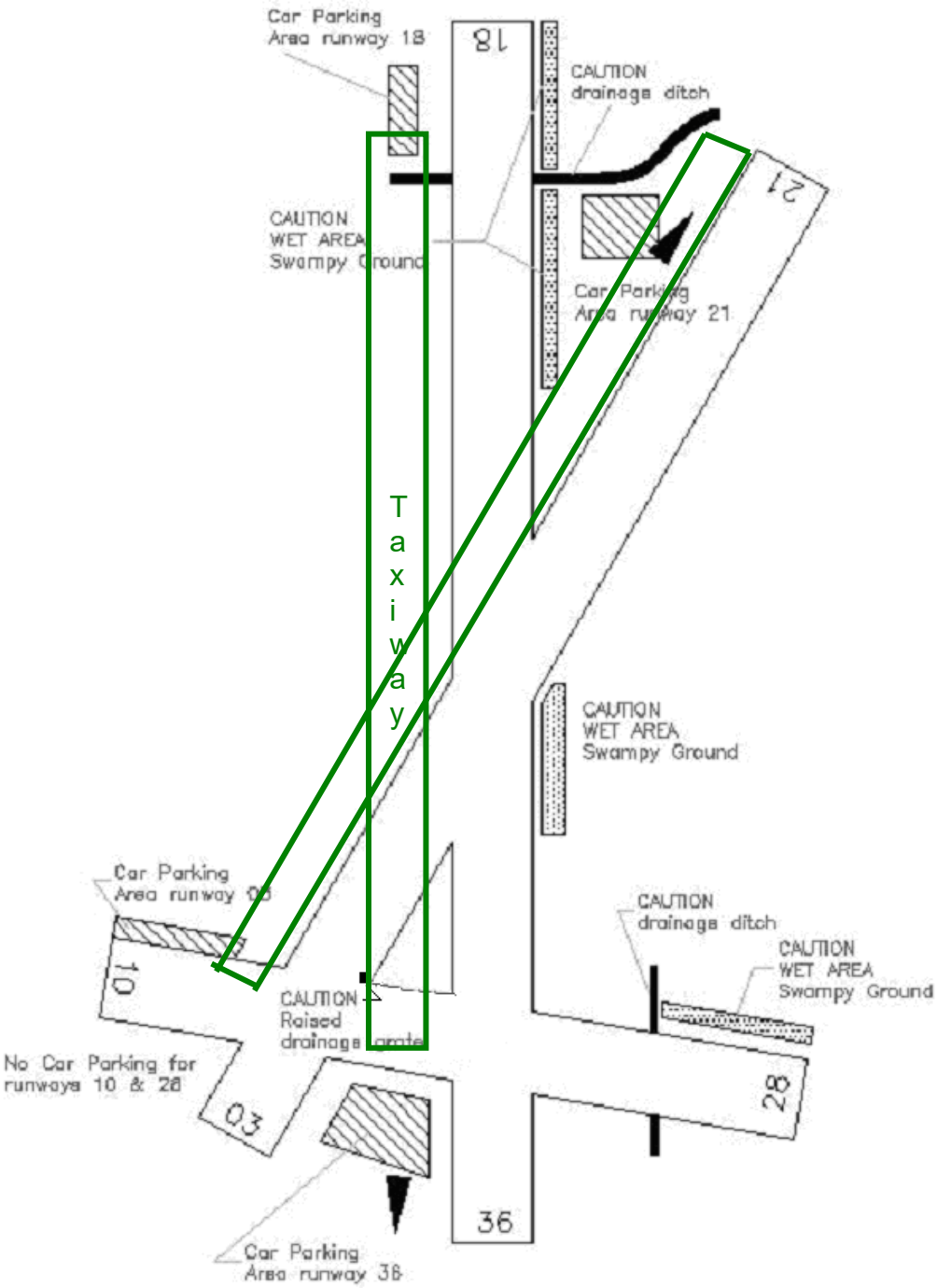
Pilot Notes/Local Procedures
2023 Canadian National Gliding Competition
24 July – 4 Aug
SOSA Gliding Club



Airport Layout

The Rockton aerodrome (CPT3) with a field elevation of 846 ft is comprised of 3 runways. 36/18, 03/21, 10/28. For the contest, runway 10/28 will not be used.

Taxiways are located on the west side of the runways (indicated by green lines in the diagram above) and are to be used to move gliders on the ground. The runways are marked by yellow or orange pool noodles, so all ground movement must remain clear of the runways. Cars are not allowed to cross the active runway to retrieve a glider, only the club retrieve carts may cross the active.

Trailer Parking

Trailer parking spaces are indicated by the red areas on the photos below Figure 1 shows the spaces available at the north end of the field along the west edge of runway 36 for Club Class gliders. There is no water ballast available in these locations. Figure 2 shows the parking spaces near the Clubhouse. There is space for 1 row on the clubhouse lawn. The northern most spaces are reserved for visiting 18 m gliders near the water outlet. There is no trailer parking south of the clubhouse along the edge of runway 03.

Water Ballast

Hoses and taps for water ballast are available at the locations marked as blue triangles in Figures 1 and 2. A large rain barrel is located at the NE corner of the hangar. This is rain water collected from the roof of the hangar. All other sources are well water. There is a tap and hose at the SW corner of the hangar that will be extended to the SE corner near the fuel pump. There will be a hose at the north end of the clubhouse lawn near the visiting 18 m parking spots. There is a tap and hose on the SW corner of the clubhouse. Hoses will be laid out from these two taps to the edge of the taxiway for glider filling, but water jugs will also be helpful to alleviate congestion at the watering points

Camping

There are plenty of campsites available for trailers, tents and motorhomes. None of the campsites have a water connection and all have 15 ampere electrical service, precluding the use of air conditioning. See the contest manager upon arrival for directions to a suitable campsite. There is a $30 fee for camping for the duration of the contest.

Figure 1 - Club Class Parking areas at the north end of the field

Battery Charging

Power bars will be located in the workshop, indicated in green Figures 1 and 2 for charging batteries. There is a limited number of electrical outlets in the clubhouse, so battery charging is not permitted in the clubhouse.

Figure 2 - Trailer parking area near the clubhouse

Facilities and Showers

The clubhouse, indicated by the orange circle in Figure 2 has a kitchen complete with plates, utensils, pots and pans. There are two stoves and a refrigerator that can be used. There two propane BBQ's o the clubhouse lawn that can be used as well.

The clubhouse has men's, women's and handicap bathrooms complete with shower facilities. There will also be port-a-potties located at the ends of runways 36/21/18.

Social Calendar

Tue 25 July Beer and Pizza / Mandatory Meeting – Sponsored by XU Aviation

Thu 27 Jul - Rotisserie Chicken – ($25) – Beer by Joerg Stieber

Sat 29 Jul - Catered Italian - ($25) – Beer by Dixon More

Mon 31 Jul - Pig Roast - ($35) – Beer by MZ Supplies

Wed 2 Aug – BBQ Sausage – ($25) – Beer by Fox One Corp

Fri 4 Aug – Awards ceremony in the tent after flying (open BBQ, bring your own dinner we'll provide the wine)

Registration

Registration will occur on the practice days Monday and Tuesday 24-25 July in the office trailer behind the clubhouse. Please see the office manager Dan Aberg to register and remember that you may not fly before you have signed a SOSA Release form.

Aerodrome/Contest Frequency

The mandatory frequency for the Rockton Aerodrome is 122.725 MHz (122.72 on some radios). This frequency will be used for all contest launch operations. Once you have released from tow and climbed above 2000 AGL switch to 123.4. Start gate announcements will be made on 123.4. Returning from the task, switch back to 122.725 10 km out and announce your position.

Gridding

Grid rows will be marked on the runway in the grid area indicating the position of the nose of the glider. There will be two gliders per row and the first glider to arrive in that row will stage in the furthest position from the taxi way. While moving to the grid, beware of club flying operations and assume that all runways are active. Look both ways before crossing any runway as rope break practice or an emergency landing can take place on any runway. Use the taxiways described above when moving gliders to the grid.

Weighing

All gliders in the 18m class need to be weighed prior to the first contest day. Weighing will be conducted with the gliders loaded to their maximum contest take-off weight of 1100 lb for the 18 M gliders. Once this weight has been confirmed

they will then be weighed in their tow-out configuration to establish a reference weight. All gliders in the 18 m class will be weighed each day on the way to the grid to confirm they are at or below the reference weight.

Critical Assembly Check

Each pilot must ensure their glider is safe to fly before launching. A critical assembly check (CAC) consists of a positive control check, ensuring that all pins/ bolts that secure components are properly installed and any other items the pilot feels are critical to safely fly their glider. Upon completion of the CAC, the pilot is to initial on the left wing root tape indicating the check has been completed. Any glider without initials on the wing tape will be refused a launch and may be assessed a penalty by the CD.

Launching

For the launch, there will be 3 tow planes and with up to 30 gliders in the contests it is imperative that all pilots be ready to launch when the tow plane arrives. Please be in your cockpit and ready to go at least 5 minutes prior to your take-off. This will ensure an efficient and trouble-free launch. If you are not ready to launch in your designated spot, you will be pushed off the grid and launched at the end of your class. SOSA has two Pawnees and a 180 HP Citabria. The maximum weight of 1100 lb in the 18 m class is to allow the Citabria to tow all 18 m gliders. Any pilot that refuses a tow from the Citabria will be assessed an unsportsman-like conduct penalty. If the weather conditions make towing 18 m gliders at 1100 lb with the Citabria unsafe, then the CD will either lower the weight limit for the day, or will use only the Pawnees for the 18 m class. Per club policy, the Duo Discus and Arcus will not be towed by the Citabria.

Re-lights

Re-lights will be briefed on a daily basis but will generally land on the same runway as the take-off. Relights will be expected to land long and roll through the intersection. Ensure that you roll well clear of the runway towards the hangar side so as not to disrupt the launch. Re-lights will be launched at the back of their class, or at the end of the next class if that launch is already in progress.

Start Gate

The start gate is defined by a 5 km radius line or cylinder with a maximum altitude as announced by the CD on a daily basis. The 63 Rockton, 90 Start N, 91 Start E, 92 Start S and 93 Start W are all eligible for use as start points. (90, 91, 92 and 93 are not turnpoints).

Finishes

The finish cylinder is a 2 km radius cylinder centered on the Rockton turn point. The floor of the finish cylinder is 750 ft AGL (1500 ASL). Pilots returning are to call on the Aerodrome frequency 10 km out, indicating the direction from which they are returning. Finishes shall also be announced as you cross the 2 km finish radius. Announce all intentions on 122.725, including a downwind call.

Circuits and Landing

Gliders typically make left hand circuits and towplanes make right hand circuits at SOSA. The circuit is normally entered at 1650 ft ASL (800 ft AGL) by club gliders at the high key The center of the high key is positioned 1000 m upwind and 1000 m to the side of the runway. Circuits should follow this standard if practical as abnormal circuits increase the risk of collisions in the airport environ.

SOSA runways are approximately 200 ft wide. The landing half of the runway is the east side of the runway (furthest from the hangar). After landing, do not stop in the middle of the runway. Normal Club Operating Procedures call for gliders and towplanes to roll clear to the west (hangar) side. If you are following a glider on final, be prepared for the glider in front of you to roll to the west side to clear the runway. If the first glider is aware of other traffic following closely in the circuit, and the west side of the runway is clear, then it makes sense to plan to touchdown on the west side and roll clear to the west so as not to roll in front of the glider behind you on final. During the contest, you may clear the runway to the east side if the west side is congested. It is preferred that landing gliders land long and roll clear of the runway near the upwind end of the runway so as to keep the taxiway clear for cars towing gliders back to the trailer areas. Do not roll off the runway to your trailer or the hangar for convenience if the circuit is crowded. It is not convenient for anyone else. If you roll off to the east side away from the hangar you may not cross the runway with a car to tow your glider. Wait for one of the club golf carts to tow you across the runway.

Retrieves

The Retrieve Office

The office will be located in the office trailer behind the clubhouse and will remain open until all gliders have been accounted for. The phone number for the retrieve office is a text capable phone so that pilots may text their details to the office instead of relying on voice. If a crew wishes to leave the airport during the day, they should advise the retrieve office of their expected time of return.

Trailer Retrieves

Call the retrieve office and provide your location and road directions. Alternately, you may call your crew, but they must provide all information to the retrieve office before they leave the airport. The retrieve office will post land out cards for all downed pilots and crews are expected to check periodically. The retrieve office will not run around looking for your crew.

Aerotow Retrieves

Aerotow retrieves are available from suitable aerodromes in the contest area at the club rate of $160 (plus 13% HST) per tach hour. It is at the discretion of the tow pilot whether or not a specific aerodrome is suitable for retrieve. Contact the retrieve office and provide your location and phone number. The towpilot or office will attempt to contact you prior to leaving. If you have landed at another club and can arrange a tow from them you must still contact the retrieve office.

Crewless Pilots

The crewless pilots should compile a list of crewless pilots and provide this to the Contest office. If you are on the list and have arrived home, go to the retrieve office and see if one of your crewless brethren is in need of a retrieve. The retrieve office will not search for a crew for you.

Turnpoints

The turnpoints posted to John Leibacher's World Wide turnpoint Exchange labeled **2023 SAC Nationals** will be in use for the contest (link available on the Contest Website). Colour copies of the map with the turnpoints will be issued to all competitors upon registration. The final waypoint file was updated on 14 Apr 2023.

Controlled Airspace

Classes A,B,C,D and some class F zones are closed airspace for the duration of the contest. SOSA is situated in busy airspace with the Waterloo and Hamilton airports less than 15 miles from SOSA and the Toronto terminal area about 6 miles east of SOSA.

Class B airspace starts at 12,500 ASL in Ontario, no glider flight is permitted above this.

Class C airspace surrounds Toronto and is of the inverted wedding cake style. You may fly under the Class C airspace, but not through it. The outer most ring of

the Toronto Terminal area has a floor of 3500 ft ASL, except for the Guelph cut-out with a floor of 4500 ASL, indicated by the red intersecting circles on Figure 3 on the next page.

A Class D control zone surrounds the Hamilton Airport. Waterloo and London's Control zones are Class C. You may not fly through the control zones, but you may fly above them. It is good airmanship to call the tower and advise them if you are flying in close proximity to these control zones.

The Guelph corridor is between the Waterloo and Toronto Class C's and is used by IFR traffic as they descend into Toronto. Airspace above 5500 ASL within area is restricted to all competitors during the competition including practice days. This is indicated by the blue hour glass shape on Figure 3.

The map shows the turnpoints and controlled airspace in the Rockton area. The red and blue numbers indicate the altitudes at which you may fly. IE >4500 over Hamilton indicates you may cross above the Hamilton zone above 4500 ASL, while <4500 indicates you may fly below the Terminal area in the Guelph cut-out below 4500 ASL.

A link to the latest airspace file is available on the Nationals Website and it can be found in the same location as the turnpoint files on John Leibacher's World Wide turnpoint Exchange under ROCKTON.

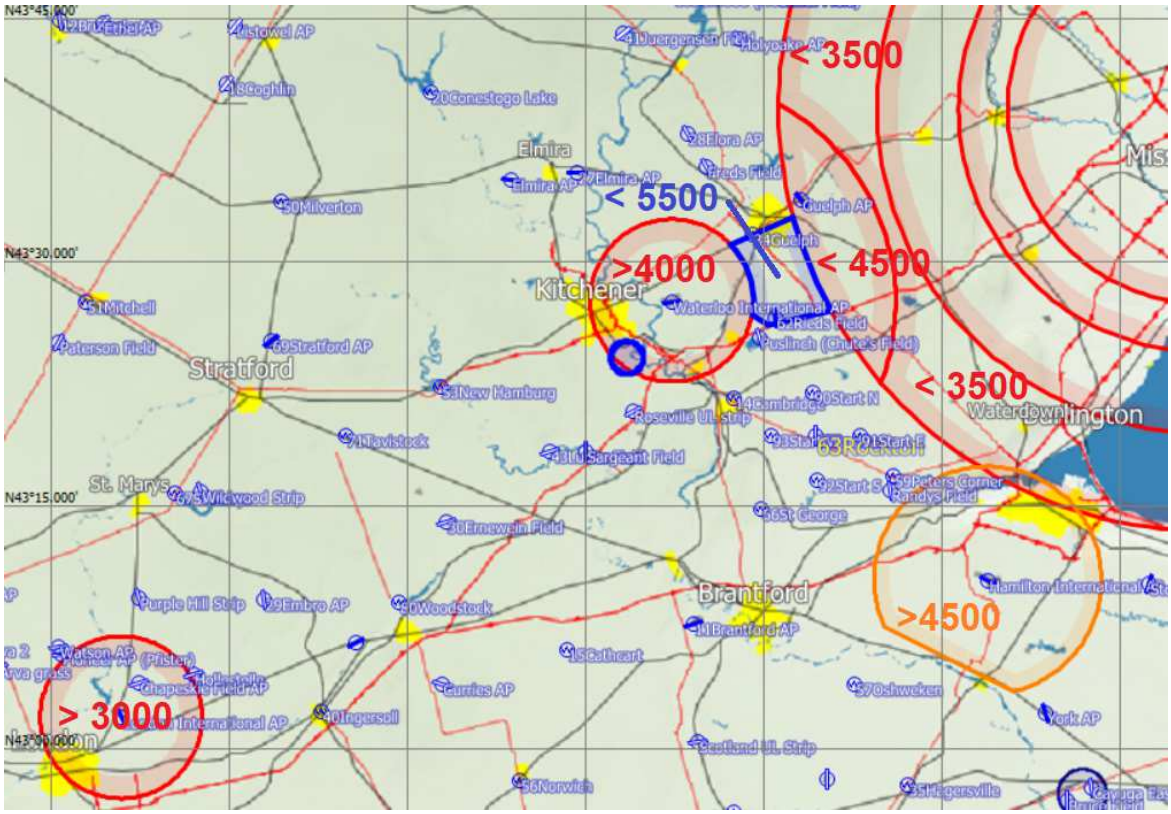


Figure 3 - Airspace in the vicinity of Rockton

COMMON RADIO FREQUENCIES					
CFA (401N)		123.02	CFA (401S)		122.92
Rockton	TRAFFIC	122.72	Centralia (Huron AP)	UNICOM	122.8
Waterloo	ATIS Tower Ground	125.1 126.0 121.8	Courtland Delhi Elora	TRAFFIC TRAFFIC TRAFFIC	123.4 123.2 123.2
London	ATIS Tower Ground	127.8 119.4 121.9	Grand Valley (Martin Field) Guelph Airpark Hanover	TRAFFIC UNICOM TRAFFIC	123.2 122.8 123.2
Hamilton	ATIS Tower Ground	128.1 125.0 121.6	Listowel Lubitz (Edwards Field) Lucan	UNICOM TRAFFIC TRAFFIC	122.8 123.2 123.2
Toronto Terminal	Hamilton Area Kitchener Area	119.7 128.27	Nixon Reid's Field Simcoe (Denison)	TRAFFIC TRAFFIC TRAFFIC	122.9 123.2 122.9
(Atwood) Coghlin	UNICOM	122.8	Stratford	UNICOM	122.8
Arthur (YSA) Bayham (Bushhawk Creek) Brantford	TRAFFIC TRAFFIC UNICOM	123.4 123.2 122.82	Strathroy St Thomas Tilsonburg	UNICOM UNICOM UNICOM	123.2 122.7 123.0
Bellwood (Huerisko Field) Burbank (Shelburne) Field Cayuga (Bruce + East)	TRAFFIC TRAFFIC TRAFFIC	123.4 123.2 122.775	Wingham Woodstock York Airport	TRAFFIC UNICOM TRAFFIC	123.0 122.8 123.2
PHONE:	**York Clubhouse**	**519 848 3621**	**SOSA Clubhouse**	**519 740 9328**	

All pilots should read the contest rules, available on the Nationals website or via this direct link. (No changes since the 2022 rules). In particular Section 11(copied below) is of utmost importance to all pilots.

https://sac.ca/index.php/en/documents-en/competition-information/701-2022-canadian-nationals-rules/file

11 SAFETY & OPERATING REGULATIONS

11.1 A contest shall be run with the greatest emphasis on safety. No phase of the operation of the contest or interest in competition can be allowed to compromise safety. Each competitor, crew member and contest official must carry out his responsibility to prevent unsafe practice. The Contest Manager has the primary responsibility for the preparation of a safe plan of operation to be carried out by the CD and other contest staff.

11.2 A Safety Briefing will be conducted at each daily pilots' meeting. Suggested briefing subjects are start procedures, gaggle flying, maximum speeds, finish techniques, landing and rollout cautions, off-airport landings and local concerns, dehydration, hypoxia.

11.3 All in-flight judgments affecting safety, including any decision to fly over rough terrain or hazardous areas, and evaluation of the safety of any potential landing site, are the sole responsibility of the pilot in command.

11.4 Competitors must comply with Canadian Aviation Regulations applicable to non-transponder-equipped aircraft operating under Visual Flight Rules.

11.5 All competitors must adhere to the operating procedures (i.e. circuit directions, signals, etc.) as announced and discussed by the CD at any of the pilots' meetings.

11.6 It is the responsibility of each competitor and crew to prepare the sailplane for flight, to position the sailplane in the assigned place, and to attach the towrope to the sailplane prior to takeoff.

11.7 If an aircraft may have suffered damage, the CD has the right to ask that it be examined by a qualified AME prior to further flight.

11.8 Competitors and crew shall carry out the launching of sailplanes in the manner prescribed at the pilots' meeting.

11.9 The direction of circling in a thermal shall be determined by the sailplane arriving first in the thermal. However, within a 10-kilometer radius of the competition site, all sailplanes shall circle in a left-handed direction. At no time should a pilot circle in the opposite direction of gliders already established in a thermal regardless of whether they are circling the correct direction within a 10-kilometer radius of the competition site.

11.10 The CD may declare a rest day if previous contest flying has created a potential fatigue problem for pilots, such as landings more than 300 kilometers away from the contest site.

11.11 Aerobatic maneuvers and demonstrations are prohibited unless authorized by the CD.

11.12 During take-off and landing operations, all pilots and tow pilots should monitor the contest frequency for information pertaining to flight safety.

11.13 Airspace
a. Forbidden airspace includes Class A, Class B, Class C, Control Zones, Restricted or Prohibited airspace and airspace designated as forbidden by the contest organizer. Such airspace is forbidden at all times, except as specifically announced by the CD. The height of the sailplane in relation to forbidden airspace shall be the difference between a recorded fix and that of a fix recorded on the ground before take-off plus the elevation of the competition site.
b. Tasks should be set to avoid flight through any airspace containing high-density traffic.