

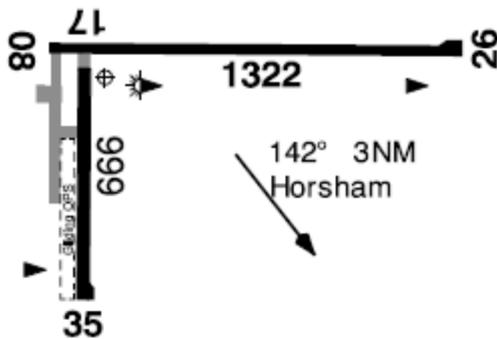


55th HORSHAM WEEK GLIDING COMPETITION 6 - 13 FEBRUARY 2021 RULES & INFORMATION Version 3.32

1. Organiser

The Organiser of the 2021 Horsham Week Competition is the committee elected at the pilots' meeting during the 2020 Horsham Week Competition (refer Appendix A). The committee is supported by the Horsham Flying Club and the Victorian Soaring Association and is acting on behalf of the Gliding Federation of Australia (GFA) and the participating pilots.

2. Location



Horsham Aerodrome:

Latitude: S 36 40.2

Longitude: E 142 10.4

Elevation: 445 feet AMSL

The aerodrome is approximately 5 km NW of Horsham and is a registered aerodrome, operated by the Wimmera Shire Council.

The current entry in ERSa for Horsham aerodrome, YHSM is listed in the 2021 competition documents on the HW website

3. Dates

The competition will run for a maximum of eight (8) days from Saturday February 6th to Saturday February 13th 2021.

4. COVID 19

All pilots and their crew must comply with the [Victorian State Government COVID 19 restrictions](#). The most important of all of these is that anybody showing any signs of illness should not be attending this competition, but rather seeking medical advice.

Entry to the briefing area each day will require that pilots and their crew sign the COVID attendance sheet, or scan the QR code with the [Service Victoria app](#) freely available for android and apple devices.

5. 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 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).

6. 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.

The same safety concerns also apply to joining the circuit with other gliders and tugs right through to final approach and landing. Straight-in landing approaches are preferred and appropriate circuit calls add to situational awareness when flying a circuit (not every call on the menu, but only where it helps other pilots). Abrupt pull-ups and low final turns are to be avoided. As far as possible, avoid driving a vehicle onto the runway area or landing strip to retrieve a glider; instead push the glider to the edge of the strip and then attach it to the vehicle.

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](#).

7. Entry Requirements

All competing pilots must enter using the [On-line Entry Form](#) on the Horsham Week website – any problems please contact the Contest Director.

Entry upon arrival may be permitted provided the maximum entry numbers of 40 gliders has not already been exceeded. By entering, pilots agree that they will:

- waive certain liabilities;
- abide by the rules and regulations;
- meet the entry qualifications; and
- ensure their aircraft and equipment are fit for purpose and meet insurance requirements.

8. Entry Fees (all due before registration)

Fees for the 2021 Horsham Week Competition are:

- | | | |
|------------------------------------|------------------|----------------------------------|
| 1. Competition entry | \$100 per glider |) Payments via bank transfer to: |
| 2. Horsham Club facility | \$ 70 per person |) Horsham Week Gliding Comp |
| 3. Aerotow tickets | \$ 55 each |) BSB 063543 |
| 4. Airfield Camping | |) A/C 10183744 |
| o \$20 per site per night, | |) <i>IMPORTANT</i> - advise your |
| o \$25 per bunkroom bed per night. | |) name on the bank transfer. |

Registration

All pilots will be required to register with the Organisers and confirm entry requirements have been met and all applicable fees paid, including advanced purchase of a number of aerotow tickets.

All pilots, including those who will be in command of a 2-seater, must present their Glider Pilot Certificate (GPC) for inspection at registration.

9. Briefings

The initial briefing (including a Competition Safety Briefing) is compulsory for pilots, tug pilots and crews and will be held in the Briefing Area at 1000 hours on Saturday, 6 February 2021. Daily briefings thereafter will be held at 1000 hours each day unless otherwise notified.

10. Competition Rules

The current GFA [National Gliding Championships Competition Rules](#), will generally apply to this competition. However, the organisers intend to run a competition that is friendly, safe and enjoyable. To that end, the tenets of safety and airmanship, followed by these Local Rules take precedence over the GFA National Competition Rules. Other Local rule changes may be announced by the Competition Director at daily briefings.

- The competition classes will include: Open/18m, 15 metre, 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. The Nationals rule of ballasting club class gliders to the reference weight does not apply. No ballast will be carried in club class gliders. Glider handicaps and reference weights for the competition will be those specified in GFA Glider Handicaps: [2020/21 Ballasted Handicaps](#) and [2020/21 Unballasted Handicaps](#). Listings of these handicaps will be posted on the notice board in the Briefing Area.
- A minimum of three scoring days must be flown by a class to qualify as a competition.
- Final places in each class will be based on the highest aggregate scores achieved by the pilots over the duration of the competition.

11. Champions and Eligibility

At the end of each Competition, a champion may be declared in each class.

Where classes were combined, a class champion may be declared in the combined class, as well as any constituent class that had sufficient entries to stand on its own merit.

If a two-seater wins any class, then both pilots can be declared Class Champion if the same Pilot/Co-pilot (P1/P2) competed with no crew change during the competition. Otherwise, only P1 is eligible to be declared Class Champion.

In all classes, champions will be determined based on handicapped scores.

Champions will be declared in each class where:

- at least three competition days have been flown,
- at least five gliders are registered as competing in the class, and
- at least four of the registered gliders in that class achieve a score of at least 20% of the winner's score at the end of the competition.

If the above criteria are not met, Class Champions will not be declared. However, the Organisers may declare class winners without the award of trophies.

12. 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 2021 turn-points see <http://soaringweb.org/TP/Horsham>. The 2018 and older turnpoint files are no longer valid.

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

13. Tasks

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

14. 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.

15. 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 safety frequency when in close proximity with others, i.e. 'gaggles'
- 122.5 glider to glider
- All Area and CTAF frequencies within the competition area

16. 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 3,000ft AGL (3,411ft 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.

17. 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 unused 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 2,000 ft. AGL.

18. Starting

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

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

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

19. 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 1,000 feet AGL is not permitted while within the active circuit area of the operational runway.

20. 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 Contest Director so not to disrupt other essential operations.

21. 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. A VHF radio is a mandatory requirement when operating on all aprons, taxiways and runways (including runway strips). Specifically, taxiing calls must be given on CTAF when entering or crossing any runway strip - use the glider registration as callsign and add 'under tow' at driver's discretion, or <glider callsign> vehicle for solo vehicles if they need to enter the runway strip. In all cases the intention should be to broadcast and allow time before entering for an aircraft to respond if it is about to use the runway - remember vehicles give way to aircraft and landing gliders have absolute right of way.

Radio calls are not required around the hangar complex.

22. 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.



23. 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.

24. 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.

25. 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 2021 and return in future years.

Bruce Cowan (GCV)
Contest Director
17 January 2021



The Gliding Federation of Australia
HORSHAM WEEK COMPETITION 2021
RULES & INFORMATION
www.horshamweek.org.au

Appendix A - Organising Committee

Contest Director:	Bruce Cowan (GCV)
Safety Officer:	Peter Kingston
Secretary:	Andy Benton
Treasurer:	Christopher Thorpe (Beaufort GC)
Operations Manager	Selwyn Ellis (Horsham FC)
Tugmaster	Mark Griffin (Horsham FC)
Webmaster	Jarek Mosiejewski (Geelong GC)
Scorer:	Neill Campbell (GCV)
Weather:	Tim Shirley (GCV)
Task Setter:	John Orton (GCV)
Horsham Club liaison:	Arnold Niewand (Horsham FC - President), Peter Weissenfeld (Horsham FC - CFI) Mike Sudholz (Horsham FC - COVID19 Officer)