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Preamble

1. The WAGA State Gliding Championships will be conducted in accordance with the latest version of the Australian National Gliding Championships Competition Rules, as valid one month prior to the start of the competition, in conjunction with the WAGA Common Rules (this document).
2. The WAGA Common Rules take precedence over the National Rules.
3. Section headings and paragraph numbering in this document follow the format of the National Rules.

A GENERAL RULES

Authority

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

Local Rules and Entry Forms

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

Championship Dates and Venue

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

Official Practice Period

- 4.1 No change.

Competition Period

- 5.1 The WAGA State Championships will be held over a period of eleven days including one but not two weekends. The first two days will be optional practice days. The minimum number of scheduled contest days will be nine.
- 5.2 The Organisers will select the start date to be approved by WAGA. Unless otherwise agreed with WAGA, the last scheduled contest day will be a Friday. The competition timetable will be advertised to WAGA members by the Organisers.

Availability of Rules and Entry Forms

- 6.1 The Organisers will 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 will consist of a "Single Class".

Club Teams

1. Each affiliated Club may enter a Team of 3 pilots plus a reserve for the Club's Team. The reserve shall be nominated at the same time as the team.
2. Team members shall be nominated in writing to the Competition Director before the beginning of briefing on the first contest day.
3. Should one of the team be unable to fly part way through the Championships and will not compete for the remainder of the Championships, then the reserve will take that pilot's place.
4. The scores will be such that the original team member's scores will count until the last day that pilot flies. The reserve pilot's scores will be counted from then on.
5. To be eligible to win the Team trophy all members of the team must be members of the respective Club.

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 West Australian competitor. A West Australian competitor is defined as one who is normally resident in Western Australia.
- 9.2 The declaration of a Champion requires a minimum of four contest days.
- 9.3 WAGA will 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 will 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 will be provided to each pilot via the Competition folder on the WAGA or competition website. The turnpoint list will also be provided electronically from the website in a limited range of formats suitable for upload to common types of FDR.

- 11.2 It is the pilot's responsibility to ensure that the latest revision of the turnpoint list has been accessed and uploaded correctly to the pilot's FDR. Pilots should check the turnpoint list within two weeks of the Competition for latest updates.

Defined Competition Area and Waypoints

12.1 to 12.6, No Change

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.

Glider Requirements

14.1 to 14.4 No change.

Mandatory Equipment

15.1 FLARM or compatible devices are recommended but are not mandated.

15.2 No change.

Recommended Equipment

16.1 to 16.5 No change.

Entry and Registration

- 17.1 All pilots are required to complete and sign the Entry Form, deposit the Competition Entry fee in advance and register before flying from the competitionsite.
- 17.2 The registration desk will be attended on both Practice Days and until 0900 on the first Competition Day.
- 17.3 Each pilot must present for inspection the following documents at registration:
- Current GFA membership card
 - Current FAI SportingLicence or GPC
 - Current Maintenance Release for glider
 - Current parachute packing slip
- 17.4 The Organisers reserve the right to charge an additional amount per aerotow if required to cover the cost of towplane ferry charges and any other obligatory charges or levies that may arise from time to time.
- 17.5 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.

- 17.6 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.
- 17.7 Entries will be accepted in order of the date of receipt up to a maximum of 40 aircraft.
- 17.8 The competition Safety Officer may also fly as a competitor.
- 17.9 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.

Oversubscription

18.1 to 18.5, No change.

C OPERATIONAL RULES

Pilot Crews

19.1 No change.

Flying Control

20.1 to 20.6, No change.

Flying Safety

21.1 to 21.4, No change.

Task Setting

22.1 to 22.4, No change.

Briefing

23.1 to 23.2, No change.

Medical Fitness

24.1, No change.

Ballast & Weight Limitations

25.1 to 25.10, No change.

Launching

26.1 to 26.6, No change.

Motor Gliders

27.1 to 27.7, No change.

Start Procedure

28.1 to 28.11, No Change

Finish Procedure

- 29.1 The finish line shall be the perimeter of a circle of 3 km in radius centred on the airfield coordinates in the turnpoint list.
- 29.3 Pilots should finish from the direction of the last turnpoint or control point.
- 29.4 Circuit and landing options for the task will be provisionally nominated at the daily briefing.
- 29.5 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.
- 29.6 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.

29.7 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.

29.8 The finish will close at last light or when all gliders are accounted for, whichever is the earlier.

Controlled Airspace

30.1 to 30.9, No change.

Cloud Flying

31.1 to 31.2, No change.

Airborne Communication

32.1 to 32.10, No change.

Team Flying

33.1 Team flying is not permitted in this competition.

33.2 to 33.8, No Change

Outlanding

34.1 to 34.4, No change.

External Aid to Competing Pilots

35.1 to 35.2, No change.

Verification

36.1 to 36.10, No change.

Measurement and Reporting

37.1 to 37.6, No change.

Penalties Committee

38.1 to 38.5, No change.

Table of Penalties

39.1, No Change

Protests

40.1 to 40.7, No Change

Rest Days

- 41.1 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.
- 41.2 In exceptional circumstances, the Contest Director may grant a Rest Day:
- 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.
- 41.3 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.**
- 41.4 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.
- 41.5 On a Rest Day the pilot will be given a score calculated as the average of the pilot's daily score, less 5%, multiplied by the Day Factor.

Glider Damage

42.1 to 42.5, No change.

Mid-Air Collision

43.1 to 43.3, No change.

D SCORING

Scoring Definitions

No change.

Calculation of Scores

44.1 to 44.8, No change.

Handicapping

- 45.1 The GFA multiclass handicaps current one month prior to the commencement of the competition shall be used and will be 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).

45.2 to 45.10, No change

E ASSIGNED SPEED TASKING

46.1 to 46.6, No change.

F ASSIGNED AREA TASKING

47.1 to 47.7, No change.

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.

REVISION HISTORY

June 2015 –

- The format was amended so that it can be directly read alongside the National Competition Rules.
- The content was amended to 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 multiclass set of handicaps.
- Minor word changes to denote FLARM is not 'mandatory'.
- Formatting changes to re-align^{ed} with the National Rules V2.9.