

HORSHAM WEEK OPERATIONAL AND SAFETY INFORMATION – 2023

Horsham Week aims to be a competition which all can relax and enjoy. Many attendees would recall Max Hedt, who deserves credit for much of the initial success of Horsham Week, had two principles which we should all keep in mind.

We're not competing for sheep stations

and

Don't run out of HEIGHT, SPEED, and IDEAS all at the same time.

A considerate attitude and good airmanship are an important part of an enjoyable comp.

The information in this document is to provide guidance on standards, expectations and procedures for pilots and ground crews. Its aim is primarily to promote safety for competitors and other aerodrome users. It has a secondary purpose to provide guidelines and requirements for operation on Horsham Aerodrome. The aim here is to make operations as easy and pleasant as possible and to minimise conflict and maintain good relations with other aerodrome users. Horsham, along with many other gliding clubs, is dependent on the good will of our aerodrome Operator, in our case the Rural City of Horsham. We cannot afford to have our reputation or the reputation of gliding damaged by thoughtless actions.

Accordingly, pilots who are found to be not in compliance with safety standards or these operational requirements will incur penalties under the local rules.

These guidelines do not replace, and should not conflict with, the normal, expected standards of safety and good airmanship.

1 General airmanship

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 and landing long are preferred. Appropriate circuit calls add to situational awareness during approach and if flying a circuit. Care to avoid transmitting over one another is required. Abrupt pull-ups and low final turns are to be avoided.

See and be seen is your primary safety tool. Judicious use of radio to promote situational awareness in gaggles and finishes is essential. Keep your eyes outside as much as possible, don't be distracted by the pretty pictures and numbers inside.

Avoid, as far as possible, 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.

2 Radio and Procedures

The following radio and other procedures will apply:

Marshalling:

While marshalling or moving to/from the tie-down area on the airfield, a radio watch must be kept on the CTAF 118.8 MHz. Give appropriate taxi calls to inform other users of your intentions. Remember that you are a taxiing aircraft and use your aircraft callsign. Specifically, taxi calls must be given on

CTAF when entering or crossing any runway strip - use the glider registration as callsign (e.g. glider 'ABC' entering and backtracking RWY 26). In all cases the intention should be to broadcast and allow time, before entering the runway, for an aircraft to respond if it is about to use the runway. Vehicles that are not towing a glider must remain clear of runways, or if dropping off a glider to exit the runway by the most direct route. If retrieving a glider, enter the runway from the closest perimeter track.

Launching:

Monitor 118.8 MHz during aerotow and while in the CTAF. The definition of the CTAF boundaries is broad but, at a minimum, remain on CTAF within 5 nautical miles (9.25 km).

Starting:

Advice regarding start gate status will be broadcast on 118.8 MHz. We request that one pilot from each Class acknowledge messages. Be alert to start line messages, and avoid as far as possible requests for confirmation of start times. All the messages will give the start time for the relevant class, so you do not need to hear every message. The official opening of the start gate is the time as given in each of the messages, you don't have to hear the actual line opening call. There is no requirement for pilots to announce a start time.

Finishing:

Monitor the CTAF frequency 118.8 MHz from around 10NM (20km) inbound. Get yourself established on CTAF before 10NM and monitor traffic to avoid transmitting over another aircraft.

At 10NM out make a call on CTAF, 118.8 MHz, advising inbound direction, distance and altitude. These calls are to alert other competitors and any other traffic in the area. You are likely to be heard by power pilots, try not to confuse them.

The form of the call is:

"Horsham traffic glider [XYZ] 10 miles from (direction) at (Height) feet inbound, Horsham".

For an inbound call 10NM is close enough to 20km, the use of "10 miles" is required because that is what power pilots are expecting, and this aids situational awareness. Given the quality of some glider radios, any assistance to understanding is welcome. Because we use control points for tasks, your direction will normally be one of the cardinal points. The distance out is approximate, you should not have your head inside looking for the exact number to tick over.

Five mile (10k) and one kilometer calls aid separation. Use appropriate calls and careful airmanship to achieve deconfliction. Your final call should include intentions eg

"Glider [XYZ] straight in 35, landing long, grass right".

Make other air-to-air calls as necessary to establish separation. Remember a vigilant LOOKOUT is the best means of ensuring separation. Be aware that when close to the runway gliders will be tracking the same heading, so be careful to look below under the nose and above.

3 Thermalling

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

4 Other Aircraft

Other operations are likely to occur during the competition period and may include RFDS aircraft, CFA aircraft, 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. High priority will be given to assisting

essential service operations.

5 Vehicles

Only persons and vehicles specifically authorised by the Contest Director may drive airside of the aerodrome. This will normally mean one vehicle per glider and a small number of official vehicles.

Vehicles being operated airside must display the relevant glider registration on a rear window, be fitted with an operating rotating beacon and maintain a listening watch on the CTAF. Keep a good lookout.

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

Unless towing a glider, 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). Keep a good lookout - remember vehicles give way to aircraft and landing gliders have absolute right of way. If there is a power plane on final keep clear of the strip. A commercial operation will be disrupted by a crossing vehicle, even if you judge that there is "plenty of room".

Radio calls are not required around the hangar complex.

6 Task definitions

Task details will be made available electronically. Details to be advised at briefing. It is important to note that the printed task sheet is the reference copy. There can be unpredictable changes when loading the task files into some flight instruments. It is important that you check your copy against the printed task sheet provided at briefing.

7 Flight recorders and traces

Flight records should be submitted as soon as possible using the electronic facilities provided. Further information will be provided at briefing. Note the requirements in the rules for time limits.

8 Outlandings and SAR

Lowcrop will be the primary means of reporting outlandings and will be the primary source for SAR action for aircraft not back on the aerodrome by 2100. Pilots should use Lowcrop to record their outlanding, crews should monitor it to check the status of any pilot for whom they are responsible. Crews must notify the Organiser through Lowcrop of any planned road retrieve before departing from the airfield.

9 Aerotow retrieves

Aerotow retrieves must be authorised by the Contest Director 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. Do not call for an aerotow unless you have assessed the paddock. Some crop stubbles such as those from Canola are long and stiff and likely to damage a tug as well as being to cause a ground loop or other glider damage. The tug pilot is the pilot in command, so make sure the paddock is suitable. If the tug pilot arrives and say no, you are still up for the tug's cost.

Where possible pilots must contact the landholder and obtain permission for an aerotow or trailer retrieve. Many landholders will wish to be on hand with a fire unit.

There will be no aerotow retrieves other than off an aerodrome on days of total fire ban.

10 Covid

The organisers have Covid Safe measures in place as required by the Victorian Government. Individuals should take precautions as they see fit, avoid close contact, use proper hygiene and monitor their own health. Stay away if you are ill or have reason to believe you may be infected with Covid. If you have doubts, consult a doctor or avail yourself of a suitable screening test. At this time neither masks nor vaccination certificates are required.

Authorised: Michael Durrant, CD, Horsham Week 2023

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