

Hawkes Bay Hang-gliding and Paragliding Club

COMPETITION SPECIFIC RULES

HB Paragliding XC 2023

Based at Hastings,
New Zealand
21-26 February 2023



The Hawkes Bay Hang Gliding and Paragliding Club Inc.

Competition Organiser – Aaron Chesterman

On Behalf of:

The New Zealand Hang Gliding and Paragliding Association Inc.

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. Reference numbers for Section 7B used in this text should be crosschecked with the latest edition of Section 7B.

CONTACT:

Aaron Chesterman
53 Harper Rd, Waimarama, New Zealand.
Email: azzasurfs@hotmail.com
Phone: 021 02484730

Purpose

The purpose of the championship is to provide good, safe and friendly contest flying in order to help to promote the development of lower airtime pilots by encouraging the more advanced pilots to mentor and tutor those novices by demonstration.

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

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

Awards

Overall Winner
Sport Class Winner
Fun Class Winner
Womens Class

Programme

BBQ after mandatory briefing		
Registration	20 February 2023	16:00
Mandatory Safety Briefing	20 February 2023	18:00
First competition briefing	21 February 2023	08:00

Contest flying days: 21-25 February with 26th as a backup day

Officials

		Phone
Meet Director	Aaron Chesterman	021 02484730
Safety Committee	Appointed on day	
Technical Delegate	Tim Brown	021 1824243
Launch Director	Barry Sayer	0274512886
Weather	Aaron Chesterman	021 02484730
Scorer	Aaron Chesterman	021 02484730
Protest Jury	Appointed by Technical Delegate	

Check Back Number for texts:

Locations	Address	Waypoint Ref.
Registration Desk	53 Harper Rd, Waimarama	HB127
Head Quarters	Nick Websters House	HB126
Te Mata Peak Launch	End Of Te Mata Peak Rd	HB032
Burma Rd Launch	66 Burma Rd, Te Hauke	HB037
Turiri Launch	TBC	HB036

1 ENTRY

1.1 Eligibility

The 'Hawkes Bay Regional Paragliding Competition League 2022' is open to all pilots who meet the qualifying standard and are either full or visitor members of the NZHGPA. The maximum number of entries permitted is 40.

Individual Pilot Entries must be made on the Entry Form and can be completed at Registration.

The registration of the entries will become effective only after the entry fees are paid (see below).

1.2 Entry Fees

An entry fee of \$50 is applicable for all participants.

2 GENERAL COMPETITION RULES

2.1 Registration

Pilots must register in person on 20 February 2023 at the Registration Desk between 16:00 and 18:00 for the purposes of signing their Entry Form. For pilots with travel arrangements which prevent them from making this time please contact the Meet Director in advance.

The Registration Period closes at 19:00 20 February 2023, which is considered the official start of the competition.

2.2 Documentation

- Evidence of the competitor's ID, nationality and current NZHGPA membership card may be required.
- Pilot's valid FAI Sporting License if applicable.
- Satisfactory evidence of glider airworthiness and class.

For offshore registered pilots a NZHGPA visitors license is required. These are available by reference to the NZHGPA website. Cost \$60 NZD.

2.3 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,

Online registration is by using the 'Airtribune' website: 'Hawkes Bay Paragliding XC 2023'

Selection criteria for national pilots:

In online registration order – No

In WPRS order – No

Any other – Selection up to Organiser, priority to be given to hawkes bay residents, then will be offered to visitors

Selection criteria for non-national pilots:

In online registration order – No

In WPRS order – No

Any other – Selection up to Organiser, 25% of places will be held as per FAI rules until the required date, then places will be offered up to NZ residents.

2.4 Schedule and Time

Official time is UTC plus 13 hours

Mandatory Safety Pilot Meeting: 18:00, 20 February 2023 at the Registration Desk. Agenda items: Safety, transport, GPS, scoring, strategy & more. Pilots that do not attend the safety meeting will not be allowed to compete. For those pilots who have personally notified the Meet Director that they will be arriving late a special safety briefing will be held prior to window open at first task.

TYPICAL DAILY SCHEDULE (General times)

- 08:00 - Headquarters open
- 08:20 - Deadline for protests of the previous day, except for the last day (see 4.2)
- 08:30 – General pilot briefing, Previous task official results
- 09:00 / 09:20 - 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 Headquarter
- 18:00 – Goal closure
- 18:15 – Landing Deadline
- 18:45 - Safe landing report deadline
- 19:00 - Scoring office closes/ Flight downloads completed
- 21:30 - Provisional results
- 23:00 - Complaints resolution published

This schedule is subject to change. Any changes to the schedule will be announced by the Meet Director at the Daily Pilot Briefing.

3 REST DAYS

Not applicable.

4 COMPLAINTS AND PROTESTS

See NZHGPA Paragliding Competition Rules. All complaints and protests must be in writing with the fee payable.

5 LAUNCHES

5.1 Type

- The principle Launch site is Te Mata Peak
- Foot launch.

5.2 Alternate sites.

Should weather conditions dictate then alternate launch sites may be used, These may include: Burma Rd, Turiri, Paeroa Range, Kaimai

5.3 Ordered launches will not apply at this Competition.

6 RADIOS, SATELLITE TRACKERS AND MOBILE TELEPHONES

The Competition radio frequencies are:-

Safety Frequency will be 477.1000 MHz **CH 28** UHF citizen band. CTCSS code 97.4
Retrieval Frequency will be 477.1250 MHz **CH 29** UHF Citizen band. Open

Though not compulsory, Airband radios are strongly recommended to be carried and used where possible.

Satellite Trackers, though not compulsory for this competition, are strongly recommended as there may be places where telephone and internet services are not available.

Pilots are to submit their satellite tracker(SPOT) information to the "Highcloud" scoring website.

Check the latest VNC charts for VHF (airband) frequency use boundaries.

All pilots must fly with 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, CH 28 or 477.10 MHz, except in emergencies.** Voice activated microphones (VOX operated) are not allowed (not only on the Safety Frequency but in all cases, because it will disturb everybody). Any pilot operating a voice-actuated microphone on 477.100 MHz will be penalized.

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

For ground to ground communication use CH29 or 477.125 MHZ the retrieve channel

NOTE: Check the Task Board for any changes to channels & frequencies

NOTE: All pilots and crews are to submit their mobile telephone numbers, internet addresses and teams intended radio frequency of choice to the Meet Director.

7 TASK “Sign In” & “Check Back”

Pilots must sign the daily task ‘sign in’ form available at launch to indicate they are participating in that days task.. This is so we know who to look out for at the end of the day. Ensure you contact the Director to sign out at the end of the day. Normally by Text. Other methods will be briefed.

8 RETAKE – OFF

A competitor will 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 bombout zone.

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

Top landings are not permitted except in an emergency. (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 Meet 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 bombout zone.

9 SCORING

- 11.1 For scoring, the Highcloud ‘Airscore’ program will be used and the scoring formula will be as specified in the NZHGPA Paragliding Competition Rules.
- 11.2 Pilots must be pre-registered on ‘HighCloud’ to be able to be scored. Un-registered pilots must contact the scorer prior to the first task to obtain a registration number.
- 11.3 ‘Airscore’ only accepts IGC formatted track logs.
- 11.4 GPS should be set to use map datum WGS84. Time offset is UTC+13 hours. Waypoint position format is ddd.ddddd (degrees. decimal degrees)
- 11.5 All pilots must keep their track logs for up to ONE HOUR (1 hr) after the next morning’s post task briefing to allow for any protests/complaints that may be lodged.
- 11.6 Remember to have your GPS turned on before you take off!

12 Restricted Areas

Flying in or over restricted areas is unsporting, dangerous, and against this competition’s rules. Penalties apply. The restricted areas will be marked on the flying maps.

The Meet Director may establish ‘restricted’ areas specific to this competition.

13 Landing, Landing Out & Landowners Interests

At all times respect landowner’s interests and their property. Be courteous. In particular, avoid approaching to land, landing in or near, or ground handling, in paddocks with stock animals and especially where deer or horses are present. After landing, cross fields and fences wisely. Use gates where possible. Do not smoke. If you must go to the toilet, do so discreetly!

15 PENALTIES

15.1 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/or in a manner considered dangerous and overly aggressive can be reported.

This flying can 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

Penalties: After One caution/Warning the pilot is then on notice.
2nd offence – 200 points deduction and the doubling for each offence after that.

15.2 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.

Penalties 1st offence - Verbal warning.
2nd offence – 100 points then doubling for every offence after that.

15.3 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.

Penalties 1st offence – Verbal warning
2nd offence – 100 points then doubling for every offence after that.

15.4 Cloud Flying

Pilots must remain clear of cloud and in sight of ground or water at all times. 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 as per the NZHGPA competition Rules. Pilots are permitted to report infringements via the safety frequency.

Penalties 1st offence – Zero day score
2nd offence – Expelled from competition

15.5 Airspace

Hawkes Bay is close to Napier Airport, please be aware of the 2500ft limit to the north of the launch. Another low ceiling is above Burma Rd and to the north, at 3500ft.

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

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 to activate their GPS Airspace warnings and /or impose their own (say, 300 foot height and 500m lateral) buffer to the stipulated controlled airspace.

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

Penalties 1st offence – Zero day score

15.6 Landing and Approaches to Land

Making an approach to land over, or landing in, a deer / horse paddock, or with other sensitive animals in it, will have the following penalties applied. Do not startle stock or upset landowners.

Penalties 1st offence – 200 points.
2nd offence – 500 points

Note: Deer paddocks have high fences and the gates are often padlocked. You may not get out!

15.7 General Penalties

Penalties may be assessed and competitors may be disqualified for violation of any rule contained or referred to in the NZHGPA Paragliding Competition Rules or in the 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

15.8 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.)

16 THERMALLING

Pilots are to observe the procedures set out in FAI Sporting Code Section 7B.

17 FIRE RISK/SMOKING

During the summer the hazard of fires is a serious danger. Smoking is prohibited on launch and in all landing fields and refly zones.

18 USE OF ANOTHER GLIDER

See NZHGPA Paragliding Competition Rules.

19 STOPPING THE TASK

See NZHGPA Paragliding Competition Rules.

20 Pilot Reporting of Safety

All pilots have the responsibility to monitor the flying conditions and should report to the Competition Director directly or through the team leaders when conditions become unsafe on course. To avoid confusion this should be done using the format

“Name” – “position on course”, and one of the following phrases:

“Level 1” (safe),

“Level 2” (strong) Means: “I have concerns with the conditions. Be particularly careful”.

“Level 3” (too strong) Means: “Dangerous. Even I’m landing now”

21 All flying banned

Either the Competition Director or the Safety Director may request that no further flying be conducted from the site if a task or day is cancelled due to dangerous conditions.

22 Altitude Points, Lead out and FTV

If the task is stopped, but not cancelled, the pilots score will be determined from their GPS position as per NZHGPA Competition Rules. Altitude points will be used for this competition at a ratio of 4:1.

Fixed time validity will be used at 75%.

Lead Out Points will be used using a speed factor of 0.9.

23 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.

24 Post Task “Check Back”

Pilots must Check Back to HQ within the time period stated on the Day Task Board. They can do this by SMS message to the ‘Sign In’ tel. numbers given out at the briefing or by any means possible if circumstances prevent this.

Pilots are encouraged to sign out of the competition as soon as possible after landing by way of SMS to the defined number “**Check Back Number**”. The wording of the text should read: (“Pilot no. “X”, Landed, Safe). SPOT messages are permitted.

NOTE: Check that your message has been sent as you may be in areas of limited or no coverage at times. If you receive no answer back to your cell by 18:30 please try again and 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 be made only with good reason and wholly at the discretion of the MD.

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.

NOTE: 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 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 will be their own care.

25 Team Scoring

There are no teams being scored.

26 Fitness

Any drug that may affect the performance of the pilot is prohibited. Refer FAI Sporting Code

27 Scoring and Downloading a Day’s Track

Pilots must know their Airscore number. If your Airscore number is not known indicate this on the registration form.

Pilots are responsible for daily down-loading their own tracks to Airscore as soon as possible after landing and definitely by the published deadline. Pilots are encouraged to do this preferably through their own portal. Pilots can usually upload their tracks at Headquarters. (Ensure you have your own cables and drivers available for your particular GPS device.)

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

Ensure you have the correct cable for your instrument, that it is plugged in, the instrument is turned on, and on the correct page for downloading tracks is set. If using your own computer “GPS Dump” is an excellent downloading program – (freeware on Web).

- Open the program: “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’ and select a meaningful name (Your Name& Day) and a location so you can find it again.
- Goto www.highcloud.net/xc/
- Select submit
- Under competition select the correct competition e.g.:“Hawkes Bay Regional 2021.”
- Choose the file which has your IGC track saved in it.
- Enter your “Airscore” (HGFA) number. It should have been allocated at or before the initial briefing.
- Fill out other details including glider class.
- Send track log. (Do not push the ‘send’ twice). Be patient.

29 Competition Specific Rules take precedence over any other Rules.

These Competition Specific Rules are formulated for specific local conditions to improve safety, fairness and administration and are considered to be in the best interests of the competing pilots.

THE NZHGPA Competition Rules can be found on the NZHGPA website.