

**HORSHAM FLYING CLUB
HORSHAM WEEK GLIDING COMPETITION
FEBRUARY 7-14 2009**

LOCAL RULES

1. Organiser

The Organiser of the 2009 Horsham Week Competition is the committee elected at the pilots' meeting during the 2008 Horsham Week Competition. The committee is supported by the Horsham Flying Club and acts on behalf of the GFA and the pilots. The committee welcomes entries from all pilots meeting the requirements specified on the entry form.

2. Location

Horsham Aerodrome

Latitude: 36⁰ 40'17"S

Longitude: 142⁰ 10'24"E

Elevation: 441 feet AMSL

The aerodrome is located approximately 5 km NW of Horsham and is a licensed aerodrome, operated by the Wimmera Shire Council. Council approval has been obtained to stage the 2009 competition from Horsham Aerodrome.

3. Dates

The competition will run for a maximum of eight (8) days from Saturday February 7 2009 to Saturday February 14 2009 inclusive.

4. Number of Entries

It is anticipated that a maximum number of 40 gliders will be accepted for the competition. This is consistent with the infrastructure and facilities available to the organiser at Horsham Aerodrome. Consequently, refusal of entry beyond this limit may be deemed necessary and, if so, will be at the sole discretion of the Competition Director.

5. Safety

Safety is everyone's responsibility, both in the air and around the airfield. There will be zero tolerance on safety breaches at this competition. Pilots who are found to be compromising safe operations will incur appropriate penalties. Particular attention must be paid to the procedures for joining and leaving thermals, 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 horizontal and/or vertical separation if for some reason the leading glider was to change direction and/or speed.

Note: It is a requirement that all competition gliders are equipped with a working Flarm unit

6. Entry Requirements

All competing pilots must enter using the Official Entry Form on which entry requirements for the competition are detailed. The entry fee for 2009 is \$100.00, payable at Registration.

7. Registration

Registration, that confirms entry requirements have been met, will include signing the compulsory declaration regarding compliance with pilot qualifications, equipment status and insurance requirements. This must be completed before any flying associated with the competition is undertaken from Horsham aerodrome.

Note: A valid FAI Competitor's Licence must be presented at registration.

8. Briefings

An initial compulsory briefing (including a safety segment¹) for pilots, tug pilots and crews will be held in the Briefing Area at 1000 hrs Saturday 7 February 2009. Daily briefings will be held at 1030 hrs each day, unless notified otherwise on the notice board in the Briefing Area.

9. Competition Rules

The GFA National Gliding Championships Competition Rules, version 1.6 July 2008², will generally apply to this competition. Exceptions are noted in these Local Rules and/or will be announced by the Competition Director at briefings.

- The competition will cover Open, 15 metre, Standard and Sports classes
- Due to ongoing drought conditions in the Wimmera region the competition will be flown un-ballasted. Glider handicaps and reference weights for the competition will be those specified in GFA Glider Handicaps 2008/9 - Club & Sports Class³. A reference hard copy will be posted on the notice board in the Briefing Area.
- A maximum of 3 lay days (actual dates) can be nominated by the pilot at any time before the end of briefing the previous day (i.e. minimum 24 hours notice required). Four lays days may be taken by individuals flying as pilot pairs.
- All scoring days will attract 1000 points.
- A minimum of three scoring days must be flown by a class to qualify as a competition.
- Final places in each class will be based on the average score achieved by the pilot over the number of available scoring days.
- The number of available scoring days for an individual pilot is defined as follows:
 $8 - (\text{number of non-flyable days determined by the CD}) - (\text{number of pilot-nominated lay days});$ e.g. $8 - 2 - 2 = 4$
- A competitor must actually fly a minimum of three scoring days in order to qualify for a placing in a class.

10. Turn-points and Charts

All competition turn-points are shown on the World Aeronautical Charts for Hamilton (3469) and Adelaide (3458).

11. Tasks

Competition tasks will be Assigned Area Tasks (AAT), Assigned Speed Tasks (AST) or Run Tasks.

¹ http://www.gfa.org.au/Docs/ops/safety_briefing_pack.pdf

² <http://www.gfa.org.au/Docs/sport/AustralianNationalsRules.pdf>

³ <http://www.gfa.org.au/Docs/sport/competition/Handicaps.pdf>

12. Flight Data Recorders (FDRs)

The use of FDRs, commonly referred to as GPS loggers, is compulsory but will not be restricted to just FAI approved units. Pilots are requested to download their own daily flight from the FDR and deliver the relevant file to the Scorer on appropriate storage media such as a memory stick. Alternatively files may be transferred to the scorer's computer via a wireless network if the organiser establishes such a link.

The aim is to have all daily flight files delivered to the scorer's system within one hour of landing. Some dispensation will be afforded to pilots who outland.

13. Radio Frequencies

All competing gliders must be equipped with a serviceable radio capable of operating on the following frequencies:

Horsham CTAF	118.8 Mhz
Start/Finish/Horsham base	122.9 Mhz
Gaggle	122.9 Mhz
Chatter	122.5 or 122.7 Mhz

14. Radio Procedures

The following radio procedures will apply:

Marshalling:

While marshalling or moving to/from the tie-down area on the airfield, monitor 118.8 Mhz on a hand-held radio, if available.

Launching:

Monitor 118.8 Mhz during aerotow and until above 3000ft AGL (3411 ft QNH) or laterally clear of the CTAF by 5 nautical miles (9.25 km)

Starting:

Advice regarding start gate status will be broadcast on both 118.8 and 122.9 Mhz. There is no requirement for pilots to announce a start time.

Finishing:

Monitor the CTAF frequency 118.8 Mhz from around 20km inbound.

At 10km out make a call on 118.8 Mhz, advising inbound direction, distance and altitude.

Make circuit joining and position calls in accordance with current conventions.

Make other air-to-air calls as necessary to establish separation. Remember a vigilant LOOKOUT is the best means of ensuring separation.

15. Launching

Launching is by aerotow only (except for motor gliders) for which pre-payment is required. Purchase of aerotow credits can be made at time of registration and following daily briefings. Any un-used credits at the end of the competition will be refunded. Self-launch gliders will use the same runway as the aerotow operation, under the direction of the Launch Master. It is expected that the engine shut-down process will be commenced at or below 2000 ft. AGL.

16. Starting

Remote start points will be used. These are shown in the turn-point list, together with their co-ordinates. The Start Zone will be a 1 km radius circle centred on the Start Point. Pilots will be allocated one or more start points each day and must start from one of those.

17. Thermalling

Whilst within 5 nautical miles of Horsham Aerodrome or any start point pilots are required to fly only right-hand turns in thermals. Thermalling below 1000 feet AGL is not permitted while within the circuit area of the active runway.

18. Other Operations

Other operations are likely to occur during the competition period and may include RFDS aircraft, a daily Courier service and power flying training activities. It is possible that launching may be briefly interrupted by the organiser so as not to disrupt RFDS operations.

19. Vehicles

Crew/pilot vehicles and drivers must be specifically authorised to drive on the "air-side" of the aerodrome. Briefings will be conducted. The relevant glider registration must be displayed on a rear window of any vehicle being used "air-side". Vehicles must remain clear of powered aircraft operating areas and vehicles must give way to aircraft at all times.

20. Outlanding retrieves

Crews must notify the Organiser of any planned road retrieve before departing from the airfield. Aerotow retrieves must be authorised by the Organiser, but are otherwise a private arrangement between the Tug Pilot and Glider Pilot. Pilots seeking a paddock aerotow retrieve must ensure that they possess the necessary skills in accordance with their club's requirements.

21. Search and Rescue

For the duration of the competition Search and Rescue procedures will be activated for any glider not accounted for after 2100 hrs Eastern Daylight Saving Time.

22. NOTAM

For the duration of the competition the organiser will arrange promulgation of a NOTAM to advise all airspace users of the increased gliding activity in the contest area.

23. Friendly Competition

Horsham Flying Club and the organising committee sincerely wants Horsham Week to be a friendly and relaxed competition and asks that all competitors, crews and officials display a laid back attitude and bring a sense of humour to the event. The rules specify the conditions of the competition, but more importantly we want all participants to enjoy their experience at Horsham in 2009 and return in future years.

Authorised by:

Geoff Vincent

Competition Director