



WORLD GLIDING CHAMPIONSHIPS

Club Class

Gawler Australia
January 2001

BULLETIN # 3

WORLD GLIDING CHAMPIONSHIPS - CLUB CLASS, 2001

Incorporating the 1st International Soaring Grand Prix

8th - 26th January 2001

The Gliding Federation of Australia, Australian Major Events (South Australian Tourism Authority), the South Australian Gliding Association and the Adelaide Soaring Club, welcome pilots, crew, supporters and officials to the first World Gliding Championships in the Club Class.

We are almost there

From the end of August there are only 130 days until the start of the competition. A long time for those anxiously waiting for the chance to compete, a very short time for those who are working to ensure that everything is perfectly prepared for the competitors, support crews, officials and visitors.

The organisation has been very active with a lot of work being done by members of the Adelaide Soaring Club to make sure that the venue is of a suitable standard to house this major international event.

Note: OFFICAL ENTRIES DUE BY 21ST SEPTEMBER 2000

Competition facilities

We had planned on using the facilities of the Harness Racing Club, which is based at the racecourse next to the airfield. However, significant changes to the structure of harness racing in South Australia resulted in this facility not being available to suit the needs of the competition.

This meant that we had to review some alternatives - and to our amazement we realised that the best solution for running the competition already existed within the facilities of the gliding club.

With some refitting of the main administration area, the conversion of the main hanger into a briefing area and restaurant/bar; careful use of marquees to increase the size of dining and recreation areas; development of a shaded park for a team village; making optimum use of the airfield physical attributes; all combine to ensure excellent facilities which will support a very friendly and interactive competition.

Facilities for spectators and visitors will also ensure that they receive a great introduction into our sport and will be able to get involved in the excitement and technical advances that the competition brings.

All of the improvements to the site have been done at the expense of the Adelaide Soaring Club, who will be the main, long term beneficiaries. No competition money has been spent on these developments, but of course the competitors will benefit from the improvements.

Addresses:

For all official matters up to and during the contest:

PO Box 806, GAWLER, SA 5118 AUSTRALIA
2001secretary@gfa.org.au
www.worldclubclass.on.net

How many entries?

We are waiting on final entries to see the real answer to this question, but initial interest and provisional entries are very encouraging. Our expectation is for between 50-55 entries in the Club Class and 15-25 entries in the Grand Prix.

Provisional entries received

| | | | |
|-----------------|---|------------------|---|
| •Australia | 3 | •Lithuania | 3 |
| •Austria | 3 | •Netherlands | 3 |
| •Canada | 2 | •New Zealand | 3 |
| •Czech Republic | 2 | •Pakistan | 1 |
| •Denmark | 3 | •Slovak Republic | 3 |
| •Germany | 3 | •Sweden | 3 |
| •Great Britain | 3 | •Switzerland | 2 |
| •Japan | 3 | •USA | 3 |

Interest has also been expressed by Belgium, South Africa, Ireland and Russia

We are hoping that some additional countries not listed above will also be able to send entries.

Grand Prix entries are being received from teams and individual entries. Details once official entries have been received.

Jury and stewards

Jury:

President:
Members:

Mr Jaroslav Vach
Mr John Roake
Mr Ross Macintyre

Stewards:

Mr Bob Henderson
Mr Waldemar Ratajczak
Mr Henk Meertens

Getting to Gawler

When booking your flights to Australia, the closest International Airport is Adelaide in South Australia. Adelaide Airport is less than one hours drive from the competition site at Gawler.

If you travel through Melbourne, it is approximately an 8 hour drive to Gawler. This is a pleasant drive through fairly populated region of Australia, over excellent highways.

If you travel to Sydney, the drive is about 14-16 hours. Again a very pleasant drive, this time through some of the more isolated regions of the Australian Outback. Still, very good main roads all the way and ample fuel and rest stops.

Any other airports will result in a more scenic drive over a couple of days.

Aircraft Hire

Gliders are available for hire in Australia. By contacting the contest email address we can put you in contact with Australian glider owners who are prepared to hire their gliders. Cost, access, instrumentation details, etc. can all be negotiated with the glider owner. In some cases it is possible to arrange for crews and vehicles.

Not everyone can fly an LS4. We have had huge demand for LS4s and virtually all available ones have been hired out already. The glider type is not such a big issue with the task types to be used in the world championships. The Pilot Selected Tasks (Speed only POST) and Assigned Area Task mean that all gliders fly for the same flight time and so there is no advantage for the higher performance gliders. The use of a remote finish to cater for sea breeze effects also ensures an equal balance for all gliders within the handicap range.

Shipping containers

A number of containers travel from Europe to Australia each year. There are port facilities in Sydney, Melbourne or Adelaide. Adelaide will obviously save a lot of cost in terms of transporting the container or transporting the glider after unpacking.

We can provide details on shipping agents in Australia who can handle the importing of gliders for the competition.

Opening ceremony

The opening ceremony will be held on the Thursday evening of January 11th. This is during the practice week, with the first contest day planned for Sunday 14th January. Registration closes on Thursday 11th just prior to the opening ceremony.

The opening ceremony will be held in the town of Gawler on the Thursday evening. This will be a very relaxed event with local entertainment and an opportunity for dining in the main street of Gawler.

By holding the event on the Thursday evening, no flying days are lost (usually the best weather of the competition period??) and team members are not forced to spend long hours in the hot Australian summer afternoon.

The first contest day will be on Sunday 14th January, a few days after the official opening.

National celebrations

Catering during the event will be provided on the airfield, with the introduction of the 'Club Class Café'. This will be a high quality but medium priced service, with full bar service also available. It is planned that a number of evenings will have entertainment provided, with a variety of bands and other performers. On a number of evenings we would like to celebrate the different nationalities who are competing in the championships.

Australian society is composed of a large number of different national communities, and many of these are keen to support pilots from their home countries. We will invite these community groups to participate with the teams at some of these cultural evenings. The caterer will ensure an appropriate meal variety and hopefully we can celebrate in style for each country. Teams who would like to participate in these events are asked to notify us with their entry forms. If you have any suggestions as to what can be provided or what should be involved in these celebrations, please let us know.

Tourism

The area is known as one of the best wine producing districts in Australia and there are many opportunities for tours of this area, ranging from 1day to a week. Travel North to the magnificent Flinders Ranges, or to the many beaches for which Australia is famous. There are a number of tourist operators in the area who would welcome the opportunity to arrange a short or long vacation. See the web page for contact details.

Accommodation

The Gawler region offers a range of accommodation options for pilots, crews and visitors to these Championships. To book accommodation, email contest headquarters at 2001secretary@gfa.org.au

•Accommodation at Roseworthy College

A major campus of the University of Adelaide, Roseworthy College, is situated 8 minutes traveling time from the airfield. The College student accommodation, comprising a large number of single rooms will be available for pilots and their crew.

•Hotels and Motels

A large budget price motel (103 rooms) is situated less than 2 km from the Gawler Airfield. In the nearby townships of Elizabeth (14 km from the airfield), Lyndoch, a tourist township in the Barossa Valley (13 km from the airfield), Nuriootpa and Tanunda, two other Barossa townships (approximately 40 km from the airfield) all have Hotel and Motel accommodation.

•Guest Houses

There are a number of guest houses situated in the Barossa Valley, ranging from 13 km to 40 km from the airfield. The standard of this style of accommodation is very high, and economical by international standards. Private homes may also be available for rent to glider pilots and crews.

•Caravan and Camping Sites

Gawler offers camping accommodation in the form of two caravan parks providing 200 sites. On-site caravans and cabins are available.

•Other Accommodation

Youth hostels are located in various parts of the Adelaide Hills, within 40 km of Gawler. A new hostel is currently being built at Sandy Creek, 6 km from Gawler.

Tasking

The **Club Class** competition will be based on Speed-Only POST (PST) and Assigned Area Tasks (AAT).

Speed Only POST: In this competition, a minimum time is allocated for the day and pilots are then able to select any of the available turnpoints in order to achieve as big a distance as possible in the set time (and hence the fastest speed). The task is scored on the speed achieved during the day, the speed is calculated from the actual distance traveled divided by the actual time taken.

Various options based around this task philosophy will be used in order to test a broader range of skills. Some of these options include:

- compulsory turnpoints or a choice between two or more turnpoints
- restricted number of turnpoints
- restricted areas to fly in

Assigned Area Task: This task also uses a minimum task time. A speed task is set except that the turnpoint sectors will be expanded (order of 20-40 km radius). The contestant may enter the turnpoint sectors to any extent. A short distance into the turns will result in fairly short task, a long distance into the turns will produce a long task. Through varying the distance into the turnpoint sectors the pilot can vary the task distance quite significantly, depending on the weather and task duration.

Task times will depend on the day's weather but will usually be within 3-5 hours.

The advantage of this type of tasking is that it caters extremely well with a range of handicaps, all pilots must fly during the same part of the day. Evidence is that gagging is greatly reduced, in fact it is common not to share a thermal with another glider for the whole task. As a result, safety is improved

Turnpoints

30+ turnpoints have been identified, predominantly to the North and East of Gawler, which also includes turnpoints around Waikerie, site of the 1974 world championships. The furthest is approx. 250 km North of Gawler. Details of each turnpoint are on the competition web page and include GNSS coordinates.

The task area is over varied terrain but is predominantly cultivated, flat pastures with some low ridges, running North - South.

Start points

A number of startpoints will be used and these will be selected in three groups of four. Each pilot will be allocated one start point in each group so that each has a choice of three start points to select from. This approach will be used to reduce gagging around the start area, to reduce following and therefore to reduce gagging on track.

Finish

The finish times will generally be determined from the FR trace.

To accommodate the weather and location issues specific to Gawler, and to ensure a fair and safe competition, there will be a remote finish point which the pilot can elect to use. A small technical penalty will be applied if the pilot elects to use this alternate finish point.

INTERNATIONAL SOARING GRAND PRIX

Although the International Soaring Grand Prix is not an official part of the World Championships for Club Class, it will certainly be an exciting class in its own right, plus add interest for club class competitors and visitors alike.

This exciting competition concept should prove to be a major event in future years, providing a new way of playing our sport which will be challenging and interesting for the competitors plus of immense interest to the media and public.

There will be little opportunity for Club Class pilots to fly with the Grand Prix gliders. The tasking types are completely different, starting systems are different, and through the use of compulsory turn points for the Club Class aircraft, we will ensure no opportunity for inter-mixing of these two competitions, in the air at least.

Pilots who would normally be flying in the other world competition classes, or those not able to meet their countries selection criteria for the club class competition this year, are welcome to enter the Grand Prix. We will accept either National representatives or individual pilots who meet the world competition experience requirements.

Report on the Australian Soaring Grand Prix, Barossaglide 2000.

“The best racing I have ever done”, “real good fun”, “exciting flying”

These are some of the responses from participants in the first Australian Soaring Grand Prix which was held as part of the Barossaglide International competition. This was the pre-world event held at Gawler in January 2000.

This competition is designed to meet a number of criteria

- Simple to understand - first one home wins.
- Exciting - close finishes, use of GNSS display and pilot radio contact to bring the flying into the ‘loungeroom’. Rapid launch and start.
- Simple scoring - place scoring system similar to Grand Prix racing cars.
- Easy to understand - the one with the most points on the last day wins. Easy to calculate what each pilot needs to do to win the competition - if he/she beats the other by two places, he/she will win
- promotion - limited numbers means that pilots can become known by the public.
- Competitive - bonus for taking tactical ‘risks’ in leading out. No major punishment if the risk doesn’t work. Little pressure to outland, can slow down or come home early if behind the pace.