

MISCELLANEOUS

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CERTIFICATE OF INSURANCE

A copy of the NZHGPA insurance certificate can be found here
<http://www.nzhgpa.org.nz/opm/insurance-certificate.jpg>

INCIDENT CLAIM PROCEDURE

as advised by Willis and Corroon - July 1994

Immediately following an incident

Inform the NZHGPA Administrator of any claim made to you for injury or damage to third party property.

The Administrator will contact the Association's insurance agents, Willis and Corroon Ltd.

Information provided with your notification should include:

- Location of injury or damage
- Date and time of occurrence
- Description of the incident
- Sketch-if appropriate
- Estimate of claim if available
- Any communication from the third party

Claim received from a third party

If a claim is received from a third party it should be acknowledged "without prejudice" (without admitting fault) by a letter along the following lines.

"Dear

We refer to your recent complaint.

The matter has been referred to our insurers. No doubt they will contact you when their investigations are complete."

Do not admit liability

If the incident is covered insurers will take over your liability, therefore you must not admit liability to the third party without your insurer's agreement. In some circumstances, for example the possibility of bad publicity or customer relations, you may wish to see a third party claim paid despite there being no legal liability. If this is the case, insurers must be advised. If there is no legal liability the payment will, in all probability, not be reimbursed by your insurers.

If insurers consider that you are not legally liable then they will repudiate liability to the claimant. Any legal defence will be made in your name.

Insurance Excess

An excess of \$2000 will apply to all insurance claims.

RULES FOR THE CONTROL OF BANNED SUBSTANCES

INTRODUCTION

The New Zealand Hang Gliding and Paragliding Association prohibits doping in the sport of foot-launched flying on both fair play and health grounds. Competitors are forbidden to engage in doping practices as defined in these Rules.

The offence of doping takes place when either:

- a. **A prohibited substance is found to be present within a pilot's body tissue or fluids; or**
- b. **A pilot uses or takes advantage of a prohibited technique; or**
- c. **A pilot admits having used or taken advantage of a prohibited substance or prohibited technique.**

RULE ONE - PROHIBITED DRUGS

1.1 The use (deliberate or inadvertent) by any competitor of any of the pharmaceutical categories of substances and methods appearing on the schedule of drugs and doping methods as maintained by the New Zealand Sports Drug Agency (NZSDA) is forbidden. That list, which includes the IOC Medical Commission's list of Prohibited Classes of Substances and Prohibited Methods, shall not be exhaustive. It may for example merely contain names of examples of each category of drug for information purposes.

Unless otherwise stipulated in the list, none of the drugs belonging to a forbidden category may be used. The use of a prohibited drug shall constitute an infringement of these Rules regardless of the method of administration and the intent of the user.

- 1.2 Use of substances that might influence the result of an analysis is also prohibited, and shall be deemed to be a doping infraction.
- 1.3 Assisting or inciting others to use prohibited drugs is an infringement of these Rules.
- 1.4 To the extent of any conflict between the provisions of these Rules for drug control and any other Rules of the NZHGPA, then these Rules for drug control shall prevail.
- 1.5 The schedule of prohibited substances is available from the NZSDA website at http://www.nzstda.co.nz/banned_list.htm or from the Association Secretary.

RULE TWO - DRUG TESTING

- 2.1 Drug testing at any event or other setting shall normally be conducted by the NZSDA in accordance with the NZ Sports Drug Agency Act 1994 and regulations.
- 2.2 The cost of administering the drug test shall be borne by the NZSDA, unless a special contract is reached by the NZSDA under sections eight and 25 of the Act. This shall not include expenses incurred by a competitor or nominated representative in attending the testing of a second sample, if the first sample testing is deemed positive for banned substances.
- 2.3 Testing shall not be confined to competition situations but may be required at any time.
- 2.4 Failure to submit to a drug test at the place and time required is an offence under section 13 (1) of the Act.

- 2.5 The NZHGPA is responsible for making available suitable facilities at sporting events for the purposes of drug testing.
- 2.6 The competitor shall be entitled to appoint a representative to accompany the competitor to a sample collection centre as specified by the Sports Drug (Urine Testing) Regulations, 1991, Regulation 11.
- 2.7 The procedure for the collection of test samples shall be as described in the 1994 Act and Regulations.

A departure or departures from the guidelines set out in the procedural guidelines shall not invalidate the finding of a prohibited substance unless this departure was such as to cast real doubt on the reliability of such a finding.

- 2.8 It is the task of the NZSDA to notify the competitor and the NZHGPA of the determination as to a doping infraction or a failure to provide a sample.

RULE THREE - PENALTIES

- 3.1 Where a competitor or other person has infringed Rule One, the individual shall be automatically disqualified from any competition or activity under the NZHGPA's rules, such disqualification to take effect from and include the date the sample is procured, or when notice to require a sample was served (where there is a failure to provide the sample) and to continue until such time as the NZHGPA reinstates the individual.
Subject to requirements of Federation Aeronautique Internationale (FAI) the NZHGPA shall determine the period of disqualification:

i) for offences involving the use of ephedrine or its derivatives - a "minor offence":

1st offence	three months
2nd and subsequent offences	two years; and,

ii) for offences other than i) above - "major offences":

1st offence	two years
subsequent offence	life

- 3.2 Where a competitor has infringed Rule 1 at any competition event the disqualification shall take effect from the commencement of such event. For the purposes of this rule a "competition event" includes a competition or competitions held over one or more days and/or consisting of one or more individual events.
- 3.3 The NZHGPA shall take all reasonable steps to ensure that details concerning the testing are kept confidential unless the competitor is found to have committed a doping infraction and advised accordingly under the Act.
- 3.4 The NZHGPA shall notify its decision concerning the sanction or penalty for the doping infraction to the competitor prior to releasing it to the media.

RULE FOUR - ADMINISTRATION OF SPORTS DRUG POLICY

- 4.1 The Disciplinary Committee shall take responsibility for all matters relating to doping control.
- 4.2 In respect of a determination received from the NZSDA of either a "doping infraction" or "failure to supply a sample", the Disciplinary Committee shall convene a hearing to consider what penalty, or sanction, shall apply.
- 4.3 In respect of any other alleged infringement of these Rules, the Disciplinary Committee shall notify the competitor or individual concerned of details of the alleged infringement. The Committee shall, if good grounds exist, conduct a hearing to determine whether an infringement has been committed. Until the Committee has rendered its decision it may suspend the individual concerned.

RULE FIVE - APPEAL

- 5.1 Where a competitor feels there has been an error in the testing procedures protocol, the competitor shall make a submission to the NZSDA outlining the error(s). If a determination of a "doping infraction" or "failure to supply a sample" is made by the NZSDA the competitor has a right to appeal to a District Court.
- 5.2 There shall be no rights of appeal against a penalty for a breach of these Rules except on the grounds of non-compliance by the Disciplinary Committee with these Rules.
- 5.3 All appeals made according to these Rules shall be lodged with the Disciplinary Committee in writing within 14 days of the notice to the competitor advising the decision of the Association.
- 5.4 The NZHGPA executive council shall act as an Appeal Committee and hear and determine all appeals.
- 5.5 The Appeal Committee shall give the competitor and/or the competitor's representative an opportunity to present the competitor's case. A competitor may submit a case in writing. The competitor may also request in writing to be heard orally by the Appeal Committee. Any written submissions must be delivered to the Appeal Committee at least seven clear days before the date of any hearing.
- 5.6 The Appeal Committee may do all such things as it considers necessary to conduct the appeal. The Appeal committee may set time limits within which any matter is to be completed.
- 5.7 At least three days notice of a hearing is to be given to the competitor.
- 5.8 The Appeal Committee decision shall be by majority vote and its deliberations shall remain strictly confidential.
- 5.9 The lodging of an appeal shall not stay the penalty or sanction of any competitor, but a competitor may apply to the Appeals Committee for such stay.
- 5.10 If the appeal is upheld the Appeal Committee may alter or modify the original sanction or penalty.
- 5.11 If the appeal is not found to be justified, the Appeal Committee shall reject the appeal and may order the competitor to pay all the costs of the appeal.

- 5.12 The NZHGPA shall notify the result of the appeal to the competitor and the NZSDA in writing.
- 5.13 The Association may carry out an investigation into an infringement of these Rules to ascertain:
- The source of the banned substance;
 - Any earlier use of prohibited drugs: and/or
 - The identity of persons inviting or encouraging any competitor to take prohibited drugs.

RULE SIX - MISCELLANEOUS

- 6.1 The NZHGPA may adopt supplementary procedural guidelines covering the matters referred to in these Rules, which may be amended from time to time. In the event of any conflict between any supplementary guidelines and these Rules, the provisions of these Rules shall prevail.
- 6.2 The NZHGPA prohibits the participation, in any event conducted under its jurisdiction, of any competitor who is currently banned from any other sport, in any country, because of a doping offence.
- 6.3 The NZHGPA, pursuant to its contractual arrangement with funding agencies such as Sport and Recreation New Zealand and the New Zealand Sports Foundation, shall release to those agencies the names of competitors found to have infringed these Rules.

NZHGPA CERTIFICATE OF INCORPORATION**CERTIFICATE OF INCORPORATION**

of

**NEW ZEALAND HANG GLIDING AND PARAGLIDING
ASSOCIATION INCORPORATED
(AK/224132)**

This is to certify that NEW ZEALAND HANG GLIDING ASSOCIATION INCORPORATED was incorporated under the Incorporated Societies Act 1908 on the 26th day of October 1973, and changed its name to NEW ZEALAND HANG GLIDING AND PARAGLIDING ASSOCIATION INCORPORATED on the 16th day of August 1994



A handwritten signature in cursive script that reads "Neville Harris".

Neville Harris
Registrar of Incorporated Societies
26 August 1994

CAA PART 149 CERTIFICATE

A copy of the NZHGPA Part 149 certificate can be found here
<http://www.nzhgpa.org.nz/opm/part149-certificate.jpg>

HG COMPETITION RULES

HANG GLIDING LEAGUE SERIES RULES

Version 2.0 07 OCT 99

DISCLAIMER

The Competition rules may change at any time prior to the commencement of the Competition Season. This Version of the Rules contained in the NZHGPA OPM is updated at most twice per year, coinciding with general OPM updates.

It is the responsibility of the Hang Gliding Competition Committee to ensure that the NZHGPA Secretary and Administrator hold the current version of the Competition rules at all times.

If in doubt please contact the NZHGPA Administrator for the most recent version of the competition rules.

DEFINITIONS

<i>BOMB DISTANCE</i>	Ten times the height of the takeoff above official bottom landing.
<i>BRIEFING</i>	Meeting of all pilots held before the first pilot takes off to announce all competition details associated with the days flying. The briefing may be postponed from the set time in the event of bad weather if there is a chance of a round being held later that day.
<i>DAY BOARD</i>	Board which has a map of the area, with the task and date marked on it, all details decided by the task committee which were announced at the briefing.
<i>INVALID ROUND</i>	League round where all pilots score zero.
<i>LEAGUE COMPETITION</i>	One or more league rounds flown during a competition.
<i>LEAGUE DIRECTOR</i>	Member of the competitions committee responsible for running the league series.
<i>LEAGUE ORGANISER</i>	Person responsible for organising a league competition.
<i>LEAGUE ROUND</i>	Task flown by league pilots.
<i>LEAGUE SERIES</i>	Group of league competitions over a competition year.
<i>NUM PILOTS IN LEAGUE</i>	For a league to be valid there must be a minimum of eight or more pilots with valid scores at the end of the league.
<i>NUM FLEW</i>	Number of pilots who flew during a league round (i.e. successfully took off and began to fly the task).
<i>NUM HALF</i>	Number of pilots who flew greater than or equal to half the winners distance.
<i>NUM COMP</i>	Number of entered pilots, willing and able to fly a league round, if required.
<i>NUM FIN</i>	Number of pilots who finished the task.
<i>PENALTY POINTS</i>	Points which are subtracted from the pilots score for breaking the rules.
<i>PILOT DIST</i>	Distance a pilot flies in the direction of the course, measured back radially from the next turnpoint or the goal.
<i>PILOT TIME</i>	Time taken to fly from takeoff to goal.
<i>REFLIGHT</i>	More than one flight by the same pilot during a league round.

<i>RESERVE WEEKEND</i>	Another weekend in which the league competition will be held if the first weekend was cancelled.
<i>ROUND VALIDITY</i>	Factor to take into account how valid the round was for the entire group.
<i>TAKEOFF WINDOW</i>	Earliest and latest time a pilot can takeoff to score in a league round.
<i>TASK COMMITTEE</i>	Three experienced competition pilots who have familiarity with the league sites, appointed by the league organiser. The league organiser and or the task committee decide on all details which are announced at the briefing.
<i>TASK DISTANCE</i>	The straight line distance to goal from takeoff to goal via turnpoints.
<i>TURNPOINT SECTOR</i>	Area in which a pilot can take a photo to validate flight over a turnpoint.
<i>WIN TIME</i>	Time taken for the winning pilot to fly from takeoff to goal.
<i>NUM BOMB</i>	Number of pilots whose pilot distance is less than the bomb distance. The pilots who did not takeoff are not included in the pilots who bombed.

CONDITIONS OF ENTRY

The league organiser may charge an entry fee to cover costs only.

All entrants must hold an NZHGPA advanced or intermediate rating (or its equivalent), be either full or temporary members of the NZHGPA and have a VFR rating.

All pilots must fly with a suitable safety helmet, a reserve parachute and a glider which has a current warrant of fitness.

Pilots may carry jettisonable ballast only in the form of dry loose sand or water and shall avoid dropping the ballast in any way likely to affect other pilots or people on the ground.

WIND DUMMIES

The object of a wind dummy is to assist the task committee in deciding when to open the window and provide information to competition pilots about flight prospects. As competition begins, the wind dummies should either land or leave any area flown in by comp pilots.

TAKEOFF

Once a competitor has launched inside the takeoff window, the round can not be called off, the task changed or the window temporarily closed.

No reflights are allowed unless pilots are otherwise informed during the pilot briefing. If a pilot crashes during takeoff and is able to relaunch safely, this will not be deemed a reflight. If reflights are allowed, the last flight will be the flight which scores for that round. If reflights are allowed all pilots must have equal opportunity to relaunch. Time limits for reflights must be clearly defined by the task committee. Top landing and revelling can be allowed by the task committee.

Takeoff time (which is the time when both of the pilots feet leave the ground) is measured to the nearest one second, except when data back cameras are used to validate any part of the flight (see rule 7). If more than one watch is used by takeoff marshals, times can be synchronised or differences between watches can be taken and used to determine true pilot times.

When a pilot is preventing other pilots from launching and is verbally challenged, the pilot preventing launch must launch within one minute or move out of the way. Any pilot who forces another pilot to launch or move back has one minute to launch or move back.

If the launch times are being recorded by a launch Marshall, it is the pilot's responsibility to ensure the launch time has been recorded.

A take off corridor may be defined by the league organiser to allow fair access to take-off. After the briefing competitors found in the take-off corridor will be moved out of the way.

TURNPOINTS

Before the task committee decides on a turnpoint, they should consider the possibility of a turnpoint becoming unattainable for any reason. If this possibility exists the turnpoint should be relocated.

If a turnpoint is incorrectly marked on the day board and this clearly disadvantages a pilot the round will become invalid. The task committee should be confident of all points marked on the task map before announcing them at the briefing.

LANDING

Landing time is measured to the nearest one second, except when data back cameras are used to verify any part of the flight (see rule 7). When a time marshal is timing pilot landing at the goal paddock, landing time is taken as the time when the glider comes to rest. If a goal line is used the time across the line will count.

Landing distances are measured to the nearest 50 metres.

If a goal paddock is incorrectly marked on the day board and it clearly disadvantages a pilot, the round will become invalid. 6.4 A goal paddock landing is one where a pilot comes to rest within the confines of the goal paddock. A goal line may also be used.

PHOTOGRAPHS

Photos are required to be taken by all competing pilots to validate pilot identity, name and were applicable entry number with pilot identification, turnpoints and landing. Pilots must provide their own film. The first photo on each roll of film must be a close-up showing the pilots face and pilot identification clearly marked on the film container.

If a pilot does not provide any of the required photos, the score will be taken from the photographic evidence available. All photos must be submitted to the league organiser at the completion of each league competition. Once the league organiser has developed and checked the films all photos will then become the property of the league director.

A photo of the day board must be taken from such a distance that the date and task are legible. Also a photo from within a specified start gate may validate a flight. The pilots must be informed at briefing the photos required to validate a flight.

Turnpoint photos taken from any point within the turnpoint sector, may validate the turnpoint. A photo taken within the turnpoint sector not showing the turnpoint will not be considered valid.

If a pilot does not land at goal they are required to take a landing paddock photo showing both the glider and a recognisable landmark. Glider must be fully rigged with battens in but may be laid flat if wind conditions demand. A valid photo must be in sequence i.e. the landing photo must be the next photo after the last aerial photo of that days round. Penalty for an incorrect photo is 50 points (see rule 8). Definition of an incorrect photo is as follows:

- Glider disassembled.
- No recognisable landmark.

No landing photo will mean marking back to the last photographic evidence.

The definition of no landing photo is:

- No landing photo on film.
- Photo not showing glider in landing paddock.
- Landing photo out of sequence.

Landing photos will only be checked in the event of protest by another competitor. In this case if there is no landing photo or if the photo is incorrect the pilot will be penalised as above.

A photo of the goal paddock clock, taken by a pilot completing the task, may validate time and goal paddock landing. This photo must be taken from such a distance that the time on the clock is legible.

Alternatively, pilots may be timed across a specified finish gate or timed at goal paddock landing. The pilots must be informed at briefing the procedure required to validate goal. In the event of incorrect or no photo of the clock it will be up to the meet director to decide what time will be given to that pilot.

When a data back camera is used to verify any part of a flight, the times are to be measured to the nearest one minute. All camera times are to be synchronised, sealed and checked during the pilot briefing. The time print on a valid photo must be legible on the developed negative. To ensure validity the time print section of the photo should be taken against a dark background.

PENALTY POINTS

100 points will be deducted from any pilot who lands in a cropped or cultivated paddock or one containing deer or horses or who lands near or over flies cows being taken to milking in such a way to disturb them. Also within controlled airspace as defined at the briefing or whose landing details contain honest errors.

Deliberate falsification of landing details or a pilot being identified after a complaint by the Airways corporation, will lead to disqualification from that round of the league competition.

SCORING

When a pilot does not reach goal, speed points are equal to zero.

If the NUM FLEW is less than or equal to 25% of NUM COMP the round will be made invalid. This is a safety measure for the days when a small number of pilots takeoff under difficult circumstances and 75% or more, regard it too difficult to do so.

Round validity will be a maximum value of one and a minimum value of zero.

Open distance task round validity is determined by winners distance is equal to task distance. Open distance tasks are reserved for exceptionally good cross country days only. There will be a maximum of 25 points per km.

If a pilots score is for any reason negative, including penalties, the score for that task will be taken as zero. Negative scores may not be carried forward.

$$\text{OpenDistanceTaskScore} = \text{OpenDistPoints} \times \text{RoundValidity} - \text{PenaltyPoints}$$

$$\text{GoalTaskScore} = (\text{SpeedPoints} + \text{DistPoints} + \text{GoalPoints}) \times \text{RoundValidity} - \text{PenaltyPoints}$$

(If the end result is greater than 25 points per km then it should be reduced to 25 points per km).

$$\text{SpeedPoints} = 750 \times \sqrt{\frac{\text{NumFin} - 1}{\text{NumComp}}} \times \left(\frac{\text{WinTime}}{\text{PilotTime}} \right)^2$$

$$\text{DistancePoints} = 1000 - \left(750 \times \sqrt{\frac{\text{NumFin} - 1}{\text{NumComp}}} \times \sqrt{\frac{\text{PilotDist}}{\text{WinDist}}} \right)$$

$$\text{OpenDistancePoints} = 1000 \times \sqrt{\frac{\text{PilotDist}}{\text{WinDist}}} \quad (\text{To a max of 25 points per km})$$

$$\text{RoundValidity} = \left(\frac{\text{WinDist}}{\text{TaskDist}} \right) + \left(\frac{\text{NumHalf}}{\text{NumFlew}} \right) - \left(\frac{\text{NumBomb}}{\text{NumFlew}} \right)$$

DISPUTES

If there is a dispute over the rules of the competition the league organiser will prepare an impartial statement with all relevant facts and background which will be agreed upon by the one or more parties in the dispute. This statement will be sent to the league director who will rule on the matter. If there is a case of conflict of interest the league director must appoint an independent arbitrator to make a ruling. There will be a time limit of one week on initiating the protest.

The FIA Sporting Code (General Section and Section 7 - Hang Gliders) will be used for all rules which are not covered in these rules.

There will be no variations or retroactive rule changes made from these rules.

In situations which are unclear the spirit of intent of the rules will be used to determine the outcome of the protest.

HG PILOT RANKING SYSTEM

INTRODUCTION

The idea behind the pilot ranking system is to bring scoring from the league and the nationals into what the competition committee see as the correct balance.

This is achieved in two ways.

Firstly, the more days flown at the nationals, the more the nationals should count. The more days flown at the leagues, the more the leagues should count.

Secondly, the nationals is given a heavier weighting because this is the one chance during the competition season where pilots from though out the country fly together with the same tasks, sites and conditions.

The reasons:

Usually there are more scoring days at the national championships. If for example, there were 9 scoring days at the national championships and 5 scoring days for a league series, they will be weighted by a ratio of 9:5. This is done by using the CS formula, shown on the next page.

Secondly, the national competition should receive a greater weighting due to its relative importance. We have decided the nationals to league ratio should be 64:36. To achieve this the nationals scores are from a maximum of 1750 points and the league scores are taken from a maximum of 1000 points (i.e. $1750:1000 = 64:36$). This is done by using the FNC and FLS formula, shown on the next page.

To some of you the pilot ranking formulae following may seem a little mathematical. The problem is that a fair system is a mathematical process that must be written down in a manner that will stop all ambiguities and arguments. If you are still having trouble after reading the PILOT RANKING FORMULAE, have a look at the PILOT RANKING EXAMPLE later in this guide.

PILOT RANKING FORMULAE**DEFINITIONS**

CS	Competition series score = $\frac{FLS \times DL}{DS} + \frac{FNC \times DN}{DS}$
DL	The total number of scoring days at the leagues, for each island.
DN	The total number of scoring days at the national competition.
DS	The total number of scoring days in the competition series, for each island = DL + DN.
FCS	The final competition series score.
FLC	The final league competition score.
FLS	The final league series score, league series score normalised against the winner of the league series in the island a pilot is competing in. If a pilot competes in less than three competitions in the north and/or south island, a pilot will be scored in the island where they compete in the greatest number of competitions. Their best three leagues will count (from both islands combined). If a pilot competes in more than three competitions in the north and south island they will be scored in both islands. If a pilots scores in both islands the pilots best FLS will be used for the calculation of CS.
FNC	The final national competition score.
LC	League competition score, sum of points for one league competition.
LS	League series score, sum of a pilots best three FLC.
NC	National competition score, sum of points for one nationals competition.
TC	Total number of scoring league competitions, for each island.
WTS	World team selection score.

LEAGUE SERIES SCORE

For two-day competitions the pilots LC is normalised to: $FLC = \frac{\text{pilot's } LC \times 1000}{\text{winners } LC}$

For one-day competitions the pilots LC is normalised to: $FLC = \frac{\text{pilot's } LC \times 900}{\text{winners } LC}$

The pilots LS is normalised to: $FLS = \frac{\text{pilot's } LS \times 1000}{\text{winners } LS}$

The pilot with the highest FLS is the national league series winner.

COMPETITION SERIES SCORE

The pilots NC is normalised to: $FNC = \frac{\text{pilot's } NC \times 1750}{\text{winners } LS}$

The pilots CS is normalised to: $FCS = \frac{\text{pilot's } CS \times 1000}{\text{winners } CS}$

The pilot with the highest FCS is the national competition series winner.

WORLD TEAM SELECTION SCORE

The WTS will be taken from the competition series prior to the worlds. If the worlds start closer than 90 days from the end of the competition series the previous years competition series will count.

The pilots with the highest WTS get priority selection to the New Zealand team for the World championships.

PG COMPETITION RULES

Can be found here <http://www.nzhgpa.org.nz/wanaka/pgcomps.php>