

## **Details of the 2010 long jump that Les Springett is running on behalf of BAV**

### **Draft Rules**

Attached is a draft set of rules based on those I wrote for the 2007 Long Jump and modified for safe fuel allowance, for the consideration of BAV and the ABF in agreeing to support the event.

### **Timing**

I propose the Long Jump takes place over a 3 month period commencing 1<sup>st</sup> June and finishing on 31<sup>st</sup> August 2010. The three month winter period allows competitors to select suitable flying conditions for a 4-5 hour flight, with reduced risk of strong thermic conditions during the takeoff, flight or landing.

### **Fuel Reserve**

The previous rules strictly limited the fuel usage to 150 litres, (calculated by Danny Galbraith to be the contents of three 55 litre tanks). The reason was to provide an even handicapping system, reducing the payload advantage of large balloons and to provide an easy method of calculating use without using a metered refilling point.

The unfortunate side effect of this rule was that there was no provision for safe excess gas use - any gas use in excess of 150 litres would have resulted in instant disqualification. My own experience on two occasions of competing under this rule was to make an exceedingly cautious estimate of fuel consumption, which resulted in using, I recall, 143 litres and 124 litres respectively for 4-4.5 hour flights.

I therefore propose a modification to the rule which would allow participants, if they wish, to use the entire 150 litres of fuel and land on a 10 litre reserve with a percentage penalty, rather than face outright disqualification. I believe this leaves landing options open rather than forcing participants to make a landing to avoid disqualification by exceeding the fuel limit.

### **Announcement**

As in the past, I suggest that the Long Jump be announced in Aeronotes, on the ABF Website and by an email broadcast to all ABF members about January or February 2010, with Entry Forms and Flight Report Forms available on the Website, circulated with the email announcement and available by post if necessary.

### **Prizes and trophies.**

As you know in 2008, participants agreed not to accept any cash prizes for the Long Jump and that the money should be held in reserve. There was no 2009 Long Jump so that money and the entry fees for the 2010 Long Jump will be available for trophies or cash prizes. From previous experience the design, manufacture or selection and purchase of trophies can be very time consuming. So if trophies are to be awarded next year, they should be designed, selected and purchased as soon as possible, well ahead of time.

Also in regard to the trophy for each category, we must decide if it is a perpetual trophy (i.e. 2 required so more money could be allocated), or an annual trophy (still 2 required each year) or cash. In the case of cash, we could probably award first, second and maybe third places.

Please contact me if you would like any more information. I hope BAV will agree to conducting this event and if agreed, we should forward to the ABF for confirmation.

Kind regards  
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# AUSTRALIAN LONG JUMP RULES – 1 JUNE to 31 AUGUST 2010

1. Any pilot who is a financial member of the ABF may enter with any balloon.
2. The competition will be judged in two categories:
  - a. AX1 to AX7 (up to and including 77, (XX) cu ft).
  - b. AX8 and larger (greater than 77, (XX) cu ft).
3. The pilot/s who flies the greatest distance between two points in a single continuous flight within Australia, with a limited allowance of 150 litres propane, during June, July or August 2010, will be judged the winner/s.
4. Pilots are encouraged to carry additional emergency fuel for safety. Any fuel use in excess of 150 litres, up to 160 litres, will be penalised as a percentage of distance flown in direct proportion to the excess percentage of fuel used (For example an excess use of 10 litres (6.66% of 150ltrs) would result in a 6.66% reduction in the claimed distance). Fuel use in excess of 160 litres will invalidate the flight. The method of measurement of fuel used is at the discretion (and honour) of the entrant. If reasonable evidence can be provided it should be included in the claim.
5. Takeoff is to be made on the contest fuel. Heat-up to equilibrium may be made from the emergency fuel supply tank with the tank being sealed before take off. Entrants should endeavour not to use the emergency reserve except for genuine emergency use and land as soon as it is safe to do so after tapping the reserve supply.
6. There is no limit on number of attempts, but pilots should send in a report promptly after each flight. Some pilots put off reporting, thinking they would fly again and missed out.
7. *IT IS IMPORTANT* that the launch/landing sites shall be verified on an appropriate chart or map (as specified below) by the signature of an appropriate witness. All available means should be employed to verify the claim.

**Note** An aeronautical sectional chart or topographic map capable of displaying the complete flight must be used to indicate launch position, flight path, and landing position. GPS latitude and longitude reports are acceptable but the launch/landing verification should be verified by an appropriate witness if possible and the location must be indicated on the appropriate chart.
8. Each entrant is entirely responsible for the organisation, realisation and all consequences of their own Long Jump attempts.
9. The competition starts at 6am on 1 June 2010 and ends at 6pm on 31 August 2010. Any flights completed during this period will qualify for adjudication.

10. Prospective competitors must pay an entry fee of \$50 before 6pm, 1 July, 2010. The combined entry fee will be used to purchase and present trophies to be awarded at the Judge's discretion. Cheques are to be made payable to: "The Balloon Association of Victoria". Please write "LONG JUMP ENTRY" on the back of the cheque.

11. Every entrant, regardless of success or failure must submit a written report to the Balloon Association of Victoria by 15 September 2010. Claims for the longest flight must be supported by map number and 8 figure grid references for take-off and landing points, as well as evidence to substantiate the claim. Names and addresses of independent witnesses and landowners are the minimum requirement. The information is to be submitted on the Record of Flight form supplied on receipt of the entry fee.

12. The winners will be selected by a judge to be nominated by the Balloon Association of Victoria, whose decision will be final. The Judge may disqualify claims if there is any evidence that any Rule or Regulation of the ABF or the CASA has been contravened. Similarly, claims may be dismissed if they are unsupported, unintelligible or simply unbelievable!

13. The Judge may publish extracts from flight reports in AERONOTES if he or she so chooses.

**ENTER NOW!!**

***Send your name and address plus a \$50 cheque to:***

The Secretary

Balloon Association of Victoria

(Insert Address Here)

***Before last post 1 July 2010***

**PILOT NAME:** .....

**LANDING DETAILS:**

Landing Location (8 figure Grid reference Map Name)

General description of landing place:

Address:

Name of Property, if applicable:

Name of Landowner:

Time of Landing:

(To be completed by the pilot)

**ESTIMATED DISTANCE FLOWN:** ..... **Km.**

**WITNESS STATEMENT**

I, the undersigned, not being a member of the crew of the balloon making this flight thereby confirm that the landing of the balloon took place at the date, time and place described in the report above.

Signed..... Print name.....

Address ..... Phone Number

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**Please return a signed copy of this form to: -**

**(BAV to fill in return address)**

# AUSTRALIAN LONG JUMP 2010 PILOT REPORT FORM

**PILOT'S NAME:**

**BALLOON:**

Name:  
Manufacturer:  
Size:

Reg. No.:  
Model:

**FUEL CARRIED:**

Size of Tanks and number of each carried:

(Additional tank/s exceeding the 150 litre total fuel allowance may only be carried if sealed by tying the handle with a breakable tape or paper seal. May only be used for emergency.

**DATE OF ATTEMPT:** ..... June-August, 2010

**TAKEOFF DETAILS:**

Takeoff Location (8 figure Grid reference Map Name):

General description of takeoff location:

Address:

Name of Property, if applicable:

Name of Landowner:

Time of Take-off:

**WITNESS STATEMENT**

I the undersigned, not being a member of the crew of the balloon making this flight thereby confirm that the take-off of the balloon occurred at the date, time and place described in the report above.

Signed..... Print name.....

Address ..... Phone Number .....

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**FLIGHT CONTINUITY STATEMENT (TO BE COMPLETED BY THE PILOT)**

I, the undersigned, swear that the flight described in the report and any attached detailed documents took place in a single continuous flight during the months of June, July or August 2010 within Australia, in accordance with the official rules of the Australian Ballooning Long Jump 2010.

**Signed**

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