

# WEST AUSTRALIAN GLIDING ASSOCIATION INC

## WAGA STATE GLIDING CHAMPIONSHIPS

### WAGA LOCAL RULES – July 2022

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## **Preamble**

1. The WAGA State Gliding Championships shall be conducted in accordance with the latest version of the “Australian National Rules”, as valid one month prior to the start of the competition, in conjunction with the WAGA Common Rules (this document).
2. These WAGA Common Rules take precedence over the National Rules.
3. **The following Sections A to D refer directly to the “Australian National Rules“ SDP010, rev 1 clauses and contain only those clauses that are varied and/or appended to, for the purpose of this document.**

## **A GENERAL RULES**

### ***Authority***

- 1.1 The WAGA State Gliding Championships (the Championships) shall be organised on behalf of the West Australian Gliding Association (WAGA) by a nominated organising team. The Championships shall be held annually.
- 1.2 “Organisers” means the Contest Director and Officials representing WAGA appointed to organise the Championships. WAGA shall approve the proposed Contest Director in writing.

### ***Local Rules and Entry Forms***

- 2.1 The Organisers shall prepare and submit the Budget and the Entry Form to WAGA for approval.

### ***Championship Dates and Venue***

- 3.1 The Organisers shall publish the dates, venue and contact information on the WAGA website or suitable Competition website.

### ***Competition Period***

- 5.1 The WAGA State Championships shall be held over a period of eight days (Day 1 Saturday and Day 8 Saturday); with Thursday and Friday as practise days. The two practice days shall be optional days. The minimum number of scheduled contest days shall be eight.
- 5.2 The Organisers shall select the start date to be approved by WAGA. The competition timetable shall be advertised to WAGA members by the Organisers.

### ***Availability of Rules and Entry Forms***

- 6.1 The Organisers shall place a copy of the WAGA Common Rules and the competition entry form on the WAGA website or a Competition website in a form suitable for download.

### ***Championship Classes***

- 7.1 The WAGA State Championship shall consist of a “Single Class”.

### ***Class Criteria***

- 8.1 The “Single Class” includes any single seat or two seat glider that is listed in the handicap table for the Competition as published on the Competition website.

### ***Champions and Eligibility***

- 9.1 The title of Champion shall be awarded to the highest placed competitor.
- 9.2 The declaration of a Champion requires a minimum of four contest days.
- 9.3 Champions shall be determined based on handicapped scores. WAGA may present the following trophies:
- The Steve Lundy Trophy for First place
  - The Ric New Trophy for Second Place
  - The Bob Porter Trophy for Third Place
  - The Pacific Pools Trophy for the Highest Placed Standard Class Glider
  - The WAGA Twin Trophy for the Highest Placed Twin-Seater
  - The GCWA (Control Data) Trophy for the Winning Team
  - The Cazelet Shield for the Best of the Rest
  - The Ross Weston Trophy for the highest placed Veteran
  - The Kulin Gliding Club Trophy for the Most Meritorious Performance
  - The Cunderdin Hotel Trophy for the Best Novice
  - The Beverley Shire Trophy for the Fastest (handicapped) 300km Flight at the Comps

### ***Committees Mentors and Stewarts***

- 10.1 A compulsory initial briefing and safety briefing for all glider pilots, tug pilots and crews shall be held at the airfield at 0900 on the first Competition Day. Pilots who miss this meeting must contact the Contest Director (or delegate) before taking a launch.

### ***Task Setup Requirements***

- 11.1 A definitive list of start, turn and finish point descriptions and coordinates shall be provided to each pilot via the Competition folder on the WAGA or competition website. The turn point list shall also be provided electronically from the website in a limited range of formats suitable for upload to common types of FDR.

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**B ENTRANCE REQUIREMENTS*****Pilot Qualifications***

- 13.1 In the WAGA State Championships, every pilot in command must have, at the time of starting the contest, the following items:
- At least 25 hours solo in gliders.
  - Silver C plus at least one 300km flight.
  - Knowledge of GFA MOSP in regard to the Rules of the Air.
  - Current flying practice in competition and/or cross-country gliding as defined by the GFA.
  - Current membership of GFA.
  - Current FAI Sporting licence or Glider Pilot Certificate.
  - Annual check flight valid for the duration of the competition.

***Entry and Registration***

- 18.1 All pilots are required to complete and sign the Entry Form, deposit the Competition Entry fee in advance and register before flying from the competition site.
- 18.2 The registration desk shall be attended on both Practice Days and until 0900 on the first Competition Day.
- 18.3 Each pilot must present for inspection the following documents at registration:
- Current GFA membership card
  - Current FAI Sporting Licence or GPC
  - Current Maintenance Release for glider
  - Current parachute packing slip
- 18.4 The Organisers reserve the right to charge an additional amount per aerotow if required to cover the cost of tow plane ferry charges and any other obligatory charges or levies that may arise from time to time.
- 18.5 As a condition of entry, all entrants must agree to waive all claims against the GFA or WAGA or their agents in the event of any injury to any person or damage to any aircraft, equipment or property whatsoever and must sign an indemnity to this effect on the Official Entry Form or at the time of registration.
- 18.6 Entry Fees as set out on the Entry Form are payable in advance. Entries received after the last day of registration specified on the Entry Form may be subject to an additional Late Entry Fee of \$100.00.
- 18.7 Entries shall be accepted in order of the date of receipt up to a maximum of 40 aircraft.
- 18.8 The competition Safety Officer may also fly as a competitor.
- 18.9 The Competition Director may also fly as a competitor as long as their duties are delegated to a ground based person while they are flying.

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## **C OPERATIONAL RULES**

### ***Launching***

27.8 The organisers shall consider the number of gliders and the type/weight of gliders that have entered the competition. The organisers shall provide sufficient tow planes (of sufficient power) to ensure the fleet is launched within 1 hour.

### ***Motor Gliders***

28.2 During self-launching, motor gliders must operate as directed by the Operations Director, must shut down their motors at no more than 2000 feet above the aerotow release height, and if then still above the aerotow release height must immediately descend to log a point within 100ft of the aerotow release height. If the engine is used to climb more than 500 feet above the aerotow release height, the climb and the engine cooling must be conducted directly above the airfield and is only to be used by motor gliders for which the manufacturer specifies the additional cooling time is required and only when cooling cannot be achieved in the 500 feet above the aerotow release height.

### ***Finish Procedure***

- 31.1 The finish line shall be the perimeter of a circle of 3 km in radius centred on the airfield coordinates in the turn point list.
- 31.3 Pilots should finish from the direction of the last turn point or control point.
- 31.4 Circuit and landing options for the task shall be provisionally nominated at the daily briefing.
- 31.5 If a pilot elects not to land on the duty runway, the pilot must announce circuit and landing intentions immediately after crossing the finish line. If a straight in option is intended either to the duty runway or some other runway, the announcement must be made before crossing the finish line.
- 31.6 If a pilot elects not to land on the duty runway, the aircraft must not enter the path of the duty runway during any part of the landing sequence. No aircraft may land on the reciprocal runway to the duty runway except in an emergency.
- 31.7 On landing pilots shall clear the runway to either side as quickly as possible to allow room for following landing gliders. Vehicles are not to be used to remove gliders from the runway.
- 31.8 The finish shall close at last light or when all gliders are accounted for, whichever is the earlier.

### ***Team Flying***

- 36.1 Team flying is not permitted in this competition.

### ***Rest Days***

- 43.3 A pilot may fly all competition days. This includes the practice days. Pilots may schedule a Rest Day by advising the organisers at any time before the end of briefing on the day before the Rest Day is required.
- 43.4 In exceptional circumstances, the Contest Director may grant a Rest Day:

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- On presentation of a medical certificate certifying that the pilot is unfit to fly.
  - Where the glider has been damaged through no fault of the pilot. Outlanding damage is normally considered to be the fault of the pilot.
  - Where the Contest Director believes that the pilot would be unable to fly safely due to fatigue or other factors.
  - In other exceptional circumstances.
- 43.5 A pilot who has a Rest Day on the last scheduled Contest Day, regardless of the circumstances, is ineligible to win the Championship, **unless that Rest Day is declared before the start of the Competition.**
- 43.6 Pilots may cancel a Rest Day only if it was granted under Rule 41.2. Rest Days scheduled voluntarily or for convenience may not be cancelled. The Contest Director must approve all cancellations.
- 43.7 On a Rest Day the pilot shall be given a score calculated as the average of the pilot's daily score, less 5%, multiplied by the Day Factor.

## D SCORING

### *Club Teams*

**47.6** *Each affiliated club that has three or more pilots entered, shall be assigned a team score.*

**47.7** *For each club, the score shall be the average of the five highest placed pilots within each team. If a club only has four pilots entered, the score shall be based on the average of the four highest placed pilots. If a club only has three pilots entered, it shall be scored on the average of the three highest placed pilots. This does include pilots flying Hors Concours.*

**47.8** *All members of the team must be members of the respective Club.*

### *Handicapping*

48.1 The GFA handicaps current one month prior to the commencement of the competition shall be used and posted by WAGA on the WAGA or competition web site. Where a glider type is not included in the GFA list, the rules committee shall determine the handicap with consideration of the current GFA handicaps.

Pilots that enter a glider with a permanently unserviceable water ballast system may, at the time of registration, choose to be scored using the unballasted (dry) handicap modifying factor of 0.95. (Note: The intent is to not disadvantage old gliders which do not have a serviceable water ballast system because they can't be economically repaired. It is not the intent for a modern glider to be scored unballasted because the pilot chose not to ensure the system was serviceable).

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## WAGA Miscellaneous

### ***Pilot Meeting***

- 100.1 A Pilots' Meeting shall be held during the course of the Championships, at which changes to the Championship rules may be discussed. This meeting shall be chaired by the Contest Director or appointee. Minutes of this meeting shall be forwarded to WAGA. Only pilots competing in the current competition, but excluding casual pilots, shall be eligible to vote at these meetings. Observers may speak at the Chair's discretion.
- 100.2 Rule changes requested at the pilots meeting shall be considered by WAGA.
- 100.3 Pilots' Representatives and a Convenor of these Pilots' Representatives shall be elected at the Pilots' Meeting. They shall meet later to consider these Rules and:
- a) Propose any necessary rule changes that reflect the decisions of the Pilots Meeting, as far as are practicable.
  - b) Propose any changes that they deem necessary, in the light of occurrences at the last State Championships, which would improve safety, sportsmanship or the smooth running of the State Championships. These changes must be within the spirit of the current rules and/or the wishes of the Pilots' Meeting.
  - c) Overhaul the rules from time to time to ensure their clarity, consistency and conformity to current practices and ensure they do not conflict with GFA Operational Regulations and the MOSP.
  - d) Submit all necessary rule change proposals to WAGA for ratification. In turn, any further changes required by WAGA must be referred back to the Convenor of the Pilots' Representatives for amendment.
- 100.4 The Convenor shall report back to WAGA on any rule changes proposed by the Pilots' Representatives. The RTO (Ops) may be a member of this committee or should be consulted.
- 100.5 All rule changes should be finalised at least three months prior to the next State Championships.

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## REVISION HISTORY

June 2015 –

- The format was amended so that it can be directly read alongside the National Competition Rules.
- The content was amended so that only the WAGA Common Rules (this document) and the Nationals Rules are required as core 'Rules' references. This deletes the need for the WAGA local rules. The intent is that supplementary information such as competition date, venue etc will simply be published on the WAGA website.

July 2017 –

- Following the pilot meeting of Jan 2017 and the rules committee of Jul 2017, the following changes were made:
- The insurance requirement was removed as it is already covered by the GFA.
- The start height penalty was re-aligned with the National Rules.
- Formatting changes to assist reading.

Dec 2018 –

- Following the pilot meeting of Nov 2017 and the rules committee of Nov 2018, the following changes were made:
- The handicaps were changed from the German DAeC set to the GFA set of handicaps.
- Minor word changes to denote FLARM is not 'mandatory'.
- Formatting changes to re-align with the National Rules V2.9.

Aug 2019 –

- Following the pilot meeting of Mar 2018 and the rules committee of Apr 2019, the following changes were made (as shown by change bars):
- The competition days were changed to 8 days.
- The mandatory rest day was eliminated.
- Organisers to provide sufficient adequate tow planes to achieve launching within 1 hour.
- State champion eligibility criteria changed so they don't have to be a WA resident.
- The team trophy scores will be based on pilot averaged scores.

June 2020 –

- Following the pilot meeting of Jan 2019 and the rules committee of June 2020, the following changes were made (as shown by change bars):
- The team scoring was amended from an average of all club pilots to the average of the five highest placed pilots.
- Motor gliders may turn the motor off at a height of 2000 feet above the aerotow height to allow engine cooling as they descend back down to the aerotow release height.
- New paragraph numbering to match that of the Nationals Rules version 2019.2.

July 2022 –

- Following the pilot meeting of Jan 2022 and the rules committee of July 2022, the following changes were made (as shown by change bars):
- New paragraph numbering to match that of the Nationals Rules version SDP010, Rev 1.
- Flarm to be mandatory.