



***Dalby Big Air***

***Pilot Competition Handbook***

**DALBY BIG AIR**

**Welcome**

Welcome to the Dalby Big Air Competition 2026. We hope you have a safe and enjoyable competition. This handbook will provide you with all the information you will need during the competition. If you need any further assistance, please contact one of the competition officials.

**Competition Details**

Name: Dalby Big Air 2026

Practice Flying: 11<sup>th</sup> April 2026

1<sup>st</sup> Competition Day: 12<sup>th</sup> April 2026

Last Competition Day: 18<sup>th</sup> April 2026

Registration: Saturday 11<sup>th</sup> April 2026 from 10:00-13:00 and 15:00-17:00 at HQ

Sanction: FAI Cat 2 and SAFA AAA for Open Class

**Competition Officials**

Competition Organiser	Bruce Crerar	0418 711 821
Competition/Launch Director	Annie Crerar	0419 739 900
Scorer	Rohan Taylor	0490 002 555

**Emergency Phone Numbers – DIAL 000**

Dalby Ambulance Station – 07 4616 1521

Dalby Police – (07) 4669 9222

Dalby Fire Brigade – (07) 4662 2333

Dalby Hospital – 1300 082 662 or (07) 4669 0555

**Location**

Headquarters: Dalby Hang Gliding Club Hanger, Dalby Airport, Airport Drive, Dalby. (*follow the road past all the hangers to the last hanger on the taxiway*)

GPS Co-ordinates:

Altitude:

***Program:***

**Registration:** Saturday 11<sup>th</sup> April 2026 at the Dalby Hang Gliding Club Hanger (HQ) – 10am to 1pm and 3pm to 5pm.



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**Practice Flying:** Saturday 11<sup>th</sup> April 2026 from 10am to 2pm. Please make sure you have registered prior to making your way to the tow paddock.

*\*\*Towing available outside designated times by arrangement with the Competition Organiser\*\**

### **Competition Flying Days:**

Sunday 12<sup>th</sup> April 2026 to Saturday 18<sup>th</sup> April 2026.

First Competition Day Briefing: 9am

Remaining Competition Days: 10am (any time changes will be advised)

### **Presentation and Closing Ceremony:**

The presentation and closing ceremony will be held at headquarters on Saturday night, 18<sup>th</sup> April 2026 at 7pm.

The presentation includes a free dinner for all pilots and officials. Additional dinner tickets for drivers/support crew may be purchased for \$20/head.

### ***What you Need:***

- Hang Glider (well maintained)
- Harness (well maintained)
- GPS or GPS/Vario
- Tow release and bridle
- Recently re-packed parachute
- Helmet
- Current SAFA membership or SAFA Visiting Pilot membership for overseas pilots
- Aerotow rating
- Airband Radio Operator Endorsement and VHF Radio Equipment

### ***Amenities:***

#### **Headquarters:**

The Dalby Hang Gliding Club hanger is the headquarters for the competition. The hanger will be open daily from 8am to 6pm. There is a selection of drinks available for purchase from the hanger fridge which is run on an honesty system.



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No smoking in the hanger or airside.

No hang gliders are to be stored in the hanger (set up or packed up).

No cars are to be parked in front of the hanger, there is a designated car parking area behind the hanger.

The speed limit in the airport precinct is 10km/hour. Please slow down when driving to and from the hanger and be courteous and polite to all airport users.

### **Camping:**

Camping on the airfield is permitted down by the entrance to the airport in designated camping areas that are signed. There is power available and toilets at the airport terminal but no shower facilities. No camp fires are allowed. Please remove all litter from your campsite prior to leaving.

There are people who live in the two houses near the camping areas so please keep noise to a minimum at night.

No camping allowed around the Dalby Hang Gliding Club hanger.

### **Toilets:**

There are toilets located at the airport terminal and porta-loos at the hanger end of the airfield.

### **Litter:**

There are bins located at the hanger and bags on the launch lines. Please make an effort to keep the area clean.

### ***Airport Rules:***

The Dalby Aerodrome is a working airport with a moderate to large amount of traffic including Ag aircraft based at the airport. ALWAYS look out for other aircraft in the airport vicinity, approach as directed on out and return tasks and land in the designated hang glider area.

**Do not cross the main tarmac airport runway below 1500ft (460m) AGL / 240m (800ft) ASL.**

Do not drive on the runways, taxi ways or inside the cone marker thresholds at the airport.

No UNRESTRAINED animals are allowed in the airport grounds.



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### ***Outlanding/Retrieve Information:***

All properties in the area have strict biosecurity rules and many have locked gates. Please obey instructions posted on entry gates to contact the owner prior to entry. **DO NOT DRIVE INTO ANY PROPERTY WITHOUT PERMISSION.** Only drive on roads or tracks that the property owner has made. **DO NOT DRIVE INTO PADDOCKS EVER.** Try to avoid landing in paddocks under crop or with livestock in them.

**In cases of an outlanding EMERGENCY – DIAL 000 for emergency services and advise the competition organizer or director as soon as possible after the incident.**

### ***Scoring:***

The scoring system to be used will be AirScore. This system uses GPS flight verification and applies the scoring formula. The formula used will be GAP. Parameters for the scoring system will be:

Min Distance – 5kg  
Nom Distance – 50km  
Nom Time – 1.5 hours  
Nom Launch – 96%  
Nom Goal – 20%

Using Distance Points, Time Points and Arrival Position Points.

**\*\*Lead and Arrival points will not be used on the first day of the competition\*\***

**\*\*Lead and Arrival points may be turned on or off on each subsequent day at the discretion of the task committee and will be announced during the task briefing\*\***

Following each task ensure your tracklog is uploaded as an IGC file to AirScore via:

[http://xc.highcloud.net/submit\\_track.html](http://xc.highcloud.net/submit_track.html)

by the track submission cut off time that will be advised at the daily briefing.

Waypoints will be available for download via the Results Web Page website:

<http://xc.highcloud.net/>



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##### ***Staging/Launch Line Order:***

An ordered launch order will be used. On the first day of the competition launch order will be determined by random draw by the pilots.

Launch order for the rest of the competition will be based on the pilots current overall competition result. The top 1/3<sup>rd</sup> of the total number of pilots will stage in reverse order with the last pilot in this first grouping in the number one position, etc, behind the early bird launch pilots.

Pilots will set up outside the two launch lines and then move into their assigned position. Pilots will launch in setup/staging order.

**The launch marshall shall use an air horn 30 mins prior to the specified launch open time to announce that all cars are to be removed from the launch area and returned to the designated car parking area and that all pilots should move onto the launch line in their assigned position.**

The launch marshall shall use an air horn to announce when the window opens or if there has been a change in the task so that all pilots can be made aware of any changes. It is each pilot's responsibility to be alert for any changes.

The launch marshall shall signal using an air horn 10 mins prior to launch open signaling that the first two pilots in the launch lines may move onto a dolly. Before any pilot can move onto a dolly the pilot needs to be ready. Ready is defined as the pilot being completely suited up with helmet on, hooked in and with vario, GPS and other instruments turned on and indicating that the pilot is mentally ready to launch.

Pilots who choose not to fly in their ordered launch position may move to the back of the line by carrying their glider and equipment around the launch lines away from the tug landing area.

After the first day, there will be an early bird launch for 10 pilots outside the top third of the field. Pilots have to register their intention to launch during the early bird launch by 9am before the morning pilot briefing and will be chosen by lot for the number of available slots.

##### ***Reflying:***

Pilots in the early bird launch who require a re-fly must go to the back of the launch line that they were allotted in the ordered launch.



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Pilots who were in the ordered launch and require a re-fly will be directed by the launch director into position. Pilots who have releases below 1000ft (weak link break or bridle malfunction) should return to re-launch and will be slotted into the launch order behind the 5<sup>th</sup> pilot in line.

Pilots who volunteer to return for a re-fly after thermalling within the circuit area and return for a later launch will go to the back of the launch order.

The re-fly zone (you must land in this zone to be entitled to a reflight) shall be a radius of 5km around the Dalby Aerodrome turnpoint.

#### ***GPS Setup:***

Map Datum  
Co-ordinate Format  
UTC Offset

It is recommended that you use a “buddy system” when entering the task into your instrument to check that you have entered the correct waypoints, correct start circle radius, start gates etc.

Please remember to turn your track log on prior to the task.

**Please clear your track log prior to each new task (but only after confirming scores from the previous task).**

#### ***Competition Rules:***

These are the local rules for the Dalby Big Air Competition 2026 and are to be used as supplements, clarifications and refinements to the SAFA Competition Manual.

##### **1. ABS**

This term shall be applied in scoring as follows:

The scorer gives an automatic ABS (Absent) to anyone who doesn't turn in a GPS track log.

The scorer will attempt to contact all pilots who have ABS's. If the pilot states that they did not launch for safety reasons (whether it is the case or not) they are given bomb out points (as per the SAFA Competition Manual 6.7)

If the pilot states that they launched but don't have a valid track log for the day, they get bomb out points.



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### **2. Scoring Penalties**

Any scoring penalties will be applied as per the FAI Sporting Code regulations.

### **3. Refly Zone**

The refly zone shall be a 5km radius around the Dalby Aerodrome turnpoint.

### **4. Start Window**

The first start window shall open at least one hour after the launch window opens.

### **5. Launch Close**

The launch shall be closed 3 hours after the launch window opens.

### **6. Wind Speed/Gust Parameters**

If in the event of severe wind conditions the maximum wind speed parameters will be gusting to 33km/hour for the open class and 29km/hour for the sports class.

### **7. Mobile Phones**

Pilots shall provide the competition organizers with their mobile phone numbers and their driver's mobile phone numbers. Drivers and/or pilots may be contacted by the competition director during tasks to stop the tasks and this may be done using broadcasted text messages or whatsapp. All drivers and pilots shall be required to join the whatsapp group for the competition if this is the main form of communication to be used.

### **8. Protests**

All protests are to be made in writing, accompanied by the protest fee of \$50 in cash which will be held by the Organisers pending the outcome of the protest. Protests concerning the previous day's task must be lodged by midday. Unnecessary or unsuccessful protests will mean loss of protest fee.