



Narromine Gliding Club

2025 Two Seat National Gliding Competition

NARROMINE NSW 8TH to 15th MARCH 2026

LOCAL RULES

MISSION: To promote the 2025 Australian Two Seat National Gliding Competition by delivering a safe, fair and fun competition to the Australian gliding community.

ORGANISER: The organiser of the 2025 Australian Two Seat National Gliding Competition is the Narromine Gliding Club, on behalf of 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 Sunday 8 March 2026 to Sunday 15 March 2026 inclusive, with onsite registration available from Saturday 7 March 2026 Sunday 8 March 2026 will be the official practice day. Monday 8 March 2026 will be the first Competition Day.

RULES AND GUIDELINES: Current Australian Nationals Rules DOCUMENT NUMBER SDP010 Revision 5 July 2025, cover this competition. Cognizance has been taken of the NCC Policy and Guidelines for the Organisation of National Gliding Championships Nationals Organisers Guidelines.

REGISTRATION: All competing pilots must register using the official entry website and produce all associated documentation before the first scheduled competition day on Monday 9 March 2026. The registration desk will be located in the Narromine Gliding Club room (Building 4) and will be attended on Saturday 7 March 2026 and Sunday 8 March 2026. Registration will be controlled by the Competition Administrator.

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 be prepared to 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 Australian Nationals Rules DOCUMENT NUMBER SDP010 Revision 5 July 2025. An entry fee of \$350.00, is payable upon entry. There will be no late payment fee required..

WITHDRAWAL: Entrants who withdraw before 8 February 2026 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 Sunday 8 March 2026 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. 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 Australian Nationals Rules DOCUMENT NUMBER SDP010 Revision 5 July 2025 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.

PROTEST LODGEMENT AND FEE: Any protest must be in writing and delivered to the Contest Director within 24 hours of the alleged event accompanied by a bond of \$100.00. The bond will be refunded after the protest has been decided, unless the Protest Committee decides the protest was unreasonable.

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 Worldwide Soaring Turnpoint Exchange website. The turnpoints list is on the web site

https://narromineglidingclub.com.au/2025Narromine2Seat/TwoSeat_Turnpoints.html

TASKS: Assigned Speed or Assigned Area Tasks may be set.

CONTROLLED AIRSPACE: The competition controlled airspace file can be found on the Worldwide Soaring Turnpoint Exchange website. 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 Australian Nationals Rules DOCUMENT NUMBER SDP010 Revision 5 July 2025.

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 during the aerotow and when within 5 klms in the start area. More details will be provided at the initial briefing.
- **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 approximately 20 Km; e.g. "Narromine traffic glider Hotel Delta Xray 20 K to the North West inbound Narromine". Another brief inbound call should be made at about 10 Km out; e.g. "Delta Xray 10 K North West of Narromine inbound". 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 CTAFR:** Pilots are reminded that when flying within 10 Nm of the Dubbo Airport Reference Point and below 5000 ft AGL they are flying in the Dubbo CTAFR. A radio call on entering this airspace is mandatory and monitoring of this frequency is also mandatory until departure from this airspace is completed. If flying in company with other gliders in the Dubbo CTAFR this will also be regarded as the Safety/Gaggle Frequency.

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 Operations Director/Launch Master. 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.

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 may, while towing a glider, use the runway and taxiways and should wherever possible 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. All gliders may be weighed by the Weight Master either prior to the start of or during the competition to establish their actual weight and a mainwheel weight in towout configuration. These weights will be used for weight checks. Weighing may be available on Narromine Airfield on the practice day and be conducted by the Weight Master.

As at 29 January 2021, the NCC has advised the following additional requirements:

No glider may fly at a weight above its Reference Weight in the current GFA ballasted handicaps list.

This means that for the ASG32 and the Arcus, the maximum permissible take off weight MTOW is 800kg, in accordance with Rule 8.3.2, which states:

8.3.2 The maximum allowable take-off weight is the lesser of:

- the glider's placarded MTOW
- the reference weight for that glider's type in the GFA ballasted Handicap list
- 850kg.

FLIGHT RECORDERS: Flight Data Recorders, as specified in the Australian Nationals Rules V 2019.2, are mandatory for this competition.

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. Assistance will be available from the Organisers. Competitors must download their own loggers and transfer their flight files to the scorer using methods to be advised at the initial briefing. 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 and remind pilots of the competitive advantage that can be gained by the use of supplemental oxygen even at altitudes well below 10,000ft QNH. Additionally, pilots are reminded that CASA Civil Aviation Regulation 20.4 requires the carriage and use of supplemental oxygen for flight above 10,000ft QNH. If a functioning Oxygen system is not fitted, detected flight above 10,000ft QNH will be dealt with as a safety matter.

FLARM: FLARM and its use at this competition is mandatory.

TRACKING DEVICES AND REAL TIME TRACKING DATA:

All competing gliders will be required to carry an active tracking device provided by the competition organiser. The device must be active and operational for the duration of each competition flight. The tracking data will be available to all parties in real time with no artificial delay.

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 Organisers.

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. The cables closest to the clubhouse taxiway are reserved for Open Class gliders to allow safe movement of these large wingspan sailplanes. Except for the most Westerly run the other five have a number of 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.

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 Sunday 15 March 2026. The venue will be advised during the competition period.