



FLYING NZ Regional and National Competition Guidelines

Planning, Organisation and Responsibilities Between the HOST CLUB and FLYING NZ

Effective August 2016-July 2017

www.flyingnz.co.nz

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#Note: Royal New Zealand Aero Club Inc (RNZAC) Operating as Flying NZ.

INTRODUCTION

We are all aware of the responsibilities and tremendous work that the Regional and National **FLYING NZ** Competitions creates for each of the Host Clubs. To assist with the running of each of these events please find the following information which is designed to outline exactly the process for **FLYING NZ** and the Host clubs working together to run very effective Competitions.

- **Guidelines**

These Guidelines have been collated to assist clubs in the preparation and administration of **FLYING NZ** Regional Rallies and **FLYING NZ** National Championships.

Applications to host Regional Rallies or National Championships by clubs affiliated to **FLYING NZ** are considered at the **FLYING NZ** Annual General Meeting.

- **Regional Rallies**

Clubs are able to make application to host Regional Rallies in advance of the year in which they wish to conduct the event. The final decision regarding which airfield the competition will be held on is the responsibility with the Host Aero Club and when necessary with the Regional Representative and/or **FLYING NZ**.

- **National Championships**

Aero Clubs registering their interest to host National Championships shall place either

1. **Firm Bid** – To host the National Championships in a particular year. That year becomes non-contestable.
 - In the event of two firm bids being placed at the same Annual General Meeting, the bids shall be subject to a vote at **THAT AGM.**
 - Firm bids may be placed to a maximum of **TWO** years prior to the proposed date of the event.
2. **Expressions of Interest** – To host a National Championship for a particular year that is not the subject of a firm bid.
 - More than one club may lodge an expression of interest.
 - Expressions of Interest must be converted to a firm bid no later than the AGM that falls two years in advance of the date of the National Championships.
3. **General Conditions**

The general conditions governing competitions are contained in the **FLYING NZ Complete Competition Rule Book updated annually.**

1 INITIAL PREPARATION : REGIONAL RALLIES			
		RESPONSIBILITY	DATE
1.1	Contact the FLYING NZ Regional Representative to establish the liaison as agreed to at the RNZAC AGM.	HOST CLUB	June
1.2	FLYING NZ notifies the Clubs of the Regional Rally dates in the specific regions. FLYING NZ contacts the Host Club responsible and the airfield to discuss procedure. <ul style="list-style-type: none"> Regional Competitions are held in November National Championships are held in February 	FLYING NZ	July
1.3	The Host Aero Club forms the competitions committee under the chairmanship of their President or an appointed person. Select areas of responsibility to the committee members for the running of the Competitions. This includes airfield preparation and facilities, social functions, food and transport where applicable. FLYING NZ are responsible for the running of the competitions, any operational requirements, scheduling, Judges allocations in consultation with the Chief Air Judge and the OC Flying as well as the final score analysis. This delivers a consistent standard of competitions and judging throughout the Event. FLYING NZ is to contact the Host Aero Club and liaise with the Regional representative to confirm the processes. Access the latest copy of the Complete Competition Rule Book which includes the diagrams of the Bombing, Life raft and Grid Competitions. This is available on the FLYING NZ Website www.flyingnz.co.nz *Advise CAA or Airways of operations for AIP Supplement *Notams where applicable with the aerodrome operator and the Aero Club.	HOST CLUB FLYING NZ HOST CLUB FLYING NZ HOST CLUB	July July August ASAP ASAP
1.4	Contact accommodation facilities for visiting competitors and supporters and supply this information to FLYING NZ for the Website. Where applicable supply the local Website addresses of the available Motels or Hostels for easy access for competitors to confirm their bookings in advance. Once the information is received it will be	HOST CLUB	July

	loaded on the Website.	FLYING NZ	August
1.5	The following appointments are decided by the Host Club in consultation with the Flying NZ Executive Secretary, and the Regional Representative. Flying NZ Executive will approve these appointments at the September Executive Committee meeting. <ul style="list-style-type: none"> • Event Director • Officer in Charge of Flying (who will usually be the local Aero Clubs CFI or Senior Instructor) • Chief Air Judge • Chief Ground Judge • Safety Officer 	FLYING NZ & HOST CLUB	August
1.6	FLYING NZ Executive Secretary will send a Notice requesting Instructors/Judges who are available for the Regional Rally to Register on line regarding their qualifications, ratings and preferred competitions.	FLYING NZ	September
1.7	Plan the Social events and arrange the meals that will be available on the arrival day and the Competition Day. BBQ, breakfast, lunches, Presentation Dinner, morning & afternoon tea, social activities and transport options where applicable- the Club has the right to arrange their own programme.	HOST CLUB	August
1.8	Advise the Executive Secretary of FLYING NZ the cost of each meal, transport or event is to be included on the Website Registration Form.	HOST CLUB	Early September
1.9	Information regarding pricing for meals, transport and social activities, the Competitors and Supporters Registration Fee are prepared and included in the online Registration Form. This is loaded onto the FLYING NZ Website for Registrations.	FLYING NZ	Early September
1.10	Entries will close 2 weeks prior to the Regional Rally	FLYING NZ	Dependant on the Date of the Rally
1.11	Confirm to the Judges by formally advising them of which competition/s they will be Judging and supply them with the Website link to the Competition Rule Book for their reference.	FLYING NZ	1 week prior to the event.

2 INITIAL PREPARATION : NATIONAL CHAMPIONSHIPS

		RESPONSIBILITY	DATE
2.1	Contact the FLYING NZ Regional Representative to establish the liaison as agreed to at the RNZAC AGM.	HOST CLUB	June
2.2	FLYING NZ informs the Clubs of the Nationals Competition dates. Flying NZ contacts the Host Club responsible and the airfield to discuss procedure <ul style="list-style-type: none"> National Championships are held in February 	FLYING NZ	July
2.3	Form your competitions committee under the chairmanship of your President or an appointed person. Selecting areas of responsibility to committee members for the running of the Competitions.	HOST CLUB	July/August
	FLYING NZ are responsible for the running of the competition, operational requirements, scheduling, judges allocations in consultation with the Chief Air Judge and the OIC Flying as well as the final score analysis. This delivers a consistent standard of competitions and judging throughout the Event.	FLYING NZ	August
	A meeting will be set up to discuss the process.	HOST CLUB	August
	Access the latest Copy of the Complete Competition Rule Book which includes the diagrams of the Bombing, Life raft and Grid Competitions. This is available on the FLYING NZ Website www.flyingnz.co.nz		
*Advise CAA or Airways of operations for AIP Supplement plus	FLYING NZ HOST CLUB	ASAP ASAP	
*Notams where applicable with the aerodrome operator and the Aero Club.			
2.4	Contact accommodation facilities for visiting competitors and supporters and supply this information to FLYING NZ for the Website. Where applicable supply the local Website addresses of the available Motels or Hostels for easy access to competitors to confirm their bookings in advance. Once the information is received it will be loaded on the Website.	HOST CLUB	August
		FLYING NZ	ASAP
2.5	The following appointments are decided by FLYING NZ at the September Executive meeting. <ul style="list-style-type: none"> Event Director Officer in Charge of Flying (who will usually be the local Aero Clubs CFI or Senior Instructor) Chief Air Judge 	FLYING NZ	September

	<ul style="list-style-type: none"> • Chief Ground Judge • Safety Officer 		
2.7	Plan the Social events and arrange the Meals. BBQ, Breakfasts, Lunches, Presentation Dinner, Morning & Afternoon Teas, social activities and transport options where applicable.	HOST CLUB	Late November
2.8	Advise Executive Secretary of FLYING NZ what the cost of each meal, transport or event is to be included on the Website Registration Form.	HOST CLUB	Late November or earlier
2.9	<p>Although entrants in the National Championships are determined in the majority of cases by the results of the Regional Rallies, please see General Conditions in the Rules for details, this is not always possible.</p> <p>It is the responsibility of the Aero Clubs to confirm with their Club members who are the winners from the Regional Rally their availability to compete at the Nationals.</p> <p>This allows other place getters to be contacted should higher place getters be unable to attend.</p> <p>On confirmation of unavailability to attend the Nationals the winner of a regional Event or the Aero Club must contact FLYING NZ and second placed pilot will be contacted regarding the options for them to compete.</p>	<p>All Aero Clubs that are competing at the Nationals are responsible for confirming their club member's availability.</p> <p>FLYING NZ</p>	November to December
2.8	FLYING NZ to launch the Wild Card Registrations on line for all those unsuccessful competitors at their respective Regional Rally.	FLYING NZ	Early December
2.9	<p>FLYING NZ Executive Secretary will send a notice requesting Instructors/Judges who are available for the National Competitions to register on line regarding-</p> <ul style="list-style-type: none"> • what days they are available to judge • qualifications • ratings • preferred competitions 	FLYING NZ	Early December
2.10	Information regarding pricing for meals, transport and social activities, the Competitors and Supporters Registration Fee are prepared and included in the online Registration Form. This is loaded onto the FLYING NZ Website for Registrations.	FLYING NZ	Early December

3 THE FLYING PROGRAM – FLYING NZ RESPONSIBILITY

		RESPONSIBILITY
3.1	Although there can be no assurances, a well-planned programme helps in keeping the day going smoothly.	FLYING NZ HOST CLUB
3.2	<p>Once Registrations are closed then FLYING NZ will schedule the Competitions, Competitors and Judge allocations for the event.</p> <p>The final scheduling is often determined by aircraft that a number of pilots require the use of and the best spread of that aircraft amongst the competitions can often be difficult to resolve. Refuelling and changing pilots are the major consideration in these circumstances.</p> <p>Up to 3 aircraft can be handled in the circuit comfortably, provided the takeoffs are staggered.</p>	FLYING NZ
3.3	FLYING NZ will supply an A4 or A3 version of the planned competitions scheduling for that Regional Rally or Nationals Competitions available in prominent places for the Pilots and supporters to view the day before the commencement of the competitions. This outlines the briefing times and the start times for the competitions and the competitors.	FLYING NZ
3.4	A copy is also available for the Judges to check their competitions and timing.	FLYING NZ
3.5	Estimated Flight Times Only	Minutes
	Wigram Challenge Cup	20
	→ Landing competitions	20
	→ Non instrumental circuits	20
	→ Instrument Flying	30
	AESL Trophy	30
	Airways Corporation Trophy	30
	Airwork Cup	30
	Bledisloe Aviation Trophy	70
	Cory-Wright Cup	30
	G M Spence Trophy	20
	Gloucester Trophy	60
	Jay Peters Trophy	25

	Jean Batten Trophy	25	
	Ivon Warmington Trophy	20	
	Newman Cup	20	
	Microlight Circuits	25	
	Microlight Navigation	30	
	NZ Herald Challenge Trophy	70	
	Oscar Garden Trophy	70	
	Rotorua Bombing Trophy	40	
	Sir Francis Boys Cup	20	
	Wanganui Trophy	30	
	W A Morrison Trophy (Formation)	30	
	Graham Davidson Trophy (Formation)	20	
	Waitemata Cup (Aerobatics)	30	
	D M Allan Memorial Cup (Aerobatics)	30	
3.6	<ul style="list-style-type: none"> • The Life Raft and Bombing Competitions are scheduled for the afternoon. Two aircraft -one life raft and one bombing can be in the life raft /bombing circuit at the same time. • Allow for refuelling. • Events of a more spectacular nature should be programmed to allow for spectators. • No other aircraft may use the circuit during the formation flying competitions. • Unless it cannot be avoided, all events should be flown at the one venue but could be over 2 or more days depending on weather. 		FLYING NZ
3.7	Although the preparation of the competitions takes time, it has been found, to be the quickest way to prepare an effective programme. It is far better to have a programme which proceeds at a leisurely pace rather than try to get competitions finished as soon as possible. Once the programme gets behind schedule, the chances of making up time are remote.		FLYING NZ

4 GROUND MARKINGS: Landing Grid

HOST CLUB

NB – In positioning the landing grid, keep in mind ease and safety of spectator access.

4.1 Accurate marking of the landing grid is essential.

4.2 Grids should be prepared in advance for all runways that might be used. If there is sufficient runway length available, one grid only can be prepared on each runway. Both sides of the “bull” are identical except for the 0-40m mark. A grid can be “reversed” by making appropriate “adjustments” to each end.

FLYING NZ will supply two orange PVC Strip markers.

FLYING NZ

4.3 It is vital in the interests of safety to have sufficient room for a “touch and go” from the upwind end of the grid (or beyond).

4.4 Grids may be prepared in advance by following these instructions:-

4.4.1 Position the centre section.

4.4.2 Measure in each direction to specified distances marking each appropriate point with a paint spot from a spray can. Measure both sides of the grid.

4.4.3 Use a string guideline to mow across the grid at the distance marks.

4.4.4 Use a string guideline to mark the lines across the grid with a sports field line marker. Use plastic paint (well thinned) to make these marks. Rain will not erase the marks if paint is used.

4.4.5 The marks may be given a “life” on competitions day through repeating the final step of 4.4.4 but this time using whiting.

4.5 The following equipment is required for competitions day including a **Fire Extinguisher & Axe at the Grid.**

4.5.1 Fence: The following methods have been found the easiest to organise -

- toitoi fronds in marker cones
 - stiff flax leaves with tops sprayed with white paint
 - rugby touch-line cardboard poles
 - a ‘magic-eye’ beam has been used once at the Wings Competition in Invercargill but a simulated fence is still required for the competitors’ judgement of heights and distances
- Note:** Flags on a line are not recommended. They are difficult to erect, can tangle in undercarriages.

4.5.2 Points Markers: These should be of sufficient size and clarity that landing grid judges are in no doubt as to the section of the grid delineated by the markers.

4.5.3 A means of highlighting the centre mark. Use diagonal stripes, bright panels, marker cones

5 GROUND MARKINGS: LIFE RAFT CLUB

HOST

5.1	<p>Only the target in the life raft competition should be visible to the competitors. FLYING NZ will supply two orange PVC Strip markers that forms an X to mark the target. Or the mark can also be Fluoro Circle 2 metres in diameter. As an aid to the ground judges, some marks on the ground are necessary. These could be made with a spray can of brightly coloured paint. Small “spots” should be all required or a string as a radius from the centre point.</p>
5.2	<p>FLYING NZ will provide a marking sheet for every competitor. Ground Judges should mark the point of impact of each raft on the marking sheet.</p>
5.3	<p>Provide a 50-metre tape or measuring wheel.</p>
5.4	<p>Provide an “impact board”. This could be a board 1 metre square, brightly painted on one side. A ground judge at the point of impact of the first life raft holds this aloft, until the aircraft has reached a point mid-downwind. It is then placed on the ground at the same point so as to be easily visible to the pilot on the next approach.</p> <p>Preferable is a hand held radio for broadcast of position and distance</p>
5.5	<p>Ensure spectators remain well clear on the dropping zone.</p>
5.6	<p>Provide a means of getting “life rafts” back to the aircraft park for the next competitor.</p>
5.7	<p>REMEMBER THAT THE “TARGET” IS POSITIONED 15m <u>DOWNWIND</u> OF THE ‘90 DEGREE’ LINE.</p>

6 GROUND MARKINGS: BOMBING

HOST CLUB

6.1 **FLYING NZ** will provide a marking sheet for each competitor.

6.2 Provide a 50-metre tape. A 1 metre 'trundle wheel' is useful for measuring longer distances.

6.3 Provide an "impact board" (see 5.5). A ground judge at the point of impact of the first and second bombs holds this aloft until the aircraft has reached a point mid-downwind. It is then placed on the ground at the same point so as to be easily visible to the pilot on subsequent approaches.
Preferable is a hand held radio for broadcast of position and distance

6.4 Ensure spectators remain well clear of the dropping zone.

6.5 Provide a means of getting "bombs" back to the aircraft park for the next competitor.

7.1

Arrange areas for -

- Check in and Registration area for competitors and supporters. At Registration they collect any promotional packs put together by the Host Club, lanyards and name tags which records any food and transport purchases where applicable.
- Briefing of Judges both Air and Ground Judges. The Grid Line Judges are briefed prior to the start of the Competitions at the Grid.
- Briefing of the Competitors usually the same area as the Judges briefing
- Briefing and planning room for navigation competitions
- Scoring room or area preferably away from the public and pilots
- Judges room
- An area designated for the competitors to report to the judge for their competition
- Parking of aircraft and refuelling
 - Area designated for competition aircraft
 - Area designated for visiting aircraft
 - Arrange ready access to refuelling facilities
- Safe Spectator Area
- Area for morning & afternoon teas and the collection of lunches as applicable

7.2

Reception:

- Be specific with all details of the events. Go to some trouble to make your visitors feel welcome. This is a good opportunity to publicise your district always include the local Tourism Group or Information centre.
- Sponsorship of small “handouts” could be considered.
- The Lanyards and Name Tags will be distributed from the Registration Area and Aircraft Numbers only applicable for some events.
- Some last minute meal purchases are registered at reception and there may be other inquiries such as changes in aircraft type or registration.

7.3

Aircraft parks:

- Competition aircraft should be positioned close to the main assembly area
- Visitors appreciate having someone to assist them with picketing their aircraft
- Courtesy cars for transport over longer distances from aircraft to reception are advisable. Farm bikes towing small trailers are ideal for luggage only.

8 BRIEFING: ENSURE EVERYONE CAN HEAR & SEE

FLYING NZ

This is run by the Event Director and Officer in Charge of Flying who welcome everyone to the day - acknowledge the time and effort competitors have put into the preparation. There is a Briefing Document Form-Briefing/ FNZ03 to follow the process of presenting at the briefings. **See Flying NZ** Regional and National Competition Judging Document Appendix B

- 8.1 Large size scale plan of the airfield showing
- circuit direction for landing competitions
 - runway in use - details/idiosyncrasies about - invite questions
 - circuit direction for bombing / life raft
 - position of traffic advisory (if any)
 - position of spot landing grid
 - position of life raft and bombing mark
 - spectator areas/requirements/safety
 - aircraft park

- 8.2 ATC requirements, "advisory" service (if used)
Weather forecast.

- 8.3 Specific requirements for -
- navigation (flight planning venue with a Supervisor)
 - instrument flying area
 - low flying area
 - aerobatic limits
 - safety procedures
 - Streamer Cutting

- 8.4 The position regarding alterations to any competition results.
See Section 13 of the Complete Competition Rules Book for details.

- 8.5 The procedure to be used for appeals or disqualification
See Section 15 of the Complete Competition Rule Book for details.

8.6	<p>Introduce Chief Ground Judge who will speak about specific procedures relating to the Landing Grid, Bombing and Life raft Competitions.</p> <p>Introduce the Chief Air Judge who will speak about specific procedures in the air.</p>
8.7	<ul style="list-style-type: none"> • Introduce the Judges and identify the competition reporting area. • Flying NZ will provide laminated signs of each competition around the walls of the briefing area where competitors can meet the judges for the individual competition briefings following the main briefing. The Judge and Competitor will complete the Pilot in Command Form PinC/FNZ01 ready for collecting by Flying NZ prior to the start of the competitions.
8.8	<ul style="list-style-type: none"> • Describe the process prior to take off, at the point where a radio broadcast is made confirming the aircraft registration, name of the competitor, name of the competition and competition number which is displayed on the windows on both sides of the aircraft. • This information is only required for all grid competitions including spot landings, forced landings as well as bombing and life raft dropping competitions.
8.9	<p>No practising is to be permitted after the briefing.</p>

9 COMPETITIONS DAY

FLYING NZ

9.1	We focus on getting an early start with all aspects - it is better to be standing around waiting for competitors to arrive than to be frantically trying to get basics done.
9.2	HOST CLUB and FLYING NZ ensure Competitors on arrival are shown where the Registration Area is and where the Briefing Room is and inform them of the start time for the Briefings.
9.3	<p>Briefings</p> <ul style="list-style-type: none">• Judges Briefing includes Air Judge, Ground Judge and ALL other Competition Judges including Aerobatics, the Event Director and Officer in Charge of Flying.• General Briefing for the main Competition Day/s includes ALL Judges, Event Director, Officer in Charge of Flying and Competitors.• From time to time the Formation and Aerobatics Events are held separately from the Main briefing- Competitors are encouraged to attend both briefings.
9.4	Although times have been set for the briefings, competitors and judges arrive in their own time! This means that there may be a delay if weather has made cross-country difficult. It is the “numbers game” so we avoid delaying Briefings and we will hold a separate Briefing for Competitors and Judges if there are delays due to weather.
9.5	<p>Judges briefing is necessary to establish the knowledge and rapport that can be achieved much better without competitors around.</p> <ul style="list-style-type: none">• We focus on the communication with radio calls.• Reporting at the “gate” so that Ground Judges are informed of progress.• Calling up on run in to bombing or raft dropping with target landing. The problems that lack of communication generates are legion!
9.6	<ul style="list-style-type: none">• Ensure that all persons who are assisting in any way are certain of their responsibilities and the need to carry them out to the best of their ability.• Written instructions will be provided if required eg Instrument Competitions.• The Judges are provided with clipboards that contain the judging sheets named, aircraft registration and type plus a copy of the rules pertaining to that competition.
9.7	The Start Gate operator should monitor the programme and be prepared to inform the Officer in Charge Flying should the need arise.
9.8	Deal with appeals promptly . Inform all concerned of the appeal and its result. Notify immediately any competitor who is disqualified for breach of rules.

9.9	Results
9.9.1	<p>FLYING NZ will appoint two Executive members to handle results as they come in. This is designed to double check all judging sheets for</p> <ul style="list-style-type: none"> • accuracy of addition/subtracting • points awards (that they conform with the amounts to be allotted) • that points have been awarded where provided in the result sheets. <p>WE DO NOT TAKE IT FOR GRANTED THAT THE JUDGE HAS COMPLETED THE TASK WITH 100% ACCURACY.</p> <p>Once the Event Director has determined the score sheets are available, they will be ready for individual competitors for viewing at specific times. Notification of these times will be found on the Notice Board. <u>Only the competitor will view their own score sheet.</u></p>
9.10	<ul style="list-style-type: none"> • Landing grid judges should meet the week before as the markings are tried out. They can then be allocated and briefed in their position and task. However In most cases will not be possible and they will receive a separate on site briefing by the Chief Ground Judge after the main briefing- which they would have all attended. • For the landing competitions, a minimum of ten judges is needed plus the judge in charge who is the Chief Ground Judge and the Assistant Chief ground Judge. • All ground judges should be familiar with the rules of each competition and know how they are marked - the ground marking of the life raft dropping is complex and must be well understood. If ground judges know what they are doing, then the Rally will be a success and the competitors will be satisfied. The Chief Ground Judge and the Assistant Chief Ground Judge is also the bombing and life raft competition judges. • From time to time the Ground Judges will need refreshments and the Host club is responsible for ensuring they receive refreshments. At the National events we endeavour to have a morning and afternoon group of ground Judges. • A caravan handy to the dropping/landing areas can be a welcome source of support for ground judges, particularly if it is a bleak day. A portable toilet is useful if the landing grid is not close to conveniences.
9.11	<p>Have all navigation tasks ready to be handed to competitors. Be prepared to amend Met info if conditions change.</p> <p>Most Navigation exercises are prepared by the local navigation expert and CFI.</p> <p>We ensure that the rules of the navigation competitions are followed regarding</p>

	<p>the information provided to competitors. The Navigation Supervisor is supplied with a folder with all the Competition Rules for easy reference.</p> <p>NB - NAVIGATION COMPETITORS SHOULD BE PROVIDED WITH PLANNING DETAILS 40 MINUTES BEFORE THEY ARE DUE TO FLY.</p> <p><u>ONLY THOSE COMPETITORS WHO ARE DUE TO FLY STRAIGHT AFTER THEIR PLANNING HAS BEEN COMPLETED ARE IN THE NAVIGATION ROOM WITH THE SUPERVISOR</u></p>
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9.12	<ul style="list-style-type: none"> • Postponement is a difficult decision to make. With competitors travelling, in some cases, a considerable distance, it is essential that competitions take place, even if under reduced limits. • There is no provision in the General Conditions for postponement so this must be a local decision with alternative arrangements made through general agreement of competitors/clubs who are available. • If lower limits are required at the beginning of competitions, eg forced landing height, these are to be maintained even if conditions improve.
9.13	<p>Please remember this is the competitors' day. They have spent a lot of time and money getting to the national finals. You owe it to them to ensure the competitions go smoothly and that the results are accurate.</p>

10	SOCIAL FUNCTIONS	HOST CLUB
10.1	Rallies:	
	Friday Evening - Informal Get-together	
	Saturday Evening – Prize-giving Dinner	
10.2	National Championships:	
	Evening prior to the Competitions - Informal Get-together	
	Evening of the Championships – Social Function	
	Saturday – local scenic trips, excursions and competitions	
	Saturday evening – Prize-giving Dinner with Entertainment if the Aero Club chooses to arrange this	
10.3	Clubs have the right to plan their own programme.	

11 PRIZEGIVING

FLYING NZ

11.1 Once the Score Sheets have all been added and checked they are then collated ready for printing of the Certificates. **FLYING NZ** has a Certificate template set up for printing. The Certificate is designed to be worthy of framing or displaying in a prominent area.

FLYING NZ also prepares a Report of the winners and those placed in the competitions that can be viewed on the **FLYING NZ** Website within two days of the Competitions.

11.2 National Competition Awards

The engraving of trophies and wall plaques to the winners is possible prior to the National Competition presentation dinner this is possible only if there is a day between the competitions and the presentation dinner.

11.3 The following summary details the various awards which are presented -

	Nationals	Regional Rallies
First	Trophy, Wall Plaque, Certificate	Certificate
Second	Certificate	Certificate
Third	Certificate	Certificate

11.4 Special Cases:

Wigram Cup Individual Events

- Individual winners receive trophies, wall plaques and certificate.
- Second and third place getters receive certificates.

Team Competition

- Winning team receives the trophy.
- Each member of the winning team and their club receives a wall plaque and certificate.
- Each member of the second and third placed teams receives a certificate.

Note: It is possible for a competitor to be awarded two plaques or two certificates in this event. As the Winning Team and in the Individual Event.

Each placed team is awarded a certificate made out in their respective club name.

The Following Competitions-

- Ivon Warmington Life raft Trophy
- Graham Davidson Trophy
- W A Morrison Trophy

Each **individual** team member receives the appropriate award for first, second or third.

12 DAY AFTER THE COMPETITIONS		HOST CLUB
12.1	Ensure that the transport (if supplied) is on time, although some competitors will be very organised and make their way early to the Airfield.	
12.2	Display the weather (Met) prominently for everyone to see.	
12.3	Provide flight-planning facilities.	
12.4	Provide a cup of tea or coffee.	
12.5	Visitors should be made to feel that they still matter and that your club is pleased they made the effort to attend.	
12.6	<p>A copy of the Results will be posted on the FLYING NZ Website within 48 Hours of the completion of the Regional Rally and the Nationals Competitions.</p> <p>This information can then be used when planning who from each of the Clubs will be competing at the National Championships and who will be unavailable so the next place getter will have an opportunity to compete.</p>	