



**50th HORSHAM WEEK
GLIDING COMPETITION
6 - 13 FEBRUARY 2016
LOCAL RULES
Version 2.0**



1. Organiser

The Organiser of the 2016 Horsham Week Competition is the committee elected at the pilots' meeting during the 2015 Horsham Week Competition (refer Appendix A). The committee is supported by the Horsham Flying Club and acts on behalf of the Gliding Federation of Australia (GFA) and the pilots. The committee welcomes entries from all pilots meeting the requirements specified on the entry form.

2. Location

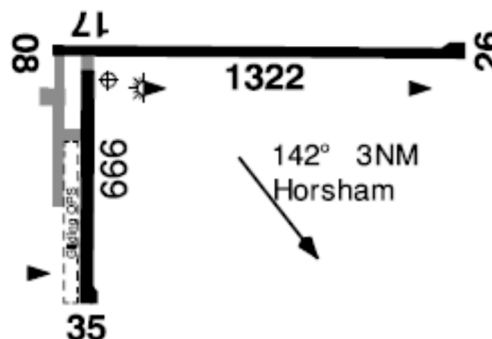
Horsham Aerodrome:

Latitude: S 36 40.2

Longitude: E 142 10.4

Elevation: 445 feet AMSL

The aerodrome is located approximately 5 km NW of Horsham and is a registered aerodrome, operated by the Wimmera Shire Council. Council approval has been obtained to stage the 2016 competition from Horsham Aerodrome.



3. Dates

The competition will run for a maximum of eight (8) days from Saturday February 6th to Saturday February 13th 2016 inclusive.

4. Number of Entries

It is anticipated that a maximum number of 40 gliders will be accepted for the competition. This is consistent with the infrastructure and facilities available to the organiser at Horsham Aerodrome. Consequently, refusal of entry beyond this limit may be deemed necessary and, if so, will be at the sole discretion of the Competition Director (CD).

5. Safety

Safety is everyone's responsibility, both in the air and around the airfield. There will be zero tolerance to safety breaches at this competition. Pilots who are found to be compromising safe operations will incur penalties. Particular attention must be paid to the procedures for joining

and leaving thermals, 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 horizontal and / or vertical separation if for some reason the leading glider was to change direction and /or speed.

Oxygen must be available to all occupants of a sailplane for any flight above 10,000 feet QNH. Infringements of this rule will be dealt with as safety issue and an incident report will be filed with the GFA.

It is a requirement that all competition gliders must be equipped with a working FLARM unit.

Pilots must review and comply with the advice contained in the GFA [Competition Safety Briefing Pack](#).

6. Entry Requirements

All competing pilots must enter using the Official Entry Form on which entry requirements for the competition are detailed. The form is available from the [documents section](#) of the official web site. By signing this form, the pilot agrees to waive certain liabilities and will abide by the rules and regulations, and will attest that they are appropriately qualified, their aircraft and equipment are fit for purpose and that they meet the Organiser's insurance requirements.

The entry fee for 2016 Horsham Week Competition remains at \$100.00, payable at registration. In addition, a \$50.00 facility usage fee is payable to the Horsham Flying Club and will be collected by the Organisers.

7. Registration

All pilots will be required to register with the Organisers and confirm entry requirements have been met. Documents to be produced at Registration include:

- Confirmation of GFA membership;
- Glider Pilot Certificate (GPC) issued by the GFA or FAI Sporting Licence.
- Confirmation and date of your annual flight review
- Current aircraft maintenance release.

8. Briefings

An initial compulsory briefing (including a Competition Safety Briefing) for pilots, tug pilots and crews will be held in the Briefing Area at 1000 hours on Saturday, 6 February 2016. Daily briefings will be held at 1030 hours each day unless notified otherwise recorded on the notice board in the Briefing Area.

9. Competition Rules

The current GFA [National Gliding Championships Competition Rules](#), will generally apply to this competition. Exceptions are noted in these Local Rules and /or will be announced by the Competition Director at briefings.

- The competition classes will include: Open/18m, 15 meter, Standard and Club classes.
- If there are insufficient numbers of entries in a class to proclaim a class champion, such class will be scored jointly with another appropriate class, retaining the champion title of the majority class and awarding a combined class champion as well.
- Open/18m, 15m and Standard class gliders may be flown ballasted. Club class gliders will be flown un-ballasted. Glider handicaps and reference weights for the competition will be those specified in GFA Glider Handicaps: [2015/16 Ballasted Handicaps](#) and [2015/16 Unballasted Handicaps](#). Listings of these handicaps will be posted on the notice board in the Briefing Area.

- A maximum of 2 lay days (actual dates) can be nominated by the pilot upon 24 hours' notice (i.e. at any time before the end of briefing the previous day). This also applies to individual pilots sharing one aircraft in a "pilot pair" arrangement.
- All scoring days will attract 1000 points.
- A minimum of three scoring days must be flown by a class to qualify as a competition.
- A competitor must fly a minimum of three scoring days in order to qualify for a placing in a class.
- Final places in each class will be based on the average score achieved by the pilot over the number of available scoring days.
- The number of available scoring days for an individual pilot is defined as follows:
[Total number of Days available for the class] /ess [Number of non-flying days for the class as determined by the CD] /ess [number of pilot-nominated lay days]; e.g. 8 – 2 – 1 = 5

10. Turn-points and Charts

All competition turn-points are located within the areas covered by the World Aeronautical Charts (WAC) for Hamilton (3469) and Adelaide (3458) and can be downloaded from the World Soaring Turnpoint Exchange. The current turnpoints are the Horsham 2016 turnpoints see <http://soaringweb.org/TP/Horsham>.

Note: Not all turn-points are actually identified on the charts. Remember, GPS coordinates prevail!

All competitors will be issued with a laminated map of the competition area which includes airspace and CTAF boundaries overlaid on WAC charts. Notwithstanding, it remains the responsibility of the pilot in command to ensure they hold charts and documents appropriate for the flight.

11. Tasks

Competition tasks will be Assigned Area Tasks (AAT), Assigned Speed Tasks (AST).

12. Flight Data Recorders (FDRs)

The use of FDRs, commonly referred to as GPS loggers, is compulsory but will not be restricted to just FAI approved units. Pilots are requested to download their own daily flight from the FDR and then upload (transfer) the files to the scorer's website via a wireless computer network. Only files in IGC format will be accepted

Pilots are required to 'upload' their FDR files to the scorer's system within one hour of landing back at the aerodrome. Pilots who outland should 'upload' their files at the earliest opportunity upon return.

13. Radio Frequencies

All competing gliders must be equipped with a serviceable radio capable of operating on the following frequencies:

- 118.8 Horsham CTAF, Start / Finish
- 122.7 gaggle, safety
- 122.5 glider to glider
- Area and CTAF frequencies within the competition area

14. Radio Procedures

The following radio procedures will apply:

Marshalling:

While marshalling or moving to/from the tie-down area on the airfield, monitor 118.8 MHz on a hand-held radio, if available.

Launching:

Monitor 118.8 Mhz during aerotow and until above 3000ft AGL (3411ft QNH) or laterally clear of the CTAF by 5 nautical miles (9.25 km)

Starting:

Advice regarding start gate status will be broadcast on 118.8 MHz. There is no requirement for pilots to announce a start time. A new and more powerful base station will be in use to ensure that start calls are received by all pilots.

Finishing:

Monitor the CTAF frequency 118.8 MHz from around 10NM (20km) inbound.

At 10NM (20km) out make a call on 118.8 MHz, advising inbound direction, distance and altitude.

Make circuit joining and position calls in accordance with current conventions.

Make other air-to-air calls as necessary to establish separation. Remember a vigilant **LOOKOUT** is the best means of ensuring separation.

15. Launching

Launching is by aerotow only for which pre-payment is required. Purchase of aerotow credits can be made at time of registration and following daily briefings. Any un-used credits at the end of the competition will be refunded. Self-launch gliders will use the same runway as the aerotow operation, under the direction of the Launch Master. It is expected that the engine shut-down process will be commenced at or below 2000 ft. AGL.

16. Starting

Remote start points will be used. These are shown in the turn-point list, together with their co-ordinates. The Start Zone will be either:

- Start line: A minimum 10km straight line (5 km each side), centred on a defined start point and perpendicular to the course to the first waypoint or;
- Start circle: A 1 km radius circle centred on the Start Point.

Pilots will be allocated one or more start zones each day and must start from one of those.

17. Thermalling

Within 5 nautical miles of Horsham Aerodrome or any active start point pilots are required to fly right-hand turns whilst thermalling. Thermalling below 1000 feet AGL is not permitted while within the active circuit area of the operational runway.

18. Other Operations

Other operations are likely to occur during the competition period and may include RFDS aircraft, a daily Courier service and power flying training activities. It is possible that launching may be briefly interrupted by the organiser so as not to disrupt RFDS operations.

19. Vehicles

Only persons and vehicles specifically authorised by the CD may drive 'airside' of the aerodrome.

Vehicles being operated 'airside' must display the relevant glider registration on a rear window and be fitted with a **working rotating beacon**.

Vehicles must remain clear of aircraft operating areas and must give way to aircraft at all times.

Unless towing a glider, all vehicles must use the airfield perimeter tracks and remain clear of runways at all times.

Vehicles with a glider in tow are considered taxiing aircraft. Carriage of radio in the vehicle is required when using a sealed runway, and normal taxiing calls should be given.

20. Outlanding retrieves

Crews must notify the Organiser of any planned road retrieve before departing from the airfield. Aerotow retrieves must be authorised by the Organiser, but are otherwise a private arrangement between the Tow Pilot and Glider Pilot. Pilots seeking a paddock aerotow retrieve must ensure that they possess the necessary skills in accordance with their club's requirements.

21. Search and Rescue

For the duration of the competition Search and Rescue procedures will be activated for any glider not accounted for by 2100 hrs Eastern Daylight Saving Time.

22. NOTAM

For the duration of the competition the Organiser will arrange promulgation of a NOTAM to advise all airspace users of the increased gliding activity in the contest area.

23. Friendly Competition

Horsham Flying Club and the organising committee sincerely wants Horsham Week to be a friendly and relaxed competition and asks that all competitors, crews and officials display a laid-back attitude and bring a sense of humour to the event. The rules specify the conditions of the competition, but more importantly we want all participants to enjoy their experience at Horsham in 2016 and return in future years.

Authorised by: Ian Grant, Contest Director
November 2015

Appendix A - Organising Committee

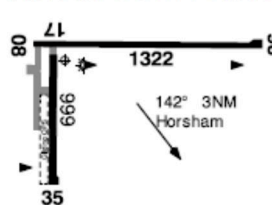
| | |
|-----------------------|--|
| Contest Director: | Ian Grant (Melbourne Gliding Club) |
| Safety Officer: | Mike Cleaver (Remora Gliding Club) |
| Secretary: | David Cleland (Beaufort Gliding Club) |
| Treasurer: | Christopher Thorpe (Beaufort Gliding Club) |
| Tugmaster: | Selwyn Ellis (Horsham Flying Club) |
| Webmaster: | Jarek Mosiejewski (Geelong Gliding Club) |
| Scorer: | Tim & Joy Shirley (Gliding Club of Victoria) |
| Weather: | Tim Shirley (Gliding Club of Victoria) |
| Chief Task Setter: | Jarek Mosiejewski (Geelong Gliding Club) |
| Horsham Club liaison: | Arnold Niewand, President & Peter Weissenfeld, CFI |

Appendix B – Horsham Aerodrome ERSA

AIP Australia

12-Nov-2015

FAC H - 1

**HORSHAM
AVFAX CODE 3022****ELEV 445**

VIC

UTC +10

YHSM

S 36 40.2

E 142 10.4

VAR 10 DEG E

REG

AD OPR Horsham Rural City Council, PO Box 511, Horsham, VIC, 3402.

PH 03 5382 9777, ARO 0408 504 255.

HANDLING SERVICES AND FACILITIES

BP - Horsham Aero Club: W 2200-0700. H24 BP AVGAS Card swipe bowser, H24 BP JET A1 Cardswipe bowser (BP Card Only). Phone 0417 501 624, 1HR PN required. Callout fee will apply. Cash or BP carnet only.

Unicom

118.8 Callsign Horsham Unicom. TX, HC, Fuel, SFC WX & MOV, W 2200-0700.

PASSENGER FACILITIES

WC/PT (local only)

ME - ACFT and Glider repairs AVBL

AERODROME OBSTACLES

1. Lit OBST, ELEV 1126FT, 4NM NE of AD.
2. Unlit OBST, ELEV 647FT 3NM ESE of AD.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT D, METAR/SPECI.
2. AWIS PH 03 5381 0257 - Report faults to BoM.
3. AWIS FREQ 401 - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

| | | | | | |
|-------|-----|-----|-----------------------------------|--------|--------|
| 08/26 | 080 | 43a | PCN 6 /F /B /580 (84PSI) /U | WID 30 | RWS 90 |
| 17/35 | 170 | 33a | PCN 6 /F /B /5700 /580 (84PSI) /U | WID 24 | RWS 80 |

AERODROME AND APPROACH LIGHTING

RWY 08/26 LIRL PAL 122.3 SDBY PWR AVBL

RWY 08/26 PTBL (1)

RWY 17/35 LIRL PAL 122.3

RWY 17/35 PTBL (1)

(1) PN

RWY edge light spacing: 17/35: 57M; 08/26: 95M.

OTHER LIGHTING

TWY LGT: Blue edge.

ATS COMMUNICATIONS FACILITIES

FIA MELBOURNE CENTRE 125.8 On Ground

RADIO NAVIGATION AND LANDING AIDS

NDB HSM 401 S 36 40.3 E 142 10.1 Range 50 (HN 50) (1)

(1) Pilot monitored.

LOCAL TRAFFIC REGULATIONS

1. Limited parking for ACFT ABV 5,700KG MTOW by prior notice.
2. Due to soil cracking and subsidence around movement areas restrict operations to sealed and prepared surfaces. Except glider operations as per AD Manual.

CTAF - AFRU 118.8**ADDITIONAL INFORMATION**

1. Gliding OPS HJ JF.
2. Seasonal aerial spraying operations.

CHARTS RELATED TO THE AERODROME

1. WAC 3469.
2. Also refer to AIP Departure & Approach Procedures.