



AUSTRALIAN NATIONAL MULTICLASS GLIDING CHAMPIONSHIP, 2024

HOSTED BY LAKE KEEPIT SOARING CLUB

LOCAL RULES, **VERSION 1 (06/08/2024)**

MISSION: To promote the 2024 Australian National Multiclass Gliding Championship by delivering a safe, fair and fun competition to the Australian Gliding community.

ORGANISER: The organiser of the 2024 Australian National Multiclass Gliding Championships is Lake Keepit Soaring Club, on behalf of Gliding Australia.

LOCATION: The Lake Keepit Aerodrome is within the Reflections Holiday Park, off Ruses Creek Road, accessed from the Oxley Highway between Gunnedah and Tamworth, NSW.

DATES: The competition period will be from Monday 26th November to Wednesday 4th December, 2024. The official practice days will be Saturday 24th and Sunday 25th November, 2024. Lake Keepit Soaring Club is open prior to the competition for unofficial practice.

RULES AND GUIDELINES: The Australian National Competition Rules, Revision 4, dated 16th September 2023, cover this competition. These local rules provide Lake Keepit specific guidance, however, if there is an inconsistency between the National Rules and Local Rules, the National Competition Rules are authoritative.

CLASSES AND NUMBERS: Registration is open to gliders in Standard, 15 Metre, 18 Metre and Open classes. The maximum number of entries in any one class will be 40 and the number of entries across all classes will be limited to 60. The Organisers may reallocate entries between the classes where the pilots concerned agree to facilitate a change. At the entry closing date of 23rd October, if the maximum number of entries in a class has been exceeded, then the Oversubscription process in the National Rules will be applied. Where a class is undersubscribed the Organisers may combine complete classes.

REGISTRATION: All competing pilots must register using the official entry website and produce all associated documentation at registration and scrutineering before the first scheduled competition day. The registration desk will be located in the Keepit Flight Centre and will be attended from Friday 23rd to Sunday 25th November, at times to be advised. Registration will be controlled by the Competition Administrator.

SCRUTINEERING AND GLIDER WEIGHING: Before being permitted to fly on the first competition day, gliders must undergo scrutineering and comply with the Nationals Rules. Gliders will be weighted with pilot(s) in flying configuration and ballasted at the intended maximum flying weight. A tow-out weight for the main wheel will be recorded for the purposes of random daily weighing. Scrutineering will be available Friday 23rd to Sunday 25th November. Scrutineering and glider weighing bookings will be available at registration or as

otherwise advised. Booking of an early scrutineering time slot is recommended to avoid a last-minute rush.

COMMUNICATION: To assist with rapid sharing of information, all pilots will be required to participate in a WhatsApp group set up for the competition. Messages from the organisers sent to this group will be treated as received by all competitors. This system will not be used while pilots are airborne unless in an emergency.

WIFI SERVICE: WiFi Internet access will be provided however capacity is limited to operational requirements so competitors are requested to have alternative internet access available for large downloads and in case of any outages.

ASADA ANTI DOPING RULES AND PROCEDURES: Pilots who enter National gliding championships are required to comply with the ASADA Anti Doping Rules and Procedures. These rules have been published on the Gliding Australia website. Pilots are advised to review the rules and are required to sign an Acknowledgement and Agreement Form as part of their registration procedure.

ENTRANCE REQUIREMENTS: The entrance requirements for this competition are as detailed in the Australian Nationals Rules Revision 4, dated September 2023 (or as updated) available on the Gliding Australia website.

The \$550.00 entry fee includes Gliding Australia levy, FAI levy and GST.

Entries received and paid prior to the closing date, (23rd October 2024), will be discounted to \$400.00.

WITHDRAWAL: Entrants who provide the Organisers written notice of withdrawal before 6th November 2024 will have their entry fee refunded in full. No other refunds of entry fees will be provided except in exceptional circumstances.

BRIEFINGS: The mandatory safety briefing for all competing pilots, tug pilots and crew will be delivered at 09:00hrs on Saturday 24th November in the Lake Keepit Tug Hangar. This is a compulsory initial competition briefing. Subsequent competition daily briefings will be delivered at 09:30hrs, unless an alternative location and time is advised. All pilots intending to fly during the competition period must attend the daily briefing. This applies to both competition and non-competition pilots.

ELECTION OF PILOT COMMITTEE REPRESENTATIVES: Election of pilot representatives to the committees specified in the **current Rules** will be conducted at the official practice day 1 briefing.

These positions are:

- Pilot Safety Committee - three pilots to be elected •
- Penalties Committee – two pilots to be elected * •
- Protest Committee - two pilots to be elected *.

* An elected pilot may not be on both the Penalties and Protest Committees.

MENTORS: The Organisers may invite experienced competition pilots to mentor less experienced competition pilots. A list of mentors and those they are assisting will be published on the competition notice board. See National Rules for further information.

STEWARD: The NCC (National Competitions Committee) will appoint at least one Steward for the competition if deemed necessary.

AIRSPACE AND WAYPOINTS: All competition airspace and waypoint files are provided in downloadable formats, at https://soaringweb.org/TP/Keepit_comp. Flying outside the contest area will incur penalties.

SCORING and TASKS: The competition will use traditional 1000-point scoring. The PEV start system may be used on some or all days.

For this competition, the Task Setting Committee will be:

- The Chief Task Setter,
- The Competition Director, and
- Two pilot representatives (rostered each day, one each from Std /15m the other from 18m / Open class)

RADIO FREQUENCIES: The official radio frequencies used during this competition are:

- Keepit CTAF / Start / Finish 132.25
- Safety / En route: 122.025
- Gunnedah 127.4
- Quirindi 127.8
- Narrabri / Coonabarabran / Moree 126.7

RADIO PROCEDURES: The following radio procedures will apply:

- **MARSHALLING:** When marshalling and returning to tiedown area monitor Keepit CTAF.
- **LAUNCHES:** Use Keepit CTAF for launch and pre-start.
- **STARTING:** The start gate opening for each class will be broadcast on both the CTAF and the safety frequency. Once a pilot has started they should immediately switch to the safety frequency.
- **ON TASK:** Pilots should remain on the safety frequency unless in the vicinity of an aerodrome and at a height that may interfere with aerodrome traffic, when they must switch to the aerodrome CTAF frequency and make any necessary calls. Pilots with dual-frequency functionality should continue to monitor the safety frequency.
- **FINISHING:** Pilots should switch to the CTAF frequency about 35km from the Finish Zone and remain on that frequency until landed. Pilots should make a brief inbound call at 10nm (approximately 18 Km) from the airfield reference point; e.g. "Keepit Traffic, glider Hotel Delta Xray, 10 miles to the North West, xxx (height), inbound Keepit". Another brief inbound call should be made at about 10 km. Include a height and direction if there are other gliders in the vicinity and it will not clog the frequency. Straight-in landings are preferred.

LAUNCHES: Launching will be to 2000 ft AGL by aerotow or self-launch. Tug tickets will not be issued. Self-launching capable gliders may elect to take an aerotow launch. Launching will be under the direction of the Launch Marshall. Self-launching gliders may be allocated a position to the side of the main grid, where they may launch according to the instructions of the Launch Marshall. Self-launching gliders must climb to the daily self-launching "drop zone" before reaching 2000 ft AGL and securing their engine. Competition launch fees to 2000 ft AGL will be \$85 and self-launching gliders will incur a \$17.50 airfield movement fee.

STARTING: Start line will be a line of length 10km (5km radius). Pilots must start from their allocated Start Line as designated at briefing.

The Contest Director may choose to use the Pilot Event (PEV) System as outlined in the National Rules. "Wait time" and "Window Duration" are 10 minutes (or other times as announced at briefing or on the task sheet).

A pre-start altitude limit and maximum ground speed may be notified at briefing or on the task sheet. A Start Gate Closing time may also be announced, if operationally required.

FINISH ZONE AND FINISH HEIGHT: The finish zone is a circle centred on the airfield reference point. Radius will be 3km and finish height will be 300ft above the height of the take-off roll, unless varied at briefing or on the task sheet. Pilots should finish from the direction of the last waypoint. Recommended finishing and circuit procedures will be advised at each daily briefing. Unless otherwise advised, a straight-in approach with a long landing on the active runway is preferred. Taxying off the active runway is permitted provided the glider lands close to that edge of the runway.

THERMALLING: Pre-start, gliders must thermal to the Right. Once on task, gliders may thermal in either direction but maintain accepted Gliding Australia conventions.

VEHICLES: All vehicles must depart the grid when instructed, and before the commencement of the launch process. Crew vehicles must carry their glider's registration on a window. A vehicle may, while towing a glider, use the runway and should monitor the CTAF frequency and broadcast as appropriate. Unless otherwise advised, vehicles not towing gliders must use the perimeter road to move about the airfield.

HANDICAPS AND REFERENCE WEIGHTS: The aircraft handicaps and reference weights for this competition are those published by Gliding Australia on the GA website. Weighing is to be carried out on a random basis immediately prior to gridding. Penalties for overweight gliders are as specified in the National Rules. The Contest Director may request an on-the-line weighing of any aircraft prior to launch. Pilots are advised to review Nationals Rule 48.7.6 before electing to enter in a class of higher performance.

FLIGHT RECORDERS AND LOGGERS: Flight Data Recorders, as specified in the current Rules, are mandatory for this competition. Pilots are advised to verify their FDR supports the Pilot Event (PEV) feature and to familiarise themselves with its use. If required, all competitors must additionally carry a logger / tracker provided by the contest organisers.

SCORING: Pilots must upload their IGC flight files to the Scorer within 90 minutes of returning to Keepit. Penalties for late traces will apply. Competitors must download their own loggers and transfer their flight files to the scorer via the Upload Trace menu on the competition website or as advised by the organisers. Pilots of gliders which have functioning motors are reminded that an approved means of detecting engine / MOP runs must also be provided.

OXYGEN: The Competition Organisers strongly encourage the carriage and use of a supplemental oxygen system and remind pilots of the competitive advantage that can be gained using supplemental oxygen even at altitudes well below 10,000ft QNH. Whilst CASR Part 91 now requires supplemental oxygen above 12,500ft, Gliding Australia recommends use of oxygen above 10,000ft due to safety enhancement. If a functioning Oxygen system is not fitted, detected flight above 12,500 QNH will be dealt with as a safety matter. Oxygen refills will be available overnight by arrangement with Keepit Glider Tech – a refilling fee will apply.

FLARM: An operational FLARM and its use at all times during this competition is mandatory. A recent FLARM Range Analysis output showing acceptable performance must be provided to the organisers before the first competition flight (whether an official practice day or competition day) as hard copy or by email to comps@keepitsoaring.com. The FLARM Range analysis tool and instructions can be found at <https://shop.flarm.com/support/tools-software/flarm-range-analyzer/>

OUTLANDING NOTICE: Pilots are to inform the Organisers as soon as practicable after any outlanding. The methods available to inform the Organisers will be detailed at the initial briefing. The organisers recommend use of the what3words app for ease of use and to overcome potential mistakes in communicating outlanding locations.

RETRIEVES: Crews must notify the Organisers of any road retrieves before leaving. Aerotow retrieves must be authorised by the Organisers. Aerotow retrieves will be charged on tacho time at the applicable rate. Costs for tugs directed to paddocks which prove unsuitable for aerotow or where the property owner's permission has been refused will be charged against the glider pilot concerned. All outlanding retrieves will be coordinated by the CD or nominated designate.

TIEDOWN AND WATER POINTS: The tiedown area is between runway 32 and the perimeter track. Most tiedown points have a water supply. Any damage to a water point must be paid for by the responsible pilot. Pilots must provide their own tiedown stakes, and these must be driven in flush with the ground to prevent damage to tyres of vehicles or gliders. All tie down stakes must be removed at the end of the competition. Pilots are responsible for providing their own water hoses, fittings and containers should they intend to use water ballast.

TRAILERS: Trailers are to be parked and securely tied down in the trailer parking area on the uphill side of the perimeter track leading to runway 32. Trailers are to be marked with the glider registration / competition number.

MARSHALLING: Marshalling will be controlled by the Launch Marshal and their delegates.

SAFETY: Safety will be the paramount consideration for all activities at all times. The Safety Officer has overriding authority on all aspects of airfield safety. Any allegations of unsafe flying will be referred to the Safety Committee and the Safety Officer, who will jointly decide whether the flying was unsafe. If unsafe, the Safety Officer will confer with the Penalties Committee as to what penalty should be applied.

PERSONNEL: Keepit Soaring Club members and other volunteers have offered to assist in the conduct of this competition. Remember they are volunteers who would rather be attending to their own gliding so please be courteous and kind. There may be occasions when pilots and/or those accompanying them could be requested to help. Please assist wherever possible.

MEALS: Evening catering will be supplied, prices to be advised. To assist the caterer, pilots will be requested to pre-commit to the following evening's meal at each morning's briefing. For example, orders for Tuesday night's meal will be taken on the Monday morning briefing. The clubhouse kitchen will not be available while caterers are present.

PRESENTATION DINNER: The Championship presentation dinner will be held on the evening of Wednesday 4th December, 2024. The venue and cost will be advised during the competition period.

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