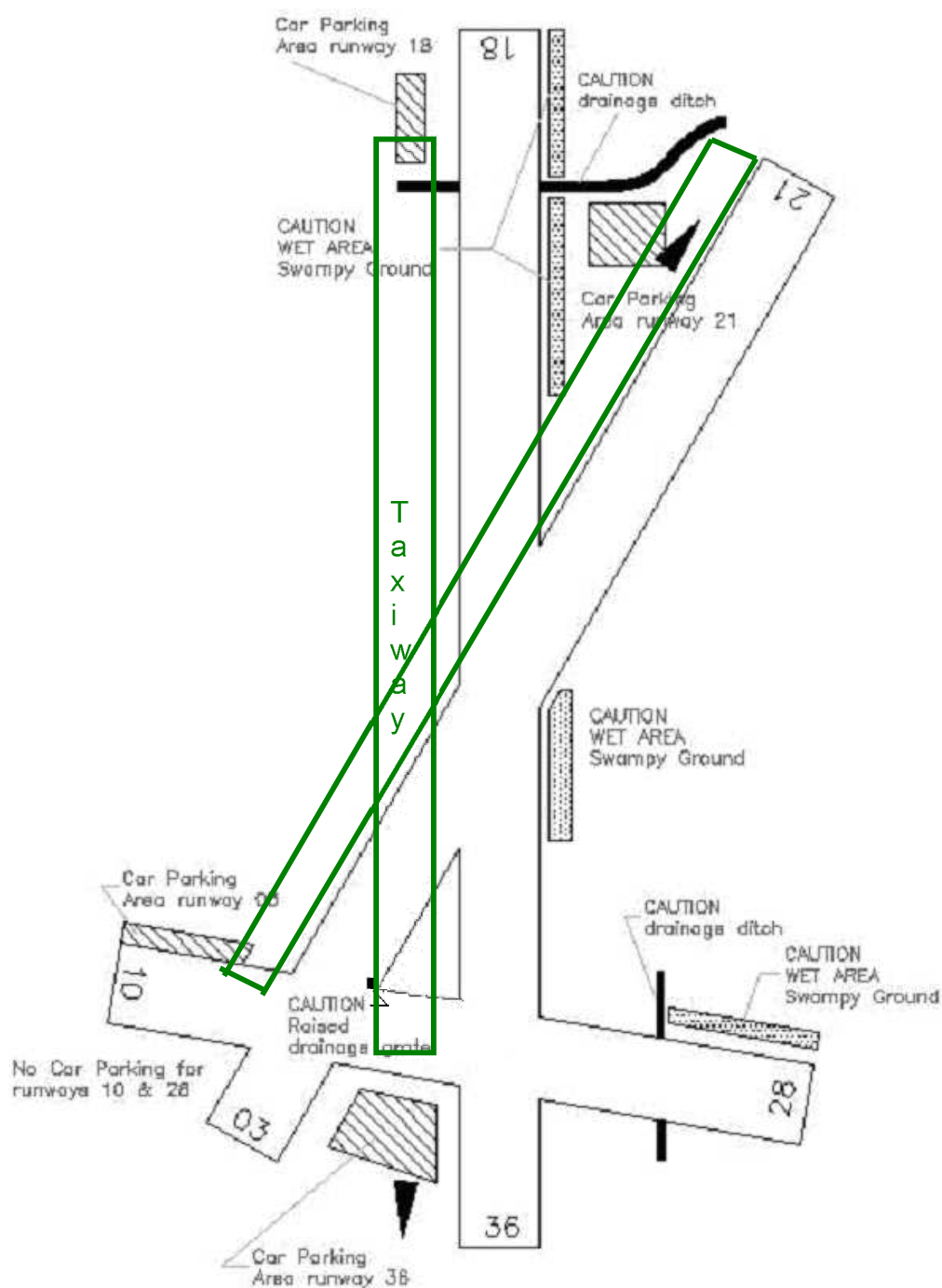


Pilot Notes/Local Procedures

2026 Canadian National Gliding Competition

27 July – 7 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 and along runway 10. There is space for 4 or 5 club class gliders on the clubhouse lawn. The 18 m gliders will be parked on the edges of runway 10 along the orange lines in Figure 2. 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 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. There will be a water reservoir and pump at the west end of runway 10 for the visiting 18 m gliders. It will be helpful for the 18 m pilots to bring hoses and splitters to connect to the reservoir and be able to water at the trailer.

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.

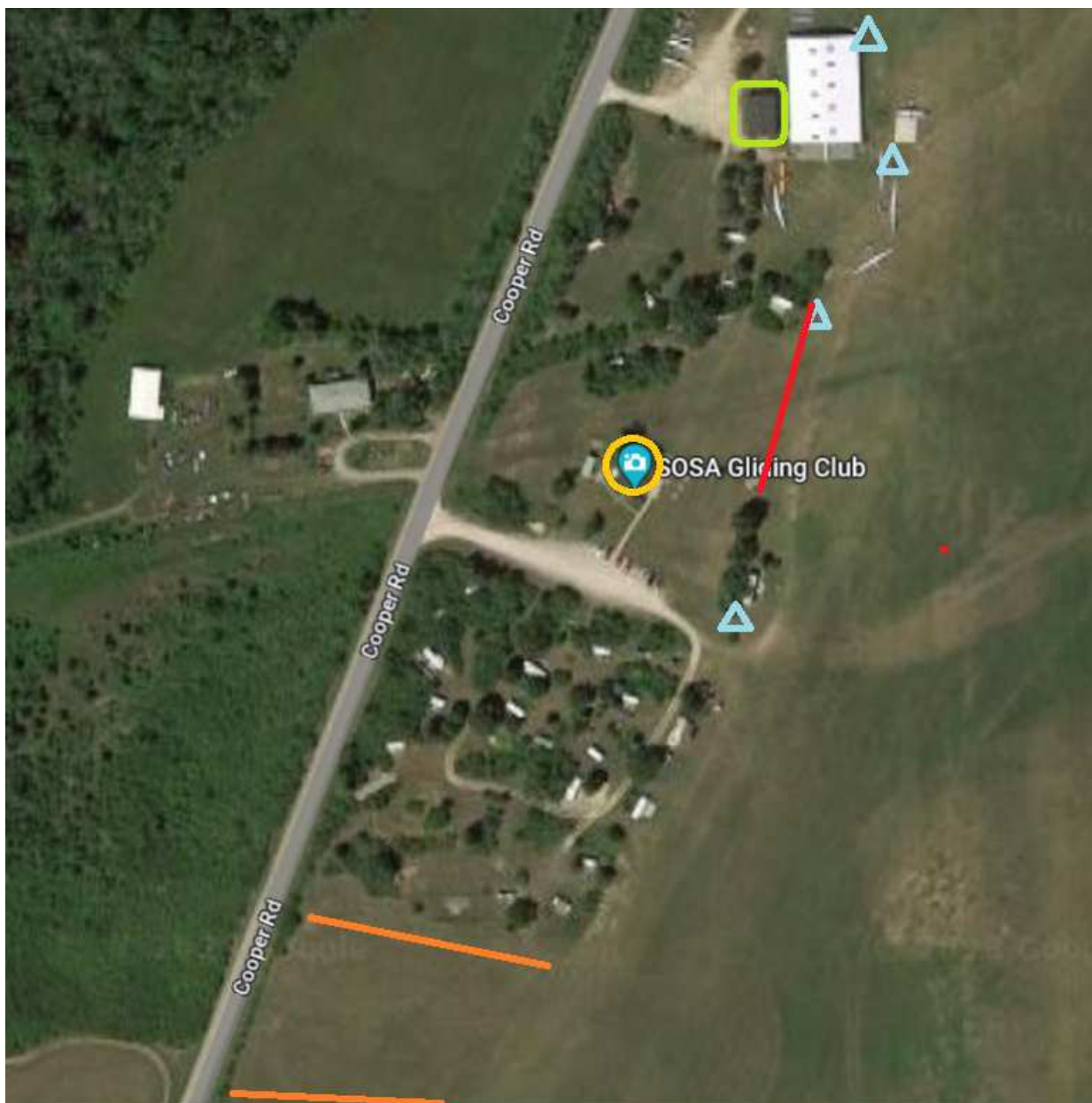


Figure 2 - Trailer parking area near the clubhouse and along runway 10

Facilities and Showers

The clubhouse, indicated by the orange circle in Figure 2 has a kitchen complete with plates, utensils, pots and pans. There is a stove and a refrigerator that can be used. There are two propane BBQ's on 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 28 July Beer and Pizza / Mandatory Meeting – Sponsored by XU Aviation

Thu 30 Jul - Pulled Pork – (\$35) – Beer by Fox One Corp

Sat 1 Aug - Rotisserie Chicken - (\$30) – Beer by Jet Stream Detailing

Mon 3 Aug - BBQ Sausage - (\$25) – Beer by MZ Supplies

Wed 5 Aug – Indian Buffet – (\$30) – Beer by Joerg Stieber

Fri 7 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 27-28 July in the office trailer behind the clubhouse. Registration opens at 8 AM until the 10 AM meeting and then again after the meeting until launch time. Registration will also be available in the afternoons after the launch has finished. Please see the office manager Iain Quarrington to register and remember that you may not fly before you have registered and 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 have climbed above 2000 AGL (2850 MSL) switch to 123.4. The CD will make start gate announcements on 123.4. Returning from the task, switch back to 122.725 10 km out and announce your position.

Gridding

Gridding will be by row and by time with 4 gliders per row. The 18/20 m class will always grid at the back. At the announced T0 time, the back row will leave their trailer site and tow to the grid. At intervals of 10 m for 18/Open and 5 min for Club after T0 (ie T10, T20, T25, etc) the 4 gliders in subsequent rows will leave their trailer site and move to the grid. The first glider to arrive in each row will take the easterly most of the 4 positions in that row. Stop as close as possible to the glider in the row behind you before disconnecting your glider from the vehicle, then move your car to the side and push your glider to within 3 ft of the nose of the glider behind you. Then remove your tow gear and move your car off the grid. If you miss your grid time, you will be positioned at the front of your class. While moving to the grid, beware of club flying operations. 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 35 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 3 km radius cylinder centered on the 63 Rockton turn point. The floor of the finish cylinder is 2000 ASL (1150 ft AGL). 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 when crossing the 3 km finish radius. Announce all intentions on 122.725, including a downwind call. Keep radio transmission brief, but informative. After crossing the finish ring, do not loiter, move quickly towards the downwind leg and join the circuit.

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. Contest circuits should follow this standard if practical, as abnormal circuits increase the risk of collisions in the airport environment.

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 west 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. Avoid rolling to a stop within 200 ft north or south of the hangar. This is the narrowest area on the field and will become congested blocking all ground traffic from towing back to the tie down. Do not roll off the runway to your trailer or the hangar for your convenience. 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 back 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 (905-746-4917) will be used for text message and (905-577-7895) for voice communication with the retrieve office if required. If you send a text message make sure you identify your self by name and contest ID in your first message. 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/text the retrieve office and provide your location and road directions. Alternately, you may contact 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 out-landed 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, however there is only one towplane available for retrieve duty. 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 to advise of your landout and retrieve arrangement.

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 **2026 SAC Nationals** will be in use for the contest (link available on the Contest Website). Colour copies of the Toronto VNC chart with the turnpoints highlighted will be provided to all competitors upon registration. The final waypoint file was updated on 29 May 2026 and the correct files all end in 6a.

Note that 29 Embro is no longer be a landable airport as the London club has relocated and the Embro turnpoint has been moved to the centre of town. 10 Bellwood is very short and hilly and is not suitable for aerotow retrieve. It also appears the airport at 70 Strathroy may now be a subdivision.

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 this 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 at 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 (2023) 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.

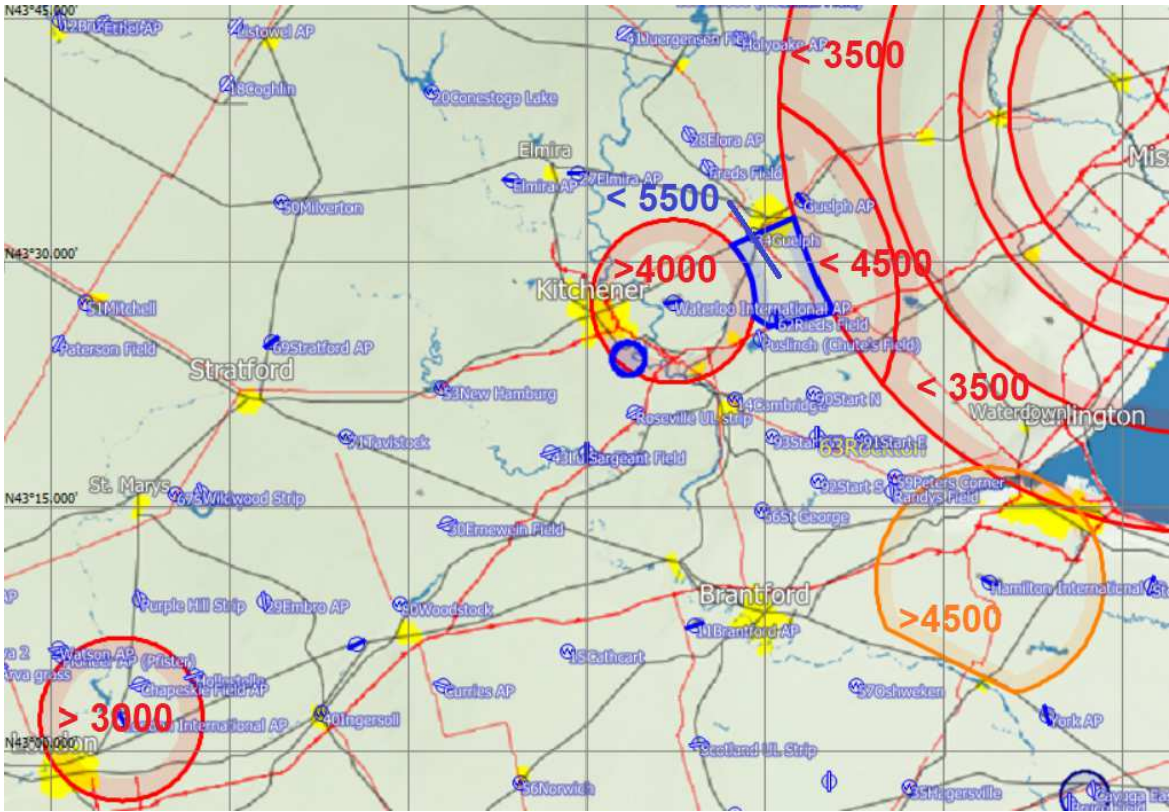


Figure 3 - Airspace in the vicinity of Rockton

COMMON RADIO FREQUENCIES					
CFA (401N)		123.02	CFA (401S)		122.92
Rockton	TRAFFIC	122.72	Centralia (Huron AP)	UNICOM	122.8
Waterloo	ATIS	125.1	Courtland	TRAFFIC	123.4
	Tower	126.0	Delhi	TRAFFIC	123.2
	Ground	121.8	Elora	TRAFFIC	123.2
London	ATIS	127.8	Grand Valley (Martin Field)	TRAFFIC	123.2
	Tower	119.4	Guelph Airpark	UNICOM	122.8
	Ground	121.9	Hanover	TRAFFIC	123.0
Hamilton	ATIS	128.1	Listowel	UNICOM	122.8
	Tower	125.0	Lubitz (Edwards Field)	TRAFFIC	123.2
	Ground	121.6	Lucan	TRAFFIC	123.2
Toronto Terminal	Hamilton Area	119.7	Nixon	TRAFFIC	122.9
	Kitchener	128.27	Reid's Field	TRAFFIC	123.2
	Area		Simcoe (Denison)	TRAFFIC	122.9
(Atwood) Coghlin	UNICOM	122.8	Stratford	UNICOM	122.8
Arthur (YSA)	TRAFFIC	123.4	St Thomas Tilsonburg	UNICOM	122.7
Bayham (Bushhawk Creek)	TRAFFIC	123.2		UNICOM	123.0
Brantford	UNICOM	122.82			
Bellwood (Huerisko Field)	TRAFFIC	123.4	Wingham	TRAFFIC	123.0
Burbank (Fisher Field)	TRAFFIC	123.2	Woodstock	UNICOM	122.8
Cayuga (Bruce + East)	TRAFFIC	122.775	York Airport (Grand River Executive)	TRAFFIC	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. In particular Section 11(copied below) is of utmost importance to all pilots.

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 as part of the Local Procedures 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 Airspace 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 to prepare the sailplane for flight, to position the sailplane in the assigned place, and to ensure that the tow-rope is attached properly to the sailplane prior to takeoff.

11.7 If an aircraft may have suffered damage, the CD may require 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-hand 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 in 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 shall 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. The Contest Organizer shall publish the Forbidden Airspace file in the "OpenAir" format and possibly other formats as well, no later than 30 days prior to the contest.

c. Tasks should be set to avoid flight through any airspace containing high-density traffic.