



# NATIONAL GLIDING CHAMPIONSHIPS

## TEMORA

15th to 23<sup>rd</sup> February 2025

### LOCAL RULES

#### PART A – INTRODUCTION

1. **ORGANISER:** The organiser of the 2025 Club Class and 2 Seat National Gliding Championships is the Temora Gliding Club Inc.
2. **LOCATION:** Temora Aerodrome, Temora, NSW, Lat 34° 25' 45 S, Lon: 147° 30' 40 E, elevation 921 feet.
3. **DATES:**

Practice day and registration	15 <sup>th</sup> February 2025
Competition period	16 <sup>th</sup> to 23 <sup>rd</sup> February 2025
Presentation dinner	23 <sup>rd</sup> February 2025
4. **SAFETY:** 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 these requirements will incur serious penalties.

Particular attention must be paid to the requirements for joining or leaving a thermal, avoiding abrupt maneuvers, 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:** We want this to be a friendly competition and ask 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 most important is that all participants enjoy their experience at this competition.

#### PART B – COMPETITION

6. **AGREED ISSUE OF RULES:** The agreed issue of the general rules is the latest issue of the Australian National Competition Rules filed on the GFA website at the commencement of the competition. Competitors should read these rules carefully. Where there is conflict between Local Rules and National Competition Rules the Local Rules will take precedence.
7. **REGISTRATION:** All pilots are required to complete and sign the entry form, purchase aerotow launches in advance and register before flying from the site. The registration desk will be attended from 9am to 5pm on Saturday 15<sup>th</sup> February and from 9am until marshalling

time on Sunday 16<sup>th</sup> February. Each pilot may be required to show the following documents at registration:

- GFA membership card
- Log book evidence of a current annual flight review
- Current maintenance release for glider

8. **ENTRANCE REQUIREMENTS:** The pilot entrance requirements for this competition are as detailed in Part B, clause 13.1 of the Australian National Competition Rules.

An entrance fee of \$480 per glider is payable in advance. Entries and payments must be received by 20 January 2025.

Entries will be accepted in order of the date of receipt up to a maximum of 45 aircraft.

9. **HANDICAPS AND REFERENCE WEIGHTS:** Club Class handicaps and reference weights shall be the latest available Un-ballasted handicaps. Post fitted modifications (e.g. winglets) or gliders flying in excess of the reference weight will attract an additional handicap.

2 Seat Class competitions will be handicapped, according to the latest available Ballasted handicaps.

Handicaps and reference weights are published on the GFA website.

10. **BRIEFINGS:** A compulsory initial briefing and safety briefing for all glider pilots, tug pilots and crews will be held at the Bellman Hangar rooms at 9.00am on Sunday 16<sup>th</sup> February 2025. Pilots who miss this meeting must contact the Contest Director or his delegate before taking a launch.

Daily briefings thereafter will commence at 10.00am unless otherwise advised by the organisers. A penalty may apply for non-attendance.

11. **TASKS:** Tasks for all classes will be as per the National rules.
12. **TURNPOINT LIST:** A definitive list of start, turn and finish point descriptions and coordinates which are the reference for all scoring procedures will be provided to each pilot. This list will be made available via the competition website.
13. **START PROCEDURE:** The Organisers will advise start procedures as part of the daily briefing.
14. **THERMALLING AT START:** Right hand turns must be used when thermalling before the start.
15. **FINISH PROCEDURE:** The finish line shall be a circle radius 3km centred on the Temora Aerodrome turnpoint. Preferred finish procedures will be briefed and are to be in accordance with CAO 95.4 (i.e. in accordance with the GFA Operational Regulations) and must clear all obstacles by at least 50 feet. Pilots should finish from the direction of the last control point. A minimum finish height crossing the finish line will be enforced. Penalties will be applied for lower finishes.

Competitors are to advise Temora Finish on the Finish Frequency (CTAF 126.15) when

entering the vicinity of the aerodrome (20 km recommended) and again about 10 km.

Circuit and landings will generally be provisionally nominated at briefing each day and confirmed or changed at the 10km finish call.

Temora Finish will close at last light or when all gliders are accounted for, whichever is the earlier.

16. **VERIFICATION:** Competitors are responsible for downloading their own valid .igc files via a website download provided by the organisers. Motor gliders must have a FDR capable of recording altitude and engine run time.
17. **SCORING:** Will be as per National rules.
18. **CARS:** Cars may only be driven on the maneuvering areas (e.g. runway strips, taxiways and aprons) for the purpose of towing a glider. While towing a glider the driver must monitor the CTAF and make appropriate taxi calls. Cars returning to the club house area must use the perimeter tracks as briefed, and at a speed producing minimal dust.

All competitor's vehicles on airside must carry their glider registration letters on a rear window. A roof mounted yellow warning light must be used in accordance with CASA manual of standards for aerodromes.

## **PART C – OPERATIONS**

19. **MAPS:** The WAC Canberra (1:1,000,000) covers the contest area.
20. **AIRSPACE:**  
Temora airfield has a CTAF area with frequency 126.15 required.  
Airspace restrictions are as detailed on Australia ERC Low L2 or L3.  
Pilots are not permitted to fly into controlled airspace class A, C or D under any circumstances. Infringements shall be subject to penalty. An airspace file with a buffer zone will be provided to competitors via the website and will be used for determining penalties.
21. **RADIO FREQUENCIES:** All aircraft flying from Temora must be equipped with a serviceable VHF radio which must include all of the following frequencies:

Launch and within Temora CTAF & Finish	126.15
Gaggle/safety/start	122.025
Other CTAF aerodromes	126.7, Griffith 126.55, Wagga 126.95, Narrandera 132.85
Tugs/retrieves	122.9
(Other frequencies	Temora AWIS 134.45, Emergency 121.5, Melbourne Centre 134.65.)
22. **RADIO PROCEDURES:**

Ground operations – monitor CTAF 126.15 when marshalling or returning to tiedown area.

Launching – monitor CTAF 126.15 for launch and while in the vicinity of Temora aerodrome.

Gaggle/safety - Change to gaggle/safety frequency 122.025 when above 3000ft AGL (if not required to use a CTAF). Start calls from the glider are not required. Monitor 122.025 enroute.

This frequency is mandatory when flying with or near other contest gliders.

Tug/retrieve – use 122.9 to coordinate retrieves or pass operational information to another station. Note the competition rules forbid team flying, and neither this frequency nor any other may be used for assisting another pilot for mutual advantage.

Finishing – use CTAF 126.15 for finish calls around 20 km from the aerodrome and 10km from the finish.

If flight into E class airspace is required then the pilots must have the ability to monitor a second frequency.

**23. MARSHALLING:** Launch order and take-off direction will be notified at briefing. Aircraft not marshalled when launching is about to commence will be held until launching of all classes is completed. There will be no marshalling while launching is in progress.

**24. LAUNCHING:** Launching will be by aerotow. Tow tickets will not be issued. At registration all entrants will be required to pay for launches for the maximum number of days available. All launches will be recorded and refunds given for any unused launches.

Pilots will be responsible for their own release checks. Release checks will not be provided on the grid or during the launch.

Self launch gliders will use the same runway and blend with aerotow launches under the direction of the Launch Master or Contest Director. Engines should be used to climb promptly to 2000ft AGL and be shut down by 2000ft AGL.

**25. SEARCH AND RESCUE:** SAR action will be taken no later than last light if the flight office has received no outlanding advice. To avoid unnecessary SAR action, competitors must comply with the National Rules.

**26. FLYING PRIOR TO COMPETITION PERIOD:** Outside the competition period, gliding operation may be conducted at Temora airfield under the control of the Temora Gliding Club and all arrangements should be made through the club.

**27. NON-COMPETITION FLYING DURING THE COMPETITION PERIOD:** All local flying must be authorised by the Competition Director or his delegate. Local flying pilots must attend daily briefing.

**28. RETRIEVES - AEROTOW:** The availability and cost of aero tow retrieves shall be by arrangement with the Tug Master and authorised by the Competition Director. The flight office is to be notified prior to the tug aircraft leaving for a retrieve. 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.

**29. ROAD RETRIEVES:** Crews must notify organisers of road retrieves before leaving the airfield.

## **PART D – DOMESTIC**

30. **FACILITIES:** Oxygen filling will be available. Workshop facilities will not be provided. There will be no hangar space provided.
31. **TIE DOWN AREA:** The tie down areas with cables will be marked out but there will be no allocation of a particular space for each sailplane. Competitors are to bring all necessary tie down equipment. Stakes are to be driven in flush with the ground and clearly marked.
32. **WATER BALLAST:** The fence line between the Aero Club hangar and the fuel bowser is equipped with taps. Please do not use the taps at the Aero Club clubhouse. More taps are available on the southern side of runway 27 threshold and fence line and within the tie down cables to the south eastern side of runway 36. Competitors are advised to bring adequate water containers and/or hoses (30m).