



Kingaroy Soaring Club

QUEENSLAND STATE GLIDING CHAMPIONSHIPS

Local rules

Part A – Competition

Rev 2

Aug 26 .2010

1. Location

Kingaroy Aerodrome, Kingaroy, Queensland

2. Dates

Official practice and registration	18 th Sept.2010
Competition period	19 th to 25 th Sept.2010
Presentation dinner	Sat 25 th Sept., 2010

3. Agreed issue of rules

The agreed issue of the general rules is the 'National Competition Rule'. The Organising Committee asks that competitors read these rules carefully as there have been rule changes.

Due to the late extension of the competition from Fri. 24th to Sat. 25th, any pilot who is unable to compete on Saturday 25th September, will, if the request is made at registration, be granted a lay day for that day.

4. Registration

All pilots are required to register at the competition office by 6pm 18th September 2010. Each pilot will be required to present documented proof of compliance with the entrance requirements (refer to General rules) and the conditions stipulated on the Entry form. Particular note should be taken of additional insurance requirements stipulated on the Entry form. The Organisers reserve the right to charge an additional amount in conjunction with the first tow ticket sold to each pilot to cover the cost of any additional charges or levies which may arise from time to time.

5. Foreign pilots

Foreign pilots are welcome to compete.

6. Initial briefing

The mandatory initial briefing for all pilots and crew will be held in the briefing area at 0900 hrs. Saturday, 18th Sept. 2010. Competing pilots must attend each day's briefing.

Part B – Operations

7. Start procedure

The starting procedure to be used is laid down in the General Rules. The Organisers will broadcast the start gate opening time for each class on the

CTAF and start frequency. The direction of turn within the starting area will be to the right unless otherwise specified at briefing. There is no need to call start times.

The start zone will be a 1 km radius around each start point.

8. Finish procedure

The finish procedure for each day will be as per the requirements of the General Rules and in particular Rule 11.2. **The finish circle will have a radius of 1.5 km** and will be centred on the aerodrome reference point.

The finish will operate on CTAF. Competitors are to advise the finish of their approach when they are 10nm inbound. After crossing the finish competitors are to advise their circuit intentions on the finish CTAF frequency.

The finish line will close at last light or when all gliders are accounted for, whichever is the earlier.

9. Official time

Official time is Australian Eastern Time.

10. Protest

Refer to the General Rules. Each protest must be accompanied by an amount of \$50, which will be returned in the event that the protest is upheld.

11. Maps

The WAC series map (1:1,000,000) covering the contest area is:
Brisbane (3340)

12. Airspace

Restricted areas are shown on the Oakey/Brisbane VTC charts.

13. Radio

All aircraft flying from the competition site must be equipped with a serviceable VHF radio.

The frequencies authorised for use by competitors will be announced at the initial briefing.

Competition base will monitor:	CTAF 127.45
Safety - gagging	122.9
Retrieves & chat	122.5
Finish	CTAF 127.45

Pilots communicating on CTAF frequencies must hold a Flight Radiotelephone Operator Licence or an equivalent GFA logbook endorsement. GFA Radiotelephone Operator Authorisation endorsement requirements are contained in the GFA Operational Regulations 6.5 and GFA Airways and Radio Procedures for Glider Pilots 3.2.2

14. FLARM – Mandatory in all competing gliders.

A FLARM unit operating on the designated Australian FLARM frequency and programmed with the ICAO aircraft designator is mandatory and must be carried and be operational throughout every competition flight.

In the event of a general failure of the FLARM system, the Contest Director will ask pilots to vote on whether the contest day should be flown or cancelled. In the event that a majority of pilots vote to fly the day then the day will be flown. Any pilot who declines to fly because of safety concerns will be granted a Lay Day.

15. Search and rescue

SAR action will be taken at last light plus one hour eastern standard time (EST) if no outlanding advice has been received by the flight office. To avoid unnecessary SAR action, competitors must comply with the General Rules.

16. Flying prior to the competition period

17. Local flying during the competition period

All local flying must be authorised by the Competition Director or his delegate.

18. Aero tow retrieves

The availability 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 on a retrieve. The tug pilot retains the right to reject an aero tow retrieve if on arriving he/she 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. The costs of all aerotow retrieves will be payable to the Contest Organisation.

19. Marshalling

Launch order and take-off direction will be posted in a nominated position prior to 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.

20. Release checks

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

21. TWO SEAT GLIDERS

Every pilot who will be competing in a two seat aircraft must complete and sign an entry form. However, there will be only one entry fee per glider.

Should a pilot in command of a two seat glider carry a passenger during a competition flight it is his/her responsibility to ensure the passenger reads, understands and signs the declaration/waiver form which will be available at registration. Should the passenger be a minor, the declaration/waiver must be signed on his/her behalf by his/her parent or guardian.

22. Airfield etiquette

Kingaroy Aerodrome is home to many forms of aviation.

- Taxi adjacent to runways on grassed areas outside white cones.

- Taxiing via designated taxiways (yellow cones, yellow lines) is permitted. NB Powered GA aircraft have 'right of way' on all taxiways and runways for take-off.
- No parking on apron or on the taxiway. (keep clear for RFDS and other GA aircraft)
- No dogs allowed.

Part C – Domestic

23. Oxygen

Oxygen filling will not be provided.

“OXYGEN: The Competition Organisers strongly encourage the carriage and use of a supplemental oxygen system and wish to remind pilots of the competitive advantage that can be gained by the use of supplemental oxygen even at altitudes well below 10,000ft. In addition, we remind pilots that CASA Civil Aviation Regulation 20.4 requires the carriage and use of supplemental oxygen for flight above 10,000ft QNH. If a functioning Oxygen system is not fitted, flight above 10,000ft will be monitored and dealt with as a safety matter.”

24. Tie down area

The tie down area will be marked out. There will be no allocation of a particular space for each sailplane. Competitors must consult the organisers before first tying their gliders. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground and left there for the duration of the competition. Pilots who do not make pegs flush will be liable for all damage caused.

25. Catering

Catering for lunch and dinner each day and refreshments during the day will be available on the Airfield during the competition period.