

GLIDING FEDERATION OF AUSTRALIA

VICTORIAN STATE GLIDING CHAMPIONSHIPS

BENALLA VICTORIA JANUARY 2009

LOCAL RULES

1. ORGANISER: The organiser of the Victorian State Gliding Championships 2009 is the Gliding Club of Victoria Inc.
2. LOCATION: Benalla Aerodrome. Lat S 36 33.1, Long. E 146 00.4 The Aerodrome is located on the northeastern edge of Benalla township. Elevation 569 feet AMSL.
Note: Benalla is a Non-Towered Aerodrome.
3. DATES: Saturday January 3rd to Saturday January 11th, 2009.
4. RULES: Version January 2005 of the Victorian State Gliding Competition Rules will apply to this competition. Local rules will also apply.
5. REGISTRATION: All competing pilots must register using the official registration form before flying from this site. The registration desk will be located in the Gliding Club of Victoria clubhouse and will be attended from 9.00 am to 5.00 pm on Friday & Saturday, January 2nd & 3rd, 2009.
6. ENTRANCE REQUIREMENTS: The entrance requirements for this competition are as detailed in Paragraphs 10, 11 and 12 of the Victorian State Gliding Competition Rules. An entry fee of \$250.00 is payable. Deduct \$60.00 for entries received by November 8th, 2008.
7. BRIEFINGS: A compulsory initial briefing, which will include a mandatory safety briefing, for all competing pilots, tug pilots and crews will be held in the GCV Clubhouse at 9.30 am on Saturday, January 3rd 2009. Daily briefings will commence at 10.00 am unless a later time is posted on the noticeboard in the clubhouse.
8. MAPS, TURNPOINTS & TASKS: All the competition turnpoints are shown on the World Aeronautical Charts for Melbourne (3470) and Canberra (3457). Details are available on the World Soaring Turnpoint Exchange. Both Assigned Area and Speed Tasks may be set.
9. RADIO REQUENCIES:

Benalla	122.5
Start/Finish:	122.5
Gaggle:	122.7
10. RADIO PROCEDURES: The following radio procedures will apply.
 - 10.1 MARSHALLING: When marshalling and returning to tiedowns monitor 122.5 on a handheld radio when one is available.
 - 10.2 LAUNCHES: Monitor 122.5 during the aerotow and until above 3000 ft. AGL (3600 ft. QNH). Switch to 122.7 above 3000 ft AGL.
 - 10.3 STARTING: The start gate will be opened with calls on 122.5 and 122.7 at intervals of 10, 5 and 1 minute prior "Start Gate Open" call. It is not necessary to call your start time or start point. Pilots who wish to advise their crew of having started may call on 122.7 at an appropriate opportunity.
 - 10.4 Pilots are requested not to exceed 80 knts prior to making a start.

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- 10.5 FINISHING: Switch to the Area frequency (122.5) about 20 km from the finish line and remain on that frequency until you have landed on the airfield.

Make a brief inbound call at approximately 20 km eg. "Benalla - glider Hotel Delta Xray – 20 km to the north west - inbound - Benalla.

Make another brief inbound call at about 10 km eg. " Delta Xray - 5 km - north west.

Make a brief call when joining downwind eg. "Benalla, Glider, Hotel Delta Xray – joining downwind runway 26 right - Benalla.

If necessary designate your position in the landing order for that runway eg. Number 2 or Number 3. Additional calls, as recommended for operations at Non -Towered Aerodromes may be made if, and, as traffic density permits.

- 10.6 GAGGLES: all pilots must switch to 122.7 when entering and flying in gaggles.

11. LAUNCHES: Launching is by aerotow only. Tug tickets will not be issued. You will be asked to purchase a quantity of aerotow launches at registration. Individual accounts will be kept for each aircraft and pilot and the account will be debited each time you take a launch. A refund will be issued for any unused launches.

Self-launch aircraft will use the same runway direction and blend with the aerotow launches under the direction of the Launch Master or the Contest Director. Engines should be shut down at approximately 2000 feet AGL.

12. START LINE: Nine start points are available in three groups of three. The start points are shown in the turn point list together with their GPS co-ordinates. The organisers may also allocate a "start line".

13. FINISH LINE: The finish line is a circle of 2.0 km radius centred on the coordinates for the airfield. Pilots should finish from the direction of the last turnpoint or the nominated control point.

14. THERMALLING: While within 20 km of the airfield fly only right hand turns in thermals. Thermalling below 1500 ft AGL is not permitted while within the circuit area for the active runway.

16. VEHICLES: Crew vehicles must display their aircraft registration letters. A vehicle may, while towing a glider, use the runway and taxiways. All vehicles at all other times must use the perimeter road only to move about the airfield. Entries received prior to 8th November 2008, will have their respective registration letters for crew vehicles provided by the Gliding Club of Victoria

17. HANDICAPS AND REFERENCE WEIGHTS: The aircraft handicaps and reference weights for this competition have been published on the GFA web site.

18. FLIGHT DATA RECORDERS (FDR'S): Flight Data Recorders, as specified in paragraph 12 of the Competition Rules, are mandatory for this competition. Competitors will be encouraged to down-load their own loggers either on their own computer (and transfer the data to the scorers on the wireless network) or on the computer supplied by the scorer.

- 18.1 FLARM
"FLARM", it's effective use and understanding is mandatory in this competition.

19. LAY DAYS: Pilot pairs are not permitted to take a lay day.

Where there is one pilot to an aircraft he or she may take lay days. The lay day(s) must be nominated at briefing 24 hours before being taken. A minimum of three competition days, including the last day, must be flown.

20. NUMBER OF ENTRIES: Entries received after November 8th, 2008 will be accepted in order of the date of receipt up to the maximum of 40 aircraft. This is the operational limit for the competition.

21. RETRIEVES: Crews MUST notify the Organisers of any road retrieves before leaving the airfield.

Aerotow retrieves of Club two seaters will be subsidised. Aerotow retrieves must be authorised by the Organisers. Aerotow retrieves will be charged on tacho time at a rate to be set. Tugs directed to paddocks which prove unsuitable for aero-towing or where the property owner's permission has been refused will charge the pilot at the above rate.

Paddock requirements for aero-tow retrieves are shown on the reverse side of the Outlanding Sheet.