

SCHEDULE "A"

A) General Description:

Name of Competition: _____ Date: _____

Task Number: _____ Type of Launch: Tow: Foot:

Site _____ Location: _____ Province _____

Take Off _____ ft ASL Take Off _____ ft AGL

B) General Meteorological Information:

(use forecast from FSS)

Surface Wind: Speed _____ kph. Direction _____

	3000 ft	6000 ft	9000 ft	12000 ft
-Wind direction				
-Speed (kt)				
-Temp (°C)				

Cloud Coverage: (¹/₁₀ to ¹⁰/₁₀) _____ Type of Clouds: _____

Weather Summary: _____

C) Task Description:

Type of Task: _____ Number of pylons: _____

Type of timing gates: (ground, aerial, other): Start _____ Finish _____

If a closed circuit, total km to goal: _____ km.

If open distance, maximum distance flown: _____ km.

Number of pilots in today's round: _____ Number of pilots completing task: _____

Task Validity Factor: _____
(ie; pre-arranged minimum distance/pylons, number of pilots completing, etc)

D) General Comments:

Competition Director: (print) _____ Signature: _____

Guide to Schedule A

This form needs to be filled out for every valid round. It is used to give a general understanding of the prevailing conditions of that round. It is also used to create some statistical data on different flying sites. Any special comments on what worked very well and what did not are also appreciated. One can only learn from someone else's experiences.

The area forecast and the upper level wind and temperature forecast might be best obtained from the nearest Flight Service Station (FSS).

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**Attention to all Provincial Competition Directors
and for further distribution to all Club Competition Directors**

Enclosed is the HPAC Sanctioned Competition Summary Package with all forms necessary to have a competition sanctioned. Here is a brief recap of steps required and forms to fill out:

- Competitions must be announced in writing to the chairperson at least 8 weeks in advance. The competition must also be advertised in a provincial, preferably National Newsletter. This ad must be in circulation at least 8 weeks ahead of the competition.
- Only one sanctioned meet may be held in any given province on a given weekend. Where two organizations compete to have a meet sanctioned on the same weekend in the same province, whoever announced the meet first, in writing, to the National Competition Chairperson will have the sanction rights awarded.
- Scoring systems used must be a weighted scoring system such as the 600 points system. If a different points system is used, the type of system and a brief explanation of the formula must accompany the results.
- For each valid day "Schedule A" must be completed and signed by the competition director.
- For each valid day "Schedule B", daily results, must be attached to the final results. Daily results must list all pilots participating in that round, launch and landing time, lapsed time or total distance flown number of pylons completed, points awarded, and the days ranking.
- The final results must show all pilots participating, list all points awarded for each valid day, and of course, the grand total. "Schedule B and C" might be used for final results.
(The daily results and the final results do not need to be on schedule B and C, as long as the required information is being supplied.)
- All submissions must be accompanied by a \$5.00 donation per pilot toward the world team.

So long as the above information is received within four weeks after the competition, and the meet fits within the sanctioning criteria, pilots will receive points toward their national standing.

The new competition rule book has been published and will be effective this year. If you have questions contact me at any time.

Also, I am preparing other forms and guidelines that might be useful in announcing, preparing, running and reporting a sanctioned meet. Please, understand that I am not trying to regulate and paper the competition spirit to death. As far as I am concerned you do not have to use any of the prepared forms. How a competition is run and scored is completely up to the meet director. The above guidelines are all that have to be observed in order to have a competition sanctioned. Nevertheless I would like to offer all the help I can, so anyone attempting to run a competition does not have to wrack his brains to anticipate all possible problems. Instead meet organisers might refer to a standard form called "The Competition Rules" that is being assembled based on the experiences of the last few years. Guidelines maybe added or deleted so that rules fit the individual competition.

I would like to become an information source to help anyone interested in running a competition or fly-In. Unfortunately I am not quite ready yet! It will take some time to gather all of the necessary data I am referring to. It will also require your involvement as your feedback is necessary to prepare a complete competition package. Most of all, it will take patience. Very few lasting and quality things are built overnight.

Have a good flight,
Bernard Winkelmann HPAC Competition Chairman

HANG GLIDING AND PARAGLIDING ASSOCIATION OF CANADA

REQUIREMENTS FOR SANCTIONED COMPETITIONS and COMPETITION POINTS SYSTEM

(Effective January 1990)

1. Plans to hold a sanctioned competition must be announced at least eight (8) weeks in advance. This means notification of Provincial Newsletter Editors and the National Competition Chairman (by telephone with a follow-up letter)
2. There can be no more than (1) sanctioned meet taking place in each province at the same time. If there is a conflict, whoever announced the meet first in writing to the National Competition Chairperson will have the sanctioned rights awarded.
3. All Canadian pilots competing in sanctioned competitions must be a member of a Provincial Association and be covered by liability insurance. All foreign pilots must carry liability insurance that is equivalent to the available Canadian policy.
4. The HPAC recommends all sanctioned competitions carry competition insurance.
5. All information regarding the results of a sanctioned competition must be submitted within four (4) weeks of the end of that competition. Information is to be presented in the form of the HPAC Sanctioned Competition Summary Package.

THE POINTS SYSTEM

1. Points will be awarded to competitions which meet the requirements for sanctioned competitions as listed above and to recognized International Competitions as outlined below.
2. The number of points awarded will be determined by the Competition Points Chart (attached) and the rules pertaining to that chart.
3. Points will be awarded to the top 75% of pilots in a sanctioned competition according to the official HPAC points table. These tables are available from the Competition Committee Chairman. (see attached graph outline.)
4. Pilots standings in the points system will be made up of that pilots results over a two (2) year period.
 - a: At any given time a pilots best three (3) points results in the period for Jan. 1st to Dec. 31st (12 months) shall be added together and scored as 60% of that pilots points total.
 - b: The pilots best three (3) results in the 12 months proceeding the period used in (a) above shall be added together and scored as 40% of the pilots total.
 - c: (a) and (b) shall be added together to give a pilot their official Canadian Competition Points (C.C.P.) total.
5. Only pilots who have HGAC ratings will receive points. Pilots wishing to receive points that have not been rated must write and pass a HPAC ratings exam before the end of the points year that the points are to be applied.

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THE NATIONALS

1. Only certified gliders or approved prototypes, as recognized by Certification Committee, may compete or be official wind dummies.
2. All pilots that want to fly in a Nationals may be subject to limits set by the province running the Nationals. Such restrictions may be subject to the approval of the HPAC Competition Director or a HPAC Competition Committee.

INTERNATIONAL COMPETITIONS

Canadian Pilots who travel to International Competitions may be awarded points according to their placing on the following conditions:

1. The points value of a competition outside Canada shall be based on the same criteria as for domestic competition with particular scrutiny of tasks, scoring system and caliber of pilots competing.
2. Pilots wishing to receive points for International Competitions must inform the Competition Committee Chairman of their attendance prior to the competition taking place.
3. Pilots who attend International Competitions are responsible for providing the following information to the Competition Committee Chairman.
 - (a) A copy of the rules.
 - (b) Details of the tasks and the scoring system (day by day).
 - (c) Description of site.
 - (d) A complete list of all competitors and score results.
4. Points shall be awarded according to the HPAC Competition points chart.
5. A Maximum of two (2) good quality international results per 12 month period (Jan. 1st to Dec. 31st) may be used for determining a pilots point standing.

CANADIAN TEAM SELECTION

Teams shall be selected as follows:

1. The date that a team will be selected will be announced in advance by the Competition Committee Chairman.
2. Any team for International Competition shall be selected entirely on the points system over two (2) years as described above.
3. The Competition Committee may also exclude or remove any pilot regardless of points standing, from a team to represent Canada by unanimous vote to censure that pilot. Conditions which might invoke this include; unsportsmanlike conduct, illegal activity, poor attitude or lack of co-operation.

COMPETITION POINTS VALUE CALCULATION

$$P \times ((\text{Task Value}) \times 20) = \text{Competition Points}$$

P = Maximum number of pilots entered in the competition (minimum 5, maximum 30) and the value assigned to that number. (see pilot/formula value)

Should the number of pilots entered in the competition fall below 50% in any given round the HPAC Competition Committee Chairman may chose to devalue the competition to a averaged entry number for the competition.

In a competition where a "cut" or finals has been established, the 50% rule will be applied to the rounds flown prior to the "cut". The finals will be scored based on the maximum number of competitors in any given round prior to the cut.

Pilot/Formula Value

5 = .5	18 = .76
6 = .52	19 = .78
7 = .54	20 = .8
8 = .56	21 = .82
9 = .58	22 = .84
10 = .6	23 = .86
11 = .62	24 = .88
12 = .64	25 = .9
13 = .66	26 = .92
14 = .68	27 = .94
15 = .7	28 = .96
16 = .72	29 = .98
17 = .74	30 = 1.0

Task Value = Total of the rounds flown and the value assigned.

example: Round 1 = 1.5 (Task B)
+

Round 2 = 1.0 (Task A)

Total Task Value = 2.5

20 = Maximum base points for a Minimum value round.

For the value of Task A/B refer to task assessment.

Special Notes regarding Chart usage

- Points are not to exceed the range of the chart except for: A Canadian Nationals and a FAI world class meet. For such competitions the maximum values are applied, plus the additional calculation of 1.2 x (the assigned value of the competition)
- The assigned points indicate 1st place maximum points.
- The actual entry numbers may exceed the chart, the chart points may not be exceeded.
- The number of rounds flown may exceed the chart, the chart points may not be exceeded.
- All points will be dispersed using the current 75% of entries, and are allocated by means of the present point system.

HPAC Competition points charts

Number of Pilots

5	10	15	20	25	30								
6	10.4	15.6	20.8	26	31.2								
7	10.8	16.2	21.6	27	32.4								
8	11.2	16.8	22.4	28	33.6								
9	11.6	17.4	23.2	29	34.8								
10	12	18	24	30	36	42	48						
11	12.4	18.6	24.8	31	37.2	43.4	49.6						
12	12.8	19.2	25.6	32	38.4	44.8	51.2						
13	13.2	19.8	26.4	33	39.6	46.2	52.8						
14	13.6	20.4	27.2	34	40.8	47.6	54.4						
15	14	21	28	35	42	49	56	63	70				
16	14.4	21.6	28.8	36	43.2	50.4	57.6	64.8	72				
17	14.8	22.2	29.6	37	44.4	51.8	59.2	66.6	74				
18	15.2	22.8	30.4	38	45.6	53.2	60.8	68.4	76				
19	15.6	23.4	31.2	39	46.8	54.6	62.4	70.2	78				
20	16	24	32	40	48	56	64	72	80	88	96		
21	16.4	24.6	32.8	41	49.2	57.4	65.6	73.8	82	90.2	98.4		
22	16.8	25.2	33.6	42	50.4	58.8	67.2	75.6	84	92.4	100.8		
23	17.2	25.8	34.4	43	51.6	60.2	68.8	77.4	86	94.6	103.2		
24	17.6	26.4	35.2	44	52.8	61.6	70.4	79.2	88	96.8	105.6		
25	18	27	36	45	54	63	72	81	90	99	108	117	126
26	18.4	27.6	36.8	46	55.2	64.4	73.6	82.8	92	101.2	110.4	119.6	128.8
27	18.8	28.2	37.6	47	56.4	65.8	75.2	84.6	94	103.4	112.8	122.2	131.6
28	19.2	28.8	38.4	48	57.6	67.2	76.8	86.4	96	105.6	115.2	124.8	134.4
29	19.6	29.4	39.2	49	58.8	68.6	78.4	88.2	98	107.8	117.6	127.4	137.2
30	20	30	40	50	60	70	80	90	100	110	120	130	140

1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7
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Combined Task Value

Task A = 1

Task B = 1.5

TASK ASSESSMENT

All tasks flown must use a weighted scoring system such as the 600 point system or any other “ high level” scoring system.

Task A = a Value of 1.0

Task description.

1- Open distance task where the determining factor is total distance flown. Distance may be measured from or with reference to a specific line and or specific direction or by actual distance flown from a given launch or start point.

Round must meet a valid minimum task requirement. Minimum task requirement should take into consideration conditions and should be test of pilot skill relative to those conditions.

Task B = a Value of 1.5

Task description. (Task B may be any of the following:)

1- Race to goal with pylon(s) on route.

Race to goal with a pylon(s) on route, where the distance between take off or start point and goal is a maximum of 30 % of the total course length.

Course minimum requirement is : 60% of task completed by at least 1 competitor (provided minimum valid round distance has been achieved.) An incomplete task is measured as an open distance task (Task A value).

Round must meet a valid minimum task requirement. Minimum task requirement should take into consideration conditions and should be test of pilot skill relative to those conditions.

2- Race directly to goal.

A minimum of 2 competitors must complete task to validate Task B value. (provided minimum valid round distance has been achieved.) A incomplete task is measured as an open distance task (Task A value).

Round must meet a valid minimum task requirement. Minimum task requirement should take into consideration conditions and should be test of pilot skill relative to those conditions.

3- Pylon course (minimum 3 pylons, with optional open distance leg).

Course minimum requirement is : 75% of the pylon task is to be completed by at least 1 competitor (provided minimum valid round distance has been achieved.)

If an open distance leg is introduced, the open distance leg may not account for more than 40% of the total distance flown within the pylon section of the task.

A incomplete task is measured as an open distance task (Task A value).

Round must meet a valid minimum task requirement. Minimum task requirement should take into consideration conditions and should be test of pilot skill relative to those conditions.

NOTE:

Tasks that prove exceptional tests of skill and are not listed in any of the above outline, may be approved and will have their task value set by the HGAC.

