



Brisbane's Largest Lifestyle Magazine

Australian National Gliding Championships

49th Multi-Class Championships

Dalby Aerodrome

4 - 15 October 2010

Pilot Information

Part A - Airfield

1. Airfield etiquette

Dalby Aerodrome is home to commercial operators and other pilots

- No driving on the tarmac in front of the main hangars
- No parking in front of the former Sunstate Soaring hangar or on the taxiway
- No parking on the taxiway through the tie down area.

The two houses on either side of the road into the aerodrome are private residents, please respect their privacy.

2. Tie down area

The tie down area will be marked out. There will be separate areas for open, 18mand 15m class gliders. There will be no allocation of a particular space for each glider. Competitors must consult the organisers before first tying down their gliders. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground and left there for the duration of the competition. Pilots who do not make pegs flush will be liable for all damage caused.

3. Trailer park

All trailers are to be parked in the designated parking area away from the tie down area.

4. Water ballast

Reticulated water will be available in the tie down areas. Competitors are advised to bring adequate hoses with standard 12 ml connections where possible.

5. Wet weather

In the event that it should rain or the ground is soft, please keep cars on the hard areas. This does not include taxiways or the tarmac in front of the hangars.

6. Catering

Catering for lunch and refreshments will be available after briefing every day.

7. Oxygen

Oxygen filling will not be provided.

Part B – Operations

8. Flying prior to the competition period

Launching facilities will be available at Dalby from Saturday 2 October and hopefully the week before.

9. Annual checks

There will be no provision for pilots to have annual checks or other check flights at Dalby.

10. Local flying during the competition period

All local flying must be authorised by the Contest Director or his delegate.

11. Release checks

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

12. Tow tickets

Tow tickets will not be issued.

13. Marshalling

Launch order and take-off direction will be posted in a nominated position prior to briefing. Aircraft not marshalled when launching is about to commence will be held until launching of all classes is completed. There will be no marshalling while launching is in progress.

14. Radio frequencies

The following GFA radio frequencies are available to pilots:

118.025
119.625
119.825
120.175
122.025

The following frequencies may also be useful:

127.45	Kingaroy
127.65	Toowoomba
127.85	Warwick
126.95	Roma

Part C – Unfortunate events

15. Aero tow retrieves

The availability of aero tow retrieves shall be by arrangement with the Tug Master and authorised by the Contest 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 aero tow retrieve if on arriving he or she 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. The costs of all aero tow retrieves will be payable to the Contest Organisation.

16. Search and rescue

SAR action will be taken at last light plus one hour Eastern Standard Time (EST) if no outlanding advice has been received by the flight office. To avoid unnecessary SAR action, competitors must comply with the General Rules.

17. Aircraft damage

Workshop facilities will not be provided during the Contest Period.