



# ORANGE WEEK

Saturday 24<sup>th</sup> November ~ Saturday 1<sup>st</sup> December 2012

## COMPETITION GUIDELINES AND RULES

### Organisation

*Because SAFETY is everyone's responsibility, both in the air and on the ground, pilots are reminded to remain constantly vigilant and to maintain a good LOOKOUT for other aircraft and be considerate of other pilots. Pilots who can't have fun whilst doing so will have their entry fee refunded.*

1. **Location:**

Waikerie Aerodrome -  
Latitude 34 10.994 S Longitude 140 02.020 E  
Elevation 138 ft CTAF 126.7 MHz  
Waikerie Aerodrome is a registered aerodrome operated by Loxton/Waikerie District Council and located 2 NM east of the Waikerie town-ship on the River Murray in South Australia.
2. **Organising Committee:**

Contest Director	John Hudson
Registrar, Safety Officer	John Ridge
Weather Guru	Craig Vinall
Tug/Launch Master	John Hudson
Marshall	John Ridge
Task-setters, Scorers	Craig Vinall, John Ridge
Protest Committee	You're barking up the wrong tree!
3. **Entrance Requirements:**

Pilots must not be allergic to oranges or orange products. Pilot, aircraft, parachute, Flarm must all be within their use-by dates.  
Competition licence not required to have fun  
Pilots must be registered on the OLC (free at registration!)  
Pilots must be prepared for pallet loads of fun.

4. **Registration:** Competing pilots are advised to register early to avoid the entry limit. Registrar – [johnridge16@gmail.com](mailto:johnridge16@gmail.com) .  
An entry fee of \$50 per aircraft applies subject to refund upon application to pilots not having fun.
5. **Flying prior to Competition:** Flying prior to the Competition will be available during the WGC Cross-country Invitational, 3<sup>rd</sup>/4<sup>th</sup> and 10<sup>th</sup>/11<sup>th</sup> November. Local flying may take place during the competition period.
6. **Water Ballast:** Water ballast will be available. Filling points will be advised at the initial briefing. Pilots need to bring 60m of standard garden hose with clip fittings.
7. **Glider Weighing:** Facilities for glider weighing will not be available and random check weighing of any glider will not be required on any day.
8. **Flarm:** Pilots are reminded that carriage of a functioning Flarm is mandatory.
9. **Facilities:** Oxygen filling will be available. Workshop facilities will not be provided. Tie down cables are available.

### **Competition**

*The competition approach is to allow pilots to follow the primary SAFETY FIRST philosophy with choices and flexibility which will enable them to maximise their level of fun. Our goal is that no pilot, at the end of the competition, seeks a refund of their entry fee!*

10. **Pilot Flexibility:** Except for the first and final days all pilots are required to indicate, by the close of dinner the night before -  
1) if, on the following day, they will fly the set task, their own task, or declare a lay-day  
2) if flying the set task then in which grade they wish to compete and if they want the choice to fly with water ballast (i.e. wet).
11. **Competition Grades:** Except for the first and final days the following grades will be offered provided there is sufficient pilot demand as at the close of dinner the night before. A minimum of three aircraft are required to task each grade.  
**Orange Prix** – not handicapped; usually limited to aircraft of similar performance but here it's up to the pilots to decide. Pilots may decide to mix ballasted and dry aircraft to even out aircraft performance based on Orange Week handicaps.  
**Juicing Grade** – handicapped event with traditional AAT, AST or RUN tasks  
**Fresh Grade** – handicapped event with extra vitamins; task-setters will have their own fun providing added challenges

- 12. Handicaps:** For Juicing grade and Fresh grade pilots will compete with a "2011/2012 Multi Class" handicap (see GFA Glider Handicaps, version 1.0 released 23 June 2011) on days where they have elected to fly wet (regardless of whether they actually fly wet or dry). Pilots who elected to fly dry the following day will have a handicap increased by the difference between their Multi Class and Club/Sports handicaps (and they must then fly dry). Orange Prix is not handicapped.
- 13. First Day:** As a warm-up task all pilots will fly in Juicing grade and will declare at briefing if they choose to fly wet or dry.
- 14. Final Day:** All pilots will fly in Fresh grade and will declare before the start of launching if they will fly wet or dry.
- 15. Tasks & Turn-points:** Competition tasks will be anything the task-setters declare. A definitive list of start, turn and finish point descriptions and coordinates which are the reference for all scoring procedures are available on the Worldwide Turn-point Exchange website [http://soaringweb.org/TP/Waikerie\\_nats/](http://soaringweb.org/TP/Waikerie_nats/) for download to GPS loggers (or [soaring.gahsys.com/TP](http://soaring.gahsys.com/TP) and [soaring.xinqu.net/TP](http://soaring.xinqu.net/TP) – mirror sites).
- 16. Competition Web Site:** [www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au)

### **Rules and Scoring**

*The CHAMPION PILOT and winner of the ORANGE WEEK CUP will be the pilot (regardless of grades flown) who scores the minimum points for the week and has competed in one of the grades on at least half plus one of the flying days.*

*The MAURIE BRADNEY TROPHY will be awarded to the most meritorious competitor (Orange Week Cup winner not eligible).*

*These and any ad-hoc rules introduced by the Contest Director at any time and without warning are the only rules which apply to this competition.*

- 17. Day Scores:** The finish position score (FPS) will be as follows with the winner on the day receiving one point and the maximum score possible being ten points -

Position >	1	2	3	4	5	6	7	8	9	10
3 aircraft	1	2	5							
4	1	2	4	6						
5	1	2	3	5	7					
6	1	2	3	4	6	8				
7	1	2	3	4	5	7	9			
8	1	2	3	4	5	6	8	10		
9	1	2	3	4	5	6	7	8	10	
10 or more	1	2	3	4	5	6	7	8	9	10

A technology adjustment (TA) will be applied to the finish

position scores whereby all pilots of dead-tree gliders (the other scorer's terminology, not mine) will be rewarded with a reduction of one point.

Day score = FPS - TA + penalties (if any)

- 18. Finish Position:** The scorers will use one of the following when calculating finish positions -  
1) Standard scoring for AAT, AST and RUN tasks  
2) OLC scoring  
3) Finish order  
Adjustments to speed or distance flown may be applied to the above before finalising finish positions, depending upon the task. The scorers will attempt to explain these at the daily briefing.
- 19. Progressive Scores:** The sum of each pilot's day scores.
- 20. Lay-days:** A pilot may declare a lay-day on any day. If this is declared by the close of dinner the night before, the pilot having the lay-day will receive the average score of the largest grade flown; otherwise a score of twice that will apply.
- 21. Independent Tasks:** A pilot may elect to fly their own task on any day. If this is declared by the close of dinner the night before, the pilot flying their own task will receive the average score of the largest grade flown; otherwise a score of twice that will apply.
- 22. Protests/Complaints:** Protests and/or complaints may be made direct to the scorers during waking hours, and must be accompanied by a non-refundable \$5 fee. Protests and/or complaints will be totally ignored unless they concern operational safety. Any informal protests and/or complaints overheard by any of the Organising Committee will incur a non-refundable \$6 fine and will be likewise ignored unless concerning operational safety. Pilots not satisfied with their hearing by the scorers have recourse to Competition Guidelines and Rules clause 22.
- 23. Tied Score:** In the event of a tied score for Champion Pilot at the end of the competition the winner will be decided at the trophy presentation according to which pilot convinces the remaining entrants that they had the most fun. The Contest Director's applause meter will decide and protests and/or complaints (see clause 22) will be most welcome.

## **Operations:**

- 24. Briefings:** An initial briefing, including safety briefing, for competing pilots, tug pilots and crews will be held in the briefing room at 0900 hrs, Saturday 24<sup>th</sup> November 2012. Daily briefings will be held at 1000 hrs each day, unless notified otherwise by a notice in the briefing room. Competition pilots must attend each daily briefing.
- 25. Maps / Charts:** All competition turn-points are included on the World Aeronautical Charts for Adelaide (WAC 3458), Broken Hill (WAC 3355) and Hamilton (WAC 3469). Pilots are encouraged to have a current copy of Visual Navigation Chart VNC-8.
- 26. Radio Frequencies:** Waikerie CTAF 126.7  
Waikerie Base, start/finish, gaggle/safety 122.9
- 27. Radio Procedures:** **Launching** - Monitor 126.7 during aero-tow and until above 3000 ft AGL (3138 ft QNH) or laterally clear of the aerodrome by 10km.  
**Starting** - Advice re start-gate status will be broadcast on 126.7 (and 122.9 in the case of Juicing and Fresh grades).  
**Finishing** - Make 2 calls inbound on 126.7, advising distance, direction and intention, first at 20 km and second at 5 km. Gliders should remain on 126.7 until after landing. Waikerie Base will monitor CTAF frequency (126.7) and provide advisory information on 122.9 if necessary. Preferred runway and circuit direction will be advised at the daily briefing. Taxying after landing is not permitted unless it is directly in-line with the landing direction.
- 28. Launching:** Tug tickets will not be issued. Pilots will be billed at the end of the competition. Self launch gliders will use the same runway as the aero-tow operation under the direction of the Launch Master. It is expected engines will be shutdown at or before approximately 2000 ft AGL (2138 ft QNH).
- 29. Start Procedures:** The start point for Juicing and Fresh grades will usually be “Waikerie Finish” (see turn-point list, 34 11.100 S 140 1.617 E) with a 1km radius. Start-gate opening will be broadcast on 126.7 and 122.9. Orange Prix will be advised at the daily briefing.
- 30. Thermalling:** Pilots are required to thermal to the right within 5 km of the aerodrome. Thermalling below 1500 feet AGL is not permitted within the circuit area of the active runway (left hand circuits unless otherwise advised).

- 31. Other Operations:** Other operations during the competition, and in particular during the launch, start and finish periods will be limited as far as is practicable.  
Other operations may include flying training organisations and RFDS aircraft (Pilatus PC-12) and helicopters. Launching may be briefly interrupted by the organisers so as not to disrupt RFDS operations.
- 32. Vehicles:** Crew vehicles and drivers are required to be specifically authorised to drive on the “airside” of the airfield. Briefings will be provided. Vehicles must remain clear of the powered aircraft operating areas and all vehicles must give way to aircraft at all times.
- 33. Flight Data Recorders:** Any digital flight data recording which can be up-loaded to the OLC site is acceptable. Pen and paper, barographs, observations and photographic evidence for tasks flown will not be accepted.
- 34. Retrieves:** Crews must notify the organisers of any road retrieve before departing from the airfield.  
Aero-tow retrieves must be authorised by the tug master, but are otherwise a private arrangement between the tug pilot and the glider pilot or his crew. Paddock requirements for aero-tow retrieves are available upon request. No aero-tow retrieves on total fire ban days.
- 35. SAR:** Search and Rescue procedures will be activated for any glider remaining overdue after 2000 Hrs (CSDST) if no out-landing advice has been received by the organisers.
- 36. NOTAM:** The organisers will arrange the promulgation of a NOTAM to advise all airspace users of the increased gliding activity in the contest area for the duration of the competition.
- 37. Controlled Airspace:** It remains the responsibility of the pilot to remain outside of controlled airspace, including the buffer zones of 1,000m horizontally and 500ft vertically. The actual Air Services controlled airspace is **defined** by the “Controlled Airspace file” and the Controlled Airspace with Buffer Zone is **indicated** by the “Airspace Plus Buffer File”. These airspace files are provided only for the guidance of pilots to assist them to remain outside of controlled airspace. Both files are available on the Worldwide Turn-point Exchange website [http://soaringweb.org/TP/Waikerie\\_nats/](http://soaringweb.org/TP/Waikerie_nats/) for download. Airspace clearances will be advised at the daily briefing.