



APSC 2019 PILOT INFO KIT

AIRPORT LAYOUT

Black Diamond/Cu Nim (CEH2) has a field elevation of 3700ft and comprises two runways: 07/25 & 14/32. Aerodrome frequency is 123.4

TRAILER PARKING & TIE DOWNS

Glider Trailer parking is marked above, in front of the club house. Tie downs are directly in front of the trailers to the south. Trailer spots and tie downs are on a first come first serve basis.

CAMPING

There are a number of camping sites available to the west of the clubhouse. Some have electrical hookups. Please ask a club member when you arrive about electrical hookups.

FACILITIES & SHOWERS

The clubhouse has a full kitchen with plates, utensils, pots and pans. There is one refrigerator with limited space available. BBQ's are also available.

The clubhouse has a men's and women's bathroom with showers.

Please help keep the kitchen and bathrooms clean during the competition!

REGISTRATION

Registration will open on Thursday, May 16, before the safety meeting. You must settle any money owing and sign the contest waiver. You will then receive your pilot kit and maps.

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.

DAILY SCHEDULE

10:00am Morning pilot's meeting

11:30am End of Gridding - your glider should be in its grid position by this time

12:00pm Launch

GRIDDING

Grid order will be determined at the Thursday safety meeting. We will handout a grid order for the whole contest post a grid order at each morning's pilot's meeting.

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When towing your glider to runways 07/25 use the **northside** and look for gliders launching at either end before starting to tow. When crossing 14/32, have a thorough lookout for any aircraft movements.

When towing your glider to runways 14/32 use the **westside** and look for gliders launching at either end before starting to tow. When crossing 07/25, have a thorough lookout for any aircraft movements.

Cones with your grid numbers will be at the designated runway for the day. Just before launch time, gliders will be compressed so we have as much runway available as possible.

LAUNCHING

Tows will be to 2000ft AGL, 5700ft MSL. Assure that you are ready to go, in your glider, 5 minutes before the towplane is ready. If the glider ahead of you can not go, you must be ready to launch. If you are not ready to launch when your turn comes up, you will be pushed off the grid and launched at the end of your class. To reduce time during launch you will not be asked if your tail dolly is off, canopy closed or spoilers open. That is your responsibility is PIC.

RELIGHTS

Re-lights will be briefed on a daily basis, but will generally land on the take-off runway. Stay in the landing lane and a retrieve vehicle will pull you back to the grid. 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.

FINISHES

The finish cylinder is a 2 km radius cylinder centered on the Cu Nim turn point. The floor of the finish cylinder is 800 ft AGL (4500ft MSL). 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.

LANDING

Gliders & towplanes typically make left hand circuits a Cu Nim. When landing on runways 07/25, use the southside of the runway. You may roll to the northside of the runway to ease retrieval of your glider. Launches will hold until your glider comes to a complete stop. Pull your glider to the edge of the runway after you land. Similarly, on runway 14/32, land on the east side and you may roll out to the west. All landings should be long so traffic behind you has room to land. If you can not roll out of the landing lane, wait for a club golf cart to retrieve you.

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.

TURNPOINT & AIRSPACE FILES

A numbered turnpoint file is available on the Worldwide Soaring Turnpoint Exchange: http://soaringweb.org/TP/Black_diamond. Airspace is available at the same link. Use the "Files formatted for downloading and importing into your programs" link.

A turnpoint map will be available when you register for the contest.

AIRSPACE

The Black Diamond/Cu Nim aerodrome is underneath the Calgary Terminal Control Area (TCA) and has an associated class F advisory airspace. The Calgary TCA starts at 8000ft and goes to the base of class B airspace at 12,500ft. The next step going towards Calgary is 5500ft. You will get penalty points for entering these zones. If you continually enter the airspaces, you will be removed from the contest.

For the contest there will be an **absolute limit of 12,500ft for the whole task area.**

