



Regional Gliding Championships

Edgehill Airfield
3rd to 11th July 2010



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LOCAL RULES

General

The competition will run from Saturday 3rd July 2010 to Sunday 11th July 2010 inclusive. It will be conducted in accordance with the 2010 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.

Fees and Bookings

Entrants will be required to pay a deposit of £50 with their application and provided the balance is paid by 1st May their place in the competition will be guaranteed.

If the competition becomes over-subscribed, new applicants will be told and, if they wish, they will be placed on a reserve list on payment of the £50 deposit. The final competitor list will be compiled after May 1st from fully-paid-up entrants plus reserves. Reserves who can be accommodated will be invited (in date of application order) to join the competition and will be required to pay the balance within 1 week of notification to secure their place.

Registration

Registration Check List:

- **£132 launch deposit**
- **Flight Recorder(s), Removable Media & Calibration Chart(s)**
- **FLARM or other Proximity Warning Devices**
- **FAI Comp License**
- **Insurance Certificate**
- **Registration Form Submitted** (download pre completed form from <http://shenington.onglide.com> or blank from BGA Website www.gliding.co.uk/forms/compregistration.pdf)

Registration will take place between 5.00pm and 9.00pm on Friday 2nd July 2010. A further registration period will be available from 8.00am to 9.00am on Saturday 3rd July 2010.

During registration, competitors will be required to deposit £132 towards aerotows. (Tows will be charged at the rate of £33.00p). 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 will be required to present their competition licence and evidence of 3rd party insurance

During registration, competitors must present the flight recorder(s), (together with any removable media) which they intend to use for primary and or secondary evidence, to enable equipment serial numbers to be recorded and, where appropriate, to be marked with the glider identification. **NB: A valid calibration chart dated 5 years or less prior to each contest day must also be presented for each logger at registration. Late presentation will be penalised and failure to show that a qualifying calibration exists within 24 hrs of publication of the official scores for any contest day will result in rejection of FR evidence for that day.**

Type and Serial No of any Flarm or other Proximity Warning Devices must now be presented at Registration, together with a declaration that they will only be used in “Stealth Mode” or equivalent.

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 2010 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

130.1 MHz The primary frequency for the competition 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.

129.975 The Shenington traffic frequency and 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.

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 be by aerotow to 2,000 QFE 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.

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.

These tests must be completed no later than 15 minutes after start-line opening time, or 15 minutes from release from tow, whichever is the later.

Any other engine operation prior to landing ends competition flying for the day and self-retrieving gliders must return directly to Edgehill without delay to minimise the effect on pilots still competing.

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 2010 Rules for BGA Rated Competitions. A semi-circle start zone will be used. Remote start points as defined on page 12 may be used.

Finishing

The finishing procedure will be in accordance with the rules as defined in the 2010 Rules for BGA Rated Competitions, except that, for the following reasons, we will be using a finish ring this year.

- To allow pilots to concentrate on lookout rather than navigation
- To overcome Problems with SeeYou and angled finish lines
- To ensure that finishes are observable

Details and landing procedures are shown on pages 12 to 16.

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.

Moving Gliders after Landing

Competitors and their crews are required to take special care when moving gliders after having landed following a finish. The landing area may still be required by other finishers. Vehicles making their way to the gliders and gliders being moved must not obstruct landing gliders. Please keep a good lookout at all times, take the most direct route to the perimeter of the landing area then follow the perimeter to wherever you want to go. Remember. more than one landing area may be in use.

Outlanding

As soon as practical after landing, telephone control and advise your GPS position, number of TPs rounded and any problems encountered or anticipated. If you are unable to contact your crew, advise what information you want passed to them. After meeting up, promptly telephone control again and advise them of the fact. 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 North East 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.

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 25th 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. Details and times will be announced at registration.

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.

Competitors are asked to display their glider identification number on their car in a prominent place, ideally on the front or rear windscreen.

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.

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. Instructions for segregation and recycling of rubbish will be given and should be followed.

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 & Lost Property

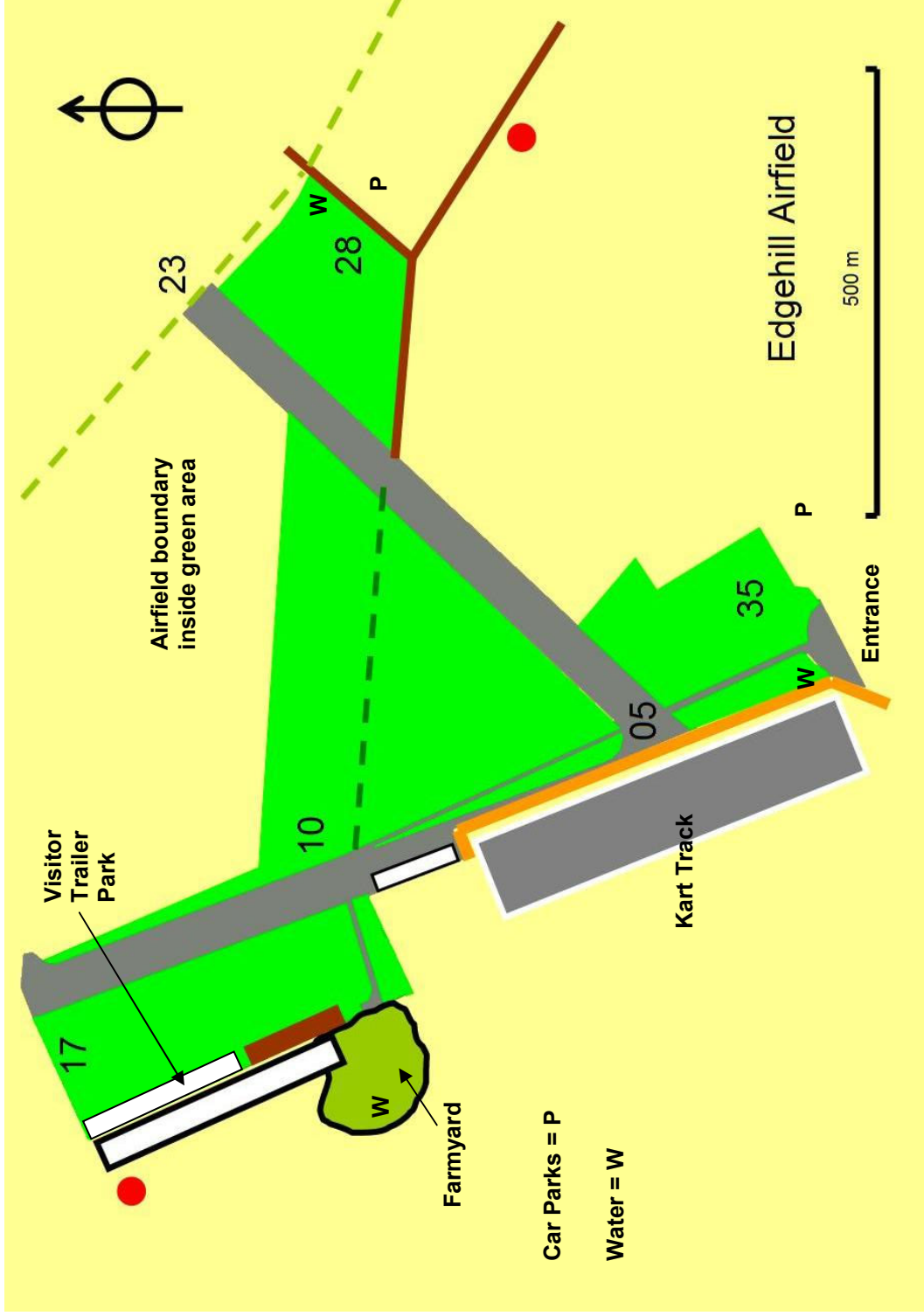
Shenington Gliding Club cannot take responsibility for articles lost or stolen. The public can enter the airfield and clubhouse and it is in everyone's interest to keep valuables secured and unattended vehicles or caravans locked. Competitors are however reminded that if cars are left on the airfield 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.

Lost Property should be reported/handed-in to Control.

Competition Officials

Director	Alan Langlands
Deputy Director	John Whiting
Task Setter	John Whiting
Safety Officer	Derek Woodforth
Meteorology	Graham Wright
Control	Gillian Crabb
Launch Master	Alistair Cook
Chief Grid Marshall	TBA
Loggers and Scorer	Roddy Maddocks, Bob Winters, Paul Duffy
Tug Master	Mary Meagher

Site Plan: Airfield



Start & Finish Waypoints.

Edgehill Waypoint EDG

Southerly end of Runway 23

52° 4.912N, 1 ° 28.486W

Edgehill Start 1

M40 Motorway Bridge 8 km NE from EDG

52° 7.262N, 1 ° 22.687W

Edgehill Start 2

Cherington Village Centre 9 km SW from EDG

52° 1.571N, 1 ° 34.572W

Finish Ring

Centre Position: Approximate Centre of Grass Triangle

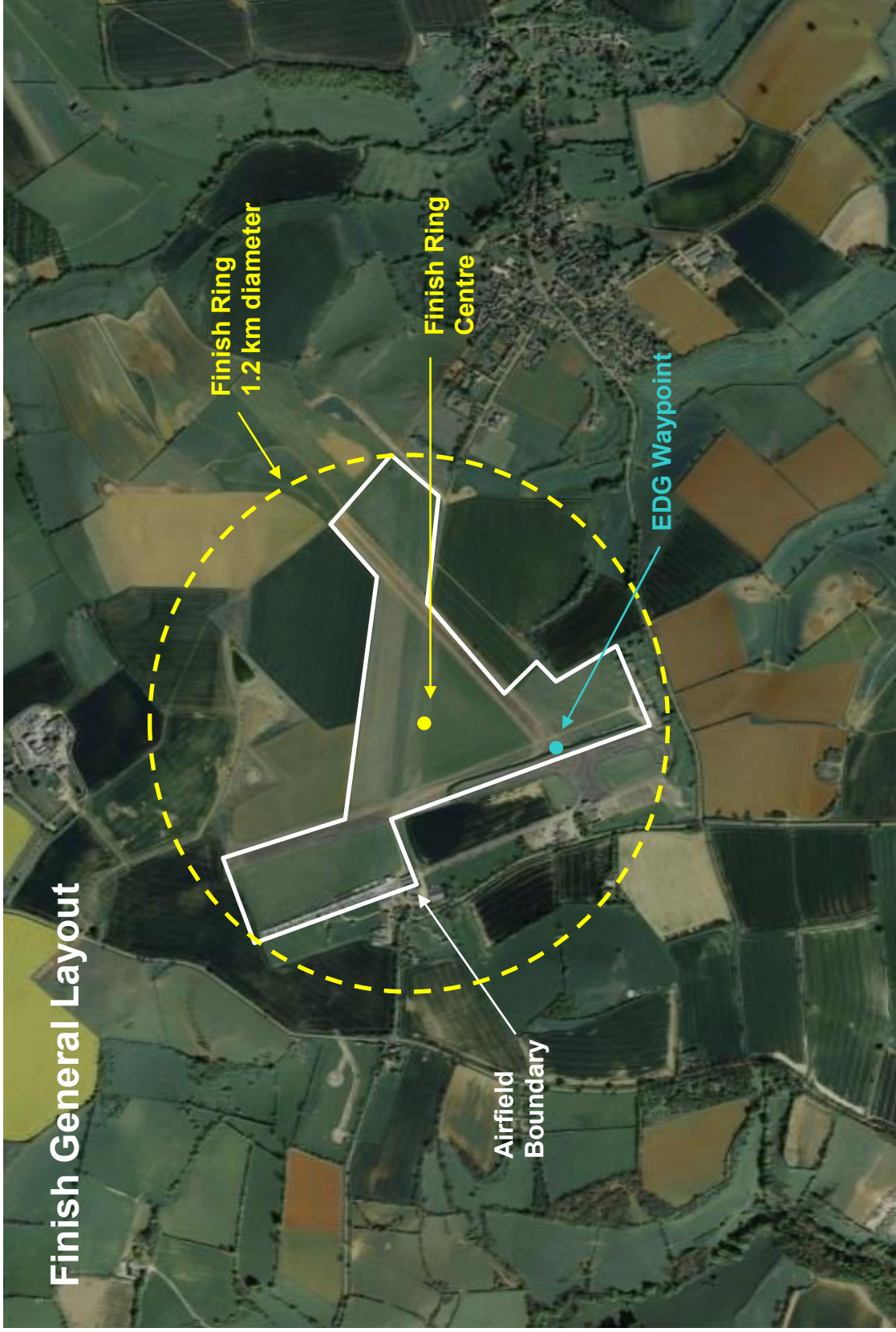
52° 5.097N, 1 ° 28.418W

Diameter: 1.2 km

Minimum Height: As stated in the 2010 Rules for BGA Rated Competitions

Finishing & Landing Procedures

See the diagrams on the following pages for finishing procedures and landing options for the main finish directions. Finish directions will be selected to provide into-wind or acceptable cross-wind landing options. Note that finishes from the South West are unlikely to be used due to the large number of obstructions on the Western boundary of the airfield.

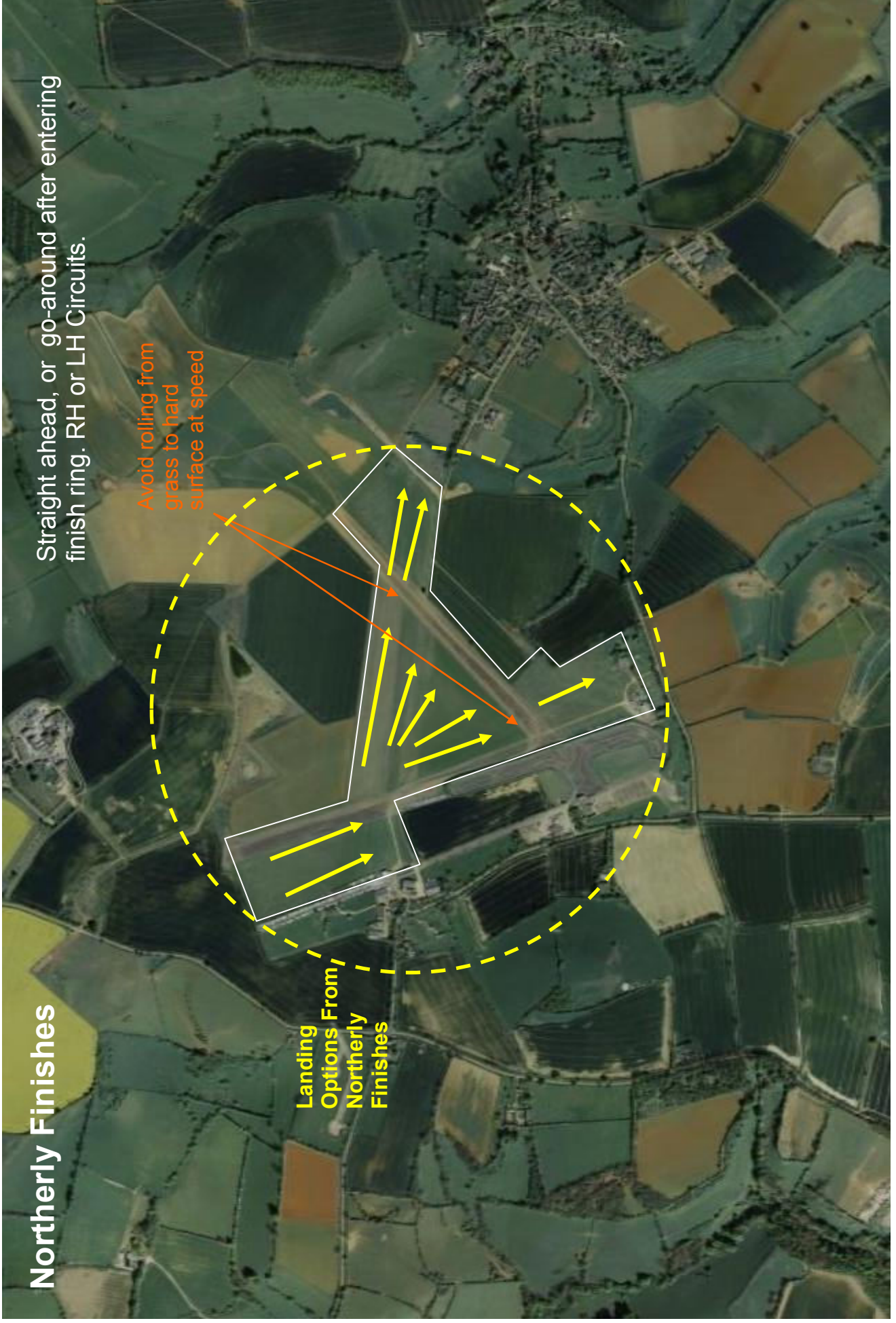


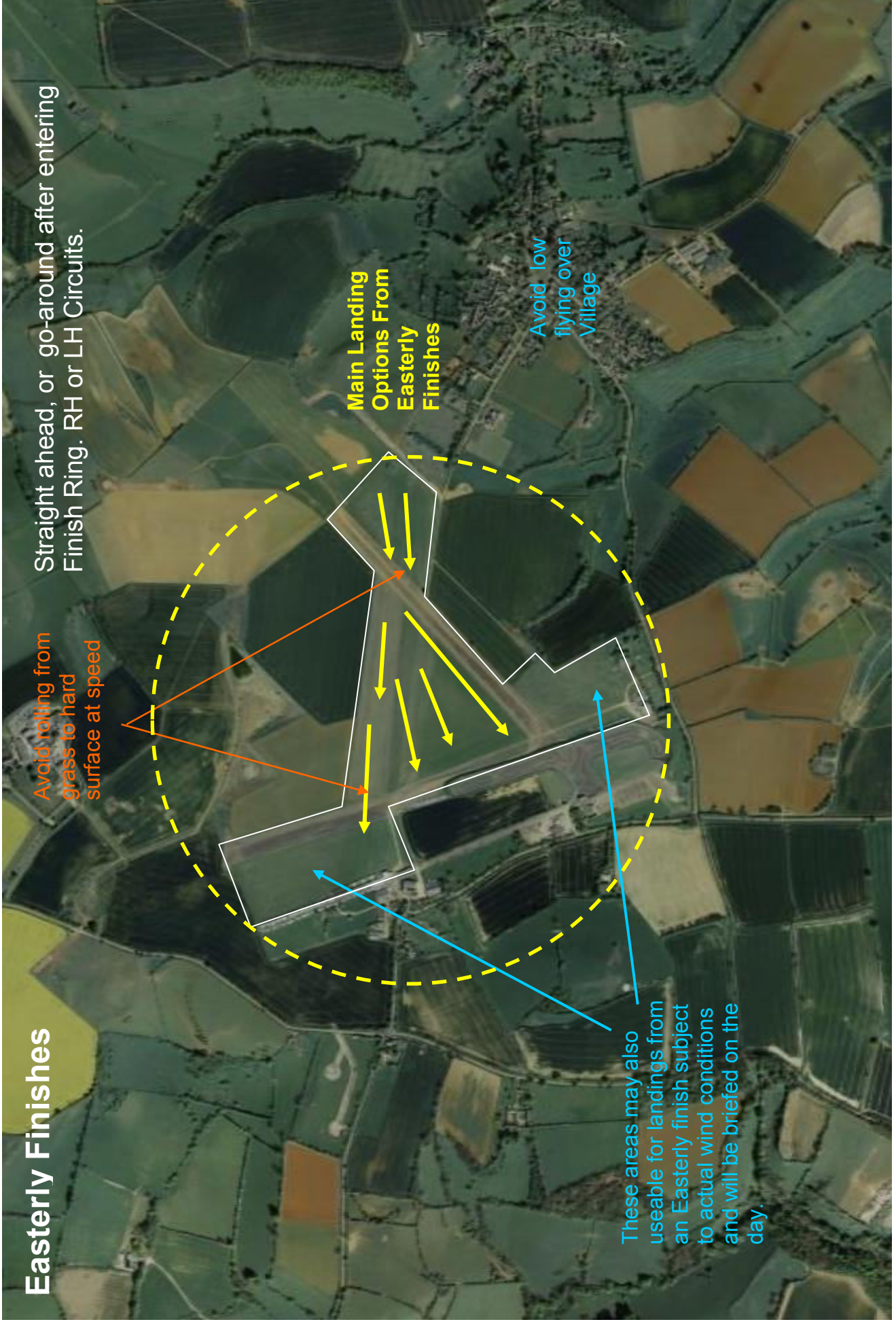
Northerly Finishes

Straight ahead, or go-around after entering finish ring. RH or LH Circuits.

Avoid rolling from grass to hard surface at speed

Landing Options From Northerly Finishes





Easterly Finishes

Straight ahead, or go-around after entering Finish Ring. RH or LH Circuits.

Avoid rolling from grass to hard surface at speed

Main Landing Options Easterly Finishes

Avoid low flying over Village

These areas may also useable for landings from an Easterly finish subject to actual wind conditions and will be briefed on the day.

