

WEST AUSTRALIAN GLIDING ASSOCIATION INC

WAGA LOCAL RULES – BEVERLEY 2011

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PART A – INTRODUCTION.

1. ORGANISER: The organiser of the 2011 WAGA State Gliding Championships is the Beverley Soaring Society.

2. LOCATION: Beverley Airfield, Beverley, WA, Lat 32 07.524S Long 116 56.977E, elevation 720 feet.

3. DATES: Practice and registration days Tuesday 4th and Wednesday 5th January 2011

Competition period Thursday 6th to Friday 14th January 2011

Competition Dinner Friday 14th January 2011

4. SAFETY: Safety is everyone's responsibility, in the air and around the airfield. At this competition there will be zero tolerance on safety breaches. Pilots who breach these requirements will incur serious penalties.

Particular attention must be paid to the requirements for joining or leaving a thermal, avoiding abrupt manoeuvres, avoiding flight in another glider's blind area and, maintaining adequate separation in thermals. Pilots must avoid following another glider in a manner that could cause a loss of vertical and/or horizontal separation if for some reason the leading glider was to change direction and/or speed.

5. FRIENDLY COMPETITION: We want this to be a friendly competition and ask that all competitors, crews and organisers adopt a friendly attitude and bring their sense of humour to this competition. These rules specify the conditions of the contest, but most important is that all participants enjoy their experience at this competition.

PART B – COMPETITION.

6. AGREED ISSUE OF RULES: The general competition rules applying to this contest are the WAGA State Gliding Championships Rules dated December 2010 which can be found on the WAGA website.

The WAGA rules are based on the National Rules and only specify the clauses which are at variance to the National rules, and will need to be read in conjunction with the National Rules which are available at

<http://2009.gfa.org.au/Docs/sport/competition/AustralianNationalsRules.pdf>.

Competitors should read these rules carefully **as there have been recent significant changes**.

There will be separate local rules issued and where there is conflict between Local Rules and General Rules the Local Rules will take precedence.

7. REGISTRATION: All pilots are required to complete and sign the entry form, deposit the Competition Entry fee in advance and register before flying from this site. The registration desk will be attended on Tuesday 4th January and Wednesday 5th January and until 0900 on Thursday 6th January 2011.

Each pilot must present for inspection the following documents at registration:

- Insurance policy showing \$ 1,000,000 Liability Cover

- GFA membership card
- Current FAI Competitors Licence
- Current Maintenance Release for glider
- Current parachute packing slip

The Organisers reserve the right to charge an additional amount of \$ 1.00 per aerotow to cover the cost of Towplane Ferry Charges and any other obligatory charges or levies which may arise from time to time.

8. ENTRANCE REQUIREMENTS: The pilot entrance requirements for this competition are as detailed in the WAGA Competition Rules.

An entrance fee of \$ 100.00 per glider is payable in advance. Entries received after 17th December 2010 will be subject to an additional Late Entry Fee of \$100.00, ie a total of \$200. A second pilot must pay \$ 50.00 each. Novice pilots will also pay \$ 50.00 each.

Entries will be accepted in order of the date of receipt up to a maximum of 40 aircraft.

9. HANDICAPS AND REFERENCE WEIGHTS: Handicaps and reference weights shall be the latest available for National competitions, modified to suit the one-class WAGA competition under the guidance of the National Handicap Committee.

Handicaps and reference weights are published on the WAGA website – see

http://www.waga.org.au/index.php?option=com_content&view=article&id=64&Itemid=84

10. BRIEFINGS: A compulsory initial briefing and safety briefing for all glider pilots, tug pilots and crews will be held at the Beverley Soaring Society clubrooms at 9.30am on Thursday 6th January 2011. Pilots who miss this meeting must contact the Contest Director or his delegate before taking a launch.

Daily briefings thereafter will commence at 10.00 am unless otherwise advised by notice board. A penalty may apply for non-attendance.

11. TURNPOINT LIST: A definitive list of start, turn and finish point descriptions and coordinates which are the reference for all scoring procedures will be provided to each pilot at registration.. This list will be made available on the Worldwide Turnpoint Exchange website. See

- <http://soaring.xinqu.net/TP/Beverley/>

for download to GPS loggers. Check this list within two weeks of the competition for latest updates.

12. TEAM FLYING: Team flying is not permitted in this competition (refer para 32 of national rules <http://2009.gfa.org.au/Docs/sport/AustralianNationalsRules.pdf>).

Team flying is defined as deliberate, pre-arranged, systematic communication between two or more pilots for the purpose of improving the performance of either pilot involved.

Team flying does not include:

1. Coaching/mentoring arrangements where an experienced pilot leads or guides another less experienced pilot with the intent of only improving the performance of the less

experienced pilot. Such pairings must be declared in advance to the Contest Director who may veto them if it appears that the relative skills and experience of the pair are too close (and are thus a de facto team).

2. Random gaggles, where pilots follow or join thermals shown by others.
3. Casual, short term co-operation with other pilots where the pilots help one another through difficult conditions.

13. START PROCEDURE: The starting procedure will be using allocated start points of 1km radius.

Six start circles of 1 km radius will be nominated. The start points are shown in the turnpoint list together with their GPS coordinates. Each competition day, each pilot will be allocated a start circle. Pilots must start from their allocated start circle.

The Organisers may elect to split a large fleet into two fleets to reduce the congestion at the finish of a set time AAT. Two start gate opening times would then be used.

The Organisers will broadcast the start gate opening times for each fleet on the CTAF and Gaggle frequencies (126.7 and 122.7).

14. THERMALLING AT START: Right hand turns must be used when thermalling within 10 km of the Beverley airfield.

15. FINISH PROCEDURE: The finish line shall be the perimeter of a circle of 2.0km in radius centred on the Beverley airfield co-ordinates 32 07.550' S 116 56.850' E. Finishes are to be in accordance with a minimum finishing height of 500 ft. Pilots should finish from the direction of the last turnpoint or control point.

Competitors are to advise Beverley Base on the Finish Frequency (CTAF 126.7) when they are at 10 nM (18.5km) and again at 10 km from the Beverley finish co-ordinates.

Circuit and landings will generally be for runway 16/34, to be provisionally nominated at briefing each day and confirmed or changed at the 10km finish call. Landings on runway 08/26 may be nominated if conditions dictate use of the shorter runway.

On landing pilots must taxi to the right hand western side of Runway 16 or the left hand western side of Runway 34 and immediately push their gliders back to the perimeter road to allow room for following landing gliders.

Beverley Finish will close at last light or when all gliders are accounted for, whichever is the earlier.

16. VERIFICATION: Verification will be by data recorder (including FLARM units). Garmin GPS may be submitted as backup provided there are no height restrictions applying to the day's operations, and the glider does not have a motor. Competitors are responsible for delivering their FDR on a clearly marked personal USB drive or SD card (marked with the glider registration) to the Scorer within 60 minutes of landing at the airfield.

Motor gliders must have an FDR capable of recording altitude and engine run time.

Photographic evidence and observed starts and finishes will not be accepted.

17. SCORING: Will be as per the National Scoring System using the SeeYou Program.

18. PROTEST: Refer to the General Rules. Each protest must be accompanied by an amount of \$50.00 which will be returned in the event that the protest is upheld.

19. CARS: Cars may only be driven on the airstrip for the purpose of towing a glider. Returning to the club house area is to be by perimeter roads at a speed producing minimal dust. Crews retrieving landed gliders from the airstrip by car must not enter the runway until the All Clear signal has been sounded.

PART C – OPERATIONS

20. FLARM: For this competition it is recommended that gliders carry a working FLARM unit or compatible device. Competitors may be required to demonstrate that their FLARM is working correctly. Competition organisers will not be responsible for providing FLARM units to competitors.

21. MAPS: The WAC (World Aeronautical Chart) (3351) PERTH (1:1,000,000) and (3462) ALBANY cover the contest area. Small A4 laminated maps covering the most commonly used turnpoints, startpoints, airfields and airspace, will be provided to pilots. Pilots may wish to have their own WAC maps.

22. AIRSPACE:

1. Beverley airfield is a CTAF area with frequency 126.7
2. Airspace restrictions are as detailed on VNC-5 PERTH 1:500 000
3. Competitors must take particular note of the Airspace immediately west of the starting area. Flight west of the 50 DME boundary is limited to 8500 ft. Pilots are not permitted to fly above this height in this zone under any circumstance.
4. **Defined Competition Area.** The defined competition area is limited only by the Airspace Restrictions. All flying during the contest, including pre-start manoeuvring must be carried out within this area.
5. Penalties for flight outside the defined competition flight area, or infringement of controlled airspace are prescribed in the National Rules. Particularly note that infringement of controlled airspace incurs -
 1. First offence, zero score for the day
 2. Second offence immediate disqualification from the competition

23. RADIO FREQUENCIES: All aircraft flying from Beverley must be equipped with a serviceable VHF radio which must include all of the following frequencies.

Launch and within Beverley CTAF	126.70
Start Announcements	126.70 and 122.70
Gaggle/safety (on task)	122.70
Operational comms, & other one-to-one info.	122.70
(eg outlanding report details etc)	122.70
Cunderdin Airfield CTAF	127.80
Narrogin Airfield CTAF	134.00
Finish	126.70
Flightwatch	124.00

24. RADIO PROCEDURES:

a) Ground operations – monitor CTAF frequency 126.70 when marshalling or returning to tiedown area.

b) Launching - CTAF frequency 126.70 used for launching and while <3000ft AGL within 20km of Beverley Airfield.

c) Starting – monitor START frequency 126.70 or 122.70 when above 3000ft AGL.

Start call – starting calls from the glider are optional and are no longer mandatory within 30 minutes.

d) En route - All pilots should monitor 122.70 **Use of this frequency is mandatory when entering or near gaggles or flying with or near other gliders.**

e) Chat 122.50 or 122.90 may be used if necessary to communicate separately with another station. Note however – the rules of this competition forbid team flying, and neither this frequency nor any other should be used for assisting another pilot for mutual advantage, Avoid extended use of 122.50 or 122.90 and return to 122.70 ASAP to ensure communication with other nearby gliders.

f) Finishing should be on 126.70 with finish calls at 10nM (18.5km) and 10km from the centre of the airfield. Gliders on final glide should monitor finish frequency from 30km out.

25. 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 of all gliders is completed. There will be no marshalling while launching is in progress.

26. LAUNCHING: Launching will be by aerotow. Tow tickets will not be issued. At the conclusion of the Competition all pilots will be required to pay for the number of launches actually taken.

Pilots will be responsible for their own release checks. Release checks will not be provided on the grid or during the launch.

Self launch gliders will use the same runway and follow the aerotow launches under the direction of the Contest Director. Engines should be used to climb promptly to 4000ft AGL and be shut down by 4000ft AGL. This additional height is to compensate for them being at the rear of the field and launching whilst the count-down to the start gate opening is already taking place and to allow those needing height to cool their engines before retraction..

27. SEARCH AND RESCUE: SAR action will be taken at last light plus one hour western standard time (WST) if the flight office has received no outlanding advice. To avoid unnecessary SAR action, competitors must comply with the General Rules.

28. FLYING PRIOR TO COMPETITION PERIOD: Outside the competition period, gliding operation may be conducted at Beverley airfield under the control of the Contest Director and all arrangements should be made with the Contest Director.

29. NON COMPETITION FLYING DURING THE COMPETITION PERIOD: No local flying will be authorised by the Competition Director during the Competition Period. There will be no Hors Concours fleet.

30. RETRIEVES - AEROTOW: The availability and cost of aero tow retrieves shall be by arrangement with and authorised by the Competition 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 aerotow retrieve if on arriving he feels that the site is unsuitable for the current conditions. In such cases, the glider pilot will be responsible for the cost of the flight.

Aerotow retrieves will only be available from serviceable airstrips or suitable landing fields.

31. ROAD RETRIEVES: Crews must notify organisers of road retrieves **before** leaving the airfield.

PART D – DOMESTIC.

32. FACILITIES:

Limited Oxygen filling will be provided and only at pre-arranged times.
Limited workshop facilities will be provided for adjustments and minor repairs only.
There will be no hangar space available.

33. TIE DOWN AREA: The tie down area will be marked out and placarded on the southern side of Runway 08/26 only. A particular space for each sailplane will be placarded on order of receipt of entry. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground or clearly marked.

34. WATER FOR WASHING: The tie down area is NOT equipped with taps. Competitors are advised to bring adequate water containers.

35. CATERING: Moderately priced lunches will be provided. Breakfasts, snacks and evening meals will NOT be catered for. Soft drinks and ice creams will be available for purchase from the Club refrigerators. Wine and beer will not be available for sale. The Beverley Soaring Society is very restricted in available refrigerator capacity and storage for food items other than milk and butter/margarine will not be available. Beverley has a well stocked IGA Supermarket.

36. ELECTRICAL POWER the Beverley Airfield incoming supply is limited to only 80 amps and is insufficient to provide power to all the existing and visiting caravans. A large (30kVA) generator will be hired for the Competition Period but even so continuous and uninterrupted power to any particular van or area is NOT guaranteed. Those caravans able to switch to gas powered refrigeration should do so.

37. INTERNET ACCESS The club will make available wireless internet for use by competitors. However, total capacity is limited. Please refrain from downloading pictures, videos, video conferencing, system updates and other high data usage applications.