



CANUNGRA
CLASSIC
2011

Local Rules

This competition will be run according the rules in the HGFA Competition Manual ed 6.7. with the following local rules.

Scoring System

The Scoring system used will be discussed at 4.00pm on Registration day **21st October 2011**.

Please ensure your attendance as this will be the time when all rules for scoring will be discussed.

FTV will not be used. Due to changes in team scoring at the next world championships, FTV will not be used at any AA or AAA hang gliding competitions this season.

Open window (Alternate Launch) and determined launch order combination.

The "Allocated Time" as specified by Section 3.15.4 "Launch Validity – Launch Open Time" will be one minute per pilot when determining the validity of the total launch window open time.

This year we will use, as a guide, the rules specified in the competition manual for combination launch windows (Section 3.15.12 "Determined Launch Order Rules - With Push – Hang Gliding") as we have done in previous years. The normal pushing rule applies. Pilots in the take off line can push during open window (Alternate Launch) or any other pilot can push during determined launch order (Main Launch). As in previous years the Open Window time is not specifically 'open' to launch at any time, due to launch site compatibility issues. You will be required to nominate PRIOR to proceeding to the hill if you wish to take up a launch position in the Open Window (Alternate

Launch). The order of launch will be determined at the HQ Briefing by a random draw BEFORE you go to the hill. 20 positions only will be available. These positions are not open to pilots in the top 20 places in the competition. The meet director may choose to allow a period of open window launches, before implementing a determined launch order at a nominated time.

The launch open window time shall start when the ordered alternate launch is initially opened. During the period that the window is open a pilot who nominated to launch during this time will be directed when their launch time is approaching. If the pilot chooses not to launch they must immediately leave the launch area. If they still wish to launch in the alternate launch they must rejoin the take off line behind all other pilots who wish to launch in turn in the ALTERNATE launch. They forfeit their nominated launch order position for ALTERNATE LAUNCH if they choose not to launch. If you nominate for alternate launch you must set-up in the area and order advised by the launch director.

Pilots in the Alternate launch take off line when the determined order Main launch comes into effect must revert to their nominated launch order position for the main launch. The PUSHING rule applies for main launch and each Pilot is given 2 minutes to launch or must vacate the launch area and go to the end of the Main launch line. Main Launch order is taken from the **Unofficial** scores list, except the first day, which is decided by national standings. International pilots with world rankings will have be given a nominal national standing. If you do not have any national standing then the first day's launch order will be determined from the time you paid your entry fee.

Protest

A protest fee of \$50.00 applies to all formal protests lodged and is refundable if the protest is upheld.

Height Restrictions

Height restrictions will be announced on each day. Pilots should familiarise themselves with the updated VTC chart showing all controlled airspace and areas subject to release, on display at HQ and Launch. This year penalties will be imposed upon those exceeding height limits as per the Competitions Manual ed 6.7.

Safety Issues

It is suggested that drivers keep an accurate running log of times and known locations of pilots so that they can focus on these areas if pilots lose communications or get into trouble when landing out. Avoid paddocks with ANY livestock. IT IS BREEDING SEASON. Parent livestock can leave young behind or injure them when spooked by Hang Gliders.

Conditions of Entry

The pilot agrees that these conditions and other rules determined in the competition booklet distributed as part of registration, form part of a contract between them and the organisers of the Canungra Classic 2011 Competition, and so accept them as a condition of entry and participation upon payment of the entry fee and registration.

By participating and paying for entry in this competition the pilot agrees to the rules contained in the booklet and the following conditions. If the pilot is not in agreement with these conditions or other rules they can apply for a refund of their entry fees before the first flying day of the competition.

The pilots accepts full responsibility and voluntarily assumes all risk for any injury or damage suffered or incurred by the pilot, however caused, whilst engaged in the Canungra Classic 2011 competition.

The pilot agrees and declares that they will make no claim or demand, nor will

commence any action or suit against the organisers, servant or agents of the Canungra Classic 2011 competition in relation to any injury or damage except that which is limited to any amount recoverable through any relevant insurance policy.

The pilot forever releases the said organisers, servant or agents of the Canungra Classic 2011 competition from all suits, claims and damages arising out of or in relation to any such injury or damage. If any claim is made then contributory negligence will be considered in the contract as in any action in the Tort of negligence

The pilot also agrees that a condition of entry to the Canungra Classic 2011 competition grants the pilots temporary pilot membership to the Canungra Hang Gliding Club valid until the last day of the competition. The pilots agree to adhere to any local rules and regulations pertaining to any of the Club's nominated flying sites and the leases that apply to them.

All pilots are presumed to have ambulance cover. In the event of a serious injury requiring ambulance assistance, all pilots will be presumed to have medical and ambulance cover and all liabilities arising from medical evacuation shall rest with the pilot concerned.