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PART A – INTRODUCTION.

1. ORGANISER

- 1.1 The organiser and host of the 2012 WAGA State Gliding Championship is the Narrogin Gliding Club

2. LOCATION

- Narrogin Airfield,
Clayton Road, Narrogin
Approximately 12km west of Narrogin town
- Latitude 32° 55.650" S
Longitude 117° 10.667" E
- Elevation 1080 feet.

3. DATES

- Practice and Registration – Tuesday 3rd and Wednesday 4th January 2012
- Competition period – Thursday 5th to Friday 13th January 2012
- Competition Dinner – Friday 13th January 2012

4. SAFETY

- 4.1 Safety is everyone's responsibility, in the air and around the airfield. At this competition there will be zero tolerance on safety breaches. Pilots who breach safety requirements will incur serious penalties.
- 4.2 Particular attention must be paid to the requirements for joining or leaving thermal, avoiding abrupt manoeuvres, avoiding flight in another glider's blind area and maintaining adequate separation in thermals. Pilots must avoid following another glider in a manner that could cause a loss of vertical and/or horizontal separation if for some reason the leading glider was to change direction and/or speed.

5. FRIENDLY COMPETITION

- 5.1 We want this to be a friendly competition. NGC asks that all competitors, crews and organisers adopt a friendly attitude and bring their sense of humour to this competition. These rules specify the conditions of the contest, but it is most important to NGC that all participants enjoy their experience at this competition.

PART B – COMPETITION

6. AGREED ISSUE OF RULES

- 6.1 The Competition Rules applying to the WAGA Championships are the latest version of the Australian National Gliding Championships Competition Rules, to be read in conjunction with the WAGA Common Rules and WAGA Local Rules (this document) for this Competition.

- 6.2 The WAGA Common Rules and WAGA Local Rules modify and clarify the National Rules only as required for this Competition and as such take precedence over the National Rules when and where there is a variance.
- 6.3 These Rules can be found on the WAGA website in the folders set up for this Competition.
- 6.4 Competitors should read these Rules carefully **as there have been recent significant changes.**

7. REGISTRATION

- 7.1 All pilots are required to complete and sign the Entry Form, deposit the Competition Entry fee in advance and register before flying from this site.
- 7.2 The registration desk will be attended on both Practice Days and until 0900 on the first Competition Day.
- 7.3 Each pilot must present for inspection the following documents at registration:
 - Current GFA membership card
 - Current FAI Competitor's Licence
 - Current Maintenance Release for glider
 - Current parachute packing slip
 - Insurance policy showing \$ 1,000,000 Liability Cover
- 7.4 The Organisers reserve the right to charge an additional amount of \$1.00 per aerotow if required to cover the cost of towplane ferry charges and any other obligatory charges or levies that may arise from time to time.

8. ENTRANCE REQUIREMENTS

- 8.1 The pilot entrance requirements for this competition are detailed in the Rules.
- 8.2 Entry Fees as set out on the Entry Form are payable in advance. Entries received after the last day of registration specified on the Entry Form may be subject to an additional Late Entry Fee of \$100.00.
- 8.3 Entries will be accepted in order of the date of receipt up to a maximum of 40 aircraft.

9. HANDICAPS AND REFERENCE WEIGHTS

- 9.1 Handicaps and Reference Weights will be the latest available for National Competitions.
- 9.2 Handicaps and Reference Weights are published in the Competition folder on the WAGA website.

10. BRIEFINGS

- 10.1 A compulsory initial briefing and safety briefing for all glider pilots, tug pilots and crews will be held at the airfield at 0930 on the first Competition Day. Pilots who miss this meeting must contact the Contest Director or his delegate before taking a launch.

- 10.2 Daily briefings thereafter will commence at 1000 unless otherwise advised by notice on the Competition Notice Board. A penalty may apply for non-attendance.

11. TURNPOINT LIST

- 11.1 A definitive list of start, turn and finish point descriptions and coordinates will be provided to each pilot at registration.
- 11.2 This list is also available in the Competition folder on the WAGA website. The turnpoint list will also be provided electronically from the website in a limited range of formats suitable for upload to common types of FDR.
- 11.3 It is the pilot's responsibility to ensure that the latest revision of the turnpoint list has been accessed and uploaded correctly to the pilot's FDR. Pilots should check the turnpoint list within two weeks of the Competition for latest updates.

12. TEAM FLYING

- 12.1 Team flying is not permitted in this competition
- 12.2 Team flying is defined as deliberate, pre-arranged, systematic communication between two or more pilots for the purpose of improving the performance of either pilot involved.
- 12.3 Team flying does not include:
1. Coaching/mentoring arrangements where an experienced pilot leads or guides another less experienced pilot, the intention being solely to improve the performance of the less experienced pilot. Such pairings must be declared in advance to the Contest Director who may veto them if it appears that the relative skills and experience of the pair are too close (and are thus a de facto team).
 2. Random gaggles, where pilots follow or join thermals shown by others.
 3. Casual, short term cooperation with other pilots where the pilots help one another through difficult conditions.

13. START PROCEDURE

- 13.1 The starting procedure will use allocated start points comprising circles of 1km radius.
- 13.2 Nine start circles of 1 km radius that are equally spaced at a radius of 6km around Narrogin airfield will be nominated. The start points being the centre of each start circle are shown in the turnpoint list together with their GPS coordinates. The start points will be grouped in three groups of three start points in each group. Each competition day, each pilot will be allocated a start group. Pilots must start from one of the start points in their allocated start group.
- 13.3 A valid start requires at least one FDR data point inside one of the pilot's designated start circles for that competition day.
- 13.4 The Organisers may elect to split a large fleet into two fleets to reduce the congestion at the finish of a set time AAT. Two start gate opening times would then be used.
- 13.5 The Organisers will broadcast the start gate opening times for each fleet on the CTAF and Gagger frequencies designated for the competition.

14. THERMALLING AT START

- 14.1 Right hand turns shall be used when thermalling within 10km of the airfield.

15. FINISH PROCEDURE

- 15.1 The finish line shall be the perimeter of a circle of 2.0km in radius centred on the Narrogin airfield NARAIR coordinates in the turnpoint list.
- 15.2 Finishes shall be in accordance with a minimum finishing height of 500ft.
- 15.3 Pilots should finish from the direction of the last turnpoint or control point.
- 15.4 Pilots shall make an Inbound CTAF broadcast on the CTAF/Finish Frequency when they are at 10NM (18.5km) and again to Narrogin Finish at 10km from the NARAIR finish co-ordinates.
- 15.5 Circuit and landing options for the task will be provisionally nominated at the daily briefing. Narrogin Finish will advise duty runway, windspeed and direction to finishing pilots after their 10km inbound call. However, it remains the pilot's responsibility to assess the conditions at the time and plan their circuit and landing accordingly for the safest outcome.
- 15.6 If a pilot elects not to land on the duty runway, the pilot must announce circuit and landing intentions immediately after crossing the finish line. If a straight in option is intended either to the duty runway or some other runway, the announcement must be made before crossing the finish line.
- 15.7 If a pilot elects not to land on the duty runway, the aircraft must not enter the path of the duty runway during any part of the landing sequence. No aircraft may land on the reciprocal runway to the duty runway except in an emergency.
- 15.6 On landing pilots shall clear the runway to either side as quickly as possible to allow room for following landing gliders. Vehicles are not to be used to remove gliders from the runway.
- 15.7 Narrogin Finish will close at last light or when all gliders are accounted for, whichever is the earlier.

16. VERIFICATION

- 16.1 Verification will be by flight data recorder, including FLARM units. FDR's must include an altitude record.
- 16.2 Older Garmin GPS units or similar without an altitude record may be submitted as backup provided there are no altitude restrictions applying to the day's operations, and the glider does not have a motor.
- 16.3 Competitors are responsible for delivering their FDR on a clearly marked personal USB drive marked with the glider registration to the Scorer within 60 minutes of landing at the airfield.
- 16.4 Motor gliders must have an FDR capable of recording altitude and engine run time.
- 16.5 Photographic evidence and observed starts and finishes will not be accepted.

17. SCORING

- 17.1 Scoring will be in accordance with the National Scoring System using the SeeYou Program.

18. PROTEST

- 18.1 Refer to the National Rules. Each protest must be accompanied by an amount of \$50.00, which will be returned in the event that the protest is upheld.

19. VEHICLES

- 19.1 Vehicles may only be driven on the airstrip for the purpose of towing a glider. Travel between the clubhouse area and the launch point shall be by perimeter roads at a speed producing minimal dust.
- 19.2 Crews retrieving landed gliders from the airstrip by car shall not enter the runway until it is verified to be clear or as directed by a Ground Marshall.

PART C – OPERATIONS

20. FLARM

- 20.1 FLARM or compatible devices are recommended but not mandatory.
- 20.2 In any case, pilots shall not rely on FLARM as a substitute for an adequate level of look-out and situation awareness, which are pilot responsibilities, to provide an acceptable level of separation during the competition

21. MAPS

- 21.1 The WAC (World Aeronautical Chart) (3351) PERTH (1:1,000,000) and (3462) ALBANY cover the contest area. Pilots are recommended to have their own WAC charts.
- 21.2 Small A4 laminated maps covering the most commonly used turnpoints, startpoints, airfields and airspace are recommended to be developed from the WAC charts and used by pilots.

22. AIRSPACE

- 22.1 Narrogin airfield is a designated CTAF.
- 22.2 The Narrogin competition area is essentially free of significant airspace restrictions. Airspace in the competition area is shown on dedicated maps in the briefing room.
- 22.3 Airspace will be covered in the daily briefings. However, it is the pilot's responsibility to become aware of any airspace restrictions that may apply to a flight
- 22.4 The Defined Competition Area is limited only by the Airspace Restrictions. All flying during the contest, including pre-start manoeuvring must be carried out within this area.
- 22.5 Penalties for flight outside the defined competition flight area, or infringement of controlled airspace are prescribed in the National Rules. Pilots are particularly advised to note the heavy penalties for infringement of controlled airspace, which will be applied.

23. RADIO FREQUENCIES

23.1 All aircraft flying from Narrogin must be equipped with a serviceable VHF radio which must include all of the following frequencies.

- Launch and within Narrogin CTAF 134.00
- Start Announcements 134.00 and 122.70
- Gaggle/safety (on task) 122.70
- Operational comms, & other one-to-one info. 122.70
(eg outlanding report details etc)
- Cunderdin Airfield CTAF 127.80
- Beverley Airfield CTAF 126.70
- Inbound and Finish 134.00
- Flightwatch 124.00

24. RADIO PROCEDURES

24.1 Ground operations

Monitor CTAF frequency 134.00 when marshalling or returning to tiedown area.

24.2 Launching

CTAF frequency 134.00 used for launching and while within 20km of Narrogin Airfield.

24.3 Starting

Monitor START frequency 134.00 or 122.70 when outside the CTAF. Note that starting calls from the glider are optional, ie are no longer mandatory within 30 minutes of starting.

24.4 En route

All pilots should monitor 122.70. **Use of this frequency is mandatory when entering or near gaggles or flying with or near other gliders.**

Chat frequencies 122.50 or 122.90 may be used if necessary to communicate separately with another station.

However, please note – the rules of this competition forbid team flying and neither the chat frequencies nor any other should be used for assisting another pilot for mutual advantage.

Avoid extended use of 122.50 or 122.90 and return to 122.70 ASAP to ensure communication with other nearby gliders.

24.5 Finishing

Finishing calls should be on 134.00 for finish calls at 10NM (18.5km) and 10km from the centre of the airfield. Gliders on final glide should monitor finish frequency from 30km out.

25. MARSHALLING

25.1 Launch order and take-off direction will be notified at briefing.

25.2 Aircraft not marshalled when launching is about to commence will be held until launching of all gliders is completed. There will be no marshalling while launching is in progress.

26. LAUNCHING

- 26.1 Launching will be by aerotow. Tow tickets will not be issued. At the conclusion of the Competition all pilots will be required to pay for the number of launches actually taken.
- 26.2 Pilots will be responsible for their own release checks. Release checks will not be provided on the grid or during the launch.
- 26.3 Self launch gliders will use the same runway and will follow the aerotow launches under the direction of the Contest Director. Engines should be used to climb promptly to 4000ft AGL and be shut down by 4000ft AGL. This additional height is to compensate for them being at the rear of the field and launching whilst the count-down to the start gate opening is already taking place, and to allow those needing height to cool their engines before retraction..

27. SEARCH AND RESCUE

- 27.1 SAR action will be taken at last light plus one hour Western Standard Time (WST) if the flight office has received no outlanding advice. To avoid unnecessary SAR action, competitors must comply with the General Rules.

28. FLYING PRIOR TO COMPETITION PERIOD

- 28.1 Gliding operations may be conducted at the airfield outside the competition period at the discretion of the Contest Director. All arrangements for this activity must be made with the Contest Director.

29. NON COMPETITION FLYING DURING THE COMPETITION PERIOD

- 29.1 No local flying will be authorised by the Contest Director during the Competition Period.
- 29.2 There will be no Hors Concours fleet.

30. AEROTOW RETRIEVES

- 30.1 The availability and cost of aero tow retrieves shall be by arrangement with and authorised by the Competition Director. The flight office is to be notified prior to the tug aircraft leaving for a retrieve.
- 30.2 Aerotow retrieves will only be available from serviceable airstrips or suitable landing fields.
- 30.3 The tug pilot retains the right to reject an aerotow retrieve if on arriving he feels that the site is unsuitable for the current conditions. In such cases, the glider pilot will be responsible for the cost of the flight.

31. ROAD RETRIEVES

- 31.1 Crews must notify organisers of road retrieves **before** leaving the airfield.

PART D – DOMESTIC.

32. FACILITIES

- 32.1 Limited Oxygen filling may be provided but only at pre-arranged times. Pilots requiring oxygen filling facilities should check with organisers when submitting their entry form.
- 32.2 Limited workshop facilities will be provided for adjustments and minor repairs only.
- 32.3 There will be no hangar space available.

33. TIE DOWN AREA

- 33.1 The tie down area for the competition will be marked out and placarded on the airfield. A particular space for each sailplane will be placarded in order of receipt of entry.
- 33.2 Competitors must provide all necessary tie down equipment. Stakes shall be driven in flush with the ground or clearly marked.

34. WATER FOR WASHING

- 34.1 The tie down area is NOT provided with a water supply. Competitors are advised to bring adequate water containers.

35. CATERING

- 35.1 Pre-ordered, moderately priced lunches will be available for purchase. Breakfasts, snacks and evening meals will NOT be catered for.
- 35.2 NGC has a fully licensed bar with a wide range of beers and wines available for purchase. The club canteen also stocks a range of convenience foods, soft drinks, confectionery and ice-cream.
- 35.3 Clubhouse refrigerator space is not available for use by competitors
- 35.4 Narrogin is a large country town with a full range of facilities, including a large and well stocked supermarket.

36. ELECTRICAL POWER

- 36.1 Electrical power supply to the Narrogin airfield is limited. However, the club operates a standby generator system for the caravan park at times of peak demand, which will be used to ensure that adequate electrical power is available to all areas during the competition.
- 36.2 However, continuous and uninterrupted power to any particular van or area is NOT guaranteed. Those caravans able to switch to gas powered refrigeration should do so.

37. INTERNET ACCESS

- 37.1 NGC will make available wireless internet for use by competitors. However, total capacity is limited. Please refrain from downloading pictures, videos, video conferencing, system updates and other high data usage applications.