

GLIDING NEW ZEALAND (G.N.Z)

COMPETITION RULES – 2009-2010 Year

FOREWORD

These rules are made by the G.N.Z Sailplane Racing Committee to govern G.N.Z National and Regional Championships. The system is revised from year to year, with changes coming into effect on 1 November.

1 GLIDING CHAMPIONSHIPS

1.1 MINIMUM NUMBER OF DAYS AND COMPETITORS

1.1.1 For a class to be constituted there must be a minimum of four competitors launched on the first contest day.

1.1.2 There shall be in any class a minimum of three Contest days in any contest and five or more New Zealand competitors launched on the first contest day for the winner to be declared the Champion. If a Champion cannot be declared then a winner only shall be declared.

1.1.3 National and Regional Championships shall be held at times approved by G.N.Z. The duration of National Championships shall not exceed 12 days, with the first contest day on a Monday and the last Contest Day on a Friday.

1.1.4 To ensure consistency and in some cases to preserve tradition, National and Regional Championships shall be named as follows:

“Multi-Class National Gliding Championships” (Open/18m/15m/Standard/Club)

“Sports Class National Championships” (Sports)

“National Gliding Championships” (when all classes are flown at essentially the same time at the same site)

“Northern Region Gliding Championships”

“Central Districts Gliding Championships”

“South Island Gliding Championships”.

1.2 CLASSES AND HANDICAPS

1.2.1 Classes (a) and (b) below shall be flown together on the same task, with class (b) sailplanes automatically entered in both classes. At National Championships, class (a) shall be scored with no handicaps and class (b) shall be scored separately with handicaps. At Regional Championships, class (a) shall be scored with handicaps and there will be no separate scoring of class (b).

At the Contest Director's discretion, classes (c) and (d) below may be flown together on the same task with class (d) sailplanes automatically entered in both classes. Any such combined class shall be scored as one to determine the class (c) Champion, with the highest place competitor of a sailplane conforming to the current FAI standard class requirements becoming the class (d) Champion.

Classes (f) shall be flown and scored separately.

(a) Open Class:
For any sailplane.

- (b) 18m Performance Class:
For sailplanes with a handicap not higher than 1.10 nor lower than 0.96, and with a wingspan exceeding 15 metres.
- (c) 15m Class:
For sailplanes with a handicap not higher than 1.04 nor lower than 0.96, and with a wingspan not exceeding 15 metres.
- (d) Standard Performance Class:
For sailplanes that either conform to the current FAI Standard Class requirements or have a handicap not higher than 1.00 nor lower than 0.90, plus the Duo Discus and the DG 1000 in 20m configuration when they are flown with 2 POB.
- (e) Club Class:
For sailplanes with a handicap not higher than 0.98 nor lower than 0.84, and not carrying any ballast that may be jettisoned in flight nor any fixed ballast in excess of that necessary to maintain balance within Flight Manual limits, except that at the Contest Director's discretion jettisonable ballast may be carried if a majority of at least 75% of competitors in the class agree in writing before the Championship begins.
- (f) Sports Class:
For sailplanes with a handicap not higher 0.84

- 1.2.2 The G.N.Z. Handicap Register is established by the Sailplane Racing Committee and shall be applied to all classes except class (a) at a National Championships. Any pilot wishing to compete in a sailplane that has been aerodynamically modified from standard (other than sealing) shall apply to the SRC at least one month before the contest starts with sufficient information for the SRC to establish an appropriate handicap. Handicaps shall not be changed during the competition.

1.3 ENTRIES

- 1.3.1 Entry is open to any person who is a qualified and financial member of a gliding organisation affiliated to G.N.Z. Foreign entrants shall be accorded the same facilities and privileges as New Zealand National entrants (as defined in the F.A.I. Sporting Code for Gliding Records), and shall be scored as normal in the appropriate class, but shall not be eligible for any National or Championship title.
- 1.3.2 Should it be necessary to restrict the number of entries, the restriction and the method of selecting entrants shall be as approved by the Sailplane Racing Committee. When a restriction is necessary, a maximum of five foreign entrants shall be accepted, with an Australian entrant the first priority.
- 1.3.3 An entry may include any number of eligible pilots sharing the same sailplane.
- 1.3.4 Each entry shall be on the official entry form and accompanied by the prescribed fees. The Contest Director may reject any entry at his or her sole discretion without explanation. The Organizers may impose a late-entry fee for any entry made later than a specified period prior to the first contest day.
- 1.3.5 The Contest Director may allow a pilot to fly hors concours in any class in a sailplane not conforming to that class. Such pilots shall pay the entry fee, be bound by the rules as a competitor and be scored in the class, but shall not be eligible for any title or trophy.
- 1.3.6 Amendments to entries shall not be permitted after the first contest launch of the first contest day.

2 COMPETITORS

2.1 PILOT QUALIFICATION

- 2.1.1 For National Championships: All pilots-in-command must have previous competition experience in a Regional Championship competition or similar.
- 2.1.2 For Regional Championships: Any pilot-in-command not holding at least a Silver Badge shall, at the time of entering, hold a Qualified Glider Pilot Certificate and have made at least two successful field landings following cross-country flights and have their entry endorsed by their C.F.I.
- 2.1.3 For a National Championship in any class held in conjunction with a Regional Championship: The requirements of rule 2.1.2 shall apply.
- 2.1.4 Foreign Pilots: In addition to the requirements of rule 2.1.1, foreign pilots shall comply with Section 2-5 of the G.N.Z Manual of Approved Procedures.
- 2.1.5 The pilot-in-command of a two-seat sailplane must occupy the front seat.

2.2 DOCUMENTATION

- 2.2.1 Each competitor shall have the following documents current for the duration of the contest:
- (i) A Technical Log and Certificate of Release to Service for the entered sailplane or, in the case of a foreign registered sailplane, suitable documentary evidence that the entered sailplane meets the requirements of the State of registration.
 - (ii) An Inspection and Repack certificate for the parachute to be worn.
 - (iii) Proof of registered flying membership of a club or organisation affiliated to G.N.Z.
 - (iv) Proof of Third Party Indemnity Insurance (as required by rule 2.5).

In lieu of producing the actual documents, the Organisers may accept a written declaration from a competitor that items (i), (ii) and (iii) are held. The Organisers reserve the right to spot-check the validity of any documentation. Evidence of fraudulent documentation shall result in disqualification from the contest of the competitor concerned.

- 2.2.2 All other certificates, licences, endorsements, etc required for the sailplane, road vehicles etc are entirely the responsibility of the individual competitor.

2.3 ORGANISERS ETC INDEMNIFIED

Each competitor by entering thereby waives any right of action against Gliding New Zealand, the Organisers, local Aero Club, any Gliding Club, their respective members, employees and personnel for any damages sustained by the competitor as a consequence of any act or omission by the abovenamed.

2.4 SAILPLANES THE RISK OF COMPETITORS

Each competitor shall at all times bear the risk to his or her sailplane in all respects. The competitor shall be deemed by entering to waive all claims for injury to him or her self or his or her passengers or his or her sailplane or to his or her employees or workers and to indemnify Gliding New Zealand and the Organising Committee and their employees servants and personnel in respect thereof.

2.5 THIRD PARTY INSURANCE

Each competitor shall be covered by third party insurance covering cross-country and competition flying for not less than \$500,000.00 and current for the duration of the contest.

3 AIRCRAFT AND EQUIPMENT

3.1 EXCHANGE OF SAILPLANES

The exchange of one sailplane or major component for another during a contest shall not be permitted unless the original sailplane is damaged through no fault of the competitor or the competitor's crew; or unless through circumstances beyond his or her control a competitor is unable to fly his or her nominated sailplane at the start of the contest. Damage on landing is assumed to be the fault of the pilot. Any exchange shall only be made with the approval of the Contest Director.

3.2 AIRWORTHINESS AND EQUIPMENT

All NZ registered sailplanes shall have a current NZ Airworthiness Certificate, Technical Log and Certificate of Release to Service, or other Civil Aviation Authority authorisation to fly in New Zealand. All foreign registered sailplanes shall have appropriate documentation showing compliance with the requirements of the State of registration. All sailplanes shall be equipped with picketing gear.

3.3 COMPETITION IDENTIFICATION

The last two letters of the sailplane's registration shall be used for contest identification.

3.4 PARACHUTES

On every contest flight every sailplane occupant shall wear a serviceable parachute that has been inspected and repacked within the preceding twelve months.

3.5 RADIOS and CELLPHONES

Each sailplane must carry a serviceable VHF communications radio with frequencies required by the Organisers. Cellphones may also be carried. (See rule 4.15 regarding use of radios and cellphones.)

3.6 AIRSPACE

3.6.1 On all tasks pilots shall carry, and be familiar with, aeronautical charts marked to show the type and extent of controlled airspace in the vicinity of the contest area.

3.6.2 The Organisers shall have relevant current aeronautical charts on display during the contest.

3.6.3 The Organisers shall publish on a daily basis, details of controlled airspace available to contest pilots together with any conditions of entry, including whether clearances must be sought.

3.6.4 Airspace penalties shall only be applied for infringements of controlled airspace contained in the published airspace scoring file (see rule 3.9.2). This does not relieve pilots-in-command of their responsibility to comply with CAA airspace regulations at all times.

3.7 FLIGHT VERIFICATION EQUIPMENT

3.7.1 Each sailplane shall be equipped with an altitude recording GNSS FR.

3.7.2 Any make of GNSS FR unit may be used but it is the responsibility of the competitor to provide the Organisers with suitable hardware and software for verifying the recorded flights if necessary.

3.8 MOTORGLIDERS

3.8.1 Each competing motorglider (that is, a sailplane with its own mechanical propulsion to launch or sustain flight) shall be equipped with a Means of Propulsion (MoP) recording GNSS Flight Recorder or an engine running time barograph officially observed by the Organisers.

3.8.2 Alternatively a motorglider shall have the engine effectively disabled to the Organisers satisfaction for the duration of the contest.

3.9 CONTEST DATA

3.9.1 At least two weeks before the contest begins the Organisers shall publish on the G.N.Z. internet web site details of all start points, turn points, and finish points and lines that may be used, giving accurate position co-ordinates on the WGS84 datum. The latitude and longitude format shall be expressed in degrees/minutes/decimal minutes.

3.9.2 At least two weeks before the contest begins the Organisers shall publish on the G.N.Z internet web site an airspace data file that will be used for scoring purposes. The Organisers may update and re-issue this airspace scoring file during the course of the contest.

3.9.3 The airspace scoring file shall be published in Tim Newport-Peace (.sua) format. Organisers may only publish the airspace scoring file in an alternative data format with explicit permission from the Sailplane Racing Committee.

4 CONDUCT OF COMPETITION TASKS

4.1 SAFETY CONTROL OF CONTEST SITE: BRIEFINGS

4.1.1 The Organisers shall assume control of all gliding operations taking place at the contest site from the beginning of the first officially declared practice day until the end of the contest.

4.1.2 Prior to assuming control in accordance with rule 4.1.1 the Organisers shall make available to all pilots intending to operate at the contest site written briefing notes on operational matters concerning flight safety. No pilot shall operate at the site without having first read such briefing notes.

4.1.3 The Organisers shall hold a briefing each morning, during the officially declared practice and championship flying periods, at which full meteorological and operational information appropriate to the tasks of the day shall be given.

4.2 TASK OPTIONS

4.2.1 For each class the Organisers shall set one of the following types of task each day. They shall select at least two different types during a Championship, but none of them should be used for more than 2/3 of the contest days in any class. The options are:

- Racing Task
- Distance Task – Assigned Areas
- Speed Task – Assigned Areas

4.2.2 In a Racing Task the competitor has to fly around turn points in the correct sequence, designated by the Organisers, and return to the contest site in the shortest time.

4.2.3 In a Distance Task the competitor has to achieve the greatest distance, during a designated maximum task duration, passing through assigned areas in the correct

sequence designated by the Organisers. The Organisers for safety reasons must specify a minimum altitude expressed in QNH for the time-out position.

- 4.2.4 In a Speed Task the competitor has to achieve the highest speed, during a designated minimum task duration, passing through assigned areas in the correct sequence designated by the Organisers and return to the contest site.
- 4.2.5 Where possible the Organisers should ensure that the classes fly different tasks with turn points or assigned areas chosen to minimize any head-on conflicts on each leg and to avoid legs of less than 50 km between turn points or the centre of any assigned areas. Assigned area tasks should have at least three areas. For Speed Tasks, the assigned areas should be large enough to allow each pilot the opportunity to adjust the length of their flight in order to avoid finishing before the designated task duration if their speed is higher than expected.
- 4.2.6 A task shall not be cancelled unless rule 4.4.9 applies, or the weather deteriorates so that tasks may not reasonably be attempted.

4.3 START OPTIONS, TURN POINTS, ASSIGNED AREAS AND FINISH OPTIONS

- 4.3.1 The start point is defined as the centre of the start ring, start line, assigned start point, or selected start point used by the competitor, as appropriate.
- 4.3.2 Start Options: The Organisers shall select one start procedure for every task, but not more than two during the championship, from the following options:
 - (i) Start Ring – An area, formed by a circle around a start point.
 - (ii) Start Line – A straight line of defined length perpendicular to the track to the first turn point or the centre of the first assigned area; or an arc of defined length at a constant distance from the first turn point or the centre of the first assigned area.
- 4.3.3 A turn point shall be formed by an observation zone defined by a circle of 0.5 km radius centred on a GNSS position.
- 4.3.4 An assigned area shall be formed by an observation zone defined by:
 - (i) A circle of a given radius centred on a GNSS position; or
 - (ii) Two radials originating at the competition site, or any other designated point, intersecting with arcs located between a maximum and a minimum distance from the site or from the designated point, with the central GNSS position being the bisector of the radials halfway between the minimum and maximum defined distances.
- 4.3.5 Organisers must avoid setting turn points or assigned areas close to start points. Assigned areas that follow one another must not overlap. The last assigned area in a task may enclose the finish if a finish ring is used.
- 4.3.6 Finish options: The Organisers shall select one finish procedure for every task from the following options:
 - (i) Finish Line – A straight line of defined length at the elevation of the airfield clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A maximum altitude (QNH) and a minimum height (AGL) should be imposed for crossing the finish line.
 - (ii) Finish Ring – A circle of specified radius around the finish point encompassing the airfield and the landing circuits. Maximum and minimum altitudes (QNH) shall be

imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, or above the maximum altitude shall be penalised.

- 4.3.7 The Contest Director may prescribe or limit flight manoeuvres in the vicinity of specified points and lines in the interests of safety.

4.4 GRIDDING AND LAUNCHING

- 4.4.1 Pre-task launching, including that of motorgliders, shall be at the discretion of the Contest Director.
- 4.4.2 All contest launches shall be by aerotow, except as in rule 4.6(i), to a height and area designated by the Contest Director prior to the first launch of the particular Class. All tow aircraft and motorgliders shall follow a similar route to the drop zone.
- 4.4.3 For the first contest day the order in which competitors in each Class shall be launched shall be decided by ballot to establish a lateral gridding line for each competitor. The order of the gridding lines will advance on each subsequent contest day by placing the front gridding line of competitors from the previous day at the rear of the Class. Motorgliders shall launch in grid order as established above.
- 4.4.4 During transit to, or on, the launching grid the Organisers may nominate any sailplane for weighing. In such cases ballast must not be unloaded prior to weighing. If a sailplane is found to be over its maximum weight as prescribed in the Flight Manual, accounting for the pilot(s) and in-flight equipment, excess weight shall be removed (in addition to the weight penalty being applied).
- 4.4.5 Loading of ballast after weighing or on the grid is not permitted unless the express permission of the Contest Director is obtained on each occasion.
- 4.4.6 If a competitor is not ready for launching at the allotted time, his or her sailplane shall be positioned at the rear of the Class unless the Contest Director determines this is likely to cause undue delay to the launching of the next class in which case the competitor's sailplane shall be positioned at the rear of the next class on the grid. In such cases the decision of the Contest Director shall be final.
- 4.4.7 A competitor may take up to three launches on any contest day. Second and third launches shall be given in the order that aircraft are ready at the launch point. If initial launches for a class are still in progress, re-launching shall not commence before the final initial launch in that class and may, at the discretion of the Contest Director, be delayed until after all initial launches of the next class are completed.
- 4.4.8 A competitor may be given a second or third launch from a field where he or she has outlanded within an area that is specified by the Contest Director before the beginning of the contest. In such cases, deployment of a tow aircraft shall be at the discretion of the Contest Director. The drop zone shall be the same as that designated under rule 4.4.2. In complying with this rule, a competitor flying a motorglider may commence relaunching without landing provided the motorglider is over the specified area when the motor is started and the intention to do so is broadcast on the starting frequency beforehand.
- 4.4.9 Launching shall be available as long as necessary to enable competitors to start, except that the Contest Director may suspend launching if in his or her opinion it is dangerous to continue. If such suspension is sufficiently long to give an unfair advantage to competitors already airborne, the Contest Director shall cancel the task.

[NOTE: In deciding the actual time of launching for each class the Contest Director shall have regard for the local soarability, the weather along the initial course, the available launching rate and the number of sailplanes in the class. In general the order of launching the classes will be alternated. If it appears that the time between the first launch and the last will unduly affect the result, a "delayed start" may be used].

4.5 ABANDONED TAKEOFF

An abandoned takeoff will not be counted as one of the three launches permitted each day. If an abandoned takeoff is the fault of the Organisers the competitor shall be re-launched with the minimum of delay. If it is the fault of the competitor or competitor's crew the competitor shall move to the back of the grid of the Class currently being launched. The decision of the Contest Director in this matter shall be final.

4.6 MOTORGLIDER OPERATION

Motorgliders shall fly under the same rules as other sailplanes and:

- (i) shall *either* self launch and the competitor satisfy the Contest Director that the motorglider climbed immediately to the release zone and height and then the motor was stopped; *or* be non self launched,
- (ii) shall not self launch retrieve without the express permission of the Contest Director and under the same conditions as for aerotow retrieves (see rule 4.16 below),
- (iii) shall be scored to the last verified controlled point prior to any engine start in flight.

4.7 STARTING

4.7.1 At any time up to 15 minutes before the start opening, the Contest Director may announce a maximum starting altitude for the class. A penalty shall be applied to all starts made above this altitude.

4.7.2 The start shall open either:

- (i) Immediately after the first launch of the first sailplane in the class, or
- (ii) after a time interval (15 minutes unless briefed otherwise) after the initial launch of the last sailplane in the class that was in its specified grid position on time, and remain open for not more than 3 hours.

4.7.3 All announcements relating to the start opening and the maximum starting altitude If any for each class shall be on the competition radio frequencies.

4.7.4 Starting: A competitor shall commence each task by starting in accordance with the nominated start option (see rule 4.3.2) after the start has opened.

4.7.5 Within 30 minutes of the competitor's last start, the claimed start time shall be communicated to the Organisers, accurate within ± 3 minutes.

4.7.6 For a start to be valid without penalty the GNSS record must show that a straight line joining two consecutive valid fixes passes through the relevant start option boundary after the start has opened, and, if a maximum starting altitude is specified by the Contest Director, that the sailplane remains below this altitude for at least 2 minutes immediately before crossing the boundary. The start time shall be the time of the last valid fix before crossing the boundary, except that if the start has closed the start time shall be taken as the start closing time. If there is no proof that the competitor had a valid start after the opening of the start, the start may nevertheless be validated if the competitor was within 1.0 km of the boundary of the start zone after the opening of the start. In this case the start position and the start time will be derived from the closest GNSS fix, but a penalty shall be applied.

4.7.7 New valid starts do not count unless the time correlates with the competitor's claimed start time in accordance with rule 4.7.5.

4.8 CONTROL AT TURNPOINTS AND WITHIN ASSIGNED AREAS

GNSS control shall be established at a turn-point or within an assigned area by passing through the observation zone and the control verified by the flight record showing at least one valid fix in the zone or two consecutive valid fixes defining a straight line passing through the zone. If there is no proof that the competitor passed through the observation zone the rounding may nevertheless be validated if the competitor was within 0.5 km of the boundary of the observation zone, but in such cases a penalty shall be applied.

4.9 VIRTUAL OUTLANDING:

A competitor may claim the last valid GNSS fix preceding the time-out position (if any) nearest the next turn point or assigned area as a virtual landing point and be scored as if landed there. GPS outlandings are calculated by the scorer from the trace.

4.10 OUTLANDING

A pilot who lands away from the contest site shall verify the landing point by means of a GNSS flight record or a witnessed certificate of the time and place of landing (to within 1 km) for the performance claim to be verified.

4.11 FINISHING

4.11.1 A competitor shall finish a racing task by being recorded making an unassisted crossing of the designated finish line in the direction specified at briefing, or the finish ring inbound, while it is open. For the purpose of this rule it shall be sufficient for the nose of the sailplane to be over or past the finish line when it comes to rest.

4.11.2 The finishing time shall be the time the glider is observed to cross the finish line, or the time of the first GNSS fix after crossing the finish-line or finish ring. However, a sailplane landing back at the airfield without crossing the finish line shall be given as finish time the time at which the sailplane stopped moving plus five minutes.

4.11.3 The finish line or finish ring shall remain open until sunset (CET-30 minutes) or until a set time announced at briefing. Competitors still on task after the closure of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closure time.

4.12 FLIGHT VERIFICATION:

4.12.1 Pilots shall, as soon as possible after returning to the contest site after a task, give the Organisers for performance verification:

- (i) a declaration including details of the performance claimed, including the time or GNSS co-ordinates or point name (latter only if listed for the contest) of any virtual outlanding or actual outlanding, and
- (ii) a GNSS FR or GNSS flight data log recorded on flash card or other electronic storage medium,

4.12.2 Where the evidence does not support the pilot's claim of performance, a penalty shall be applied for minor breaches, or the performance allowed only to the last verified point (refer to the Schedule of Penalties, Appendix A).

4.12.3 In the case of failure of the altitude recording GNSS FR after starting the flight in question:

- (i) a GNSS record from a backup GNSS FR with or without altitude recording may be used for verification; or
- (ii) the pilot may ask to be observed at a control point by two fellow competitors in the same class. In such cases the two fellow competitors shall countersign the performance declaration required by rule 4.12.1(i).

4.12.4 A GNSS flight data log shall pass the appropriate software and hardware checks and show that the aircraft passed through the prescribed observation zones and lines claimed, in the correct sequence.

[Competitors are advised to make fixes at intervals of 4 - 8 seconds where position or time is critical.]

4.13 CLOUD FLYING

Unless the Contest Director announces otherwise at briefing, cloud flying is permitted in accordance with the G.N.Z Manual of Approved Procedures, Section 10.

4.14 POSITION REPORTING

When communicating with Air Traffic Services, or when broadcasting on MBZ or local aerodrome frequencies, distances from reporting points or other readily known features shall be given in nautical miles only.

4.15 USE OF RADIOS AND CELLPHONES

4.15.1 **Except in an emergency**, no pilot or crew may communicate information regarding any other pilot or crew during a contest task unless specifically requested to do so by that pilot or crew.

4.15.2 Radio use shall be kept to a minimum.

4.15.3 Where possible all pilots shall transmit an "Operations Normal" call approximately once every hour. This call will include the task leg the pilot is currently flying.

4.15.4 Unless communicating with Air Traffic Services or broadcasting on an MBZ or local aerodrome frequency, pilots shall maintain a listening watch on a frequency specified by the Organisers.

4.15.5 At National Championships, coaching of pilots in other sailplanes by radio or cellphone, or by any other means, is not permitted during a contest task.

4.16 RETRIEVING

Competitors shall arrange their own road retrieves in co-ordination with the Contest Director. Aerotow retrieves shall be permitted at the discretion of the Contest Director. Once a competitor has made a start, further starts are not permitted on that day after an aerotow retrieve.

4.17 REST DAYS

The Contest Director may at his or her sole discretion declare a rest day if the circumstances warrant it.

4.18 AIRSPACE

4.18.1 The Organisers shall publish on a daily basis details of controlled airspace available to contest pilots together with any conditions of entry including whether clearances must be sought.

4.18.2 Airspace penalties will only be applied for infringements of controlled airspace contained in the published airspace data file. This does not relieve pilots of their responsibility to comply with CAA airspace regulations at all times.

5 RULES

5.1 RULES AND SCORING

Each contest shall be run and scored according to:

- (i) these rules, and

- (ii) the current G.N.Z Contest Marking System, and
- (iii) the current G.N.Z Handicap Register, and
- (iv) the directions of the Organisers made for the orderly conduct of the contest so far as they do not infringe upon the remainder of the rules or statutory requirements.

5.2 OBSERVANCE OF THE RULES

Each competitor shall be responsible to the Contest Director for the due observance of the rules by him or herself and his or her crew. Observance of these rules shall not absolve competitors and towpilots from complying fully with Civil Aviation Rules and the G.N.Z Manual of Approved Procedures.

5.3 AGREEMENT TO BE BOUND BY THE RULES

A competitor by entering thereby agrees to be bound by these rules.

5.4 TOWPILOTS BOUND BY THE RULES

Towpilots shall sign an entry form in a similar way to competitors and be bound by the same rules.

5.5 RULES NOT TO BE ALTERED

The Contest Director shall not amend or omit any of the rules without the prior permission of the Sailplane Racing Committee.

5.6 INTERPRETATION OF THE RULES, AND PENALTIES

Specific penalties are provided in the SRC Schedule of Penalties, Appendix A. The interpretation of the rules and the penalties for rule infringements shall rest entirely with the Contest Director. The Contest Director must specify the appropriate limits for any 'nominated' penalties not in the SRC Schedule of penalties prior to the commencement of the contest. In any case, the following rules shall apply to penalties:

- (i) Penalties for more than one offence on any given day shall accumulate.
- (ii) Any penalty points shall be deducted after the score for the day has been calculated and shall not affect the score of any other competitor.
- (iii) Flights that have been disqualified shall be given zero points for the day, but shall be counted for scoring purposes for the other competitors.
- (iv) If after deduction of penalty points a competitor's score for the day is less than zero, it shall be counted as zero unless the penalty is for certain disciplinary or safety reasons (marked with an asterisk * in Appendix A) in which case it shall be applied to the competitor's cumulative score.

5.7 PROTESTS

Protests shall be made in writing to the Contest Director within 24 hours of the event that is the subject of the protest, and lodged with a \$100 fee. A protest committee comprising the Contest Director and two disinterested persons acceptable to all parties shall consider the issue and announce a decision, with reasons, within 24 hours of lodgment of the protest. The decision of the protest committee shall be final. The fee shall be retained by the Organisers if the protest committee find the protest to be unreasonable or vexatious; otherwise it will be refunded.

5.8 RETENTION OF FLIGHT VERIFICATION MATERIAL

5.8.1 The Organisers shall retain all declarations, an electronic copy of all GNSS flight data log files and all barograph traces, submitted for performance verification, for not less than 3 months after the end of the last contest day, after which time they may be destroyed.

5.8.2 The Organisers shall provide to a competitor an electronic copy of any of his or her GNSS flight data log files after the contest has finished if so requested by that competitor.

APPENDIX A

G.N.Z. SAILPLANE RACING COMMITTEE (SRC) SCHEDULE OF PENALTIES:

OFFENCE (Pts = Penalty Points)	FIRST OFFENCE	SUBSEQUENT OFFENCES	MAX PENALTY
* Overweight	Excess Weight (in kg) x 2 Pts	(No. of Offences) x (Excess Weight (in kg)) x 2 Pts	No Limit
Starting Errors			
Starting before gate opens	Start not credited		
Missing line or boundary by ≤ 0.5 km	25 Pts		25 Pts / Credit
Missing line or boundary by 0.51 km to 1.0 km	50 Pts		50 Pts / Credit
Missing line or boundary by > 1.0 km	Start not credited		
Above maximum starting altitude at any time in the 2 minutes immediately before the credited start time by:	≤ 200 ft – no penalty >200 ft – $\frac{1}{2}$ Pt per 10 ft or part thereof above maximum starting altitude		Start not credited
Turn Point or Assigned Area – Missing the Observation Zone Boundary			
By up to 0.5 km	25 Pts		25 Pts / Offence
By > 0.5 km	Turn point or Assigned Area not credited		
Finishing Errors			
Above finish line maximum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts
* Below finish line minimum altitude unless landing through the line	Warning	(No. of Offences) x 25 Pts	Disqualification
Above finish ring maximum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts
Below finish ring minimum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts
Crossing finish line in wrong direction	Finish not counted as crossed		
Technical Errors			
Not providing start time within 30 minutes of starting	Warning	(No. of Offences) x 5 Pts	50 Pts
Providing start time with error of > 3 minutes	Warning	(No. of Offences) x 5 Pts	50 Pts
Not calling at the nominated distance from the finish on final glide	Warning	(No. of Offences) x 5 Pts	50 Pts
Undue delays in providing information on an outlanding	Warning	(No. of Offences) x 5 Pts	50 Pts
Not providing all required flight verification data within 2 hours of the pilot returning to the contest site	50 Pts		50 Pts / Offence
Dangerous or Hazardous Flying			
Cloud flying	Warning	Day disqualification	Disqualification
* Circling incorrectly within nominated zone or not complying with Contest Director's limitations on manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Towing: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Finish Line: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification

OFFENCE (Pts = Penalty Points)	FIRST OFFENCE	SUBSEQUENT OFFENCES	MAX PENALTY
* Landing: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Entering restricted airspace, or controlled airspace without a clearance (Maximum distance of penetration from nearest boundary of airspace = d)	For d ≤ 3km horizontally – 25 Pts For d > 3 km horizontally and d ≤ 500 ft vertically – 25 Pts For d > 3 km horizontally and d > 500 ft vertically – scored as outlanded at point of infringement		Disqualification
Other Violations			
Cheating	Day disqualification		Disqualification
* Loading ballast on the grid without Contest Director's permission	Weighing prior to launch + any applicable overweight penalty		Disqualification
* Loading ballast after weighing, without Contest Director's permission	Reweighing prior to launch + double any applicable overweight penalty		Disqualification
Unloading ballast prior to weighing, having been nominated for weighing	Warning	(No. of Offences) x 25 Pts	Disqualification
Not carrying appropriate aeronautical charts	Warning	(No. of Offences) x 25 Pts	Disqualification
* Unsportsmanlike behaviour	50 Pts to Day disqualification (Contest Director's discretion)		Disqualification
Communicating information regarding another pilot or crew during a contest task, without being requested to do so	25 Pts	2 nd – 50 Pts 3 rd – Day disqualification	Disqualification
At National Championships, coaching of pilots in other gliders during a contest task	25 Pts	2 nd – 50 Pts 3 rd – Day disqualification	Disqualification
Retrieving by aerotow or self-launch without Contest Director's permission	Warning	(No. of Offences) x 25 Pts	Disqualification
Flying under influence of alcohol/drugs	Day disqualification		Disqualification
Scrutineering not complete	No launch		
Configuration change	No launch		
Documentation not complete	No launch		
Organiser's safety briefing not attended	No launch		
Falsifying documents	Disqualification		

* Points penalties for offences marked with an asterisk shall be applied to the competitor's cumulative score [ref Rule 5.6(iv)].