

Australian National Gliding Championships

49th Multi-Class Championships

Dalby Aerodrome

4 - 15 October 2010

Operational procedures

Gridding, launching, starting and finishing

These are standard procedures which may be varied at briefing on any day

Gridding procedures

Considerations for choosing runway:

- Wind direction and strength
- Other operations esp. ag operators
- Ground conditions

At task setting, runway and class order will be decided

Grid will generally be rotated every day so that each class gets a turn on the front and hence the opportunity to fly the longest task

The front one or two positions in each class will be cycled to ensure that all competitors are at some time launched from near the front of their class

Grid from the back in each class, i.e. nominated gliders to launch first in their class will grid last

Grid will close 15 minutes before first launch, anyone not gridded by this time will grid and be launched as directed by the Contest Director

Pilots can weigh before briefing if they wish, this will be a voluntary weighing and there will be no penalty if over weight, but pilots must dump down to the correct weight

Gliders can be gridded before briefing if on 04/22 and the grid has been marked out, or alternatively parked off the runway and clear of other manoeuvring gliders

Self launching gliders will grid in their classes with the other gliders

Preferred runways for gridding and launching are 04 and 31

All runways

Tow out along the taxiway past the weighing station to the runway.

13/31

Grid two abreast on the bitumen

Grid class by class, there will be grid closing time for each class

If a pilot grids after their class grid has closed, they will have to grid as directed by the Grid Marshall or Contest Director, this could be in the middle of the class they are gridding with, or the front or back of the whole grid

04/22

Grid three or four abreast for 15m gliders, two or three abreast for 18m and 2 abreast for open

On the first contest days the grid will be well back to allow sufficient runway for take off

Launching procedures

The tugs and launching gliders will be on the CTAF frequency 126.7

The launch height may be varied to provide a fair opportunity for all competitors

A speed and/or height limit will not normally be specified for the pre-start period

Pilots requiring a relight will be launched at the end of the class currently being launched

On all runways, tugs will land on the same runway, left or right to be specified at briefing

Self-launching gliders will launch from their position on the grid and must shut down their motors at the aero tow release height

Self-launching gliders may operate the motor for testing purposes if the motor was not used to launch but must not use this to gain height or other advantage

Gliders are far more manoeuvrable than a tug glider combination and should move clear of the expected flight path of other tug glider combinations

Only release in the tow out area when it is safe to do so for all pilots, not just when it is personally convenient.

Depart the tow out path and drop zone as soon as possible

Relights on the cross strip wherever possible, on the side the tugs are not flying circuits on, dependent on wind direction

Start procedures

Once above 3000ft agl gliders should change to 122.9

Start gate opening times will be broadcast on 122.9 and 126.7

The Contest Director may set a start gate closing time

Pilots start by exiting one of their allocated start zones after the start gate has been opened

The start time will be the time at which the glider exits the start zone

Pilots can make as many starts as they wish

The start used for scoring will be the one that results in the best score for the day

Finishing procedures

The task setters will aim to task pilots so that they can land straight in and into wind

The task setters will use a marshalling turn point with a radius larger than 0.5 if necessary

The finish will operate on the CTAF frequency 126.7

Pilots should switch to and remain on the finish frequency, 126.7, when approximately 10 nautical miles from the finish until landing and reaching the tie down area

If there is other traffic on this frequency from other airports, pilots should broadcast over the top of them

Pilots should call their circuit intentions earlier than the finish circle if they can

The finish will broadcast the wind strength and direction and preferred runway as required, normally no other landing advice will be given to pilots

Preferred runway considerations:

- Wind strength and direction
- Sun
- Other operations
- Ground conditions

Pilots must land without delay in a safe manner, having entered the finish zone

Preferred landing procedure is to land straight in and long on the preferred runway, in a safe manner, alternatives are a circuit, possible abbreviated, on to one of the cross strips, landing long and up to, but not across, the intersection

If pilots choose to do a circuit, they should land on a cross strip

Once on the ground, pilots must taxi in the landing direction unless otherwise advised by the Contest Director and/or Safety Officer

13/31

Land on the bitumen only, roll long to the end of the strip or taxi off to the side towards the end of the strip, stacking back from the far end

04/22

Land on the bitumen or grass left or right

If on the bitumen land straight ahead and stop, do not taxi left or right which could potentially be in front of another glider on grass left or right

If on the grass, pilots can taxi away from the bitumen to clear the strip

All runways

After landing, push glider clear of the strip to make room for others

Towing back

Only tow back when it is clear to do so and only in accordance with the ground marshal's directions

No backtracking on the bitumen until advised to do so

If landing 13/31 no backtracking until all finished or advised to do so by the ground marshal

Can take cars to gliders, around the perimeter, do not cross runways with cars unless towing a glider

Ground conditions on the grass sides of the bitumen may be unsuitable for towing gliders

Pilots need to have a hand held radio in their car and be patient

Pilots will not be penalised for failing to follow guidelines and recommendations as to the behaviour of pilots within the finish zone, including preferred circuit procedure and landing direction, unless their behaviour is unsafe