

2017 Queensland State Gliding Competition

Warwick Aerodrome

30th September – 7th October 2017

Pilot Briefing Sheet

General information about the competition that you should know before you arrive

Location and Organiser

The location of the competition is the Warwick Aerodrome, Massie, Queensland. YWCK
Lat: S28 09.0 Long: E151 56.6 Elevation 1526 feet. Runway 09/27

The competition organiser of the 2017 Queensland State competition is Warwick Gliding Club.

Dates

Practice day and registration	Saturday 30 th September 2017
First competition day	Sunday 1 st October 2017
Final competition day	Saturday 7 th October 2017
Presentation dinner	Saturday 7 th October 2017

Classes

Depending on final numbers the classes competing will be the following or a combination of : Club, Standard, 15M, 18M, Open and Two Seater. All will be handicapped

All handicaps to be determined based on National guidelines.

Pilot pairs

Pilot pairs will not be eligible to win the championship but are eligible to win a day(s) of the competition.

Handicaps

Handicaps will be reviewed by GFA's National Sporting Committee prior to commencement of the Qld State Competition. Handicaps will be emailed to all registered competitors prior to the start of the Practice day and will be finalised before competition starts.

Protests

A protest committee will be arranged from suitably qualified personnel during the competition and convened as required. A protest fee of \$50 is applicable and will be refunded if the protest is upheld.

Water ballast

Water ballast will be permitted in this competition within the applicable classes.

Tasks

Will be a combination of AAT and Racing tasks as determined by the Chief Task setter.

Safety

Our number one priority is to have a safe competition, please make this your number one priority as well. All pilots are responsible for their own safety and for the safety of others including ground crew and tow pilots. After that we also plan to have fun and enjoy ourselves.

Pilots are reminded of the following "Rules of the Air" and in particular 6.5(b) below will be monitored and may lead to a technical outlanding for scoring purposes:

6.5. A sailplane shall not operate lower than:

- (a) 1,000 feet over a built-up area, except in the course of taking off or landing at an aerodrome or gliding site, nor*
- (b) 500 feet above the ground, except:*
 - (i) When taking off or landing at an aerodrome or gliding site, or being retrieved following an outlanding in a place meeting the requirements of 5.2.1.*
 - (ii) When in the course of landing,*
 - (iii) When conducting a low level finish procedure in compliance with procedures in MOSP 2, Section 10.8, or*
 - (iv) When engaged in ridge or hill soaring.*

Catering

All meals will be available for purchase at the Warwick Gliding Club house with tea and coffee facilities available.

Lunches / Meals will be available for purchase at the Warwick Gliding Club building and nightly meals will be announced at the morning briefings.

The presentation dinner / closing ceremony will be held from 6pm on Saturday 7th October at Warwick Gliding Club building.

Accommodation and camping

Camping is available at the aerodrome for powered and non powered sites. \$15 per head per night. People requiring power access must supply their own extension cord. The bunk house has limited spare beds available and will be allocated on first in first serve basis. Some beds are reserved for tow pilots and club members.

Things you should check before you arrive

Radio

All aircraft flying from the competition site must be equipped with a serviceable VHF radio. The term “serviceable” includes the batteries that provide the power for your radio. The frequencies authorised for use by competitors are **Safety Frequency**: 122.5 and **CTAF**: 127.85 other frequencies may be specified by the Competition Director and announced at briefings as required.

Flarm

All aircraft flying from the competition site must be equipped with a serviceable flarm device.

Parachutes

Pilots must wear a parachute on all flights. Pilots must ensure that they have a serviceable parachute with a valid packing slip **that covers the entire competition period**.

Way points

Way points, formatted for all supported logger types, can be downloaded via the World Turnpoint Exchange web site.

Information you need to know when you arrive

Registration

All pilots are requested to register at the Warwick Gliding Club from 9.00 am, Saturday 30th September 2017.

Each pilot, including all pilot pairs and P2 in the Two Seater class will be required to present documented proof of compliance with the entrance requirements and the conditions stipulated on the entry form. Pilots will not be launched if they have not registered. This includes the practice day.

ALL PILOTS (including P2 and Pilot Pairs) WILL BE REQUIRED TO SIGN THE PILOT COMPETITION DECLARATION AT REGISTRATION

Initial briefing

The mandatory initial briefing for all pilots and crews will be held in the briefing area inside the Warwick Gliding Club building at 9.00 am on Saturday 30th September 2017. Any pilot that cannot make this briefing **MUST** contact the Competition Director(s) before this date and time.

Tie down area

The tie down area will be marked out. There will be separate areas for big wings and 15m class gliders. There will be no allocation of a particular space for each glider. Competitors must consult the organisers before first tying down their gliders. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground and sprayed where possible with red marker paint.

Trailer park

All trailers are to be parked in the designated trailer parking area away from the tie down area.

Airfield etiquette

Warwick Aerodrome is home to commercial operators and other pilots. Please show courtesy to your fellow pilots and follow standard operating procedures at all times.

Wet weather

In the unlikely event that it should rain, please keep cars on the hard areas.

Tow tickets

Tow tickets will not be issued.

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.

Local Rules

Operational procedure that will be followed each day for the 2017 Queensland State Gliding Competition

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In the event that the Local Rules do not adequately cover a competition issue then the current Australian National Gliding Championships Competition Rules shall be used.

Briefing

Briefing will be at 9.00 am or such other time as is advised by the Competition Director or delegate. All pilots must attend the daily briefing. Crew are also encouraged to attend.

Ballast and Weight Limits

Weighing of competition aircraft will be at the discretion of the Competition Organisers for the Qld State competition.

Ballast and Weight limit rules as per National Gliding Championships Competition Rules.

Marshalling

Launch order and take-off direction will be advised at briefing. Gliders will be marshalled in groups or classes.

Details of the marshalling procedure to be used will be provided at the daily briefing.

Aircraft not marshalled when launching is about to commence will be held until launching of all classes has been completed. There will be no marshalling while launching is in progress.

Launching

The launch radio frequency is the CTAF frequency 127.85, Tugs will remain on 127.85 throughout the launch operations. Gliders will launch on 127.85, and switch to 122.5 once above 4,000ft QNH.

At recent competitions there have been a number of near misses during the launch.

Please maintain good lookout, adequate separation and think safety first!

Pre start

Thermalling direction will be announced at morning briefing.

Start points

There are start points distributed around Warwick. These start points are NOT aligned with any specific features on the ground. The start zone will be a 1km radius around each start point.

As a result of safety concerns with the potential number of aircraft in the start area each competition aircraft will be allocated a set of date specific start points at registration. PLEASE CHECK YOUR ALLOCATION EACH DAY.

Start Line

Should the Competition Director / Safety Officer determine that a Start Line will be used rather than Start Points, the Start Line will be a minimum of a 10km straight line (5km each side) centred on a defined start point and perpendicular to the course to the first waypoint, or the centre or defining point of the first Assigned Area.

The Competition Director / Safety Officer shall notify all competitors at morning briefing prior to each day if a Start Line or Start Points will be used.

Start procedure

The start gate will open 15 minutes after the launch of the last glider in each class. The start gate opening time will be announced on both 127.85 and 122.5.

Start calls are not required. Height limit on starts will be limited to competition height buffers i.e 9500' AMSL.

Restarts are allowed subject to the following:

If a competitor, having already flown through a start point, lands back at the Warwick aerodrome and takes a re-launch, the earlier passage through a start point will not be considered a valid start and the competitor may restart. All gliders requiring a re-launch will be marshalled to the back of the grid or as directed by the Competition Director or delegate.

For safety reasons, restarts on each competition day are not allowed following an outlanding on that same competition day. An outlanding will be deemed to have occurred if landing outside the boundary fence of the Warwick aerodrome.

On Task

Maintain good lookout at all times.

All gliders are to remain on the safety frequency 122.5 or CTAF 127.85 as applicable so as to enable contact with any other glider to provide clearance information in gaggles or when in close proximity. The use of 'private' frequencies is not permitted.

For safety reasons chatter must be kept to a minimum.

The only exception to the 122.5 requirement is when entering a CTAF.

Please fly within the GFA's Operational Regulations and follow the "Rules of the Air".

Airspace

The Queensland State Gliding competition organisers will be setting tasks that are in designated DANGER AREAS for MILITARY FLYING, specifically Danger Areas D645, D621A, D621B, D621C, and D621D apply from surface to 10000'. Above these Danger Areas are Restricted airspace R639A R639B, R639C, R625D areas. Area D630D surface to 8500' maybe used at the discretion of the organisers.

Warwick airfield (YWCK) is under D645 and approximately 7 km to the north of YWCK lies D621B.

Due to military operational requirements during some of the competition period Restricted Airspace sections are out of bounds during the competition unless deactivated AND advised at the each competition briefing.

The Competition organizers will notify all competitors of the specific details of these restrictions at each daily briefing.

Oxygen

Oxygen must be carried and used above 10,000 AMSL

Oxygen filling will not be provided at the Warwick Airport.

Finish circle

The finish circle is a 3 km radius circle centred on Warwick airfield. The reference point for the centre of the finish circle on Warwick airfield is: Lat: S28 09.0 Long: E151 56.6 A glider will finish as soon as it crosses the finish circle and no more points can be gained from here on.

The entire airfield is within the circle, so a landing anywhere on the airfield is a finish.

Finish procedure

The finish frequency will operate on CTAF 127.85.

All gliders are to switch to the finish frequency 127.85 at least 20km from Warwick and remain on this frequency until they have landed. This allows incoming gliders to hear what is occurring in the air around them.

Pilots are to advise of their approach when they are 20km and 5km from Warwick. After crossing the finish circle pilots are to advise their circuit intentions on 127.85. From this position, all pilots will proceed into the circuit area and perform a normal circuit and landing.

The only acceptable finish variation will be a straight in finish.

No other inbound calls are required - make only additional calls as they are needed to maintain safe clearance with other incoming gliders and other aircraft.

The minimum height for finishing is 500ft agl. Or as advised at daily briefing.

High energy, low level flying over the Warwick air field is not permitted.

Low flying over the tie-down area, the camping area, the club rooms and hangars is not permitted.

Pilots are reminded that Warwick is a licensed airfield and that there are other airfield users. With up to 50 gliders competing and given the airfield constraints, some congestion in the circuit area can be expected and should be planned for.

Good lookout, good airmanship, safe and sensible finishes are expected and nothing less will be tolerated.

For example, calls would be:

At 20km "Warwick traffic – Glider Oscar Papa – twenty kilometres"

At 5km "Warwick traffic – Glider Kilo Juliet – five kilometres"

After finishing "Warwick traffic – Glider Whisky Alpha – left downwind for 27"

Gliders conducting a straight in approach should advise their intentions.

For example:

"Warwick traffic - Glider Kilo Juliet – two kilometres inbound for runway 09 straight in"

After landing

In order to provide space for other incoming gliders, gliders should be moved off the runway and beyond the gable markers immediately after landing.

Land Long !!!!!

Please assist one another in this important task.

Vehicles may only be driven on the airfield for the purpose of towing a glider or by the competition event officials in the course of exercising their duties. All vehicles must monitor CTAF frequency 127.85 at all times whilst on the airfield. Returning to the clubhouse area should be via airfield perimeter, and at a speed producing minimal dust. Crews retrieving landed gliders from the airfield by vehicle must monitor radio communications on frequency 127.85 and maintain a good look out.

Please do not drive onto the airfield landing areas while aircraft are in the circuit area, launching or landing.

Crew vehicles must carry their glider registration letters on a rear or side window to assist in airfield movements and identification of crew.

File download

Pilots will be responsible for downloading flights from their loggers and uploading the resultant files to a designated site. Limited computer support will be available for this purpose.

Other useful operational information

Local flying during the competition period

All local flying must be authorised by the Contest Director or delegate. All pilots flying locally, but not as part of the competition, must attend the daily briefing and comply with all operational requirements. All gliders that participate in local flying must have as minimum \$1,000,000 liability insurance as recommended by GFA.

Possible out landing sites

There are a number of airfields and 'strips' in the waypoint list. All airfields are designated as such by using AF at the end of the way point name and code. Other waypoints are designated as 'strip' in the name and have a code ending in ST.

Whilst every effort has been made to ensure that the location of these airfields and strips is accurate, there is NO GUARANTEE that this is so.

Furthermore, there is NO GUARANTEE that the airfield or strip can be safely used to land a glider. For example, airfields and strips may not be maintained regularly, may be wet, may have stock grazing and fences could be constructed across them etc.

If a pilot intends to use one of these, the pilot MUST treat the landing as an out landing. Thus the usual out landing field checks are to be made and the pilot must take full responsibility for the decision to land on such an airfield or strip.

Aero tow retrieves

The availability of aero tow retrieves shall be by arrangement with the Tug Master and authorised by the Contest 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 aero tow retrieve if on arriving they feel 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 as soon as possible.

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 notify the competition office if they outland.