

# WORLD GLIDING CHAMPIONSHIPS – CLUB CLASS GAWLER 2001

## RULES

The rules for the **1<sup>st</sup> World Gliding Championships – Club Class** will follow the Sporting Code Annex A rules apart from the changes noted below in the Local Regulations.

The rules for the **1<sup>st</sup> International Soaring Grand Prix** will follow Annex A and the Local Regulations below apart from the changes noted in the Local Regulations - Grand Prix.

## LOCAL REGULATIONS

### **A CHAMPIONSHIP**

The **1<sup>st</sup> World Gliding Championships – Club Class** is being organised by the Gliding Federation of Australia. This competition will be run in conjunction with the **1<sup>st</sup> International Soaring Grand Prix**.

The competition will be held at the Gawler Airfield, Gawler, South Australia.

#### **Time schedule (1):**

Preliminary entries due:	30th June 2000
Final entries due (7.1):	7 <sup>th</sup> September 2000
Reserve pilots may be accepted after (7.3.3):	7 <sup>th</sup> September
Deadline for approval of new GNSS FRs:	30 <sup>th</sup> November 2000
Deadline for class change (6.5):	N/A
Airfield closed for training flights:	N/A
Registration :	Sun 7 <sup>th</sup> -Thu 11 <sup>th</sup> January 2001
Official training (3.4):	Mon 8 <sup>th</sup> -Sat 13 <sup>th</sup> January 2001
First Team Captain Briefing:	Wed 10 <sup>th</sup> Jan, 1:00pm
Configuration change closes (10.3):	Thu 11 <sup>th</sup> Jan, 4:00pm
Opening Ceremony:	Thu 11 <sup>th</sup> Jan, 6:00pm
Contest flying (3.3):	Sun 14 <sup>th</sup> - Fri 26 <sup>th</sup> Jan
Farewell party:	Fri 26 <sup>th</sup> Jan, 7:00pm
Closing Ceremony and Prizegiving:	Sat 27 <sup>th</sup> Jan 10:30pm

#### **Names and functions of the Organisers' staff (1):**

Director of the competition:	Mr Terry Cubley
Deputy Director:	Mr Darryl Connell
Safety Officer:	Mr Reg Moore
Task Setter:	TBA

#### **Nominated Jury (5.3):**

President:	Mr Jaroslav Vach
Members:	Mr John Roake

#### **Stewards (5.2.2):**

Mr Bob Henderson
Mr Waldemar Ratajczak

#### **Addresses:**

For all official matters , such as entries up to and during the contest:

PO Box 806, GAWLER, SA 5118 AUSTRALIA  
[www.worldclubclass.on.net](http://www.worldclubclass.on.net)

**B DOPING CONTROLS**

National requirements concerning doping test (4.6): National regulations will be complied with , advice will be provided prior to final entries being accepted.

**C ENTRY**

Entry fee (7.2.1): US\$ 400 + 10% GST = US\$440

Launch fee US\$ 32 + 10% GST = US\$35.20

Due to the type of tasking involved and the start procedures used, which will ensure increased separation and safety, we will permit three (3) pilots per NAC in Club Class. Reserve pilots may be nominated but may only replace pilots unable to participate.

**D SAILPLANES AND EQUIPMENT****ELT/ELB**

Pilots must carry Emergency Locator Transmitters/Beacons. The contest area although generally well inhabited, does have some regions which can be considered isolated. Due to PST tasking making it harder to identify where a glider has landed, an ELT will be of benefit to pilots.

**Cloud flying instruments**

Instruments that may help with cloud flying are prohibited. This includes artificial horizons, Turn and Bank indicators and some compasses. These instruments must be removed from the glider.

**GNSS Data Transmitters**

It is intended that data transmitters will be used for public display of flight records. Pilots may be required to carry a transmitter on some or all contest days. This will be arranged through team captains.

**E INSURANCE**

Third party insurance cover (12.1) will be required for all participants. Details will be provided prior to final entries being received.

**F REGISTRATION**

Additional documents required by the organisers (13.4): NIL

Documents to be carried on board the glider (13.5): All gliders flying in Australia are required to carry the aircraft's (current) maintenance release in the cockpit. No other documentation is required on board the glider.

**G PENALTIES, COMPLAINTS, PROTESTS**

Protest fee (14.3.2.2): = US\$ 100

**H RESULTS AND PRIZEGIVING**

Each team must provide a national flag plus a tape/CD of their national anthem (15.2.1.1):

**I SAFETY**

Safety methods used in the competition include:

- Task types, start procedures are designed to reduce crowding
- ELT/B offer some improved safety for search and rescue.
- Circling direction (16.7): Right hand circling within 10km of the airfield or any start point. Constant circling is not permitted below 1500 feet within the **active** circuit during launch. This will be advised at briefing.

**J**     **EXTERNAL AID TO COMPETITORS**

The following radio frequencies will be used during the competition (17.1.3):

Start/Finish	122.9
Launch/base station	122.5
Gaggle frequency	122.7 ( to be used when on task with other gliders)
Chatter	122.5, 118.025, 119.625, 119.825, 120.175, 122.025

all chatter frequencies are available to all competing gliders unless restricted by the competition director. No other frequencies are permitted to be used by competitors. Use of non-approved frequencies will be deemed to be cheating.

**K**     **TASKS**

The contest will be flown using a mixture of Pilot Selected Task (PST) and Assigned Area Task (AAT). With the AAT, a minimum task time may be set. If a pilot completes the task in less than the allocated minimum time then the pilots speed for the task will be calculated by dividing the marking distance by the minimum allocated time.

**L**     **COMPETITION FLYING PROCEDURES****1. Place of publication and display of operational decisions (5.1.2):**

All decisions which affect the running of the championships will be displayed on the noticeboard at the competition administration centre.

**2. Description of start procedures:**

Start procedure(s) that will be used (20.4.1) :

- 12 start points are provided in three groups of 4 start points. These are shown in the turnpoint book together with their GPS co-ordinates
- Each contest day, each pilot will be allocated one start point in each of the three groups (a total of three start points each). Pilots must start from one of their allocated points.
- If a pilot elects to re-start after a successful start, he/she must either wait for 15 minutes prior to restarting from the same start point or start from a different start point.
- A start height limit may be set, this will be advised on each contest day.
- Start points will be allocated each day. Each pilot will be confidentially issued with their allocated start points at briefing.

**3. Description of launch procedures for motorgliders (6.4) :**

- Motor gliders must launch at the start or end of the launch grid on each day, as advised.

**4. Location of re-land area (20.2.5):**

- Appropriate areas will be advised at briefing.

**5. Contest site boundaries (20.2.7):**

- All competition turnpoints are shown on the World Aeronautical Chart for Adelaide (3458). It may be of some advantage to also have the Port Augusta chart (3459)

**6. Type of GNSS Flight Recorders accepted (20.3.3):**

- All IGC approved flight recorders may be used.
- Pilots must provide appropriate cables and software to assist with downloading. If unsure, check with the organisers prior to arrival.

## 7. Radio procedures

- When marshalling and returning to tiedowns, monitor 122.5
- Whilst launching, monitor 122.5 during the launch and until above 3000 feet.
- Pre-start monitor 122.9
- Finishing make two calls on 122.9, one at 10km and the second at 2km. Remain on 122.9 until you have landed on the airfield. If finishing at the remote finish, advise the finish line on 122.9 and then call for aerotow or trailer retrieves on 122.5

## 8. Rules for communicating start time (20.4.1.6):

- Team captains are to provide start time and start point used, in writing, to the organisers within 30 minutes of starting.

## 9. Outlandings

- Team captains are to provide all outlanding information to the organisers on the official form prior to the crew commencing the retrieve
- Virtual outlandings are permitted. The maximum distance achieved from the logger trace will be used to calculate marking distance.

## 10. Finish procedures

- The finish line is shown in the turnpoint book and pilots must cross the finish line perpendicular to the line.
- Landing requirements will be explained at briefing

Maximum and minimum heights for crossing the finish line, if any (20.7.1.3):

- Maximum height is 1000 feet.
- Minimum height is 50 feet above any obstacle

## 11. Remote Finish

- A remote finish point is available. The description and coordinates are provided in the turnpoint book.
- Pilots may elect to finish at the remote finish on any contest day, unless this option is specifically removed at briefing.
- For scoring of pilots who use the remote finish, the task distance will be calculated to the remote finish point and speed points will be awarded. A 100 point penalty will apply.
- The finish time will be determined from the logger trace. The time of the first logger point within the 500 metre radius circle will be taken as the finish time provided the pilot lands within 5km of the remote finish after having first flown into the 500 metre finish circle. Pilots who land more than 5 km from the remote finish point after entering the finish zone will be deemed not to have finished and will be scored as outlanding.

## 12. Time period for delivery of flight documentation and back-up documentation (20.9):

- Documentation and loggers must be submitted to the organisers within 30 minutes after landing at Gawler. Organisers may collect loggers and flight documentation from pilots.
- If using the remote finish, organisers may collect loggers and documentation from pilots at the remote finish

## 13. Retrieval aerotow procedures, if permitted (20.8):

- Aerotow retrieves are permitted on days where there is not a Total Fire Ban.
- These retrieves must be arranged through the tugmaster.

#### 14. Vehicles

- All vehicles must display official markers whilst on the contest site

#### 15. Airspace

- Gawler airfield is situated within the boundaries of controlled airspace.
- Breaches of controlled airspace are breaches of competition rules.
- Block clearances will be obtained by the organisers and displayed at briefing.
- Pilots are not permitted to obtain additional or altered clearances by any means.

#### 16. Handicaps and reference weights

- Aircraft handicaps, reference weights and handicap adjustments are shown on the attached schedule.
- A glider which is below the reference weight may be loaded with non disposable ballast up to any nominated weight provided this is still less than or equal to the reference weight.
- Pilots must nominate their flying weight for the contest during scrutineering prior to the contest. This nominated weight must remain constant for the whole competition.
- All gliders will be weighed each day and any variation from the nominated weight (heavier or lighter) will incur a penalty.
- No ballast may be added or removed after weighing except at the direction of the weigh marshal if a weighing error has been identified.
- Gliders may be required to weigh at the end of the contest flight on any day.
- Aircraft/pilot combinations unable to get down to the reference weight will have their handicap altered by 0.002 for each 10kg or part thereof that they exceed the reference weight. No additional ballast may be added.

### M SCORING

- Scoring system to be used (22): 1000 point system (Annex A)
- Bonus given for landing on airfields, if any (21.2.4): NIL
- Addition to the penalty list, if any (22.1.7 or 22.2.8): variation of factors covered by the handicap list (eg. Weight and span)

### N DEVIATIONS FROM ANNEX A (if any)

The rules will follow annex A other than for deviations shown below or elsewhere in these local regulations:

**Rule 4.8** The safety committee will consist of 1 steward plus three pilots elected by the competitors

**Rule 14.4.4** At the end of the task, the pilot may return to the contest site or to the remote finish point.

**Rule 19.4.3.2** For PST tasks, the organisers may declare certain turnpoints compulsory or ineligible for the task for that day.

For AAT tasks, the organisers may set a minimum task time.

**Rule 21.3.3.2** The outlanding marking distance on PST tasks is the distance from the start point, around all correctly rounded turnpoints to the outlanding position. This will be generally determined from the logger trace to give the maximum achieved distance for the pilot.