

Australian National Gliding Championships

49th Multi-Class Championships

Dalby Aerodrome

4 - 15 October 2010

Pilot responsibilities

This document is derived from the National Championships Competition Rules and Local Rules.

It is provided for pilots' information only.

If there is any ambiguity or uncertainty, the rules must be referred to as the only official document.

Before the competition begins

The rules do not change the responsibility of pilots to operate in accordance with the GFA Manual of Standard Procedures and all applicable laws and regulations.

Pilots are required to conduct themselves in a manner that will not bring disrepute on the organisers, DDSC or GFA.

Pilots must

- compete in another class for which their glider is eligible
 - where there are insufficient entries in one or more classes to form a separate class
- agree to abide by the competition rules
 - sign a declaration to this effect on the official entry form or at the time of registration
- agree to be bound by the GFA's anti-doping policy and
 - sign the necessary agreement at the time of registration
- agree to waive all claims against the GFA or its agents in the event of any injury to any person or damage to any aircraft, equipment or property whatsoever and
 - sign an indemnity to this effect on the official entry form or at the time of registration
- agree to sign a form which will include the following declaration
 - I agree as pilot in command to take personal responsibility for flying in accordance with the GFA MOSP and all applicable regulations
- report to the Organisers' office at the Dalby Hang Gliding Club hangar by 5.00 pm, Sunday 3rd October 2010 and
 - provide documented proof that they and their glider comply with the entrance requirements

Pilots will

- when a two-seat glider is flown dual, nominate a pilot in command who must compete in that glider on every competition day in order to be eligible to win the championship
- be responsible for the accuracy of the data uploaded to their FDR

- enter on the official entry form

Pilots may

- enter as pilot pairs provided that:
 - they will not be eligible to be champion or for other podium places
 - the pair is scored as a team and not individually and is regarded as a single entry for scoring purposes

During the competition

Pilots must

- with their crews, attend the initial competition and safety briefing in the Dalby Hang Gliding Club hangar at 9.00 am, Monday 4th October 2010
 - if arriving after the initial briefing, be individually briefed before flying on their first competition day
- attend the daily briefing, in the Dalby Hang Gliding Club hangar at 9.00 am unless otherwise announced by the Organisers
- if requiring relights, go to the end of the class currently being launched or follow other procedures outlined at briefing for the day
- 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
- adhere to the rules for radio use defined in the local rules or at briefing
- switch to and remain on the safety (gaggle) frequency, 122.7, at any time when in company with other gliders
- 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, and follow local rules and directions given at briefing
- land without delay in a safe manner, having entered the finish zone
- once on the ground, taxi in the landing direction unless otherwise advised by the Contest Director and/or Safety Officer
- if landing out, notify the Organisers of their place and time of landing as soon as is practicable
- immediately notify the Organisers of any damage to a glider which renders the glider un-airworthy
- in the event of a known or suspected mid-air collision, make every effort to ensure the safety of the other pilot/s once the pilot is sure that their own situation is secure
 - in such circumstances, clear and concise transmissions on the relevant safety frequency and/or the gaggle frequency, giving details including the position are recommended
 - emergency frequency 121.5 should only be utilised if there is no response on the safety or gaggle frequency
- after a mid-air collision has occurred, follow correct radio procedures and not make radio transmissions unless direct assistance or acknowledgement of the initial emergency radio transmission is required

Pilots must not

- cloud fly
- use codes, abbreviations or language not generally understood by officials or competitors on the radio
- use other forms of voice communication during flight, including but not limited to mobile phones, CB or HF radios, or any VHF frequency not allocated by the Organisers
- intentionally block communication on any frequency
- team fly
 - team flying is defined as: deliberate, pre-arranged, systematic communication, pre-arranged or pre-planned co-operative flying between two or more pilots for the purpose of improving the performance of any pilot involved
- in the event of accidents resulting in pilot injury or major structural damage, move an aircraft until official permission has been granted

Pilots will

- be responsible for their crews
- be permitted three launches per day, excluding aero tow retrieves
- be counted as having one of their permitted launches for the day if they fail to launch as directed
- be responsible for downloading their own data and delivering it to the scorer
 - in addition:
 - the data must be delivered within one hour of landing on the airfield, or as soon as possible after returning from an outlanding
 - the data must be transmitted to the scorer as specified in local rules or at briefing

Pilots may

- change wing panels and winglets during the competition period provided that:
 - the wing panel or winglet is type approved
 - the resulting configuration does not result in an improvement in handicap
- seek advice from the Steward on the rules and the conduct of the competition
- be penalised for breaches of these rules committed by their crews
- schedule lay days
- request the weighing of any competing glider in the same class
 - the Organisers will decide whether the glider will be weighed
- 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
- relaunch if they outland before they have made a start
- use any of the radio frequencies provided however they must use only the mandatory frequencies for the purposes stated by the Organisers
- choose to land straight ahead after finishing but must do so in a safe manner

- register a protest if they believe that a decision of the contest organisation is not in accordance with these rules or the local rules
- repair or have components replaced, if a glider is damaged during the contest
 - the whole glider or any major part of it (such as an entire wing or fuselage) may be replaced only if it has been damaged through no fault of the pilot.

Pilots may not

- request individual clearances except in the case of emergency or legally required situations
- restart if the glider lands after starting the task
- elect to declare an outlanding after landing

Motor glider pilots must

- during self-launching, operate as directed by the Contest Director and must shut down their motors at the aero tow release height

Motor glider pilots may

- self-launch from a position and in an order agreed with the Contest Director
- operate the motor for testing purposes if the motor was not used to launch and is required by the flight manual prior to be started but must not use this to gain height or other advantage
- self-retrieve after an outlanding