

2009 AUSTRALIAN JUNIOR GLIDING CHAMPIONSHIPS

NARROMINE - 5 DECEMBER – 12 DECEMBER 2009

LOCAL RULES

ORGANISERS

The organisers of the 2009 Australian Junior Gliding Championships are the Australian Junior Gliding Club and the Narromine Gliding Club Inc.

LOCATION

Narromine Aerodrome, NSW, Lat 32 13.033 S Long 148 13.417 E.
Elevation 782 feet.

DATES

Practice day and registration Sat 5 December 2009
Competition period Sun 6 Dec 2009 – Sat 12 Dec 2009
Presentation Dinner Sat 12 December 2009

AGREED ISSUE OF RULES

The agreed issue of the general rules is the latest issue of the Local rules on the Joeyglide website combined with the Australian National Gliding Rules published on the GFA website. When there is conflict between Local Rules and Australian National Rules, the Local Rules will take precedence.

REGISTRATION

All pilots are required to complete and sign the registration form and pay the entry fee before flying on the 5th December 2009. The Organisers reserve the right to charge an additional amount to each pilot to cover the cost of increased Tug Ferry Charges and any other obligatory charges or levies which may arise from time to time. Glider pilots must state whether they intend to fly with or without water ballast at the time of registration.

HANDICAPS

Handicaps are published on the Joeyglide website. Pilots who elect to fly without water ballast will gain a 2 point advantage over the listed handicaps.

BRIEFINGS

A compulsory initial briefing and safety briefing for all glider pilots, and crews will be held at Narromine Gliding Club at 0930 hrs on Saturday 5 December 2009. Pilots who miss this meeting must contact the Contest Director or his delegate before taking a launch. Daily briefings thereafter will commence at 1000 hrs unless otherwise advised by notice board.

TASKS

A combination of Fixed and Assigned Area Tasking will be used.

TURNPOINT LIST

The turn point list can be downloaded from the Worldwide Turnpoint Exchange website. The turnpoint list being used is the 2009 NSW State Championships list.

TEAM FLYING

Team flying is not permitted in this competition.

START PROCEDURE

The start will use allocated start points of 1km radius. Nine start points are available. The start points are shown in the turnpoint list together with their GPS coordinates. Each

competition day, each pilot will be allocated three start points. Pilots must start from one of their allocated start points. The Organisers will broadcast the start gate opening time for each class on the CTAF and Start frequencies (126.7 and 122.9).

THERMALLING AT START

Right hand turns must be used when thermalling within 15km of Narromine Aerodrome.

FINISH PROCEDURE

The finish line shall be the perimeter of a circle of 1.5km in radius centred on the Narromine Aerodrome co-ordinates. Finishes are to be in accordance with CAO 95.4 (ie not below 500 feet AGL) until within 5 kilometres of the finish line 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 Narromine Finish on the Finish Frequency (CTAF 126.7) when they are at 20 km and 10 km from the airfield. Make the usual radio call when entering a circuit to land. An intention to make a straight in approach should be called at 10km and 2km. Preferred runway direction will be provisionally nominated at briefing each day and confirmed or changed at the 10 km finish call. Landing in any direction gliders must stop short of the runway intersections. Narromine Finish will close at last light or when all gliders are accounted for, whichever is the earlier.

VERIFICATION

Verification will be by IGC approved loggers or Flarms. Competitors are expected to download their own flight data and submit an IGC file through the Joeyglide website. Motor gliders must have an FDR capable of recording altitude and engine run time.

SCORING

Will be as per National Scoring System using the See You Program.

PROTESTS

Refer to National Rules.

VEHICLES

Vehicles must have a permit from Narromine Council to be driven on the airfield. Permits will be available for issue at registration. Vehicles may be driven on the airstrips only when towing a glider. All vehicles without a glider in tow are to use the perimeter roads. Crew vehicles must carry their glider registration letters on a rear window.

MAPS

The WAC 3356 (Bourke) and 3457 (Canberra) 1:1,000,000 cover the contest area.

AIRSPACE

Narromine aerodrome is a CTAF area with frequency 126.7. This is the most common frequency in use in NSW and should only be used for essential calls when inbound or in the vicinity of Narromine aerodrome. Note that the nearby Dubbo aerodrome is a CTAFR, frequency 134.0.

RADIO FREQUENCIES

All aircraft flying from Narromine must be equipped with a serviceable VHF radio which must include all of the following frequencies.

Launch and within Narromine CTAF 126.7

Start 122.9

Gaggle/safety 122.7

Finish 126.7

Emergency 121.5

RADIO PROCEDURES

- a) Ground operations** – monitor CTAF frequency 126.7 on a hand held radio when marshalling or returning to tie down area.
- b) Launching** - CTAF frequency 126.7 used for launching and while <5000ft AGL and within 10nm(20km).
- c) Starting** - Change to Start frequency 122.9 when above 5000ft AGL. Remain on Start frequency until clear of starting area – within 20 km of Narromine Aerodrome. Gate open times will be broadcast on 126.7 and 122.9. Start calls from pilots are not mandatory however pilots may transmit their start details to their crew on 122.7 when clear of the starting area.
- d) En route** - All pilots should monitor the gaggle/safety frequency 122.7. Use of this frequency is mandatory when entering or near gaggles or flying with or near other gliders when outside the above defined areas.
- e) Finishing** should be on 126.7 with inbound calls at 20 km and 10km from the centre of the airfield. Use normal CTAF radio procedures when in circuit to land.

MARSHALLING

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 is completed. There will be no marshalling while launching is in progress.

LAUNCHES

Launches will be by aerotow. Tow tickets will not be issued. An aerotow to 2000 feet will cost \$50.00. An account for each competitor will be held for each competitor. Competitors must fix up their flying account before leaving Narromine. Pilots will be responsible for their own release checks. Release checks will not be provided on the grid or during the launch.

OUTLANDINGS, 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. To avoid unnecessary SAR action, competitors must ensure that the competition office has received (and acknowledged) their outlanding.

FLYING PRIOR TO COMPETITION PERIOD

Outside the competition period, gliding operations may be conducted at Narromine Aerodrome under the control of the Narromine Gliding Club and all arrangements should be made through the club.

RETRIEVES - AEROTOW

The availability and cost of aero tow retrieves shall be by arrangement with the Tug Master and authorised by the Competition Director. The competition 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 arrival he believes that the site is unsuitable for the current conditions. In such cases, the glider pilot will be responsible for the cost of the flight.

RETRIEVES – ROAD

Crews must notify organisers of road retrieves before leaving the airfield.

FACILITIES

Oxygen filling will not be provided.
Workshop facilities will not be provided.
There will be no hangar space available.

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, if used, are to be driven in flush with the ground. Please avoid the underground water pipes in the tie down area. Aircraft that do not require water ballast should use the tie downs on the western side of the terminal taxi way. Trailers are to be tied down in the designated area.

WATER BALLAST

The tie down area is equipped with taps. Competitors are advised to bring adequate water containers and/or hoses.

CATERING

Moderately priced dinners will be available most evenings. Wine, beer and soft drinks will be sold under the club's liquor licence. Other alcohol is not to be consumed on the premises.

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