

**A Guide for Organisers
And
Administrators'
Of
Gliding New Zealand (GNZ)

Sanctioned

GLIDING COMPETITIONS**

CONTENTS

The organisation and administration of gliding contests.

PRE CONTEST ORGANISATION	3
RUNNING THE CONTEST	4
<i>THE FIRST PILOTS BRIEFING</i>	4
<i>THE PRACTICE DAY</i>	4
<i>DAILY ROUTINE</i>	5
<i>POST CONTEST</i>	5
CONTEST PLANNING TASKS	6
CONTEST SPONSORSHIP	7
CONTEST COMMITTEE APPOINTMENTS	8
PROVISION OF METEOROLOGICAL SERVICES	9
NEWSLETTERS	9
INFORMATION BOOKLETS	10
NOTAM PUBLICATION	11
TURNPOINTS and FLIGHT VERIFICATION	12
TOWPLANES	12
FACILITIES	13
ENTERTAINMENT AND SOCIAL ACTIVITIES	14
PUBLIC RELATIONS	15
<i>PRE CONTEST</i>	15
<i>DAILY AT THE CONTEST</i>	15
<i>AFTER THE CONTEST</i>	16
CONTEST EQUIPMENT LIST	17
THE INITIAL PILOTS BRIEFING	18
<i>CONTEST DIRECTOR</i>	18
<i>ENTERTAINMENTS OFFICER</i>	18
<i>SAFETY AND OPS</i>	18
<i>DIRECTOR</i>	19
<i>TUGMASTER</i>	19
DAILY BRIEFINGS	20
NATIONAL CHAMPIONSHIP TROPHIES	21
<i>STANDARD – 15 METRE – OPEN CLASSES</i>	21
<i>SPORTS CLASS / PW5</i>	22

THE ORGANISATION AND ADMINISTRATION OF GLIDING COMPETITIONS

INTRODUCTION

There are two main factors in the success formula for any gliding contest. The first is good soaring weather, which understandably, is largely outside our control. The second is good contest organisation and management and as this is wholly within our control, these notes are aimed at providing some guidance to those who may find themselves involved with the running of a gliding contest.

PRE CONTEST ORGANISATION

Gliding contests have been going for some years now and the type and number of competitions are, in the main, controlled by the Sailplane Racing Committee of GNZ. Consequently, we know the general time of the year that a particular contest should be run. But, what we normally do not know is who is going to run it?

In general, it is usual for one organisation (Club or Soaring Centre), to assume responsibility for the hosting or support of the contest but it is usually beyond the scope of that organisations committee to directly assume the task of organising and manning the contest. Instead, they should monitor the progress of any subsequent committee formed to do the donkey work.

A Contest Convenor is therefore required to get the ball rolling. The Convenor must have sound organisational ability and considerable determination in seeing that a satisfactory end result is achieved. His first task is to talk to those who may be interested in helping with the organisation of the contest. These discussions should be held at least six months before the approximate contest dates, a Contest Director should be appointed as soon as possible. Discussion should concentrate on defining planning tasks and assigning duties to those present. The majority of the pre contest work is of a secretarial nature. It is worth noting that glider pilots are well known for being backward in coming forward so a little gentle persuasion may be required when recruiting volunteers !! A list of typical pre-contest planning tasks are contained in Annex A.

Meetings should be held often enough to ensure tasks are being done and that if organisational problems are being found, they are sorted out. Reports from previous competitions at the site need to be reviewed and suggestions revisited.

Basically, the aim throughout is to avoid the usual last minute rush as with the increased complexity of organising the contests and the reduced availability of peoples spare time, it does not always fall into place on the eleventh hour. Be warned; one of the most difficult problems will be ensuring all the necessary people and equipment arrive at the site on time.

A pre-contest inspection of the site should be made to ensure that the airfield and facilities are in a satisfactory condition. Regular contact with the outside agencies involved in supporting the contest (eg Airways) is to be encouraged. A final point at this stage is to ensure all the key people know what their job will be and what the contest rules relating to that job are!

RUNNING THE CONTESTError! Bookmark not defined.

As many of the contest management personnel as possible should aim to arrive at the site at least a day before the scheduled practice day. Immediate tasks, after sorting out their own domestic arrangements, are to set up the working space for the scorer, met man, contest director and administrator.

As competitors arrive, (or even better-before they arrive) they need to be advised of:

- ⇒ their permanent trailer and rigging area
- ⇒ their tie down area
- ⇒ registration completion (late entries)
- ⇒ briefing time – *which should be the same for every day.*
- ⇒ who's who
- ⇒ local flying rules and procedures

The last four items are best passed on via a simple information sheet that can be referred to at a later time by the pilots or their crews.

Encourage all competitors to rig and fly before the contest in order to help them familiarise themselves with the local environment and procedures. This will be one of the few opportunities they will have to view the area without the pressures and distractions of competitive flying being upon them.

A good start on the social scene will go a long way to getting all competitors and crews to know each other. A recommended format is a wine & cheese at the compulsory (evening?) meeting

THE FIRST PILOTS BRIEFING

The first briefing is used to confirm much of the information the pilots have already had access to. It is best done on the evening of the practice day when people are fresh and receptive and therefore able to endure what may be a lengthy affair. It is suggested that each pilot attending this compulsory briefing, sign an attendance sheet. It is important to ensure all pilots and crews know the rules, procedures etc and that any misunderstandings are clarified at the earliest opportunity. The briefing should therefore be formal but relaxed so as not to stifle questions or constructive criticism. A guide to the topics to be covered and the order they should be briefed in is contained in Annex B.

THE PRACTICE DAY

The practice day is used to work the bugs out of the contest management staff and to blow the cobwebs out of the competitors and crews. A simple task should be set to allow pilots to have a good look at the local area and to practice the local procedures, particularly the starting and finishing procedures. At the end of the day, review the set up to ensure that the operation will run smoothly from Day 1 on.

DAILY ROUTINE

Each morning, the Director and Task Setters should arrive early enough to check on the forecast weather conditions. While it is not necessary to have tasks set prior to the briefing, it is essential that there is at least a "rough plan" ready for fine tuning as the day progresses. Re-briefings on the line to pass on tasks or even revise tasks are perfectly acceptable and often necessary.

Try to have the launch grid and runway sorted out and displayed on the noticeboard before briefing starts. Try to start briefings on time; but allow common sense to prevail if a delay is warranted. Topics for briefing on a daily basis are contained in Annex C.

POST CONTEST

Fortunately, most of the work has been done by the end of the contest and if anything, the last day can be a bit of an anti-climax. This should not tempt you into setting excessive tasks as although social activities should always take second priority to flying, the last thing you need is half the field out landing miles from home. Ideally, a good task will have everyone home in time to enjoy a few drinks before getting ready for the Prize Giving. It also allows the scorer to finalise placings and for the Director to sort out the awards and trophies before, rather than during, his/her dinner.

Little needs to be said about the Prize Giving, other than the intention is for all to eat, drink and be merry !

The following morning (or afternoon if it was that good a party) have a team of helpers clean up the working areas and organise the return of all equipment to its rightful place. With this done, it leaves only administrative tasks for the administrator to tend to. The main points are as follows:-

- ⇒ determine individuals accounts are correct and paid for
- ⇒ calculate what is owed to the tow pilots/operators
- ⇒ pay bills for running bar, kitchen,(if any) etc
- ⇒ put together a financial statement/balance sheet for the contest
- ⇒ write letters of thanks to those who have provided assistance and services to the contest

As soon as practical, it is a good idea for the Contest Director/Convener to get their team together and discuss the contest organisation etc with the intention of finding solutions to any problems encountered during the running of the contest. From this, the Director/Convener can make a report to the GNZ Sailplane Racing Committee giving details of the contest and the results. This report should highlight any problems encountered and can make any recommendations for changes to rules or procedures that they may see as being necessary. In doing this, we ensure the continued fine tuning of our contest organisation and the sport as a whole. Payment of levies to the Pryde Trust can be made and the final results sent to the Publicity Officer, Gliding Kiwi and GNZ website.

SUMMARY

Organising any contest involves a modicum of hard work if it is done properly. An early start is essential to gain full support from prospective contestants and outside agencies. Once underway, the encouragement of common sense and flight safety awareness will go a long way to ensure there are no operational problems. This approach, combined with an active social atmosphere, and a few prayers for good weather, will give the contest the best possible chance of being successful.

CONTEST PLANNING TASKS

1. Write to the GNZ Sailplane Racing Committee(SRC) confirming dates for the contest and give details of who is Convenor, Contest Director and administrator and how they can be contacted.
2. Obtain a copy of the latest Contest rules and Marking System (available from 1st October each year) from the GNZ website. Every contestant entering the contest must have read these rules and a paper copy must be available at the contest site.
3. Ensure that Scoring Computers have latest version of scoring Software loaded. (2006 software is Seeyou). Confirm that high speed internet access is available, for obtaining latest weather or software updates, as well as for publishing results
4. Attempt to gain sponsorship for the contest. Ideas are contained in Appendix 1.
5. Formulate a budget, from this you can determine your entry fee.
6. Consider the Committee appointments/jobs to be done during the contest and where possible, put names to positions. A list of appointments is contained in Appendix 2.
7. Confirm that relevant entry form is on GNZ Website with fees for early, normal and late entry.
8. Email all known contest pilots, copy this to all clubs with a newsletter covering entry procedures and dates. The topics that can be covered in it are contained in Appendix 5.
9. Financial and facilities permitting, consider the production of an Information Booklet. Ideas are contained in Appendix 6.
10. Print tow tickets if these are to be used.
11. Send details of the contest to Civil Aviation so they can prepare a Notam for publication. An example of the information required by them is contained in Appendix 7.
12. Contact local clubs and/or private owners requesting provision of tow planes for launching contest gliders. An example of such a request is contained in Appendix 8.
13. Discuss the provision of entertainment and social activities during the contest. Ideas and talking points for this are contained in Appendix 9.
14. Ensure that Publicity related information is passed to GNZ Publicity Officer as well as local media representatives and GNZ webmaster.. Suggestions/hints on handling the PR task are contained in Appendix 1C.
15. Put together all equipment that is required for the contest and work out how it is going to get to the site on time. A list of suggested items is contained at Appendix 11.

CONTEST SPONSORSHIP

Contest sponsorship is valuable for two very good reasons – it directly subsidises the expense of running the contest and it greatly assists in ensuring the best possible promotional advertising is given. Some possible sources of sponsorship and their association with the gliding movement are given below.

AIRLINES: Air New Zealand Their link with flying types is obvious; their willingness to associate with gliding is another. It is important to present a very professional case showing that they will get value for money.

BANKS: We invest a lot of money with these guys.

DRINK COMPANIES: Fresh Up
Just Juice We use a lot of their products to combat dehydration when flying. The pure nature of their product is matched by our pursuit of natural energy resources.

BREWERIES: I cannot imagine what our association with these guys is? In reality though, it is obvious. However it may be considered a “conflict of interest” for us to associate flying and drinking so directly. Therefore, a less direct degree of sponsorship is recommended. Pub Trusts springs to mind!

OTHER COMPANIES:

Epiglass? – the glider is an excellent example of highly refined fibreglass technology.

Radio Importers/Distributors – we use their products in very testing conditions.

Local retailers/Restaurants who benefit by attendance of pilots & crew.

Petrol Companies – BP has in the past sponsored fuel for significant events.

CONTEST COMMITTEE APPOINTMENTS

The following list of appointments/duties gives an idea of what jobs may be required to be done during a competition. Ideally, there will be enough volunteers with appropriate experience and enthusiasm to take on individual tasks. However, if this is not possible, attempt to spread the tasks out to avoid the over loading of any individual and where there are new comers involved, ensure they are given adequate guidance and most importantly, plenty of encouragement in their work.

1. Contest Convenor **(B)**
2. Contest Director **(A)**
3. Administrator
4. Task Setter
5. Weather person
6. Tug Master
7. Grid Marshal **(A)**
8. Launch Recorder(time keeper)
9. Radio/Comms
10. Scorer
11. Safety Officer
12. Retrieve telephone **(A)**
13. Trophies and Daily prizes **(B)**
14. Entertainment **(B)**
15. Grid Crew

Historical a title of OIC Flying has been used. This function currently is provided by the Contest Director who delegates some of his/her authorities on flying procedures to the Safety Officer.

It is recommended that the retrieve phone be a mobile phone to allow pilots to TXT information back to base.

Needless to say some of these functions can be done by a single person. For example
A) tasks can be done by one person
B) Tasks by another.

But they are all the functions needed to be catered for during the contest. Encourage the contest crews to become involved in the simple day to day tasks around the place, i.e. helping set out the grid. Encourage them to learn about how the contest is organised and run as this helps broaden the experience base within the movement, and may provide future volunteers for contest management.

PROVISION OF METEOROLOGICAL SERVICES

Weather forecasting capacity keeps changing and is well supported by websites including:

NOAA forecasting via NOAA today/NOAA archive satellite pictures

Metservice via the CAA/Metservice website and supporting marine and mountain forecasts

Metview from Victoria University website

WEBCAMS the number of strategically placed webcams enables the contest forecaster to see actual weather as it develops.

NEWSLETTERS

An initial newsletter should be sent to all possible entrants. It can be used to provide basic information about the contest and may include such topics as:

- ⇒ Accommodation and Catering
- ⇒ Classes to be flown
- ⇒ Entertainment
- ⇒ Entry fees and methods of payment
- ⇒ Maps i.e. official map
- ⇒ Radio frequencies
- ⇒ Documentation, insurance required
- ⇒ Provision of oxygen
- ⇒ Provision of GPS download connections.
- ⇒ Who is doing the organising
- ⇒ Double/single towing
- ⇒ Trophy roundup,(a list of National Trophies is supplied, check your regional trophies)

Subsequent newsletters can be sent to those who have at least indicated their intention to participate in the contest. Subject material for these may include explanations of any of the above topics and further details of contest related information.

INFORMATION BOOKLETS

Information booklets help the organisers to provide a variety of contest related information to anybody involved or just interested in the competition. They are a valuable aid in promoting the sport and given the financial opportunities, should be produced for all contests. It is best to seek local advertising sponsorship to finance the booklet; other material content is suggested below.

INFORMATION

History of area	Entertainment
History of contest	Local attractions
Contest Management	Phone numbers
Awards at stake	Basic description of contest
Previous results	Eating out
Bus timetable	Shopping information
Banking facilities	Map of local area
Postal facilities	Map of airfield
Services e.g. doctor, chemist, auto repairs/gas	

Sources of information are varied but some to be considered are:

Local Tourism Agencies.
Travel Agents
Government Organisations with interests in the local area e.g. Department of Conservation, Forests, Lands and Survey etc.

Good Idea:

To send out on receipt of entries.

To have plenty available for crews as public relations give-aways to e.g. farmers.

Even if a booklet is not prepared, the organisers should have the above information available.

NOTAM PUBLICATION

In the interests of flight safety and in the promotion of good relations with other airspace users, it is important to provide information about the contest to the Civil Aviation Authority for their onward dissemination via their various channels (AIP Amendments/Notam/). An example of what information to provide is set out below.

TO: Civil Aviation (2006 Contact Len Wicks)

ADVISE: Name of contest
Location
Dates
Number of entries expected
Likely operating heights
Likely task area
Base radio callsign and frequency
Safety Officer and phone number
Contest organiser and phone number
Contest Director and phone number

REQUEST: Activation of desired restricted areas for Matamata cloud flying areas, for duration of contest. Identify area by its number.

NOTE: Organisers should themselves check for notams which may be published affecting the contest.

TURNPOINTS and FLIGHT VERIFICATION

1. A range of turnpoints should be confirmed in advance by the tasksetter for the likely range of tasks.
 - (a) Turnpoints should be a particular easily described and visually identified object e.g. crossroads, factory boilerhouse, railway station, etc.
 - (b) Be selected with an appreciation of local soarability, airspace and terrain.
 - (c) Organisers must provide a printed list of turnpoints at the competition site and must confirm the turnpoints to be used are on the GNZ website,. This confirmation is required 14 days before practice day.
2. GNSS is now the primary means of flight verification for all contests. All units must be able to record altitude. It is suggested that units be capable recording at least 8 second intervals for the duration of the contest.
3. It is the responsibility of the pilot to provide the organisers with the software for downloading their GPS/flight recorder and explain how to use it.

TOWPLANES

Requests for the provision of aero towing services at the contest should be sent to as many towplanes owners/operators as practical. Some of the points for consideration on this topic are:

- ⇒ positioning charges
- ⇒ tow rates; acceptable standard tow charge to designated launch height
- ⇒ provision of fuel and oil
- ⇒ suitability of towplane type for conditions, etc
- ⇒ experience requirements for tow pilots
- ⇒ date and location of contest
- ⇒ number of gliders expected, and number of towplanes
- ⇒ provision of towropes
- ⇒ other operating restrictions or considerations applying to its use

FACILITIES

1. The airfield should provide adequate area for trailer parking, rigging, glider tie down, and car parking.
2. The airfield surface should be smooth enough not to damage or obstruct heavily laden gliders, preferably without dust, stones or long grass.
3. Water should be available for washing and ballasting: preferably at several tap sites
4. Night security, lighting may be desirable for picketed aircraft, depending on the locality.

ENTERTAINMENT AND SOCIAL ACTIVITIES

Gliding contests involve a lot of people who for the majority of the time, have very little to do. Even the competing pilots have a considerable amount of free time and in their case, relaxation in the form of social activities helps ensure they are fully prepared for the rigours of contest flying. Therefore the provision of ample and varied entertainment facilities and social activities for all attending the contest goes a long way to ensuring the success of any contest. Some suggestions for things to do are set out below.

- ⇒ Run a bar!! It is essential in that it provides a place for people to relax, to discuss anything and everything and to tell us how its done (yes – it is of educational value!) It certainly helps avoid dehydration at our warmer sites and if run properly, it helps support the financing of the contest. Ensure a barman is appointed to take care of purchasing, restocking, banking of money, etc. A temporary liquor resale licence may be required to ensure no problems with the local police or Local Council Inspector.
- ⇒ Operate a kitchen/shop. Aim to provide the usual “goodies” like packs of sandwiches, soft drinks, fruit drinks, ice blocks, chips, peanuts, cigarettes, etc. BBQ packs containing a steak, sausage, salad, etc costing just a few dollars have also provided very popular.
- ⇒ Provide BBQ facilities.
- ⇒ Have pre-planned BBQ sites, in the local area, for use on no contest days.
- ⇒ Show DVDS, films or photos etc in the evenings, involve guest speakers.
- ⇒ Provide ample reading material in the clubhouse flying magazines, childrens books and toys and womens magazines. You need to cater for all ages and sexes remember.
- ⇒ Video’s, pool tables, dart boards, TV’s are all sources of indoor amusement.
- ⇒ Volleyball and cricket are two good outdoor sports for crews to get involved in.
- ⇒ Try a bingo night.
- ⇒ Don’t forget to make sure the final Prize Giving Dinner/Party is a good one.

PUBLIC RELATIONS

To gain the utmost out of this very important element of contest management, a good keen person is essential for the job. The task is as great as you wish to make it so to assist and provide ideas, the following notes are provided.

PRE CONTEST

Put together an Information Package and send it to all media outlets and th GNZ Publicity Officer, who is always willing to provide advice and guidance.. Give background information so they can pad out results when they go to press. Provide as much of the following as possible:

- ⇒ names of contestants and where they are from
- ⇒ the glider they are flying and a description of its performance
- ⇒ pilots experience, hours, badges, records, contest achievements
- ⇒ provide photos of prominent pilots, their aircraft and other items of interest for inclusion with stories/results.
- ⇒ names of contest management and a description of their tasks
- ⇒ a description of how tasks are set, how the gliders fly the tasks and how they are scored
- ⇒ provide a contact name and phone number at the field and establish a time schedule for provision of daily news and results. These to be supplied by e-mail to the GNZ website and newspapers each day.

DAILY AT THE CONTEST

- ⇒ prepare the results and other “newsy” items prior to schedule time
- ⇒ Emphasise achievements of “local” pilots i.e. Christchurch Star will play up the achievements of Canterbury pilots while the Waikato Times will be keen to report the placings of Piako pilots.
- ⇒ provide the task sizes, turnpoints, speeds achieved, daily placings and progressive placings
- ⇒ If possible publish an email newsletter, copy to GNZ webmaster
- ⇒ Take some nice digital photos, make sure they include people and are interesting for non glider flying types. Pilots under a wing in the rain? Sun?

AFTER THE CONTEST

- ⇒ send a copy of the final results and awards to all contacts including the website.
- ⇒ provide a write up for the Gliding Kiwi

Effective public relations takes imagination and perseverance. Remember, gliding is not a spectator sport like many others – it appeals to the more technical types so effort should be made to ensure ample information is provided to the media to help them write up our sport in a way that appeals to the widest possible audience. In this way, we may encourage enquiries from prospective members and enlighten those who still worry about us only when the wind stops blowing!

Close liaison with the media in your area will also have its uses after the contest. Maintain contact and attempt to continue providing information and articles during the year as this will help gain new members. Co-ordinate any requests from local media with the GNZ Publicity Officer to minimise any chance of confused messages to media.

April 2006-05-02

GNZ website is maintained by Trevor Atkins, e-mail address is :- trevor.atkins@hortvision.co.nz

Publicity Officer is Steve Tollestrup <stollestrup@tearfund.org.nz>

CONTEST EQUIPMENT LIST

GNZ Placing Certificates	Marker pens
* Landing Certificates	Current set of SRC Rules
* Radio Log Sheets	Current Set of SRC Handicaps
Pens	Current Set of Competition Turnpoints
Masking Tape	Spare Paper
Cellotape	Sporting Code
String	GNZ Manual of Approved Procedures
Appropriate air Charts	Incident/Accident Forms
Clipboards	Photoboard
Appropriate maps for Retrieve Officer	Hammer and nails
Declaration Board	Pickets
Poles, pickets and string for start line	Grid line markers 1-??
Battery Charger	Binoculars
Power extension leads	Short rope and rings (release check)
Double plugs	Daily prizes
Chairs for spectators and for pilots at briefings (Hay bales make a good alternative)	
Oxygen –transport cylinders, charging line and adaptors	
Radios – 2 base sets are usually required	
Safety Frequency 133.55	
Local Frequency for airfield control (119.1, 120.00 etc)	
Portable radio for Grid Marshal	
Computers for:	
GPS flight verification	
For the scoring program	
Task setting & Weather information	
Fax Capacity to advise Airways & Users of daily plans.	
Printer/Copier for scoresheets, etc	

THE INITIAL PILOTS BRIEFING

It is desirable to have the appropriate personnel brief the following:-

CONTEST DIRECTOR

- welcome all contestants and declare the contest open
- give number of entries and make mention of those from far off place
- introduce contest management staff
- brief details of airfield layout, circuit directions, obstructions and hazards, radio procedures, etc
- surrounding airspace, other local operators
- start line position and procedures
- finish line position and procedures
- grid position and use of cars on the airfield
- relights; positioning and sequence
- out landings – attempt to contact property owner
- retrieves; aerotow, road, confirmation of landouts and retrieve details
- use of phone in clubhouse
- oxygen replenishment facilities
- daily Publicity Plan

ENTERTAINMENTS OFFICER

- general description of what's available on a daily basis
- any organised BBQ's or entertainment
- details of the Prize Giving function

SAFETY AND OPS

- pickets to be carried
- use of parachute; how to exit glider in emergency
- dehydration; carry food and fluids
- carry warm clothing
- ops normal calls each hour, with position(?)
- rope break after take-off – where to go
- release from tow – catapulting
- thermalling left within 10km of field
- radio chatter to be kept to a minimum-safety frequency
- start line safety; high speeds in turbulence

- final glide and finish line safety (minimum/maximum heights)
- dangers of using water ballast at high altitudes
- dangers of close in ridge running and low level thermalling
- cloud flying status for this competition (allow/disallow)
- give way rules; one glider out climbing another
- use of oxygen above 10,000ft AMSL
- USE COMMON SENSE

DIRECTOR

- ask for questions
- make it known that constructive criticism is welcomed at any time
- ask people who have inputs for future briefings to advise details prior to the daily brief
- advise of timing of next briefing for task
- ask tow pilots to meet after briefing
- wish everyone an enjoyable and safe contest

TUGMASTER

Following the briefing, the Tugmaster should brief the towpilots on the following points:-
(and check they have signed as reading & understanding the competition rules)

- how the grid will be laid out
- signals between grid marshals and tow pilots
- general launch procedures and tow patterns
- release points
- descent patterns, circuit joining and landing procedures
- any other operating procedures or restrictions
- refuelling and tie down areas

DAILY BRIEFINGS

The following points/topics form a guide to what needs to be briefed on a daily basis and in what order it may be done.

- greeting (jokes help!)
- overall resume of previous day's flying
- mention any interesting aspects of tasks, conditions, etc
- announce daily winners; ask for their story on how they did it
- cover the task distances and the speeds achieved on their tasks
- have the met man brief the weather
- brief tasks or if tasks are not yet decided, give time aircraft are required on the grid and time of task briefing
- ask for questions
- clarify any queries from the previous days flying operations

TASK BRIEFING

This is usually done with a task sheet produced from SEEYOU software

Including a map(preferably in colour) with the tasks drawn on it, give:

- turnpoints, their reference numbers and Lat & Long
- distance of legs and total task distance

This will be supplemented by Competition Director advising:

- launch time
- release areas and altitude
- questions

Weather:

Copies of synoptics and other information should be distributed and discussed by Weather Briefer.

NATIONAL CHAMPIONSHIP TROPHIES
STANDARD – 15 METRE – OPEN CLASSES

THE COURT TROPHY

To the pilot of the highest placed Standard Class glider

THE BROADLANDS CUP

To the pilot of the highest placed 15 metre glider

THE WILLS CUP

To the pilot of the highest placed Open Class glider

THE BERKETT TROPHY

To the highest placed pilot of any class from the other island where the contest is being held

THE CONTINENTAL AIRLINES TROPHY

The winner of the longest speed task any class

THE HANSELL TROPHY

To the pilot making the most meritorious flight in any class during the championship

THE HOOKINGS TROPHY

To the pilot making the most meritorious flight in any class on a non triangular task

THE MESSERVY TROPHY

To the pilot making the most meritorious flight in any class over a triangular course

THE NORGE CUP

To the highest placed pilot in any class who is competing in the nationals for the first time

THE NZ MOTOR CLASS GLIDING TROPHY

The highest placed motor glider in the championship

THE RICHARDSON TROPHY

To the pilot in any class achieving the highest speed on any task before handicaps are applied

THE RIX MEMORIAL TROPHY

To the highest placed youngest pilot

THE SWISS TROPHY

To the 2nd placed pilot in the numerically strongest class

THE VETERANS TROPHY

To the highest placed pilot in any class over 50 years

NATIONAL CHAMPIONSHIP TROPHIES
SPORTS CLASS / PW5

THE ROAKE CUP

To the pilot of the highest placed sports class glider

THE HATUMA LIME TROPHY

To the most meritorious flight during the contest

THE MASTERTON TROPHY

To the pilot of the highest placed club owned glider

THE VAN DYK TROPHY

To the pilot achieving the highest speed in any task before handicaps are applied

NATIONAL PW5 CLASS TROPHIES

THE RUTH & GERRY GOTLIEB TROPHY

To the pilot of the highest placed PW5 glider

THE TAURANGA TROPHY

To the pilot making the most meritorious flight during the PW5 championships excluding the contest winner

ERRORS OMMISIONS or ADDITIONS

Required for this document should be forwarded to the
Chairman
Sailplane Racing Committee