



AusGlide 2022 - WGC2023 Pre-Worlds Australian National Gliding Championships Standard, 15m & Club Class

NARROMINE 11-24 March 2023

LOCAL RULES

MISSION: To promote the National Gliding Championships by delivering a safe, fair and fun competition to the Australian gliding community.

ORGANISER: The organiser of the WGC2023 Pre-Worlds Australian National Gliding Championships is the Narromine Gliding Club, on behalf of the FAI and the Gliding Federation of Australia.

LOCATION: The Narromine Aerodrome cross strip is the reference point at Latitude South 32 12.8 Longitude East 148 13.6. The Aerodrome is located on the North-western edge of Narromine township about 2.5 Km along the Mitchell Highway.

DATES: The competition period will be from Saturday 11th March to Friday 24th March 2023 inclusive. Monday 13th March and Tuesday 14th March will be the official practice days and the first competition day is Wednesday 15th March.

RULES AND GUIDELINES: Australian Nationals Rules SDP010, Revision 3 (**current Nationals Rules**), cover this competition. Cognizance has been taken of the National Competition Guidelines SDP014. **This competition will be used for International Team Selection as per decisions made jointly by the NCC and ITM.**

REGISTRATION: All competing pilots must register using the official entry website and produce all associated documentation before the first scheduled competition day on Wednesday 15th March 2022. Registration will occur along scrutineering and glider weighing. A calendar appointment system will be made available for competitors to book their weigh in times.

WIFI SERVICE: WiFi Internet access will be provided courtesy of the Narromine Gliding Club.

ASADA ANTI DOPING RULES AND PROCEDURES: Pilots who enter national gliding championships are required to comply with the ASADA Anti Doping Rules and Procedures. These rules have been published on the GFA website. Pilots are advised to review the rules and sign an Acknowledgement and Agreement Form as part of their registration procedure.

ENTRANCE REQUIREMENTS: The entrance requirements for this competition are as detailed in the **current Nationals Rules**. An entry fee of \$365.00 inc. GST, plus the GFA ITC levy of \$70 is payable upon entry. Additionally, a late payment fee of \$60.00 is payable for entries received after 28th February 2023.

WITHDRAWAL: Entrants who withdraw before 28th February 2023 will have their entry fee refunded in full. No other refunds of entry fees will be considered except in exceptional circumstances.

BRIEFINGS: The mandated safety briefing for all competing pilots, tug pilots and crew will be delivered at 09:30hrs on Wednesday 15th March in the Narromine Airfield Auditorium (Building 4). This is a compulsory initial competition briefing. Subsequent competition daily briefings will be delivered in the Narromine Airfield Auditorium but commencing at 10:00hrs, unless an alternative location and time is posted on the competition notice board. All pilots intending to fly during the competition period must attend the daily briefing. This applies to both competition and non-competition pilots.

ELECTION OF PILOT COMMITTEE REPRESENTATIVES: Election of pilot representatives to the committees specified in the *current Nationals Rules* will be conducted at the official practice day briefing. These positions are:

- Pilot Safety Committee - three pilots to be elected
- Penalties Committee – two pilots to be elected *
- Protest Committee - two pilots to be elected *.

* An elected pilot may not be on both the Penalties and Protest Committees.

MENTORS: The Organisers may invite experienced competition pilots to mentor less experienced competition pilots. A list of mentors and those they are assisting will be published on the competition notice board.

STEWARD: The NCC will appoint at least one Steward for the competition if deemed necessary.

PILOTS MEETING: The Organisers plan to convene a Pilots Meeting during the second half of the competition period in the Narromine Airfield Auditorium (Building 4). A day and time that has minimal impact on championship flying will be selected.

MAPS AND WAYPOINTS: All competition waypoints are shown on World Aeronautical Charts for Bourke 3356 and Canberra 3457. Details, and files in downloadable formats, are available on the AUSGLIDE 2022 Website under TURN POINTS:

http://narromineglidingclub.com.au/AusGlide/AusGlide2022_Turnpoints.html

TASKS: Racing Tasks or Assigned Area Tasks may be set. The PEV start system may be used on some or all days. For this competition, the Task Setting Committee will be:

- Competition Director,
- Chief Task Setter,
- Met/Weather person
- One pilot representative (representing all classes)

CONTROLLED AIRSPACE: The Competition's controlled airspace file can be found on the AUSGLIDE 2022 Website under TURN POINTS:

http://narromineglidingclub.com.au/AusGlide/AusGlide2022_Turnpoints.html

World Aeronautical Charts for Bourke, Armidale and Canberra define the “Contest Area” which encloses airspace boundaries. Flying outside the Contest Area will incur penalties in accordance with the **current Nationals Rules**.

RADIO FREQUENCIES: The official radio frequencies used during this competition are:

- Narromine CTAF: 126.7
- Start/Finish: 126.7
- Safety/Gaggle: 122.025
- Dubbo CTAF 134.00

RADIO PROCEDURES: The following radio procedures will apply:

- **MARSHALLING:** When marshalling and returning to tiedown area monitor the CTAF 126.7.
- **LAUNCHES:** Use the CTAF frequency 126.7 for launch and when within 10km of the airfield data point 00, and up to convection height.
- **STARTING:** The start gate opening for each class will be broadcast on 126.7 and 122.025. It is not necessary for pilots to call their start time. Pilots who wish to advise crew of having started may call on an approved gliding frequency when appropriate.
- **FINISHING:**
 - Pilots should switch to the CTAF frequency (126.7) about 25 Km from the Finish Zone and remain on that frequency until landed. Pilots should make a brief inbound call at 10nm approximately 18 Km from the airfield data point;
 - e.g. "Narromine Traffic, glider Hotel Delta Xray, 10 miles to the North West, xxx (height), inbound Narromine".
 - Another brief inbound call should be made at about 10 Km. Include a height and direction if there are other gliders in the vicinity and it will not clog the frequency.
 - Straight-in landings are preferred.
- **SAFETY/GAGGLES:** When outside the CTAF all pilots must switch to 122.025. It is mandatory to monitor this frequency when flying in company with other gliders, both in gaggles and in cruise.
- **DUBBO CTAF:** Pilots are reminded that when within the vicinity of Dubbo Aerodrome (i.e. within 10 nm from the aerodrome and at a height above the aerodrome that could result in conflict with operations at the aerodrome) they must make a radio broadcast and continue to monitor the frequency.

- **AREA FREQUENCY:** The area frequency (ATS) for most of the competition area is 123.9.

LAUNCHES: Launching will be to 2000 ft AGL by aerotow or self launch. Tug tickets will not be issued. Self launching capable gliders may elect to take an aerotow launch. Launching will be under the direction of the Launch Marshall. Self launching and designated “heavy” gliders may be allocated a sealed runway parallel to the glider grass strip. Self launching gliders must climb to the daily self launching “drop zone” before reaching 2000 ft AGL and securing their engine.

STARTING: Start line will be a line of length 10km (5km radius). Pilots must start from their allocated Start Line as designated at briefing.

FINISH ZONE AND FINISH HEIGHT: The finish zone is a circle centred on turnpoint **00NarromineAF**. Radius will be 3km and finish height will be 300ft above the height of the take-off roll, unless varied at briefing. Pilots should finish from the direction of the last waypoint. Recommended finishing and circuit procedures will be advised at each daily briefing. Unless otherwise advised a straight-in approach with a long landing on the active runway is preferred. Taxying off the active runway is permitted provided the glider lands close to the edge of the runway with no possibility of collision with another glider landing alongside.

THERMALLING: Gliders may thermal in either direction but maintain accordance with accepted GFA conventions.

VEHICLES: All vehicles on the airside of the airport must display a Narromine Airfield Registered Vehicle sticker. These stickers will be issued as part of the pilot entry process at Narromine. Crew vehicles must carry their glider’s registration on a window. A vehicle towing a glider is deemed to be a taxiing aircraft and may use either a runway or taxiways and should monitor the CTAF frequency. Unless otherwise advised, vehicles not towing gliders must use the perimeter road to move about the airfield.

HANDICAPS AND REFERENCE WEIGHTS: The aircraft handicaps and reference weights for this competition are those published by GFA on the GFA official website. Daily weighing of all competitors is to be carried out. Multiple weigh points will be available to expedite this.

TRANSFERING FILES TO THE SCORER: Pilots must transfer their flight files to the Scorer within one hour of landing on Narromine Airfield or as soon as practicable after returning from an outlanding. Competitors must download their own loggers and transfer their flight files to the scorer via the **UPLOAD TRACE** menu on the competition website. Pilots of gliders which have functioning motors are reminded that an approved means of detecting engine runs must also be provided.

OXYGEN: The Competition Organisers strongly encourage the carriage and use of a supplemental oxygen system. Oxygen refills are provided free of charge.

FLARM: Refer national rules.

OUTLANDING NOTICE: Pilots are to inform the Organisers as soon as practicable after any outlanding. The methods available to inform the Organisers will be detailed at the initial briefing.

RETRIEVES: Crews must notify the Organisers of any road retrieves before leaving Narromine Airfield. Aerotow retrieves must be authorised by the Organisers. Aerotow retrieves will be charged on tacho time at the applicable rate. Costs for tugs directed to paddocks which prove unsuitable for aerotow or where the property owner's permission has been refused will be charged against the glider pilot concerned. All outlanding retrieves will be coordinated by the CD and the Task Setter and where applicable the Tug Master.

VEHICLE AND TRAILER AIRFIELD ACCESS: Access to Narromine Airfield will be through the double gate (Gate 6) on the Eastern side of the airfield. Gate 6 is located between Narromine Ultra Lights (Building 3) and the irrigation channel on the golf course side of the airfield.

TIEDOWN AND WATER POINTS: There are three runs of tiedown cables either side of the clubhouse taxiway leading to Runway 29/11. Except for the most Westerly run the other five have several watering points along them. The Organisers suggest pilots bring water hoses and containers should they intend to use water ballast.

TRAILERS: Trailers are to be parked and tied down within the airfield perimeter perpendicular to the Eastern irrigation channel, on the golf course side of the airfield. Access is through the specified double gate (Gate 6).

MARSHALLING: Marshalling will be controlled by the Chief Marshal.

SAFETY: Safety will be the paramount consideration for all activities at all times. Decisions by the Safety Officer over-ride all others.

PERSONNEL: Narromine Gliding Club members and other volunteers have offered to assist in the conduct of these National Championships. There may be occasions when pilots and/or those accompanying them could be requested to help.

PRESENTATION DINNER: The Championship presentation dinner will be held on the evening of Friday 24th March, 2023. The venue will be advised during the competition period.



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CORE COMPETITION TEAM MEMBERS

Contest Director	Mick Webster
Safety Officer	Aaron Stroop
Steward(s)	Kerrie Claffey
Administration	Beryl Hartley
Chair Task Setter	Beryl Hartley
Ground Operations	Shawn Armitage
Scrutineering	Peter Hoogland
Scorer/Verifier	Ian Steventon
Tug Master	Bill Bartlett
Weather	Mike Codling
Web Master	Ross McLean