# LSF Australia |46th Jerilderie

**Friday 6 - Monday 9 June 2025**

# INFORMATION FOR PILOTS

## 1. ORGANISATION

### Tournament/Competition Directors

Tournament Director: Nick Chabrel
Competition Director: Robert Gunn

### Competition Events

Friday 6 June - **Pilot Briefing 9:15 Flights 9:30 – 4:30**: F3J thermal glider with 130m winch length
Saturday 7 June - **Pilot Briefing 9:15 Flights 9:30 – 4:30** F5J preliminary heats
Sunday 8 June - **Flights 9:00 – 4:30** F5J preliminary heats
Monday 9 June - **Flights 9:00 – 12:30** F5J fly off's, for all competitors in three groups. Group A 1-12, Group B 13-24, Group C 25-34

### Hours of Operations

Friday 6 June to Sunday 8 June: 8.00am to 5.00pm
Monday 9 June: 8.00am to 1.00pm

### NOTAM

A NOTAM will be issued by CASA to cover model operations during the operating hours with a height ceiling of 2,000 ft above ground level, (agl). Any practice flying taking place outside the NOTAM operating hours must be kept under 400 ft, agl.

### Pilots Briefing

**A pilots briefing will be held on Friday and Saturday mornings at 9:15** before the commencement of flying to inform pilots of the local flying conditions.

### MAAA/FAI License Checks

All pilots must hold a current MAAA/FAI licence. Licence checks for pilots will be done by the organisers directly with the MAAA, or at the field on Friday and Saturday prior to 8:00am.

### Jerilderie No Fly Zone

A no-fly zone applies at the Jerilderie racecourse site. It broadly precludes flying towards the town any further than the racecourse southern boundary. A map with more detail will be on display at the CDs tent. This map is also included on the last page of this information notice.

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 cause a fire. Pilots are to take precautions to minimise the risk of a fire starting. Please bring a fire extinguisher if you have one and take note of the location of the LSF fire extinguishers in and around the CD tent.

### Test Flying

Test flying prior to Thursday 5 June is subject to a 400' ceiling. Test flying on Friday, Saturday, Sunday and Monday is allowed only after the pilot's vehicle has been moved to the designated parking area.

### 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.

### No On-field Catering

No on field catering is planned so please make your own arrangements.

### 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 FM radio/speaker sets.

### Start and End of Working Time

The start and end of working time will be indicated by an audible signal generated by Gliderscore. The start of the audible signal indicates the start time. The start of end audible signal indicates the end of working time. Flight times in progress must cease at the end of working time and no landing points will be awarded if the model is still flying at the end of working time.

### 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
- the completion of the group's working time.
- For F5J, record the time in minutes and seconds (discard decimals).
- For F3J, record the time in minutes and seconds, and to the first decimal.

### Score Data Entry

Flight scores for all events will be entered by a smart phone using the GliderScore eScoring system. To avoid confusion between the two 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. The CD's tent will be in the middle.

Team pit areas will be allocated in information provided in the week prior to the event, and depending on entries may be as narrow as 6 metres wide by approximately 20 metres deep. The use of sun shelters is allowed but must fit within the confines of your team pit area.

## 2. COMPETITIONS

### All Competitions

Pilots will fly in teams. The organiser will place you in a team if you do not nominate team members at the time of entry. It is not permitted to have 2 F3J WC Team Aspirants in the same team.

Each team can enter a maximum of three pilots in each glider class. Your team for F3J does not have to be the same for F5J.

**There will be three heats per round for F3J and four heats per round for F5J**. Rules for all classes are available on the LSF Australia website resources page (http://www.lsfaustralia.org.au/resources.html)

**Fly-offs for F5J will be held for all competitors on Monday morning. Group A pilots 1-12, Group B 13-24, Group C 25-34**

## Grand Champion Award

The Grand Champion will be the pilot with the best aggregate 'normalised' score from the F3J and F5J competitions. The Grand Champion receives a perpetual trophy.

## Other Awards

**Place getters in each competition**: receive a trophy.

**Best Landings Award:** awarded to the pilot with the highest total of landing points across both 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.

## F3J Team Selection

The F3J event on Friday 6 June will be a selection trial on behalf of the MAAA to select the Australian team for the 2026 F3J World Championships. To be considered for the team, pilots need to nominate as an Aspirant and pay a $50 nomination fee. Aspirants will have their final scores normalised against each other for team ranking purposes.

# 3. LOCAL RULES

## F5J Competition

- Motor restart is allowed but results in a zero score. This score is droppable. The Committee recommends to all pilots to activate this feature to minimise out landings.
- After launch, pilots must fly forward for at least 3 full seconds before turning. GliderScore makes a sound at the 3 second mark. 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 by the CD or his delegate 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 <u>must</u> be aware of this rule. See map of no-fly zone on last page**.

**Compliance with this is <u>mandatory</u> as it is a key part of our CASA Area Approval**.

## Winch Batteries

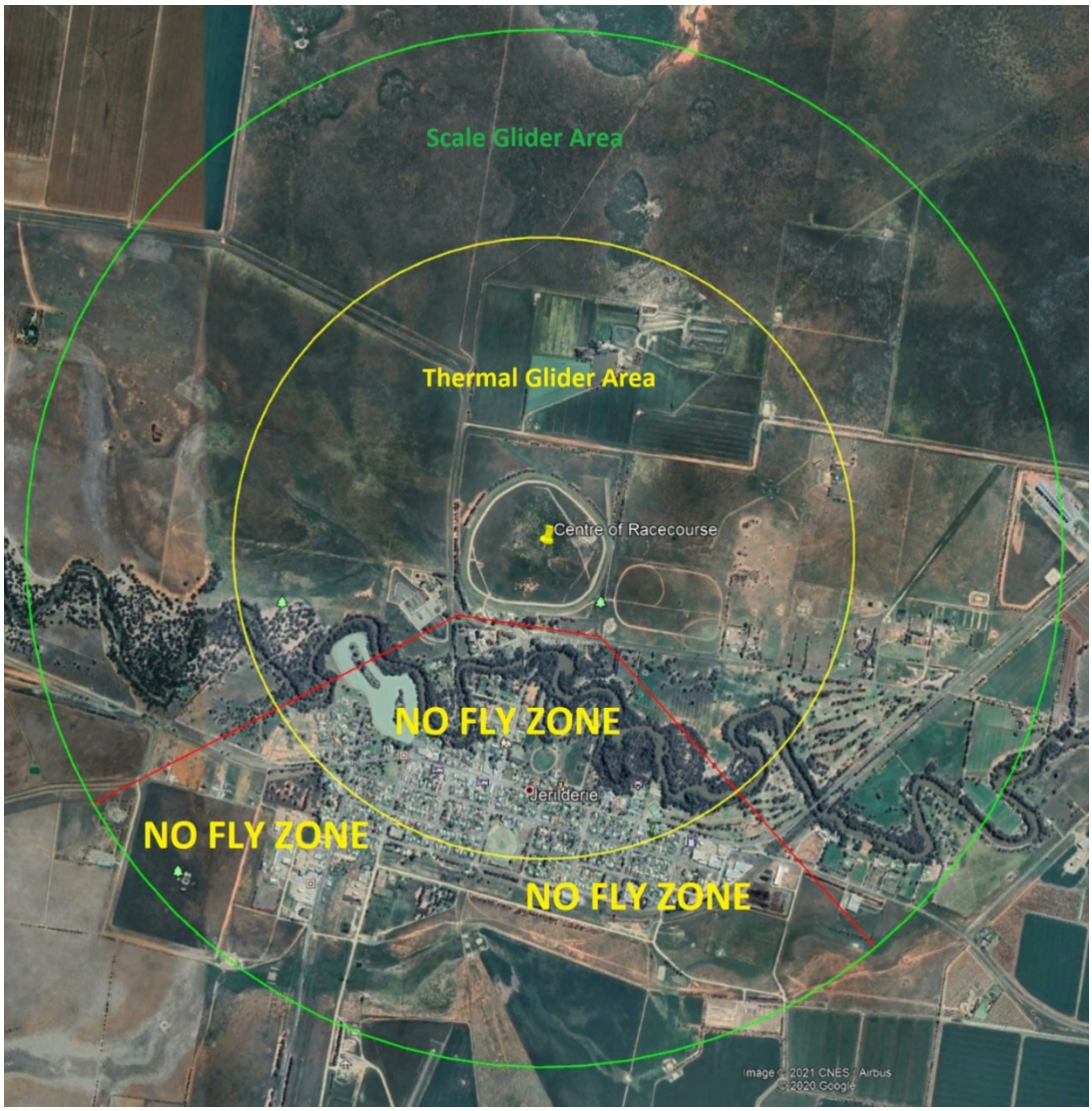
Spiral wound winch batteries that comply with the 625mm w+l+h rule are allowed.

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 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 your team can be different for the two 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.

## 4. OVERSEAS COMPETITORS

Members of an overseas model aeronautical body 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 before the event starts 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.

## 5. JERILDERIE RACECOURSE NO-FLY ZONE