

NATIONAL CLUB & SPORTS CLASS GLIDING CHAMPIONSHIPS LAKE KEEPIT NOVEMBER 2009

LOCAL RULES

PART A – INTRODUCTION.

1. ORGANISER: The organiser of the 2009 National Club and Sports Class Gliding Championships is the Lake Keepit Soaring Club Inc.

2. LOCATION: Lake Keepit Airfield, Lake Keepit, NSW, Lat 30 53.44S Lon 150 31.55E, elevation 1160 feet.

3. DATES:	Practice day and registration	Monday 9 th November 2009
	Competition period	Tues 10 th to Fri 20 th November 2009
	Presentation Dinner	Friday 20 th November 2009

4. SAFETY: Safety is everyone's responsibility, in the air and around the airfield. At this competition there will be zero tolerance on safety breaches. Pilots who breach these requirements will incur serious penalties.

Particular attention must be paid to the requirements for joining or leaving a thermal, avoiding abrupt manoeuvres, avoiding flight in another glider's blind area and, maintaining adequate separation in thermals. Pilots must avoid following another glider in a manner that could cause a loss of vertical and/or horizontal separation if for some reason the leading glider was to change direction and/or speed.

5. FRIENDLY COMPETITION: We want this to be a friendly competition and ask that all competitors, crews and organisers adopt a friendly attitude and bring their sense of humour to this competition. These rules specify the conditions of the contest, but most important is that all participants enjoy their experience at this competition.

PART B – COMPETITION.

6. AGREED ISSUE OF RULES: The agreed issue of the general rules is the GFA Australian National Gliding Championships Competition Rules Version 1.7 June 2009. (see <http://2009.gfa.org.au/Docs/sport/AustralianNationalsRules.pdf>). Competitors should read these rules carefully **as there have been recent significant changes**. Where there is conflict between Local Rules and General Rules the Local Rules will take precedence.

7. REGISTRATION: All pilots are required to complete and sign the entry form, purchase aerotow launches in advance and register before flying from this site. The registration desk will be attended from 9am to 5pm on Monday 9th November and from 9am until marshalling time on Tuesday. Each pilot must present for inspection the following documents at registration:

- Insurance policy with a competition endorsement
- GFA membership card
- Current Competitors Licence
- Current maintenance release for glider
- Current parachute packing slip
- Log book evidence of an annual flight review

The Organisers reserve the right to charge an additional amount in conjunction with the first tow entitlements sold to each pilot to cover the cost of Tug Ferry Charges and any other obligatory charges or levies which may arise from time to time.

8. ENTRANCE REQUIREMENTS: The pilot entrance requirements for this competition are as detailed in Part B, para 13 of the National Competition Rules. In addition, pilots who have not already flown in at least two national, state or NCC approved regional competitions must provide

certification by a GFA Official Coach or a Level 2 or 3 Instructor who has a minimum of 50 hours competition flying, that the pilot meets the minimum experience requirements and is competent to fly in competition. (refer to Experience Certification in the Entry Form).

An entrance fee of \$340 (incl GST) per glider is payable in advance. Entries received after 10th Oct will be subject to an additional Late Entry Fee of \$50.00, ie a total of \$390. A second or other additional pilots must pay \$30 each.

Entries will be accepted in order of the date of receipt up to a maximum of 60 aircraft.

9. HANDICAPS AND REFERENCE WEIGHTS: Club and Sports Class handicaps and reference weights shall be the latest available for Club and Sports Class National competitions. Post fitted modifications (eg winglets) or gliders flying in excess of the reference weight will attract an additional handicap.

Handicaps and reference weights are published on the GFA website – see <http://2009.gfa.org.au/Docs/sport/competition/Handicaps.pdf>

10. BRIEFINGS: A compulsory initial briefing and safety briefing for all glider pilots, tug pilots and crews will be held at Lake Keepit Soaring Club at 10.00am on Monday 9th November. Pilots who miss this meeting must contact the Contest Director or her delegate before taking a launch.

Daily briefings thereafter will commence at 10.00am unless otherwise advised by notice board. A penalty may apply for non-attendance.

11. TASKS: Tasks shall be Assigned Area Tasks.

12. TURNPOINT LIST: A definitive list of start, turn and finish point descriptions and coordinates which are the reference for all scoring procedures will be provided to each pilot at registration. This list will be made available on the Worldwide Turnpoint Exchange website <http://soaringweb.org/TP/NSWComp9/> for download to GPS loggers. Check this list within two weeks of the competition for latest updates. (or soaring.gahsys.com/TP and soaring.xinqu.net/TP – mirror sites)

13. TEAM FLYING: Team flying is not permitted in this competition (refer para 32 of national rules <http://2009.gfa.org.au/Docs/sport/AustralianNationalsRules.pdf>).

Team flying is defined as deliberate, pre-arranged, systematic communication between two or more pilots for the purpose of improving the performance of either pilot involved.

Team flying does not include:

- a) Coaching/mentoring arrangements where an experienced pilot leads or guides another less experienced pilot with the intent of only improving the performance of the less experienced pilot. Such pairings must be declared in advance to the Contest Director who may veto them if it appears that the relative skills and experience of the pair are too close (and are thus a de facto team).
- b) Random gaggles, where pilots follow or join thermals shown by others.
- c) Casual, short term meetings with other pilots where the pilots help one another through difficult conditions.

14. START PROCEDURE: The starting procedure will be using allocated start points of 1km radius.

Nine start points are available in groups of three. The start points are shown in the turnpoint list together with their GPS coordinates. Each competition day, each pilot will be allocated three start points, one from each group. Pilots must start from one of their allocated start points.

The Organisers will broadcast the start gate opening time for each class on the CTAF and Gaggle frequencies (122.7 and 122.9).

15. THERMALLING AT START: Right hand turns must be used when thermalling within 20km of the Lake Keepit airfield.

16. FINISH PROCEDURE: The finish line shall be the perimeter of a circle of 1.5km in radius centred on the Lake Keepit finish co-ordinates. Finishes are to be in accordance with CAO 95.4 (ie not below 500 feet AGL) until within 5 kilometres of the finish line and must clear all obstacles by at least 50 feet. Pilots should finish from the direction of the last turnpoint or control point.

Competitors are to advise Keepit Finish on the Finish Frequency (CTAF 122.7) when they are at 10 nM (18.5km) and again at 10 km from the Lake Keepit finish co-ordinates.

Circuit and landings will generally be for runway 14/32, to be provisionally nominated at briefing each day and confirmed or changed at the 10km finish call. Gliders landing on alternative landing areas should stop before 14/32 (defined by the tree line on the eastern side of 14/32) to avoid conflict with gliders using the main runway, unless they have no alternative, and must then give clear radio calls.

Keepit Finish will close at last light or when all gliders are accounted for, whichever is the earlier.

17. VERIFICATION: Verification will be by data recorder (including Flarm units). Garmin GPS may be submitted as backup provided there are no height restrictions applying to the day's operations. Competitors are responsible to ensure that PC software and cabling are available for their particular unit.

Motor gliders must have an FDR capable of recording altitude and engine run time.

Photographic evidence and observed starts and finishes will not be accepted.

18. SCORING: Will be as per National Scoring System using the SeeYou Program.

19. PROTEST: Refer to the General Rules. Each protest must be accompanied by an amount of \$50.00 which will be returned in the event that the protest is upheld.

20. CARS: Cars may only be driven on the airstrip for the purpose of towing a glider. Returning to the club house area is to be by perimeter roads, particularly to the west of the tie down area, and at a speed producing minimal dust. Crews retrieving landed gliders from the airstrip by car must monitor radio communications on frequency 122.7.

Crew vehicles must carry their glider registration letters on a rear window.

PART C – OPERATIONS

21. FLARM: For this competition it is mandatory for all gliders to carry a working Flarm unit or compatible device. Competitors may be required to demonstrate that their Flarm is working correctly. Competition organisers will not be responsible for providing Flarm units to competitors.

22. MAPS: The WAC (World Aeronautical Chart) Armidale 3357 (1:1,000,000) covers the contest area. Maps covering the most commonly used turnpoints, startpoints, airfields and airspace, will be available, but do not include some of the further points. Pilots are advised to have their own WAC maps.

23. AIRSPACE:

Lake Keepit airfield is a CTAF area with frequency 122.7

Airspace restrictions are as detailed on Australia ERC Low L3/L4

Competitors must take particular note of the controlled airspace of 15nM radius (27.8km) from Tamworth airport. Pilots are not permitted to fly in this control zone under any circumstance. Infringements shall be subject to penalties prescribed in the GFA Australian National Gliding Championships Competition Rules Version 1.7 June 2009. In particular, Rules 29.1 through 29.4 and penalized as defined in Rule 39.1 D and 39.2.

Particular note should be taken of the buffer zone around airspace which must not be entered to avoid penalty – 1000metres horizontally, and 500ft vertically. See GFA National Rules 39.2 (F).

24. RADIO FREQUENCIES: All aircraft flying from Lake Keepit must be equipped with a serviceable VHF radio which must include all of the following frequencies.

Launch and within Keepit CTAF	122.7	Gunnedah	127.4
Start/Gaggle/safety (on task)	122.9	Quirindi	127.8
Chat (not for team flying use)	122.5	Narrabri	126.7
Finish	122.7	Coonabarabran	126.7
		Moree	126.7
Area frequency	127.1	Toorawenah	126.7
Flightwatch	124.0	Coolum	126.7

25. RADIO PROCEDURES:

a) Ground operations – monitor CTAF frequency 122.7 when marshalling or returning to tiedown area.

b) Launching - CTAF frequency 122.7 used for launching and while <3000ft AGL within 20km of Lake Keepit.

c) Starting - Change to START frequency 122.9 when above 3000ft AGL.
Start call – starting calls from the glider are not required.

d) En route - All pilots should monitor 122.9. **Use of this frequency is mandatory when entering or near gaggles or flying with or near other gliders.**

e) Chat 122.5 may be used if necessary to communicate separately with another station. Note however – the rules of this competition forbid team flying, and neither this frequency nor any other should be used for assisting another pilot for mutual advantage, Avoid extended use of 122.5 and return to 122.9 ASAP to ensure communication with other nearby gliders.

f) Finishing should be on 122.7 with finish calls at 10nM (18.5km) and 10km from the centre of the airfield. Gliders on final glide should monitor finish frequency from 30km out.

26. MARSHALLING: Launch order and take-off direction will be notified at briefing. Aircraft not marshalled when launching is about to commence will be held until launching of all classes is completed. There will be no marshalling while launching is in progress.

27. LAUNCHING: Launching will be by aerotow. Tow tickets will not be issued. At registration all entrants will be required to pay for launches for the maximum number of days available. All launches will be recorded and refunds given for any unused launches.

Pilots will be responsible for their own release checks. Release checks will not be provided on the grid or during the launch.

Self launch gliders will use the same runway and blend with aerotow launches under the direction of the Launch Master or Contest Director. Engines should be used to climb promptly to 2000ft AGL and be shut down by 2000ft AGL.

28. SEARCH AND RESCUE: SAR action will be taken at last light plus one hour eastern standard summer time (ESST) if the flight office has received no outlanding advice. To avoid unnecessary SAR action, competitors must comply with the General Rules.

29. FLYING PRIOR TO COMPETITION PERIOD: Outside the competition period, gliding operation may be conducted at Lake Keepit airfield under the control of the Lake Keepit Soaring Club and all arrangements should be made through the club.

30. NON COMPETITION FLYING DURING THE COMPETITION PERIOD: All local flying must be authorised by the Competition Director or her delegate. Local flying pilots must attend daily briefing.

31. RETRIEVES - AEROTOW: The availability and cost of aero tow retrieves shall be by arrangement with the Tug Master and authorised by the Competition Director. The flight office is to be notified prior to the tug aircraft leaving for a retrieve. The tug pilot retains the right to reject an aerotow retrieve if on arriving he feels that the site is unsuitable for the current conditions. In such cases, the glider pilot will be responsible for the cost of the flight.

Aerotow retrieves will only be available from serviceable airstrips or landing fields.

The club maintains a list and co-ordinates of over forty (40) airstrips and ag. strips within the task area which can be made available to competitors. It is important that pilots accept that conditions of these airstrips may vary from day to day, and may not be suitable for landing. No responsibility is accepted by the organisers for the condition of the listed airstrips. (NOTE Some of these airstrips are known to be definitely questionable).

32. ROAD RETRIEVES: Crews must notify organisers of road retrieves **before** leaving the airfield.

PART D – DOMESTIC.

33. FACILITIES:

Oxygen filling will not be provided.

Workshop facilities will not be provided.

There will be no hangar space available.

34. TIE DOWN AREA: The tie down area will be marked out but there will be no allocation of a particular space for each sailplane. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground. Please avoid the underground water pipes that are indicated with a white line.

35. WATER FOR WASHING: The tie down area is equipped with taps. Competitors are advised to bring adequate water containers and/or hoses.

36. CATERING: Moderately priced dinners will be available every evening. Breakfasts, snacks and sandwiches for lunch will also be catered for. Wine, beer and soft drinks will be sold under the club's liquor licence.

37. INTERNET ACCESS The club will make available wireless internet for use by competitors. However, being remote from any towns we are reliant upon the Telstra Next-G network, and total capacity is limited. Please refrain from downloading pictures, videos, video conferencing, system updates and other high data usage applications.