

PROVISIONAL



Regional Gliding Championships

**Edgehill Airfield
4th to 12th July 2009**

Local Rules & Information



Sponsored By:



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PROVISIONAL**LOCAL RULES****General**

The competition will run from Saturday 4th July 2009 to Sunday 12th July 2009 inclusive. It will be conducted in accordance with the 2009 Rules for BGA Rated Competitions, except where these are varied by these Local Rules.

Club Membership

For the duration of their stay at Shenington Gliding Club, visiting pilots and their crews will automatically become temporary members of the club. Before flying however, a membership form must be completed and submitted to Control.

Practice Week

Competitors and crew who wish to familiarise themselves with the site, or the task area, or those new to competitions, are invited to spend time at Edgehill during the week immediately prior to the competition. Launch facilities will be available and club two-seaters can be used to undertake site-familiarisation flights.

Registration**Registration Check List:**

- **£120 launch deposit**
- **Flight Recorder**
- **FAI Comp License**
- **Insurance Certificate**
- **Registration Form Submitted** (See page 17 or download from BGA Website www.gliding.co.uk/forms/compregistration.pdf)

Registration will take place between 5.00pm and 9.00pm on Friday 3rd July 2009. A further registration period will be available from 8.00am to 9.00am on Saturday 4th July 2009.

During registration, competitors will be required to deposit £120.00p towards aerotows. (Tows will be charged at the current standard rate of £30.00p). The cost of any further aerotows must be paid to Control during the competition. The cost of any unused aerotows will be refunded within one month of the competition end date.

During registration, competitors must present the flight recorder they intend to use for primary and or secondary evidence, to enable equipment serial numbers to be recorded and, where appropriate, be sealed with the glider identification marked on it.

During registration, competitors will be required to to present their competition licence and evidence of 3rd party insurance.

PROVISIONAL**Classes**

The competition will be flown in a single class unless the number and handicap distribution dictates otherwise for sporting reasons.

Daily Briefings

The competition briefing will take place in the Briefing Area adjacent to the clubhouse each morning at 10.00am unless otherwise notified.

Loggers

In accordance with the 2009 Rules for BGA Rated Competitions, GPS flight recorders will be used as primary and secondary evidence of a competition flight. Please note: PDAs running programs such as WinPilot or SeeYou Mobile are not IGC approved flight recorders. Flight recorders must be switched on at least two minutes before launching, to establish an altitude baseline.

It is the responsibility of the competitor to ensure the Organisation is in possession of the required software, connecting cable and/or storage media reading device for their FR or IGC file. Scoring has download cables and software for most commonly used Flight Recorders.

Pilots are encouraged to hand in secure IGC files on a data storage device. Competitors may, if they wish, download and submit their own flight traces directly to the scoring computers. If you choose to use these options, note that the flight record must include all flying conducted on the day prior to reaching the scored landing point. If substitute equipment is to be used during the competition, it must be with the consent of the Competition Director. Substitute equipment must have the glider identification clearly marked on it and be presented to Control before use, to enable equipment serial numbers to be recorded.

Radio

The primary frequency for the competition will be 130.10 MHz with any secondary frequency to be as briefed. Communication with the start and finish line must carry the prefix 'Shenington' i.e. 'Shenington Start' and 'Shenington Finish'. On final glide, competitors are required to make radio calls to 'Shenington Finish' advising 10 kilometres out and 3 kilometres out. The Shenington traffic frequency of 129.975 will be active. Launching and communication with tugs will use this frequency.

Water Ballast

Water for the purpose of ballasting gliders should be obtained exclusively from the points marked on the site plan.

Batteries

There are a number of 240 volt 13 amp power points available for battery chargers. Their location will be advised to competitors on arrival or at briefing. Competitors must provide their own battery chargers.

PROVISIONAL**Airfield**

Although the airfield at Edgehill is on the site of an ex-RAF bomber base of standard design, it has been heavily modified and the present-day airfield is difficult to see from the air. Visitors are advised to take a good look at it from the air. Remnants of the old hard runways do remain and are useable, but there is no peri-track and all flying and ground movements take place on grass areas adjacent to and between the old runways and on parts of the hard surfaced areas. Strict airfield discipline is necessary to avoid obstruction, delay or incident. The cooperation of competitors and crews will greatly assist the competition organisation in achieving a smooth operation.

Some landing runs cross grass/hard surface boundaries. These will be pointed out at briefing. Pilots should exercise care in these areas and, where possible, should avoid crossing them on the ground at high speed..

Rigging and Towout

Visiting trailers should be parked in the area marked on the Site Plan. Please rig and de-rig your gliders there and follow the instructions of the Grid Marshals when making your way to the grid area.

Areas for parking rigged gliders overnight will be designated during the competition.

Gridding

Competitors will be allocated a Grid Number at the start of the competition. This will be used to control launch order. Gridding will take place before briefing unless otherwise notified. The day's gridding area, together with the gridding order for the day will be shown each morning on an airfield map in the briefing area, or announced at briefing. Competitors are asked to arrive at the grid area in good time. Marshals will do their best to grid everyone correctly, but Gliders arriving unreasonably late may be placed at the back of the grid.

Towing vehicles must vacate the grid as soon as the glider has been positioned.

Launching

Launching will normally be by aerotow to 2,000 QFE above Edgehill.

When the aerotow rope is delivered to your glider you must be ready to launch, with any release checks already completed. Any glider which is not ready when offered a launch may be deemed to have refused a launch and may be moved to the back of the grid at the discretion of the Launch Master.

Wing supports, dollies, etc must be cleared from the launch area after your departure by your crew or by someone briefed by you to do so. If this is a problem for you please make the grid marshals aware before launching.

PROVISIONAL**Turbos**

Self-Sustaining gliders will be required to perform a single engine-run of not more than 30 seconds between launching and starting, on the first day of competition to test the engine-noise monitoring of the logger. A further such test will be required on the first day of use of any substitute logger.

Last Launch

The last contest launch on each day shall be 6.00pm

Starting

The starting procedure will be in accordance with the rules as defined in the 2009 Rules for BGA Rated Competitions. A semi-circle start zone will be used. A remote start point roughly 3.5 km south of the EDG waypoint and as defined on page 12 may be used to keep the start sector clear of local airspace for certain start directions.

Finishing

The finishing procedure will be in accordance with the rules as defined in the 2009 Rules for BGA Rated Competitions.

Finish lines will be used. Details of finish lines and landing procedures are shown on pages 12 to 17.

Pilots are responsible for maintaining separation from terrain and ensuring that their gliders cross the finish line with sufficient energy to make a safe approach and landing on the airfield. The daily briefing will include instructions on the flight procedures to be adopted following crossing the finish line. Edgehill has adequate space for multiple landings, but it isn't Bicester, so briefed landing procedures will be an important element in our safety strategy. Competitors will be expected to comply with them. .

Safety and Airmanship at the Finish

Competitors are reminded that all pilots must be aware of and fly within the requirements of CAP 393 ANO Rules of the Air Section 2 Article 5 (low flying rule) and Section 1 Article 74 (reckless or negligent endangerment of any person or property). In order to eliminate the possibility of danger to members of the public and with Article 74 of Rules of the Air in mind, in the context of finishing and the possible close proximity to the ground during the late part of final glide towards the finish line and landing, the minimum height for a glider whether in or outside the airfield boundary is 30' above ground level and any structure. Furthermore, adherence to BGA best practices to retain a descending flight path and retain sight of the landing area when below 500' is required. Strict penalties will be applied to Pilots not observing these requirements when approaching and crossing the Finish Line.

Outlanding

As soon as practical after landing, telephone control and advise them of your GPS position, number of TPs rounded and any problems encountered or anticipated. If you are unable to contact your crew, advise what information

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you want passed to them when they are located. After meeting up, promptly telephone control again and advise them of the fact. Any complaints from landowners or members of the public connected with an outlanding must be reported to the Competition Director without delay.

Aerotow Retrieves

Aerotow retrieves may be available at the discretion of the Tugmaster, but only from recognised airfields. Aerotow retrieves will be charged to the Competitor on the basis of tug tacho hours at a rate to be advised.

Relights

Land back at Edgehill to qualify for a relight.

Local Airspace

Edgehill is relatively free of problematic airspace, however the **Daventry CTA** is nearby to the Northwest and a portion of it comes down to FL 45 within 4 km of the site.

A stub of the **Birmingham CTA** from 3,500ft amsl to FL45 is within 15 km to the North.

Wellesbourne, a busy GA airfield is 15km to the North West and should be avoided. Any complaints of unauthorised penetration by competition gliders will be penalised.

Intense Parachuting sites at Weston-on-the-Green, Hinton-in-the-Hedges, Langar and Peterborough/Sibson are prohibited areas. Any entry to the DZ circles shown on the air chart will be penalised.

Other airspace hazards in the task area will be briefed on the day.

PROVISIONAL**SITE AND DOMESTIC ARRANGEMENTS****Location & Approach**

Edgehill Airfield is situated close to the southern end of the Edgehill ridge about 5 miles WNW of Banbury.

Travelling South on the M40, leave at Junction 12. Travelling North, leave at Junction 11. The site is best approached from the North along Sugarswell Lane which turns South off the A422 Banbury to Stratford Road near the top of Sunrising Hill. Thereafter, turning left at every intersection on public roads will bring you to the airfield entrance on Rattlecombe Road, which is to the West of Shenington Village. This route is signposted from the main road and avoids the steep hills and tight turns in the villages of Alkerton and Shenington when approaching from Banbury. Visitors are requested to use this route exclusively when towing to avoid congestion in the village.

Caravans & Tents

Caravans and tents may be sited in the area designated on the site plan at any time after Friday 26th June. Domestic water, shower & toilet facilities and refuse points are also marked on the site plan. Limited caravan power hookups may be available on a first-come-first served basis for a charge which will be advised.

Medical Facilities

First aid supplies are available in the Club Office and in Control. Competitors and crews are however advised to bring their own first aid supplies. In case of illness, local medical attention can be sought from:- 01295 678124

Meals and Provisions

The clubhouse will be open each day for the sale of drinks, sandwiches, confectionery, etc. Cooked Breakfasts and Evening meals will also be available.

Bar

The bar will be open daily in the evening when club bar staff become free of other duties.

Cars

Cars must be parked in the designated car parks shown on the site plan before launching commences. Within the boundaries of the airfield, unattended vehicles not in designated car parks must be left unlocked and with the key in the ignition.

Prizes

Day winners will each receive an engraved Day Winner trophy. The overall winner will receive an EW Microrecorder, kindly donated by our sponsor EW Avionics.

PROVISIONAL**Prizegiving**

Prizegiving will be at a time to be announced close to the end of the competition.

Rubbish

Plastic bags for rubbish will be available from Control. They should be disposed of in the skip provided near the clubhouse.

Payment of Accounts

An account will be raised for each competing glider. Your £120 aerotow deposit will be credited to it and all your launch/retrieve fees, plus any flying charges incurred by your crew, will be debited.

To facilitate payment you will be invited at Registration to provide details of your credit/debit card. Charges will be made as incurred and a few days after the competition you will receive by email details of all the charges levied on your card. Competitors paying by other means will be encouraged to settle their account daily and must do so before leaving at the end of the competition.

Security

Shenington Gliding Club cannot take responsibility for articles lost or stolen. The public can enter the airfield and clubhouse and it is in everyone's interest to keep valuables secured and unattended vehicles or caravans locked. Competitors are however reminded that if cars are left on the airfield outside of a designated car park they should be left unlocked with the key in the ignition. Such cars and their contents are left entirely at the owner's risk.

Competition Officials

Director	Alan Langlands
Deputy Director	TBA
Task Setter	TBA
Safety Officer	Derek Woodforth
Meteorology	Graham Wright
Control	Gillian Crabb
Launch Master	Alistair Cook
Chief Grid Marshall	Dave Gould
Loggers and Scorer	Graham Paul
Tug Master	Mary Meagher

Site Plan: Airfield



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Site Plan: Clubhouse Area



Remote Start, Finish Lines & Procedures

1. **Remote Start Waypoint:**
Edgehill Start South Centre of Blenheim Farm 3.5 km 173 ° from EDG 52° 3.037N, 1 ° 28.089W

2. **Finish Waypoints:**
Shenington Finish West: Windsock at North West corner of Airfield 52° 5.254N, 1 ° 28.890W
Shenington Finish East Shenington Primary School 52° 4.995N 1 ° 27.830W

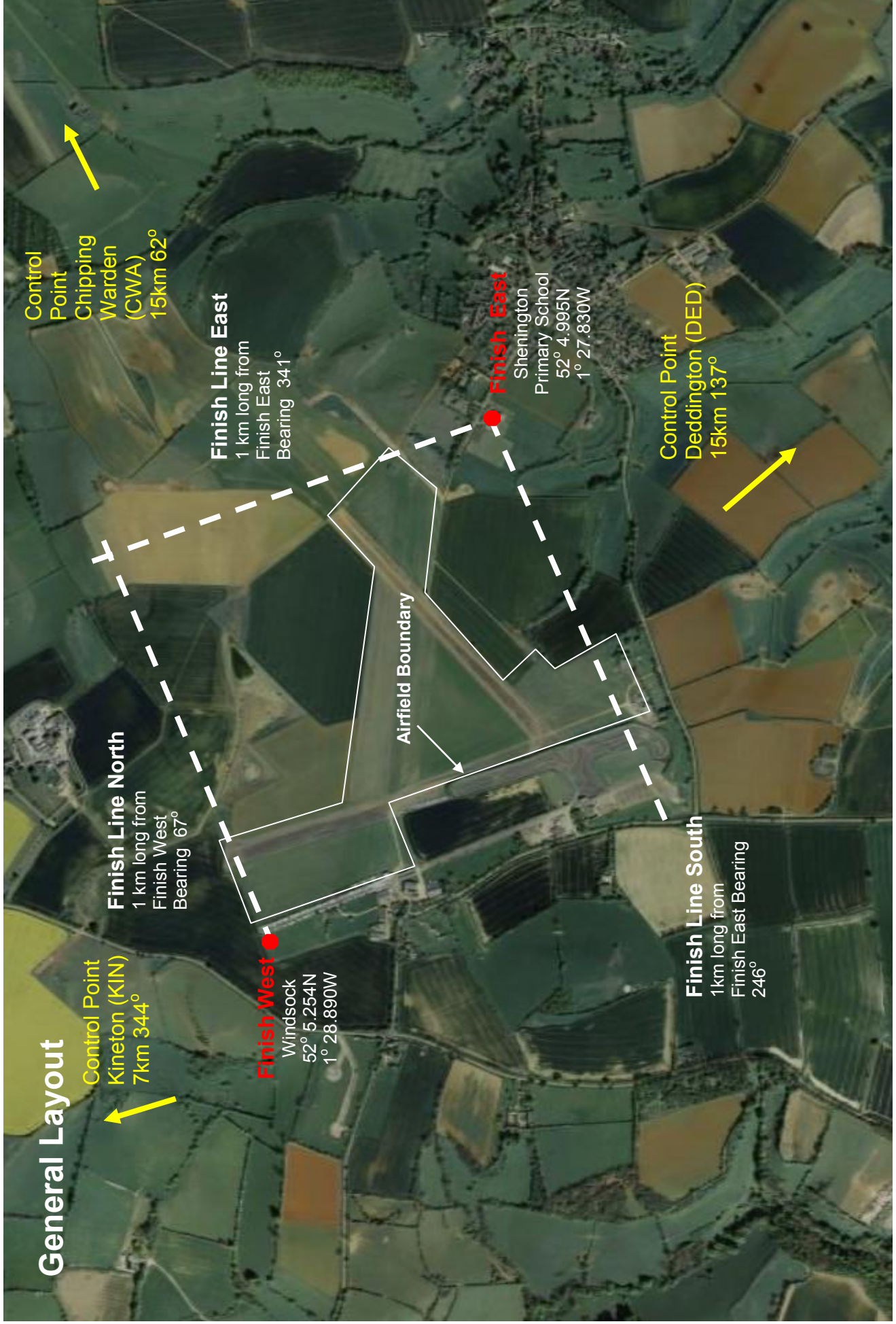
3. **Finish Lines :**
Finish Line North Bearing 67 ° from Shenington Finish West
Finish Line East Bearing 341 ° from Shenington Finish East
Finish Line South Bearing 246 ° from Shenington Finish East

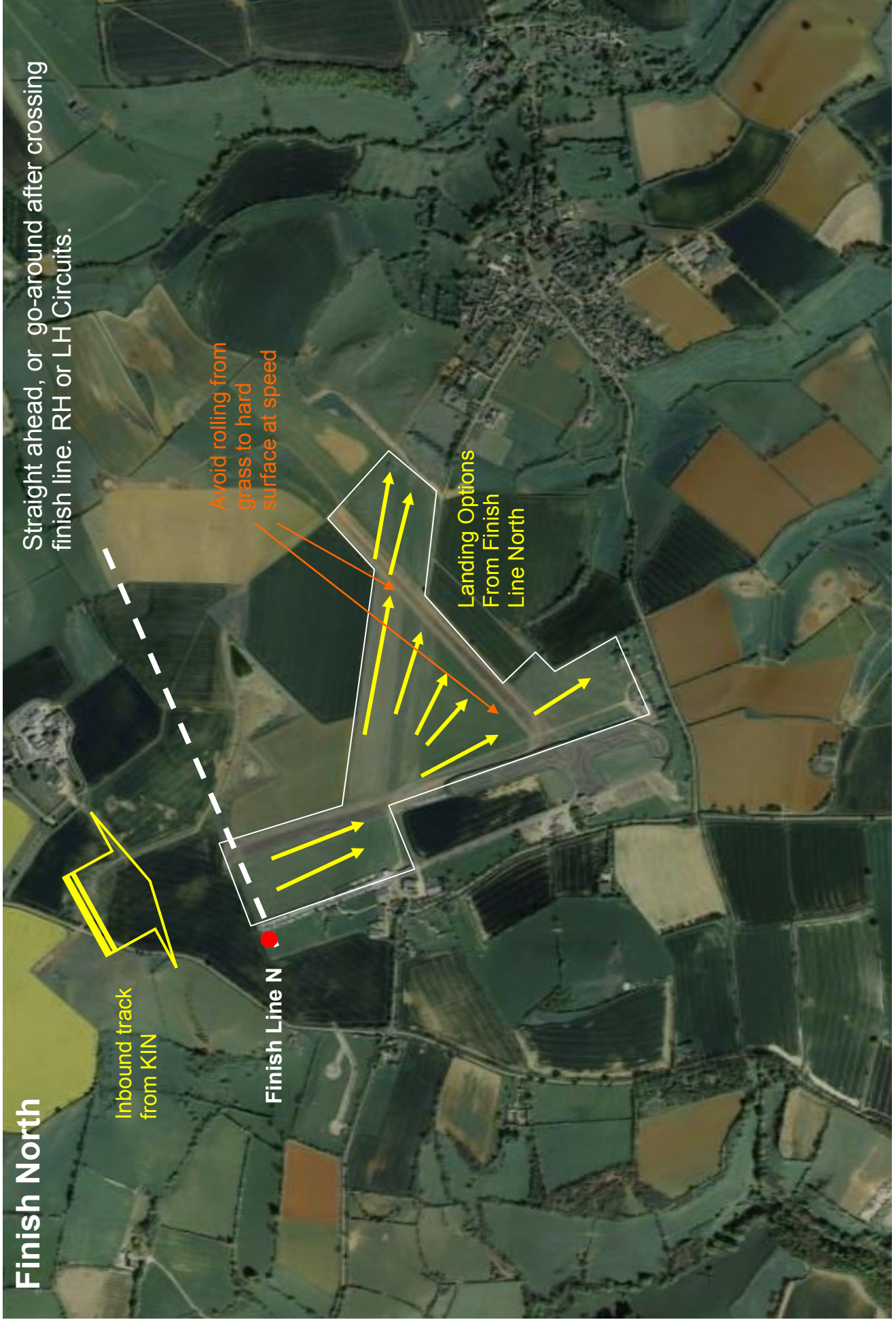
4. **Each finish line is 1km long.**

5. **Control Points are associated with each Finish Line:**
Control Point North Kineton BGA Waypoint KIN
Control Point East Chipping Warden BGA Waypoint CWA
Control point South Deddington BGA Waypoint DED

If necessary, these control points will be used to align inbound tracks to the selected finish line.

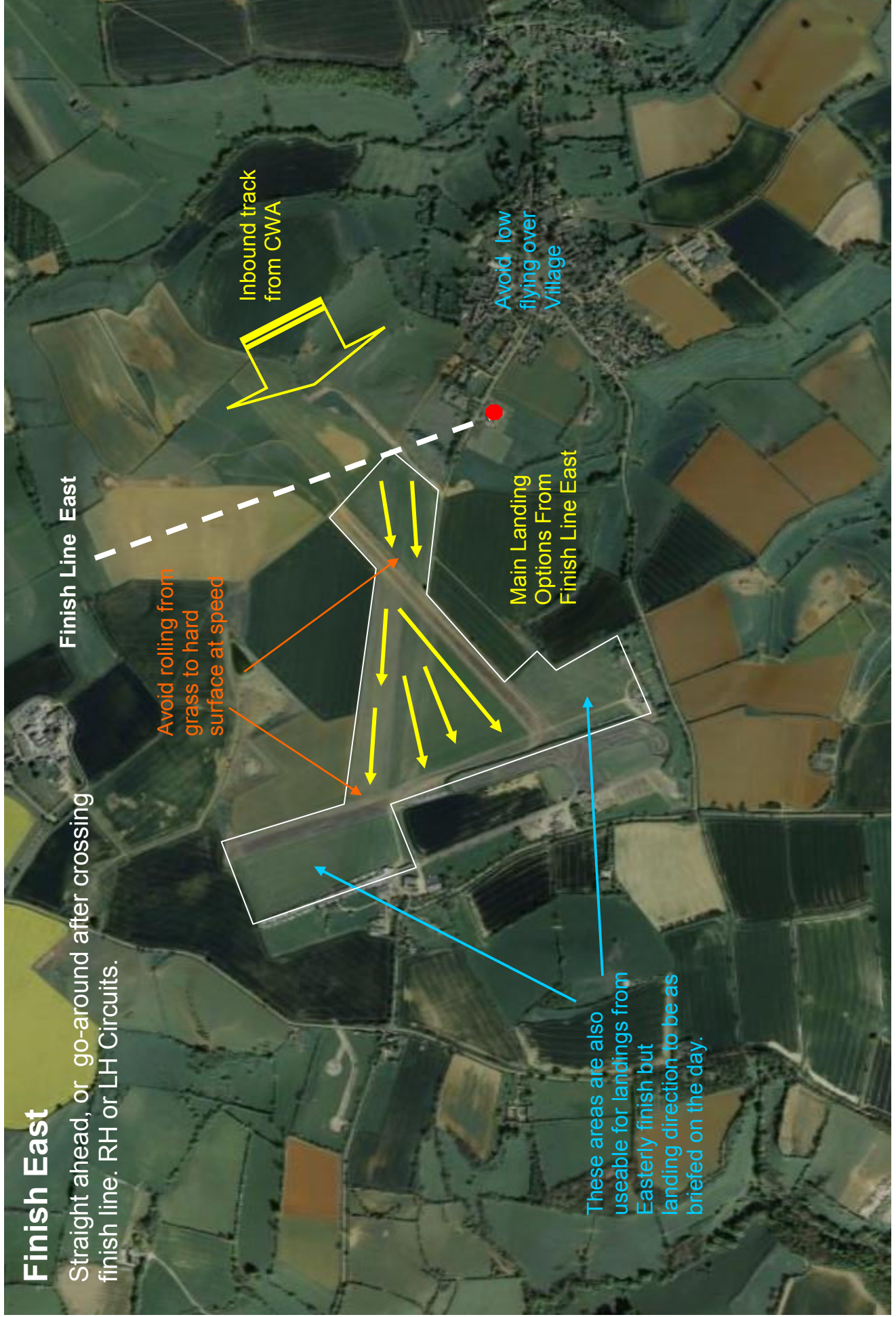
See the diagrams on the following pages for procedures and landing options for each of the finish lines. Finish directions will be selected to provide into-wind or acceptable cross-wind landing options wherever practicable.





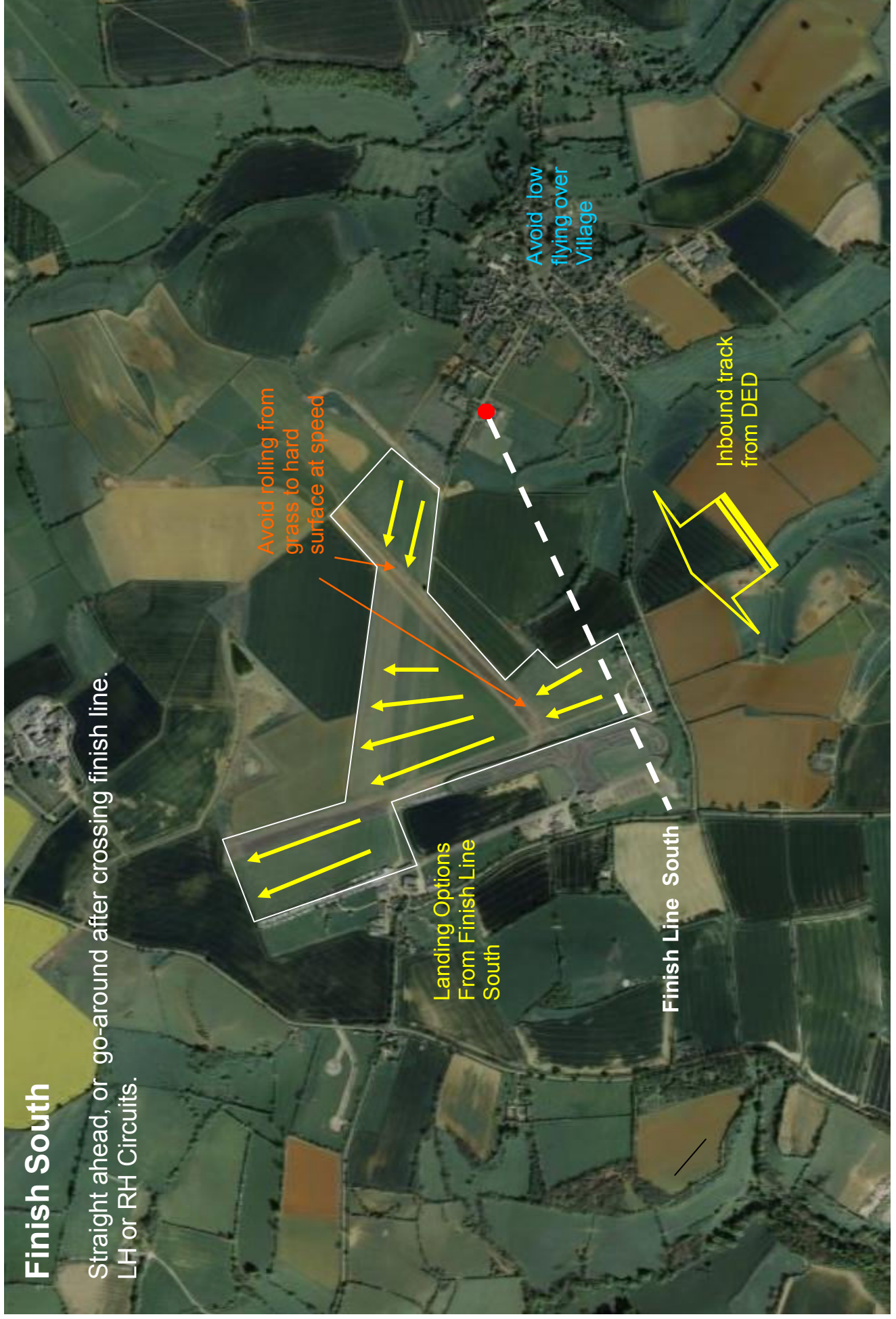
Finish East

Straight ahead, or go-around after crossing finish line. RH or LH Circuits.



Finish South

Straight ahead, or go-around after crossing finish line.
LH or RH Circuits.



PROVISIONAL**BGA COMPETITION REGISTRATION FORM**

Read this form carefully. All questions must be answered and the Declaration signed. The BGA and the Organisation reserves the right to call for verification of any answers given. Please note that incorrect answers may lead to rejection of your entry or disqualification.

COMPETITION:	DATES.....	TO.....
ORGANISING CLUB:		
1st PILOT	D.O.B.....	
COMPETITION LICENCE No.....		
2nd PILOT	D.O.B.....	
COMPETITION LICENCE No.....		
GLIDER TYPE:	SPAN (m).....	COMPETITION MARKINGS.....
REGISTRATION:	RADIO LICENCE EXPIRY DATE:	
ENGINE STATUS: SELF LAUNCH/TURBO/ENGINE REMOVED/PURE GLIDER.....		
WINGLETS YES/NO.....	WING FAIRING MODS. YES/NO.....	
WING TURBULATOR MODS. YES/NO.....	CLAIMED HANDICAP.....%	
C OF A EXPIRY DATE:	MAX. A.U.W.:(KGS)	
PRIMARY LOGGER.....	SERIAL No.....	
SECONDARY LOGGER.....	SERIAL No.....	
AIRCRAFT INSURANCE CO.....	POLICY NO:.....	
THIRD PARTY COVER: £	EXPIRY DATE:.....	
1 st PILOT E-MAIL:.....	1 st PILOT MOBILE:.....	
CHIEF CREW NAME:.....	CHIEF CREW MOBILE:.....	

DECLARATION TO BE SIGNED BY COMPETITOR:

I/we declare that the information given on this form is correct and complete to the best of my/our knowledge and belief. I/we understand that it forms the basis on which my/our entry is accepted. I/we agree to be bound by the Competition rules. I/we am/are in current flying practice.

Prior to the start of the Competition I undertake to have in my possession a set of 1:500 000 scale maps of the Competition area showing the current controlled airspace, as marked on the Official map so designated for that purpose by the Competition Organisers.

Signed 1st Pilot:.....date:

2nd Pilot:.....date:.....