

# VICTORIAN SOARING ASSOCIATION

## Victorian State Gliding Championships

### LOCAL PROCEDURES FEBRUARY/MARCH 2023

The Victorian State Gliding Championships will be hosted by the Bendigo Gliding Club (BGC) at Raywood airfield from Saturday 25th February to Saturday 4th March 2023.

Unofficial Practice Days	Thursday 23rd and Friday 24th February
Official Practice Day	Saturday 25th of February
Competition Days	Sunday 26th February to Saturday 4th March
Presentation dinner	Saturday 4th March

### Competition Team

- ✓ Competition Director: Ian Grant
- ✓ Task Setter: Jarek Mosiejowski
- ✓ Weather: Gordon Trollip
- ✓ Tug Master : To be advised
- ✓ Safety Officer: Phil Organ
- ✓ Scorer: Neil Campbell
- ✓ Registration/Treasurer Steve Baldini

### TYPE OF EVENT

The Victorian State Gliding Championships 2023 will be run utilising a mix of AST and AAT tasks with 1,000 point place scoring.

### RULES

The **Victorian State Gliding Championships** shall be run in accordance with:

- The current GFA Australian National Championships Competition Rules *and*
- The VSA State Championships rules *and*
- These Local Procedures.

### **Championship Classes**

There will be 3-5 classes depending on the entry numbers.

- ✓ Unballasted Club Class
- ✓ Ballasted 15m Class
- ✓ Ballasted Open Class

Depending on numbers **15m** may be split into 15m and Standard classes and **Open** may be split into 18m and Open classes. Within these groupings, the traditional VSA classes will be scored and trophies awarded based on entry numbers.

## Lay Days

A pilot must nominate to the Contest Director *by 27<sup>th</sup> January 2023* any **Lay Days**, i.e. days when they are unavailable to compete. The scoring procedures concerning Lay Days are detailed in the VSA State Championship rules.

**Pilot pairs** will not be accepted. Two-seat glider entries are exempt from this provision.

## Flarm

Flarm and its use at this competition is mandatory.

## Tracking

The Open Glider Network uses Flarm data to display location, height and speed of competing gliders, which provides an opportunity to track gliders on tasks, and with this format of competition provides a great opportunity to promote our sport. It also means that gliders who land out can be identified thus supporting Search & Rescue. All pilots are encouraged to register their Flarm so that the display shows their registration. (See the document page on the comp website for instructions).

## COVID Safety

At the time of writing (August 2022) the Victorian Government has cancelled most previous requirements concerning Covid. Should new Victorian Government restrictions be introduced which are applicable during the competition period then we will all be required to comply with the restrictions.

## Briefings

The mandated safety briefing for all competing pilots, tug pilots and crew will be delivered at 10:00hrs on Sunday 26th February 2023 in the BGC Main Hangar. This is a compulsory briefing.

Subsequent competition daily briefings will be delivered in the BGC Main Hangar commencing at 10:00hrs, unless an alternative location and time is posted on the competition notice board. Pilots intending to fly during the competition period must attend the daily briefing. This applies to both competition and non-competition pilots.

If any pilot is not able to attend the mandated safety briefing they must attend a personal briefing held by the organisers before being allowed to fly during the competition.

## Refunds

If the contest has to be cancelled entirely, e.g. bad weather, entry fees paid will be refunded, less any costs incurred for budgeted items that cannot be redeemed.

## **Registration:**

All competing pilots must register using the online entry form on the website and produce all associated documentation when completing the Registration form prior to the first scheduled competition day. The registration desk will be located in the BGC Clubrooms.

**Vehicles:** All vehicles on the airfield

- ✓ must display their glider's registration on a window and hazard lights are acceptable. A vinyl cutting service for registration stickers will be available at Raywood. *and*
- ✓ may, while towing a glider, use the runway and taxiways *and*
- ✓ must monitor the CTAF frequency making the appropriate taxi calls using the glider registration. *and*
- ✓ when not towing gliders must use the perimeter road to move about the airfield.

**Maps and Turn points:** All competition turn points are located within the areas covered on World Aeronautical Charts (WAC) Hamilton 3469, Melbourne 3470 and Canberra 3457 and can be downloaded from the Worldwide Soaring Turnpoint Exchange website for Raywood, Victoria.

*(See Downloads section of competition website)*

**Oxygen:** The Competition Organisers strongly encourage the use of a supplemental oxygen system even at altitudes well below 10,000ft QNH. If a functioning Oxygen system is not fitted, flight above 10,000ft QNH will be dealt with as a safety matter.

**Oxygen Bottle Refilling:** A refilling facility will be available during the competition.

**Outlanding Notice:** Pilots are to inform the Organisers as soon as practicable after any out landing.

## **Search and Rescue**

For the duration of the competition Search and Rescue procedures will be activated for any glider not accounted for by 2100 hrs Eastern Daylight Saving Time.

**Retrieves:** All out landing retrieves will be coordinated by the Organisers. Crews must notify the Organisers of any road retrieves before leaving Raywood Airfield. Aero tow retrieves must be authorised by the Organisers. Aero tow retrieves will be charged on tacho time at the applicable rate. Costs for tugs directed to paddocks which prove unsuitable for aero tow or where the property owner's permission has been refused will be charged against the glider pilot concerned.

**Tiedown and Water Points:** Tie down points will be allocated by the organisers. Water points are limited and pilots should bring water hoses (30-40 metres).

## **OPERATIONAL RULES**

**Controlled Airspace** The competition controlled airspace file can be found on the World-wide Soaring Turnpoint Exchange website. *(See Downloads section of competition website).*

**Radio Frequencies** The official radio frequencies used during this competition are:

- CTAF: 119.3
- Start/Finish: 119.3
- Safety/Gaggle: 122.025

**Radio Procedures** The following radio procedures will apply:

- MARSHALLING: When marshalling and returning to tiedown area monitor the CTAF
- LAUNCHES: Use the CTAF frequency during the aerotow, and prior to the start. More details will be provided at the initial briefing.

- After the start pilots **must** switch to the safety/gaggle frequency. It is mandatory to monitor this frequency when flying in company with other gliders, both in gaggles and in cruise.
- STARTING: The start gate opening for each class will be broadcast on 119.3
- FINISHING: Pilots should switch to the CTAF frequency (119.3) about 25 Km from the Finish Zone and remain on that frequency until landed. Pilots should make a brief inbound call at approximately 10 nautical miles (20 Km); e.g. "*Raywood traffic glider Hotel Delta Xray 10 miles to the North West inbound Raywood*". Another brief inbound call should be made at about 10 Km out; e.g. "*Delta Xray 10 K North West of Raywood inbound*".

**Self Launching** Self launching gliders must climb to the daily self launching “drop zone” via the advised launch path before reaching 2300 ft AGL and securing their engine prior to descending below 2000 ft AGL.

## Water ballast and weighing

The Organisers reserve the right to use random weighing.

Check Weighing will be conducted randomly on each contest day and any variation from declared weights will be subject to a penalty.

Pilots may elect to be weighed prior to the first contest day to ensure compliance with the required weights, or to establish a tow out weight.

Any glider flown in club class may use disposable ballast to raise the glider empty mass to the reference mass. The pilot must declare the flying mass that will be used. This will be used to determine the glider handicap and must be used on every contest flight. If the glider is found to be heavier or lighter than the nominated mass a penalty will apply. Gliders may be weighed after the flight and if the mass is different from that nominated a penalty will apply.

## Starting

- The start line will be 10km long - 5 km either side of the nominated start point.
- A maximum start height and speed may be applied.

## Finish

Finish procedures will comprise a 3km finish circle, as per the National rules.

## Indemnity

As a condition of entry, all entrants must agree to waive all claims against the GFA or the VSA or the Organisers or their agents in the event of any injury to any person or damage to any aircraft, equipment or property whatsoever and must sign an indemnity to this effect on the official Registration form.

**END OF DOCUMENT**