

AUSTRALIAN CLUB and SPORTS CLASS GLIDING CHAMPIONSHIPS

incorporating WOMEN'S PRE-WORLD CHAMPIONSHIPS

LAKE KEEPIT

30 DECEMBER 2018 - 11 JANUARY 2019

LOCAL RULES Version 4 - 18 December 2018

PART A – INTRODUCTION.

1. ORGANISER: Lake Keepit Soaring Club Inc.

2. LOCATION: Lake Keepit Airfield, Lake Keepit, NSW, Lat 30 53.44S Lon 150 31.55E, elevation 1160 feet, CTAF 132.25.

3. DATES: Official Practice day and registration Sun 30 Dec 2018
Competition period Mon 31 Dec - Fri 11 Jan
Presentation Dinner Fri 11 Jan 2019

4. STAFF:

Competition Director:	Mandy Temple	0428-378-076
Safety Officer:	Vic Hatfield	0429-669-655
Chief Scorer:	Neil Campbell	0419-871-140
Chief Tasksetter:	Bruce Taylor	0428-787-349
Weatherman:	Allan Barnes	0403-948-928
Chief Scrutineer:	Ranjit Phelan	0411-549-648

5. COMPETITION WEBSITE: <http://wwgc.com.au/>

6. SAFETY: Safety is everyone's responsibility, in the air and around the airfield. We want to run a safe and enjoyable competition, and unsafe behaviour will be penalised accordingly.

Pilots are expected to exercise good airmanship in all times, particularly when joining or leaving a thermal. Abrupt and unexpected manoeuvres, flight in another glider's blind area, and maintaining inadequate separation in thermals must be avoided. 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.

7. 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.

8. AGREED ISSUE OF RULES: The rules applying to this contest are the Australian Nationals Rules 2018 version 2.9, downloadable from the GFA website www.glidingaustralia.org. Pilots must ensure that they are familiar with these rules before arriving at the competition.

9. REGISTRATION: All pilots are required to complete the online entry form before arrival. The registration desk will be attended from 9am to 5pm on Sunday 30 Dec. At registration, each pilot must present for inspection the following documents:

- GFA membership card or Glider Pilot Certificate (GPC)
- Current Competitors Sporting Licence (a GPC automatically covers this)
- Log book evidence of an annual flight review covering the period of the competition
- Evidence of meeting the Entry Requirements specified in the Nationals Rules

Pilots without a GPC must apply for and be granted a Sporting Licence prior to the competition.

10. MAXIMUM NUMBER OF ENTRIES: Maximum 60 entrants will be accepted with maximum 40 in one class. Up to the cutoff date of 30 November 2018, entries will be allocated to paid applicants on the basis of the IGC ranking of the pilots.

After the cutoff date, any places not filled by the above process will be filled in the order that valid entry applications are received and paid for.

11. ENTRY FEE: An entrance fee of \$380 per glider is payable in advance, plus \$50.00 additional for a second pilot. Entry fee includes GST and temporary membership to the Lake Keepit Soaring Club. Entries will not be accepted without payment of entry fee.

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.

In the case of competitors cancelling or withdrawing their entry to the event:

- on or before 30 September 2018: Full refund
- on or before 30 November 2018: Refund of 90% of the fee paid
- after 30 November: No refund except on compassionate grounds (medical problems etc).
- after the start of the event: No refund.
- Withdrawals from a waiting list (or a failure to gain a place) - entry fees refunded in full.

12. CLASSES, HANDICAPS AND REFERENCE WEIGHTS: This competition will be in Club and Sports classes only. For Club Class, handicaps and reference weights shall be the latest available GFA Unballasted Handicaps List. For Sports class, ballast will be allowed and the GFA Ballasted Handicaps List will be used. These lists are as published on the GFA website glidingaustralia.org.

13. SCRUTINEERING: Prior to the first competition day, all gliders must be presented to scrutineering at the weight and in the configuration that they will be flown. Scrutineers will also check gliders for a current maintenance release, and mandatory and forbidden equipment.

14. 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 9.00am on Monday 31 Dec. Pilots who miss this meeting must contact the Contest Director or delegate before taking a launch. Daily briefings thereafter will commence at 9.30am unless otherwise advised. A penalty may apply for non-attendance.

The organisers have set up a WhatsApp group for rapid communication with competitors. Pilots are recommended, but not obliged, to join this group.

15. TURNPOINT LIST: A definitive list of start, turn and finish point descriptions and coordinates will be available on the Worldwide Turnpoint Exchange – see http://soaringweb.org/TP/Keepit_comp. These points will be the reference for all scoring procedures. This list on the WW Turnpoint Exchange will be the only list recognised by the competition organisers.

WARNING – this list may not be the same as previous Keepit comps.

16. START PROCEDURE: A 10km start line (5km radius) will be used. Start lines for each class will be well separated. A maximum start height and speed may be implemented.

The Organisers will broadcast the start gate opening time for each class on the CTAF and Safety frequencies (132.25 and 122.025). Start calls from pilots are not required.

17. FINISH PROCEDURE: The usual finish shall be the perimeter of a circle of 3.0km in radius centred on the Lake Keepit finish co-ordinates. A finish altitude of 300ft above airfield reference altitude (1460ft QNH) will be implemented. Finish ring size and finish altitude may be varied at briefing and will be printed on task sheets.

Final glides must not descend below the finish height until the finish line has been crossed, 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 132.25 when they are at 10 nM (18.5km) and again at 10 km from the Lake Keepit finish co-ordinates.

Landings will generally be for runway 14/32, to accommodate a straight-in approach from the last turnpoint. Straight-in landings must land as long as practicable or incur penalties. Gliders may rudder off to the side only if there is no possibility of obstructing a following glider.

If the operational landing runway needs to be changed then this will be announced at the 10km finish call. Gliders may land on alternative runways but must 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.

18.SCORING and VERIFICATION: The competition will be scored using SeeYou Competition. Pilots are responsible for uploading their own trace to <https://glidingcomp.flights/CS38> which must be done within one hour of returning to the airfield.

Verification will be from IGC files from IGC approved data recorders. A non-IGC-approved logger that records pressure altitude may be used as a backup.

Motor gliders must have a logger capable of recording engine runs and pilots must demonstrate this to the scorer by running the engine briefly pre-start on a practice day or on the first competition day.

PART C – OPERATIONS

19.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 132.25.

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

20.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. Stealth mode and Do Not Track mode must be disabled.

21.TRACKERS: Organisers may require competitors to carry trackers so that live tracking can be published online. Competitors must carry trackers if asked. Any pilot who refuses to carry a tracker supplied by the organisers, or who intentionally disables or degrades a tracker's operation, including by failing to adequately charge the tracker, may be penalised 20 points per day.

22.MAPS: The WAC (World Aeronautical Chart) Armidale 3357 (1:1,000,000) covers the contest area. Pilots must supply their own charts.

23.AIRSPACE:

1. Lake Keepit airfield is a CTAF area with frequency 132.25
2. Airspace restrictions are as detailed on Australia ERC Low L3/L4

3. 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 circumstances.
4. A defined competition area has been created for conduct of this competition. Note that the defined competition area provides a buffer away from controlled airspace. All flying during the contest, including pre-start manoeuvring and aerotow retrieves must be carried out within this defined competition area. (Note - the boundaries of the areas around Tamworth controlled airspace extend to the ground.) An electronic copy will be published on the World Wide Turnpoint exchange.
5. Penalties for flight outside the defined competition flight area, or infringement of controlled airspace are prescribed in the National Rules. Particularly note that infringement of controlled airspace incurs -
 - i. 1st day of offence - 1000 points
 - ii. 2nd day of offence - immediate disqualification from competition

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

Launch and within Keepit CTAF	132.25	Gunnedah	127.4
Start / Safety (on task)	122.025	Quirindi	127.8
Operational comms, retrieves and outlanding reports etc	122.5	Narrabri	126.7
Finish	132.25	Coonabarabran	126.7
Area frequency	127.1	Moree	126.7
Flightwatch	124.0	Toorawenah	126.7
		Coolah	126.7

25.RADIO PROCEDURES:

- a) **Ground operations** – monitor CTAF frequency 132.25 when marshalling or returning to tie-down area.
- b) **Launching** - CTAF frequency 132.25 used for launching and while <4000ft QNH within 10nM of Lake Keepit.
- c) **Starting** - Change to COMPETITION frequency 122.025 when above 4000ft QNH.
- d) **En route** - All pilots should monitor 122.025, or the relevant CTAF frequency when within 10nM and within 3000ft AGL of an airfield, when it becomes the safety frequency. **Use of the relevant frequency is mandatory when entering or near gaggles or flying with or near other gliders.**
- e) **Gunnedah** - Keepit and Gunnedah CTAF areas overlap. When east of the Carrol Range, use Keepit CTAF; when west of the Carrols use Gunnedah CTAF.
- f) **Finishing** - Finishing gliders should monitor 132.25 from 30km out, with finish calls at 10nM (18.5km) and 10km from the centre of the airfield.

26.WEIGHING AND MARSHALLING: Scales will be set up next to the tiedown area. All gliders must tow past this point, whichever runway is in use. Either general weighing or random weighing will be used and this may vary from day to day. Weighing policy, 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. If gridding is to occur before briefing then this will be announced on the previous day.

27.LAUNCHING: Launching will be by aerotow or self-launch. Self launch gliders will use the same runway and blend with aerotow launches under the direction of the Launch Master or Contest Director. All launches will be recorded and pilots will be billed at the end of the competition.

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

- 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. Competitors may be liable for expenses incurred by SAR activities.
- 29. FLYING PRIOR TO COMPETITION PERIOD:** Outside the competition period, gliding operation may be conducted at Lake Keepit airfield under the control of the Airfield Manager and all arrangements should be made with the Airfield Manager.
- 30. NON COMPETITION FLYING DURING THE COMPETITION PERIOD:** All local flying must be authorised by the Competition Director or delegate. Local flying pilots must attend daily briefing.
- 31. RETRIEVES:** Where mobile phone coverage is present, pilots are requested to use lowcrop.aero to co-ordinate retrieves with organisers and crew. Where no data coverage is present, pilots must as soon as possible inform organisers of their location, either directly or via their crew. Crews must notify organisers of road retrieves before leaving the airfield.
- 32. RETRIEVES - AEROTOW:** The availability and cost of aerotow 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 they feel that the site is unsuitable. 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.
- 33. AIRSTRIP DATABASE:** The club maintains a list, available to competitors, of names and co-ordinates of airstrips and agricultural strips within the competition area. 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. Pilots must approach an outlanding at any of these locations as though there was no strip there and must make their own assessment as to the suitability of the landing area.

PART D – DOMESTIC.

- 34. OXYGEN AND REPAIR FACILITIES:** Oxygen will be provided free of charge by Gliding NSW and filling will be conducted for a dispensing charge of \$20 by Keepit Glider Tech. Any repair work may be provided by private arrangement between pilots and Keepit GliderTech. Club workshop facilities and hangarage will not be provided.
- 35. 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.
- 36. WATER FOR WASHING:** The tie down area is equipped with taps. Competitors are advised to bring adequate water containers and/or hoses.
- 37. CATERING:** Moderately priced dinners will be available every evening. Snacks and sandwiches for lunch will also be catered for. Wine, beer and soft drinks will be sold under the club's liquor licence.
- 38. INTERNET ACCESS:** The club will make available wireless internet for use by competitors. However, being remote from any towns we are reliant upon a wireless network, and total capacity is limited. Please respect other users and refrain from high data usage.