



LSF Australia | 43rd Jerilderie

Sat 11 - Mon 13 June 2022

INFORMATION FOR PILOTS

Radios & MAAA/FAI License Checks

All pilots must hold a current MAAA/FAI licence. Licence checks for pilots will be on Friday 10th from 7:00pm at the Colony Inn and on the field Saturday from 8:30am.

Jerilderie No Fly Zone

A No Fly zone now applies. It broadly precludes flying towards the town any further than the racecourse boundary. A map with more detail will be on display at the CDs tent. The map is also included on the last page of this information.

If a pilot loses effective control of their model and the model is being blown towards the town, the pilot is to bring the model to the ground before the model leaves the racecourse precinct even if this means deliberately crashing the model.

Report to the CD immediately if a model crashes outside the racecourse, causes property damage or causes personal injury.

Fire Safety

On field charging of motor batteries can start a fire. Pilots are to take precautions to minimise the risk of a fire starting.

Test Flying

Test flying is allowed only after the pilot's vehicle has been removed from the field.

Augmented Stability Systems

The use of Augmented Stability Systems (gyros etc,) is specifically banned for all model classes. The control surfaces must be controlled exclusively by the pilot from the ground.

Frequency Board

Will be used if needed.

No On-field Catering

The Lions Club will **not** be coming this year. Please make your own catering arrangements.

ORGANISATION

Tournament/Competition Directors

Tournament Director:

Mike O'Reilly

Competition Director:

Robert Gunn

Sound System

All announcements will be broadcast on the FM frequency band.

The LSF will provide some radio/speaker sets along the flight line.

Entrants are encouraged to bring their own radio/speaker sets.

Start and End of Working Time

Start and end of working time will be indicated by a clock and by an audible signal.

The start of an audible signal indicates the start time. The start of another audible signal indicates the end of working time.

Flight times in progress must cease at the end of working time.

F5J and Open Thermal: no landing points if still flying at the end of working time.

eRES: no landing points if the flight time exceeds 5mins 30secs (refer Rule 7).

Timing the end of the flight

Timing ends when the first of these events occurs.

- the model aircraft first touches the ground; or
- the model aircraft first touches any object in contact with the ground. Parts of launching devices (towlines) extending away from the ground shall not be interpreted as objects in contact with the ground; or
- F5J and Open Thermal: completion of the group's working time.
eRES: the completion of 5 minutes of flight.

For all classes, record the time in minutes and seconds (discard decimals).

Score Data Entry

Score data entry for all events will be by smart phone using the GliderScore eScoring system. To avoid confusion between the three classes being flown, the smartphone eScoring screen will indicate the class that applies for each scoring (web) page.

Please bring a smart phone with QR code scanning ability.

It is possible to use one phone for all team members or for several pilots to share a phone.

Flight Line

There will be one flight line. CDs tent in the middle.

A digital display clock will be near the CDs tent.

Prize Pool

There will be trophies and modest prizes for the place getters in each class.

The sponsor's prize pool will be distributed by random draw. All pilots participate. As pilots are drawn, they can choose their prize. It is unlikely that there will be a prize for everybody.

COMPETITIONS

All Competitions

Pilots will be in teams.

Each team can enter a maximum of three pilots in each glider class.

For example, if two pilots enter for all three classes, and a third team pilot enters for (say) Open Thermal and F5J, a fourth pilot can join the team but would be restricted to flying eRES. All pilots contribute to the team result.

There will be three heats per round. Each class flies three heats followed by the next class and so on. Rules for all classes are available on the LSF Australia website resources page (<http://www.lsfaustralia.org.au/resources.html>).

Fly-offs may be held depending on a range of factors. This will be determined on or before Friday 10th June.

Grand Champion Award

The Grand Champion will be the pilot with the best aggregate 'normalised' score considering only the Open Thermal and F5J competitions. The Grand Champion receives a trophy and a modest prize.

Other Awards

Place getters in each class: receive a trophy and a modest prize.

Best Team: trophy presented to the team with the highest aggregate 'normalised' score for all three events.

Perfect Flight: trophy presented to the pilot with the greatest number of perfect flights. For F5J a perfect flight is taken to be 9:59 + 1m landing. If there is a tie then the award will be shared.

Best Landings Award: awarded to the pilot with the highest total of landing points across all three classes. If there is a tie, the pilot with the highest 'worst' landing wins. If this still does not break the tie, the award will be shared.

Local Rules

F5J Competition

Motor restart allowed but results in a zero score.

Pilots must launch forward for at least 3 full seconds before turning. Safety penalty of 100 points for a breach of this rule.

No-fly Zone

Pilots who enter the no-fly zone must act immediately to leave it.

1st offence: a warning will be given and recorded on a master list.

2nd offence: a 200 point safety penalty deducted from the final score.

3rd offence: loss of flight points AND a 1000 point safety penalty.

4th offence: may be disqualified from all events and not be allowed to fly again.

Your helper should be aware of this rule. See map of no-fly zone on last page.

Winch Batteries

Spiral wound winch batteries that comply with the 625mm w+l+h rule are allowed.

Reason: It is possible to purchase a complying (w+l+h) flat plate lead acid battery that exceeds the specifications of the best complying spiral wound battery.

Draw

The draw for all classes is on a team basis. Pilots must be part of a team comprising a minimum of two flying members. No more than three team members can fly in each of the glider classes. The composition of each team is the same for all three classes. The organisers will assist pilots seeking other team members. Lane and Pit locations will be allocated on a team basis and space will be at a premium. Please closely follow the instructions that will be provided with the draw prior to the event.

OVERSEAS COMPETITORS

Members of the overseas model aeronautical bodies officially recognised by the FAI, who are temporarily in Australia, shall, on application, be admitted as MAAA Honorary Members during their stay in Australia. This status has to be recorded by the MAAA in order to qualify for Third Party Public Liability insurance cover and is only available to bona fide visitors for limited periods. LSF Australia will liaise with the MAAA on behalf of any overseas competitors.

See next page for a map of the no-fly zone.

