received basis. Individual Pilot Entries must be made on the Entry Form that can be completed on the competition website (www.pgopen.org.nz). The registration of entries will become effective only after the entry fees are paid.

The Regional teams will be constituted from all the pilots registered in the competition by every region (maximum 4 pilots per team).

Team members and their respective radio frequencies are to be nominated at the Registration Desk on the evening of 26th February at the first briefing. Team selections will be accepted from the nominated Team Leader of the club participating, prior to the Competition's first task briefing.

← **Entry Fees**

The Entry fee is \$175 NZD per pilot.

Entry fees are to be paid in to the following account:
NBS bank 03-1354-0351814-16 "National Comp 2016".

Cheques Can be made out to 'THGPC' and sent to:

Brian Erasmus
'Nationals Competition 2016'
14 Matuku Place,
Nelson 7010

International pilots who prefer, payment by PayPal is available – contact the Event Director if you wish to do this.

The entry fee includes:

- Map with turn points
- Competition program
- T- Shirt (for entries paid before 31/12/15)
- Turn point list
- General information
- Free access to social events
- BBQ
- Workshops
- A pilot pack of various goodies provided by our generous sponsors and supporters

← **Refunds**

Fees will not be refunded to disqualified competitors.

Cancellations before 31 December 2015 are 100% refundable minus all fees and charges for transfers, bank commissions and T-shirts.

Cancellations received after the 31st December 2015 will be assessed for a full or partial refund on application.

← **T-Shirts**

You must pay by the 31st December 2015 in order to receive a T-shirt, although we will endeavour to have additional T-shirts available for purchase. If you would like to purchase a competition T Shirt after 31/12/15 then please make this known as soon as possible or at the registration desk on the evening of Friday 26th February 2016.

GENERAL COMPETITION RULES

← **Registration**

Pilots must register in person on Friday 26 February 2016 at the Registration Desk at The Tahunanui Motor Camp between 1600hrs and 2100hrs for the purposes of signing their **prior completed** Web registration forms and collecting their pilot pack.

The end of the official Registration Period is at 2100hrs on Friday 26th February 2016. No further registrations will be accepted after that time.

← **Documentation required**

- Evidence of competitor's ID, nationality and current NZHGPA membership card/pin number.
- Pilot's valid FAI Sporting License if applicable.

Each competitor will be requested to sign:

- The Waiver Declaration (agreement on release of liability).
- The Safety Form (updated information on the glider specifications and contact details whilst in Nelson and at home).
- Certified Equipment Statement.
- Certificate of Experience.

For offshore registered pilots a NZHGPA visitors license is required. These are available, on proof of a rating, from the Registration Desk or any NZ registered paragliding instructor at a cost \$50 NZD.

←

← **Selection Procedures**

The minimum requirements for a pilot to enter this Championship are either:

Having flown in a FAI sanctioned competition, or a minimum pilot qualification of PG2 (or international equivalent) plus 40 hours logged flying, or approved as being capable of competing by an NZ registered paragliding instructor.

Schedule and Time Official time is UTC plus 13 hours (12 +1 daylight saving)

The Headquarters (Sprig & Fern Tahunanui) will be open daily from Saturday 27th February 2016 from 0730hrs to 0900hrs and again 1700hrs to 1900hrs until the end of the competition on Saturday 5th March 2016.

Daily Schedule

- 07:30 - Headquarters open
- 07:45 - Deadline for protests of the previous day, except for the last day.
- 08:00 - General pilot briefing & previous task official results
- 08:30 - Transport to take-off
- 10:00* - Meet Director / Task and Safety Committee meetings
- 10:45 - Pilots' briefing / Task definition
- 11:15 - Take-off window opens
- 17:00 - Scoring office opens at the Headquarters
- 18:00 - Goal closure
- 18:15 - Landing deadline
- 18:45 - Report In deadline
- 19:00 - Scoring office closes/ Flight downloads completed
- 21:30 - Provisional results
- 23:00 - Complaints resolution published

*This and following times depend on the site chosen for the day.

This is a typical schedule for reference only and is subject to change. Any changes will be announced by the Meet Director at the Daily Pilot Briefing.

Mandatory Safety Pilot Meeting

Friday 26th February at 2100hrs at the Registration Desk

Agenda items: Safety, transport, GPS, scoring, strategy & more.

Pilots who do not attend the safety meeting will not be allowed to compete

REST DAYS

The Competition Organiser may declare a rest day after six consecutive days of flying, unless it is the last competition day.

FITNESS

A pilot may not fly unless fit. Any injury, drugs (including alcohol) or medication taken which may affect the pilot's performance in the air must be reported to the Competition Organiser before flying. NZHGPA Competition Rules refer.

NZHGPA RULES

A copy of the NZHGPA Rules will be attached to the Task Board on launch and be available for your perusal and reference. Pilots are encouraged to read them in their 'para-waiting' time.

COMPLAINTS AND PROTESTS

There is a different procedure for whether one is making a Complaint or a Protest. NZHGPA Competition rules refer.

TASK “Sign in” TO FLY

Only pilots who have passed through the Launch Box are to be considered checked in and/or present and/or signed in to task and fly. It is the responsibility of all registered pilots to ensure they are signed in as they pass through the Launch Box and before launching if they wish their track log to be scored.

LAUNCHES

The launch method depends on the site chosen for the day. Launch priority may be **‘Ordered’ or ‘Open’**

‘Ordered’ Launch

Launch Queue

All pilots wanting to be considered for launching must queue in order of launch priority, behind a specified point. The first days priority is allocated according to the current NZ ladder (or WPRS). Subsequent order is according to results from the previous days flight.

Normally the first 10 minutes of an ‘Ordered Launch’ is ‘Open’; it then becomes strictly by priority and ordered. This time gives an opportunity for a pilot to remedy a lower than expected launch order after an uncharacteristic poor performance of the previous days.

Pilots may join the queue in their launch order priority at any time but these pilots must be ready to launch.

‘Open’ Launch

An ‘Open Window’ launch is where pilots enter the take-off area on a 'first come first served' basis (after signing in as flying).

Launch Rules

The launch marshal should invite the next willing pilot in the queue to enter the launch area before the next launch space is available.

If a pilot accepts entry and is then waiting for space, the clock starts on the pilot who was first into the launch area.

Once the pilot has entered the launch area they have priority over those in the queue.

The first pilot to enter the launch area shall be given a safe period of time to launch (as specified on the task board, or if not specified, two minutes) or return to their place in the queue. A “safe period of time to launch” is the time beginning when the launch director asks a pilot to launch, and ending when the launch director asks the pilot to leave the launch area.

If no pilot wishes to enter the launch area, the pilots on launch may wait.

If several pilots are ready to launch but no pilots are wishing to enter the launch area, the pilots on launch may launch in any order. No one may push, but anyone can launch, with the launch director's approval.

A launch area large enough to launch multiple gliders simultaneously shall have only one entry gate.

Failure To Launch

(See NZHGPA Paragliding Competition Rules for a definition of a failed launch)

If a pilot:

- fails their second attempted launch then that pilot returns to their place in the launch queue,
- enters the launch area for a second time, and again fails to launch after 2 attempts, then they must go to the back of the launch queue order.

Pilot Chooses not to Launch

If a pilot chooses not to launch for Safety reasons then they should indicate this to the launch director. In this case they will be awarded points equivalent to a flight of a declared minimum distance which by default is 1 km.

Re-launch

This is site specific and will be announced at the Pilot Briefing whether a re-launch is allowed for that task. A competitor will only be allowed a re take off provided the pilot has landed in the designated re-fly zone for the site being used on that day. Unless notified otherwise this will be the official bomb out zone.

See NZHGPA Paragliding Paragliding Competition Rules

Restarts are at the rear of the ordered launch sequence regardless of ranking.

No top landings are permitted, emergencies excepted. (If a pilot is intending to top-land because of a technical difficulty, the pilot should try to inform (if safe to do so) the Launch Director via the safety channel before landing, and not endanger any other people in the air or on the ground. If it is not safe to top land the pilot should land in the bomb out zone.

Penalties 1st offence: 100 points then doubling for every subsequent offence.

Launch Closure

The launch window will be closed when wind speed at launch exceeds 25 km/h or if the Launch Director considers that it is otherwise unsafe to launch. The Launch Director will indicate close of launch, and reopening, normally by means of a whistle for attention followed by a voice command and / or by the use of radio on the safety channel.

WIND SPEED

Launch window will be closed while wind speed over launch exceeds 25 kmh. Launch Director will indicate close of launch and reopen. These means may be by way of a whistle for attention followed by a voice command and by the use of radio on the safety channel.

Most of the Nelson flying sites are in/or near mountainous terrain close to the sea and therefore the sea breeze effect can be quite strong in the valleys which can lead to hazardous flying conditions.

GPS

GPS's should be set to use map datum WGS84. Time offset is UTC+13 hours. Waypoint format is ddd.ddddd (degrees.decimal degrees).

All pilots must keep their track logs up one hour after next mornings general task briefing to allow for any protests or complaints that may be lodged.

GPS "Mark Enter" are not accepted.

Remember to have your GPS turned on at least two minutes before you pass the Task Start Cylinder / Line. (Best before you enter the launch box!)

RADIOS, MOBILE PHONES AND 'SPOT'

The official PG Open 2016 Paragliding Championship radio frequencies are:-

Safety Frequency	476.575MHz	Channel 7 UHF Citizen Band
Retrieve Frequency	476.700MHz	Channel 8 UHF Citizen Band

A complete list of Citizen Band channels and their corresponding frequencies will be available on launch.

All pilots whilst flying must maintain a listening watch on the safety frequency.

Radios (UHF) that are capable of receiving and transmitting in the 476.400 to 477.4000 MHz range are mandatory. (New Zealand and Australia UHF citizen band) In the interest of safety, radio use will not be restricted in any way, except that pilots and crew are **requested to refrain from using the Safety Frequency, 476.575MHz, except in emergencies.** Voice activated microphones (VOX operated) are not allowed in any circumstances. Any pilot operating a voice-actuated microphone will be penalised.

In the interest of safety there are no restrictions on mobile telephone use. However in some of the areas that will be flown there may be limited or no cell reception.

For ground to ground communication use the retrieve channel UHF CH 8.

NOTE: Check the Task Board for any changes of channels/frequencies

NOTE: All pilots and crews are requested to submit their mobile telephone numbers, email addresses and teams' intended radio frequency of choice to the Meet Director at the 26th February Mandatory Safety Pilot Meeting.

It is advisable to submit pilot SPOT information where possible.

TASK PERIOD

See NZHGPA Paragliding Competition Rules.

USE OF ANOTHER GLIDER

See NZHGPA Paragliding Competition Rules.

THERMALLING

All pilots must read and observe the procedures set out in the FAI Sporting Code Section 7B, Chapter 15, for Thermalling Rules and Techniques.

TREE LANDINGS

For some of our flying there may be extensive legs over heavily forested areas and therefore the possibility of a tree landing is high. At our last competition we had two pilots in the trees.

A 'tree rescue kit'
Could be handy to have while
Awaiting rescue

- A wire saw (a short length of steel cable with a key-ring on each end) – remarkably effective.
- line or dental floss which can be lowered to allow a rope to be pulled up
- a whistle to attract attention

Landing on Forestry 'Skid sites' can be hazardous. They are often quite small and the approach flight path may be steep and obstructed. They may be quite rough and log strewn with logging debris nearby.

MOUNTAIN FLYING

There is a very real possibility that some of the flying will take pilots over remote and high mountainous terrain where long walk-outs, rugged terrain, hazardous river crossings and no radio or telephone contact is possible. Be prepared for those situations. Most of the local pilots on long XC flights carry enough food and clothes for an overnight stay.... somewhere!

MID AIR COLLISIONS

A Reminder: With so many pilots in the air, particularly over launch, that rules of the air are strictly adhered to. An active and **good visual lookout** is most important. In the event that a competitor is involved in a mid air collision that pilot must not continue the flight if the structural integrity of his/her glider is in doubt. Pilots involved can be scored as if they had landed at the point of the collision. Midair collisions must be reported to the Meet Director. Individual written reports from all the involved pilots are required.

FIRE RISK/SMOKING

A Reminder: During the summer months the hazard of fires is a serious danger. Smoking is strictly prohibited on launch and in all landing fields and refly zones. All vehicles driving to Launch sites must carry a 1 kg fire extinguisher and a shovel. Do not smoke on Forestry Land.

LANDOWNERS INTERESTS

Flying in the Nelson area can involve a lot of flying over large tracts of native and Nelson Forestry land. Many of our take off sites are in and across Nelson Forestry land. It is quite possible that some pedestrian and vehicular access may be blocked or restricted due to logging. We have a good rapport with our forestry friends and would like to keep it that way.

Please respect landowners interests and in particular, please avoid landing in, or ground handling, in deer or horse paddocks or near stock. (penalties apply). Leave all gates as you find them. If you must climb over a fence do so where there is post to help support you. Make contact with the landowners if you see them and introduce and explain yourself.

Note: Deer paddocks have high fences (electrified?) and the gates are often padlocked, which makes it very difficult for you to get out!

Please be courteous and observant of, any landowners and Forestry Official's instructions. If any altercation with a landowner/ Forestry official ensues, a report must be made to the Competition Director immediately.

RETRIEVES

The Retrieve radio frequency is Channel 8 UHF. All retrieve vehicles are to carry a 1 kg fire extinguisher and a shovel. On Forestry land drive with the lights on and obey the speed limit of 40km/h. Drive slowly especially on Farmers tracks to avoid creating a dust trail.

STOPPING THE TASK

See NZHGPA Paragliding Competition Rules.

There is a difference between a "Stopped" Task and a "Cancelled" Task (A task may only be stopped instead of cancelled if more than 50% of the competitors have launched and the validation criteria have been met) The task may be cancelled at any time after some or all the competitors have taken off if it is deemed that there are unavoidable safety concerns, such as weather.

For scoring, scores will be taken from the position of each pilot at ten minutes before the time that the task was stopped.

PILOT REPORTING OF INFLIGHT CONDITIONS

All pilots have the responsibility to monitor the flying conditions along course. Any pilot may report inflight safety concerns. Safety concerns inflight take the format of turbulence, cloud or rain. It is usually then the job of the 'safety committee' to then communicate and, after a majority decision, to advise the Competition Director, (though any pilot may contact the Competition Director directly) who may stop the task. To avoid confusion inflight conditions should be done using the format:

Radio your: "Name" – "position on course", and one of the following phrases:

"Level 1"	(safe)		
"Level 2"	(strong)	equates to –	"I have concerns with the conditions. Be particularly careful".
"Level 3"	(too strong)	equates to –	"Dangerous".

If a task is 'Stopped' due to safety concerns, the pilot is to make every effort to land as soon as possible, often with the use of 'big ears' as a visual sign to other pilots (that may have radio difficulty), that the task has ended.

END OF SPEED SECTION NOT AT GOAL

See NZHGPA Competition Rules.

OVERFLYING

If the pilot chooses to continue flying after Goal Close Time or overfly goal they must notify their intention on the radio or SMS or relay through any responsible other party. **They must receive a confirmation of their intention.** This will be taken as their Check Back and they will be considered to be free flying and SAR and retrieve will be their own responsibility.

LAST TASK TIME

The last task time is the same as the Goal Close Time on the days so specified.

Pilots can elect to fly after this time, however the organization takes no responsibility for retrieves beyond the published time. **As with 'Overflying' pilots must notify their intentions.**

AFTER TASK DUTIES

"Signing Out" / "Check Back In"

Pilots must Check Back to HQ within the time period stated on the Day Task Board. They can do this in person, by a SMS message, the telephone or by any means possible such as a 'SPOT' message.

(If using 'SPOT' to indicate a safe landing, a telephone/SMS etc must also be made and confirmed as soon as possible to ensure that a rescue involving public authorities is not required).

Pilots are encouraged to do this at their earliest opportunity by way of SMS to the "Sign in" telephone number: **021 119 5280**.

The wording of the text: **["pilot no...." landed safe]** [Suggestion: set up your phone in advance with a prepared message].

NOTE: Remember to check that your message has been sent as you may be in areas of limited or no coverage at times. If you do not receive an answer back by 1845hrs please try again. Also try the alternate number given in the Emergency Plan. If you have not received a reply to your Check Back SMS you have not officially Checked Back.

A pilot will score zero for the day if a post task Check Back, as described above, is not made by the stipulated time. Exceptions will only be made with good reason and wholly at the discretion of the Meet Director.

The reason for this rule is that, amongst other administrative grounds, a full search and rescue operation (SAR) may commence if the organization has not accounted for all pilots by the check back deadline.

PENALTIES

See NZHGPA Competition Rules.

Restricted Areas

Flying in or over restricted areas is unsporting, dangerous, and against this competitions' rules. The penalty for a pilot are significant. The restricted areas are marked on the flying maps. Procedures for querying a broken track log are included in the NZHGPA Competition Rules.

Dangerous and Aggressive Flying

In the interest of pilot safety, dangerous and aggressive flying is not acceptable.

Pilots who do not fly with consideration of the rules of the air and in a manner considered dangerous and overly aggressive can be reported.

Examples of dangerous flying include flying straight through gaggles, flying at other pilots or aggressive cutting off which causes other pilots to take evasive action and turning the wrong direction in a clear direction gaggle.

Pilots are permitted to report infringements via the safety frequency.

Turn Direction

Pilots must turn left on the calendar odd days and right on even days between the launch and start gate. This distance may be increased at the daily briefing. Any complaints will be noted and official warning given for the first offence.

Aerobatics after reaching the goal line

Aerobatics over the goal line or within the goal cylinder is seen as an unsafe practice creating a potentially dangerous situation to others approaching goal.

Cloud Flying

Flying in cloud is prohibited. Where unintentional cloud flying occurs, a pilot may escape a points penalty by taking action to negate any advantage that may have been gained. This action must be done safely remembering that there may be other pilots in close proximity.

The Meet Director may penalize a pilot for flying in cloud according to the advantage gained and safety issues. Disputes regarding cloud flying are to be resolved when infringements are observed by any Competition Official or three independent pilots marking a waypoint on their GPS when they observe the infringement. Pilots are permitted to report infringements via the safety frequency.

Airspace

Breaking restrictions placed on airspace in this competition will not be tolerated.

The use of an airband radio should not be necessary. Competition airspace is limited to that space under the lower limit of controlled airspace and that airspace outside a MBZ (mandatory broadcast zone.). Current NZ VFR flight rules apply.

Notwithstanding the NZHGPA Competition Rules 2.6.1.1 which essentially states that: It is not possible for a GPS tracklog to provide absolute accuracy when assessing whether a pilot has breached a height limit on their barometric altimeter, as competition rules do allow a buffer above, in this Competition, GPS track log position and heights **will** be used to determine position and height. **No allowances will apply.**

Therefore, for safe flying, when close to controlled and/or restricted airspace a prudent competitor may impose their own say 300 foot height buffer and 500m to the side of the stipulated controlled airspace.

For this competition Controlled airspace: Class C, Class D and Mandatory Broadcast Zones (MBZ) are restricted airspace.

Pilots are not to enter and remain in Restricted / Controlled Airspace for flight advantage. Continuous and / or deemed deliberate infringement of Airspace may lead to significant discretionary action by the competition disciplinary committee.

The Competition Director may impose strict Altitude buffer zones and corresponding penalties at particularly sensitive sites, such as Barnicoat. These restrictions will be briefed on the day.

Penalties	1st offence –	minus 500 points
	2nd offence –	Zero Day score
	3rd offence --	Expelled from competition

General Penalties

Penalties may be assessed or competitors disqualified for violation of any rule contained or referred to in this rulebook, the NZHGPA Paragliding Competition Rules, in the 2012 CIVL Sporting Code Section 7B, or for actions that endanger themselves, other competitors, meet officials, volunteers, or spectators. Except where specifically stated in the rules, the magnitude of the penalty will be at the discretion of the Meet Director. Penalties may be applied to the score of the day where the fault has taken place

As an example, a 10% day penalty will result in the competitor receiving only 90% of his/her score for that day. A 100% day penalty means that the competitor receives a zero for that day.

Negative Penalty points

A negative score following penalty points deductions will result in the day being scored as a zero. (Negative points will not be carried forward.)

SCORING

Download of the Day's Track Log

Pilots must have their Competition Number and their Airscore number. If their Airscore number is not known then please indicate this on the registration form.

Pilots are responsible for the daily down loading their tracks to Airscore by the published deadline. Pilots are encouraged to this through their own portal or, if they have no access to the Internet, then it can be done at Headquarters.

At Headquarters only some brands/models of cables are held so please make sure you have your own cable and drivers available for your particular GPS device in order to download tracks.

How to download your flight/track log to Airscore:-

Make sure you have the right cable for your instrument plugged in, instrument turned on, and on the right page for downloading tracks. If using your own computer make sure you have "GPS Dump" loaded – (freeware on Web)

- Open GPS Dump
- Click "Misc" and set the com port.
- Click on the button that refers to your instrument and the track should start to download. With the downloaded file select all track points – CTRL +A., then CTRL+I to select IGC format. Complete flight details, click Save button and select a meaningful name (Your Name & day) and a location you can find it again.
- Go to www.highcloud.net/xc/
- Select submit
- Under competition select Nelson PG Open 2016
- Choose the file which has your IGC track saved in it.
- Enter your "Airscore" number
- Fill out other details including glider class.
- Send track log.

For scoring, the **Airscore** scoring program will be used and scoring formula will be as specified in the NZHGPA Paragliding Competition Rules. Airscore only accepts IGC formatted logs.

The parameters for the competition will be:

Task validity:	15% of pilots achieving the minimum distance
Validation distance:	5 km unless stated otherwise on the Task Board
Nominal distance:	20 km
Nominal goal:	25% of pilots
Nominal time:	1.5 hours
Stopped Task	Altitude points will be awarded; scoring is based on the position of each pilot 10 minutes before the time at which the task was stopped, plus a distance of four times the height above goal at that point. The 10 minute windows is to discourage pilots from flying at high speed in deteriorating conditions, anticipating that the task will be stopped.

There is a difference between a “Stopped” Task and a ‘Cancelled” Task (A task may only be stopped instead of cancelled if more than 50% of the competitors have launched and the validation criteria have been met) The task may be cancelled at any time after some or all the competitors have taken off if it is deemed that there are unavoidable safety concerns, such as weather.

Pilots finishing the end of the speed section but not reaching the goal score 80% of their speed points.

“Jump the Gun”: Pilots leaving before the start gate opened are awarded distance points only.

Team Scoring

As well as the Regional Teams competition, an informal team event will be run in parallel to the main competition in order to encourage pilot skill development and team flying. Each team will consist of a maximum of four (4) pilots [3 to score] with a pilot’s official round score being multiplied by a bonus factor to obtain their team event round score.

Bonus factors are not accumulative, and only one category may be used. Nominate your team members and radio frequencies at the Registration Desk on Friday 1st of February evening or at the first morning’s briefing. Note only scores from three nominated pilots will be counted for the overall team score.

Bonus multiplier allowed:

		Serial Class EN- D LTF 2/3	Sports Class EN-C LTF 2	Fun Class EN – A/B LTF 1, 1/2
Male		1	1.6	1.8
Female		1.4	1.8	2.0
Veteran (55 +		1.4	1.8	2.0
Superannuitant (65+		1.8	2.0	2.0

COMPETITION SPECIFIC RULES

Competition Specific Rules take precedence over any other Rules and have been approved by the NZHGPA Competition committee. They are formulated for specific local conditions to improve safety, fairness and administration in the local environment. They are considered to be in the best interests of all competing pilots, the landowners over whose property we fly and drive and Airspace regulations.

The Competition Specific Rules will be available at daily briefings and the task board.

This document revision 1.10 by F. Twissell 23/1/16