



# **Standard, 15M, Open Class Nationals and Lasham regionals 2019 Local Procedures**

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**3rd – 11th<sup>th</sup> August 2019**

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## Competition information

### 1.1 Competition Dates

The Standard, 15M, Open Class and Lasham Regionals competition will be held over nine days with the first possible contest day on Saturday 3<sup>rd</sup> August and a last possible contest day on Sunday 11<sup>th</sup> August, 2019.

### 1.2 Location of event

Lasham Gliding Society  
The Avenue  
Lasham  
Alton  
Hampshire  
GU34 5SS

Elevation 620ft AMSL

### 1.3 Website

[www.lashamcomps.co.uk](http://www.lashamcomps.co.uk)  
control.lashamcomps.co.uk

### 1.4 Important Numbers

Radio Frequencies  
Start Line: Channel 129.890  
Finish Line: Channel 131.030  
Tugs: Channel 131.030

Phone Numbers:

Control:	01256 384912
	01256 384913
Office:	01256 384907
Director:	07826 846649

Email Address: control@lashamcomps.co.uk

## 1.5 Competition Officials

Director – Henry Freeborn  
Deputy Director/Safety Officer – Colin Watt  
Competition Manager – Gavin Spink  
Task Setters – Mark Holden & Michael Harrison  
Meteorology – Mel Collier  
Airspace – Colin Rule  
Tug Master – Al Greensmith  
Scorer – Benedict Smith  
I.T and Radio – Tim Newport-Peace  
Control – Christine Bullimore

## 2 Local Procedures

### 2.1 Rules for competition

BGA rules for rated competitions 2019 except where superseded by procedures stated in this document. The BGA competition Rules can be viewed and downloaded from the BGA website, [www.gliding.co.uk](http://www.gliding.co.uk), please take time familiarise yourself with this document.

Competition staff, approved by the director, who are not already official observers, have the status of BGA Official Observers for the period of the event for the activity of their specialty in the competition organisation

### 2.2 Competition classes

The competition will be made up of the following five classes;

- Standard Class
- 15M Class
- Open Class
- A regionals of at least one class which may be divided into two classes, split by handicap depending on number of entries

## 2.3 Registration

Registration shall take place in advance of the competition using the Robocontrol system. On arrival at Lasham you will be required to sign a completed registration form stating that you have read the local rules and procedures set out in this document. This declaration states that you also consent to Lasham Gliding Society using your data for the purposes of this competition. Registration will be open from 17:00-21:00 on Friday the 2nd August 2019 in the TV room in the main clubhouse. Late registration will be available by arrangement.

GDPR: All competitors must accept the GDPR principles concerning the use of their data by competition officials and Lasham Gliding society during and after the competition. The act of completing registration will be taken to mean explicit agreement to this in line with the following statement:

*'I consent to any and all of my personal data (including flight traces) gathered by Robocontrol and/or Lasham Gliding Society, deemed necessary to facilitate effective management of the competition being stored on Lasham Gliding Society and Robocontrol computer systems and also flight traces being uploaded to Soaring Spot after scoring. I understand that I may ask for that data which has not already been published in the public domain to be deleted after the competition has finished and the requirement for it to be used by Robocontrol and Lasham Gliding society in managing the competition has ended'*

Competitors are reminded they are to have a valid FAI Competition License and evidence of this should be shown during registration.

## 2.4 Communications

Competitors are asked to draw particular attention to changes to this year's BGA Competition Rules, section 5.12 regarding communications. In particular competitors are asked to pay note to the changes of Data Transmission and Reception. Competitors at registration will be asked to sign an additional declaration stating they understand these changes in the Rules.

## 2.5 Payment of Fees

The preferred payment for all competition fees and launches is the Robocontrol System. Please enter your card information into the system where it is stored securely. No payment details are available to either Lasham Gliding Society or Robocontrol.

## 2.6 Daily Briefing

Briefing will be held on a daily basis at a time as stated by the organisation and will be held in the Brown Elephant. This will usually be 10:00 unless otherwise communicated by text message and email. The competition reserves the right to refuse a launch to a pilot who does not attend daily briefing except by prior arrangement with the director.

## **2.7 Grid**

The Grid order will rotate between the Standard, 15M and Open Class nationals who will occupy the front of the grid and take priority over launching. The regionals will rotate between the two classes and shall occupy the rear of the grid.

Gliders will be gridded on the main runway and will stay on the same numbered grid row for the duration of the competition. Rotation of the grid rows within each class will be in line with BGA rules.

## **2.8 Communication between the organisation and pilots**

The competition organisation will communicate with all pilots via a text messaging and email system. Messages about flying and other activities will be sent via these means and so it is essential that pilots enter a correct mobile telephone number into the Robocontrol system. Pilots may also enter a mobile telephone number for their chosen Crew.

# **3 Airspace**

## **3.1 Compton box**

The CAA have published Airspace Change Co-ordination (ACN) 2019-05-0075 to allow gliders and tug aircraft to access to a portion of Class A Airspace that is known as the “Compton Box”.

The following co-ordinates define the Boundary of the Compton Box:

- 512435N 0011444W
- 513423N 0011138W
- 513348N 0010654W
- 512400N 0011001W

Vertical limits of the Compton Box are from 4500ft to 5500ft AMSL.



The Compton Box will be available between 1000Z and 1800Z.

The Compton Box will only be made available for use by the Competition between Monday 5th August and Friday 9th August.

**The use of the Compton Box is subject to the following conditions:**

- Availability of Compton Box will be briefed and declared open during the task briefing.
- VMC is to be complied with, gliders must remain 1500m horizontally and 1000ft vertically from cloud with an inflight visibility of 8km.
- Pilots shall maintain a listening watch on their Radio channel 129.890 and promptly comply with any instructions given on behalf of the Competition Director to vacate the Compton Box.

Full details of the ACN are available from the Competition Organisation.

### **3.2 Aldermaston and Burghfield Nuclear Zones**

An Exemption from the Air Navigation Order (Restriction of Flying) (Nuclear Installations) Regulations 2016 has been granted for the duration of the competition. This permits gliders to fly in the Aldermaston (R101) and Burghfield (R104) Restricted Areas; **Provided that they do not fly within the installation's boundary fences.** The full conditions of the CAA exemption will be available from the Competition Organisation.

Penalties will be applied only if the **installations boundary** is crossed (below the usual height/altitude restrictions for the zone as shown on the CAA chart).

### 3.3 Daily Airspace Files

The competition organisation will produce a daily airspace file in the event of any major changes to any temporary airspace or NOTAMS that will affect the contest area. These files will be in TXT format and other formats will be available from soaringspot. Updates to this file will be notified by text and email and the version that will be used for scoring each day will be published on the task sheet.

### 3.4 ATZs

For the duration of the competition Aerodrome Traffic Zones (ATZs) will not be considered a penalty zone **with the exception of the RAF Odiham ATZ**, see paragraph 3.5.

Competitors are reminded that they should not fly within an ATZ, if flying very close to an ATZ or there is a requirement to enter the ATZ then formal contact with the ATC shall be made.

### 3.5 RAF Odiham ATZ

The RAF Odiham ATZ will be treated as a Penalty Zone for the duration of the competition unless the “Odiham ATZ Finishing Sector” has been declared as available, availability will be notified to competitors during daily briefing.

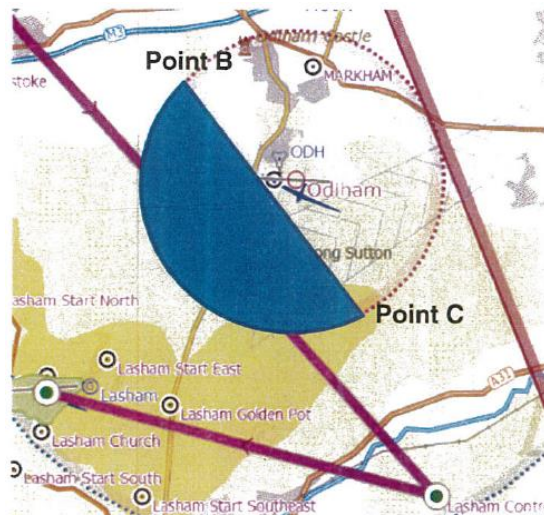
In the event of a strong south westerly wind component a task may be set requiring competitors to return to Lasham via a control point to the east of Lasham, allowing competitors to make an approach to Lasham Runway 27.

When the “Odiham ATZ Finishing Sector” has been declared open a portion of the RAF Odiham be transited by competitors.

When declared available the “Odiham ATZ Finishing Sector” will be available west of the line between the following points:

- **Point B** 511524 N 0005855 W
- **Point C** 511223 N 0005448 W





**Competitors shall monitor the Lasham finish channel on 131.030 and have a serviceable FLARM when using the “Odiham ATZ Finishing Sector”.**

Full details of the LoA will be available from the organisation on request.

### 3.6 Permanent Penalty Zones

Weston on the Green, Hinton-in-the-Hedges, Sibson, Langar and Chatteris.

### 3.7 Danger Areas

The following areas will be penalty zones for the purposes of the competition. Prohibited Areas, Restricted areas, except Note 2 and 2a areas that only apply to helicopters. Danger Areas prefixed with an ‘\*’ on the ICAO ½ million chart.

### 3.8 RA (T)

Information on any RA (T) shall be promulgated during daily briefing.

### 3.9 Landing in Penalty Zones

Competitors are reminded of rule 5.10.5 with the BGA Rules for Rated Competitions:

*“Penetration of a designated Penalty Zone may be made without incurring a penalty provided:-*

- The penetration was made in order to land and that a landing was made promptly once inside the zone.*

- *The Director is satisfied that the penetration was made with the permission of the local controlling authority and was obtained at the time by radio before the penetration took place."*

## 4 Flying Procedures

### 4.1 Glider Technical Compliance

#### 4.1.1 Scrutineering

Random checks of the competitors glider may be made at any time during the competition, Including

- Declared configuration of the glider e.g. Winglets etc.
- Compliance with the BGA competition rulebook e.g. MTOW

#### 4.1.2 Maximum Takeoff Weight Checks

Glider must be flown within the manufacturers certified MTOW and, if applicable BGA competition rules regarding MTOW limits. Random Weight Checks may be made on the grid – **Water ballast must not be dumped on the grid whilst these weight checks are being made.**

#### 4.1.3 Engine Noise Verification

Competitors flying gliders with self-launching or self-sustaining engines must have a Flight Recorder installation that is IGC-approved for detecting engine noise or means of propulsion. Pilots are requested before the start of the competition to ensure that their chosen Flight Recorder is capable of indicating when their Engine/Self-Sustainer is running and provides positive thrust. It is recommended that competitors flight recorders should conform to requirements laid out in the FAI Sporting Code, Section 3, Annex C paragraph 11.

To verify detection of engine operation by the Flight Recorder installation, the competitor shall run the engine after launching and prior to starting on the first competition task.

ENL or MOP must be demonstrated on the FR trace in accordance with the BGA Rules for Rated Competition which state -

#### "5.22.2 Self-Sustainers Engine Test

The engine will be run after launching and prior to starting for a single period of not more than 30 seconds when directed by the Competition Organisation to test engine noise monitoring, and/or as required by the pilot to establish engine serviceability. The engine test must be completed by no more than 15 minutes after the start line opening time or 15 minutes after the time of release from tow, whichever is the later."

Once an initial test has been completed it is not a requirement for

competitors to test their engines on a daily basis.

## **4.2 Launching**

### **4.2.1 Launch Procedures for gliders and motor gliders**

The launched procedures will be announced at the daily briefing.

### **4.2.2 Release areas**

The release areas of each class will be announced at the daily briefing.

### **4.2.3 Relight procedures**

The area for relighting gliders to land are shown in Appendix B.

Pilots should call on the launching frequency so that tugs are aware of their intentions.

## **4.3 Starting**

### **4.3.1 Start Procedures**

All start procedures will be in line with the BGA Rules for Rated Competitions 2019. The start opening and maximum start height shall be announced on 129.890; competitors should report their start within 30 minutes and prefix the call with "Lasham Start".

### **4.3.2 Cloud Flying**

Cloud flying is prohibited for all competitors:

- Within 10km of the center of all start zones in operation on a given day, and
- Within 10km of the center of Odiham airfield (4.5 NM NE of Lasham)
- Note:-The cloud flying channel is now 130.535.

## **4.4 Finishing**

### **4.4.1 Finish Ring**

For the duration of the competition a Finish Ring shall be used as defined in the BGA Rules for Rated Competitions 2019, the finish ring will be centered on the turn point ARP. The size and height of the finish ring shall be briefed daily and defined on the task sheet. Finishers are requested to make calls when they are 10Km from the finish ring and again at 3km. Call should be made to the Finish channel 131.030, prefixed with "Lasham Finish".

### **4.4.2 Finish Heights & Airmanship**

Competitors are reminded of the requirement to fly and comply with the requirements laid out in the BGA Rules for rated competitions, Standardised European Rules of the Air, SERA and with the UK ANO Section 2, Rules of the Air Article 5.

All approaches to the airfield shall have a descending profile (other than to go around) and pilot should keep the airfield in sight. When a competitor is

carrying out a high energy finish they shall not cross the airfield boundary below 30ft, excess energy shall be used to safely join the circuit. Low level finishes over the Caravan parks and Clubhouse are to be avoided. A failure to adhere procedures or dangerous finishes shall result in a penalty.

Exceptions will only be given for an emergency straight in approach or out landing.

#### **4.4.3 Airfield Boundary**

The airfield boundary for scoring and contest purposes will be defined as the tarmac perimeter track, shown on the diagram at page 14. The boundary is shown as the north side of the runway 09/27, competitors should land to the south of this boundary. Gliders will not receive a penalty for landing on the north side of the airfield provided that it is the only safe option available to the pilot. This is shown below at Appendix A.

#### **4.4.4 Landing Procedures**

Competitors will be briefed daily of the landing procedures. Pilots and their crews are reminded to clear the landing area as soon as possible after landing. Preferred landing options are shown at Appendix C and D.

### **4.5 Reporting to Control**

#### **4.5.1 Reports to control**

##### **4.5.1.1 Notification of P2 or Team Pilots**

It is the duty of all two-seater pilots to ensure that the details of the P2 flying in their glider are registered with control. The preferred method for this is through Robocontrol.

This also applies to pilots who are sharing a competition entry (flying as a team) who must ensure that control is notified of which pilot is flying each day. This can be done through the Robocontrol system.

##### **4.5.1.2 Notification of Withdrawal**

If any competitor decides to withdraw from the competition for any reason they must inform control before leaving the airfield. This can be done in person or by email [control@lashamcomps.co.uk](mailto:control@lashamcomps.co.uk)

##### **4.5.1.3 Notification of Early Return**

If any competitor returns to the airfield and elects not to continue the competition task they must inform control that they are no longer planning to fly that day. Flight recorder evidence must be submitted for any flights that have taken place.

#### **4.5.2 Instructions in the case of a land out**

In the case of a land out the preferred procedure is for the pilot to report this through the Robocontrol system. Guidance on how to do this will be given at or before the first briefing. In the event of a problem with this system or any occurrence involving damage or injury pilots must ring control.

Pilots should update their status on Robocontrol when their crew has linked up and when they are safely back on the airfield.

#### **4.5.3 Provision of and requirements for aerotow retrieves**

If a pilot lands on an airfield that is suitable for an aerotow retrieve they must seek the landowner's permission for a Lasham aircraft to land. Once this permission has been granted the pilot should ring control to arrange a tug and pilot to be dispatched to retrieve them.

### **4.6 Scoring**

#### **4.6.1 Entry List**

The latest entry list is available at: <https://www.lashamcomps.co.uk/entries>

#### **4.6.2 Submission of FR Files**

Flight Recorder files must be submitted for all flying that takes place during the competition. Pilots have 60 minutes from landing to submit a valid IGC file to Robocontrol or they will receive a penalty. If any pilot is having trouble submitting a file they should attend scoring as soon as possible to ensure they do not receive a penalty.

#### **4.6.3 Format of FR Files**

Files must be submitted in a valid IGC format. Any other files will not be accepted.

#### **4.6.4 Publication of FR information**

Pilots accept that by entering this competition they consent to all of their flight recorder information being published. Flight recorder information from competitions is an essential part of the ongoing battle to retain use of airspace.

#### **4.6.5 Format and availability of turn point file**

The turn point file will be published in advance of the competition with a selection of formats available from [soaringspot.com](http://soaringspot.com).

#### **4.6.6 Flight recorder calibration**

The competitor shall make available when necessary to the Organisation a calibration chart from a test carried out within the preceding 5 years following an airspace infringement as per the BGA Competition Rule Book.

## 5 Domestic Information

### 5.1 Site Speed Limit

Competitors are reminded that the Airfield speed limit is **20mph!**

### 5.2 Camping

Camping will be available north side, adjacent to the static site as shown on Appendix B. Power for caravan battery charging (not for fridges/freezers/heaters etc.) and water will be available.

### 5.3 Water

Ample water will be provided at the northern end of the competitor's trailer park with multiple hoses. This will be replenished daily after gridding. Gliders can be filled by hose during tow-out to the grid, or by filling personal water carriers from the tanks at any time.

### 5.4 Glider and trailer parking

All competition gliders will be parked on the south side of the airfield along the section of disused runway as shown in the airfield diagram that can be found in Appendix B.

### 5.5 Internet access

Wireless Internet is available to competitors for the duration of the competition.

Network Name:	Lasham-Gliding
Password:	duodiscus

### 5.6 Battery charging

Battery charging facilities will be provided on tables on the side of the Brown Elephant building.

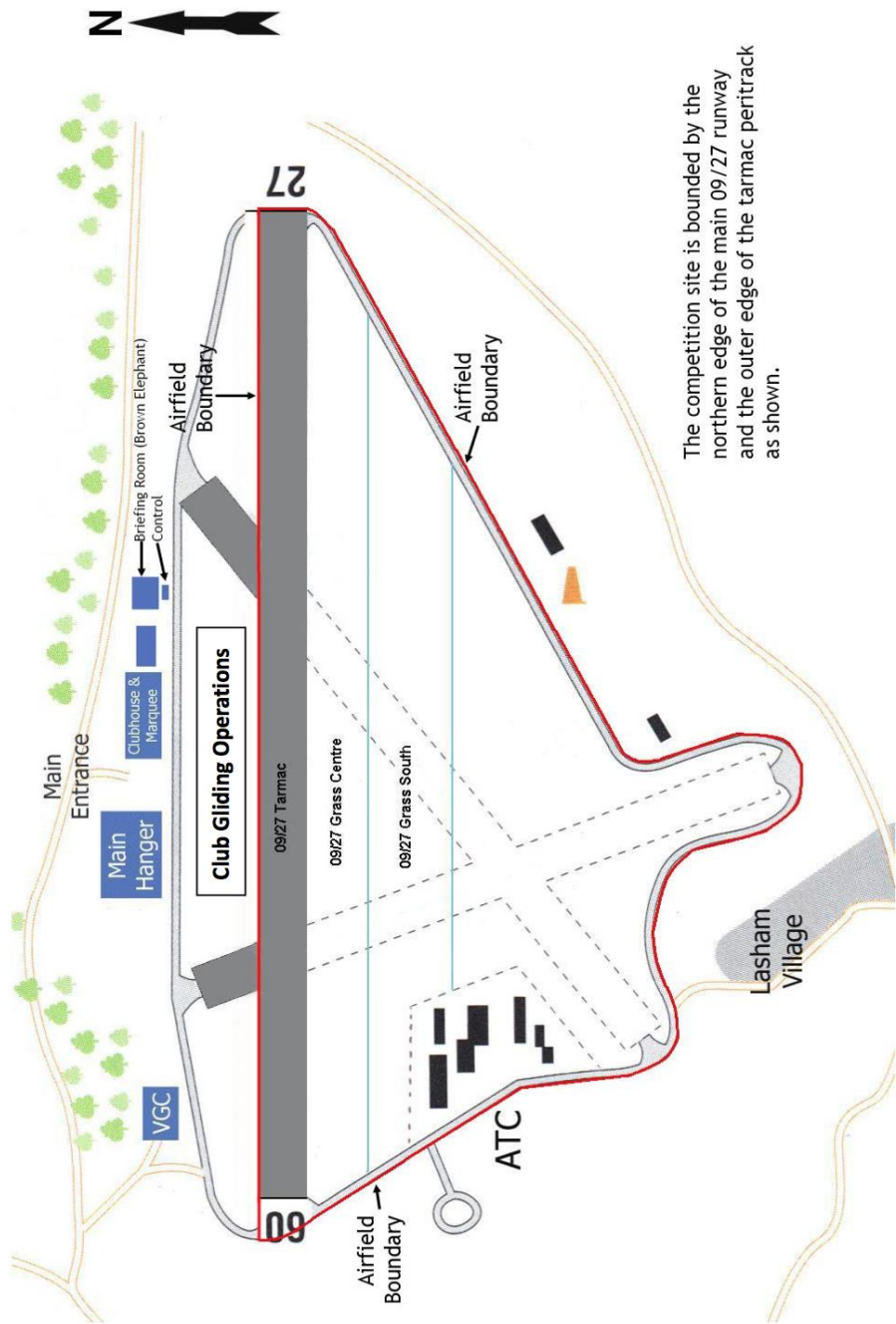
### 5.7 Sanitation

Toilet and shower blocks will be available at the campsite area. A wash stand (for washing dishes) is also available. Toilets are available in the club-house and bunkroom blocks for competitors use prior to take-off. A ladies only porta-loo is available at each end of the main runway. Other showers are situated in the Clubhouse but should only be used by competitors accommodated on the North-side caravan park.

## 5.8 Security

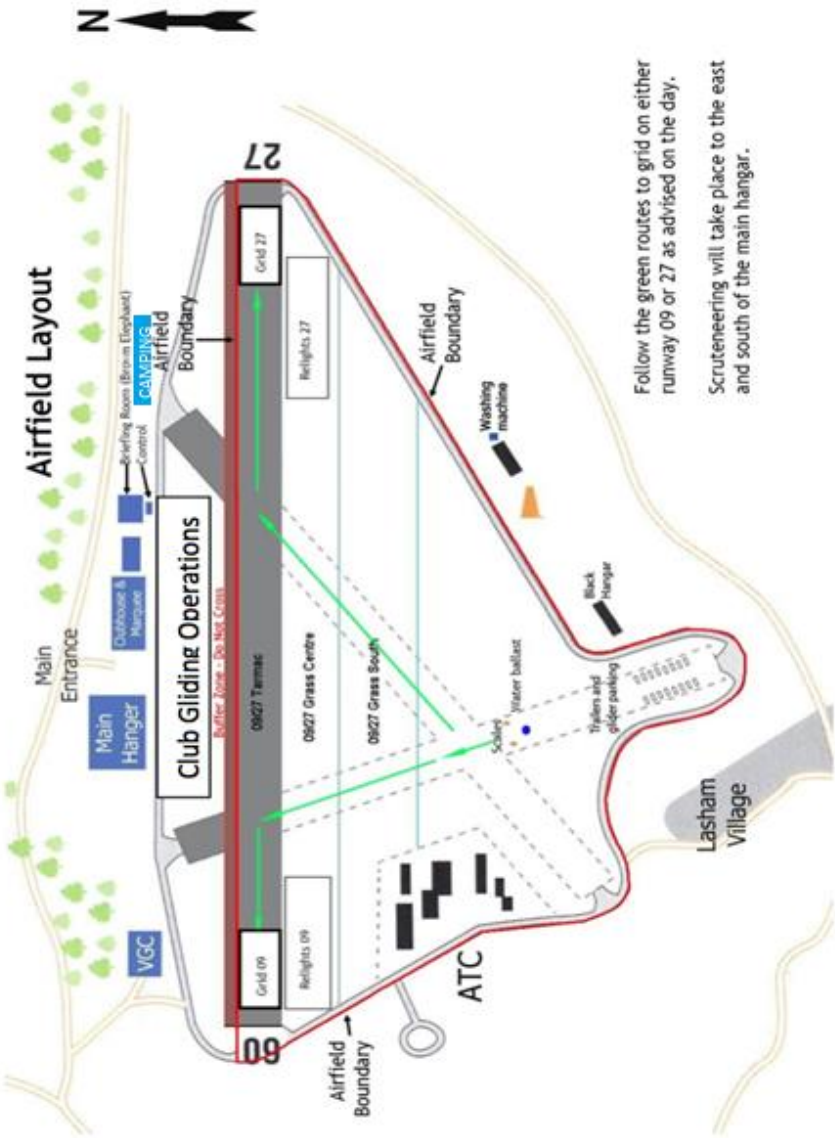
External competitors will be given a gate access card for up to 2 cars, please note that a £10 deposit will be required for each card. The summer is a busy period at Lasham and there has been instances members of the public entering the airfield. All competitors and crews are asked to be vigilant and report any security concerns to Competition control, in addition please (politely) challenge people who you do not recognise.

COMPETITION SITE BOUNDARY

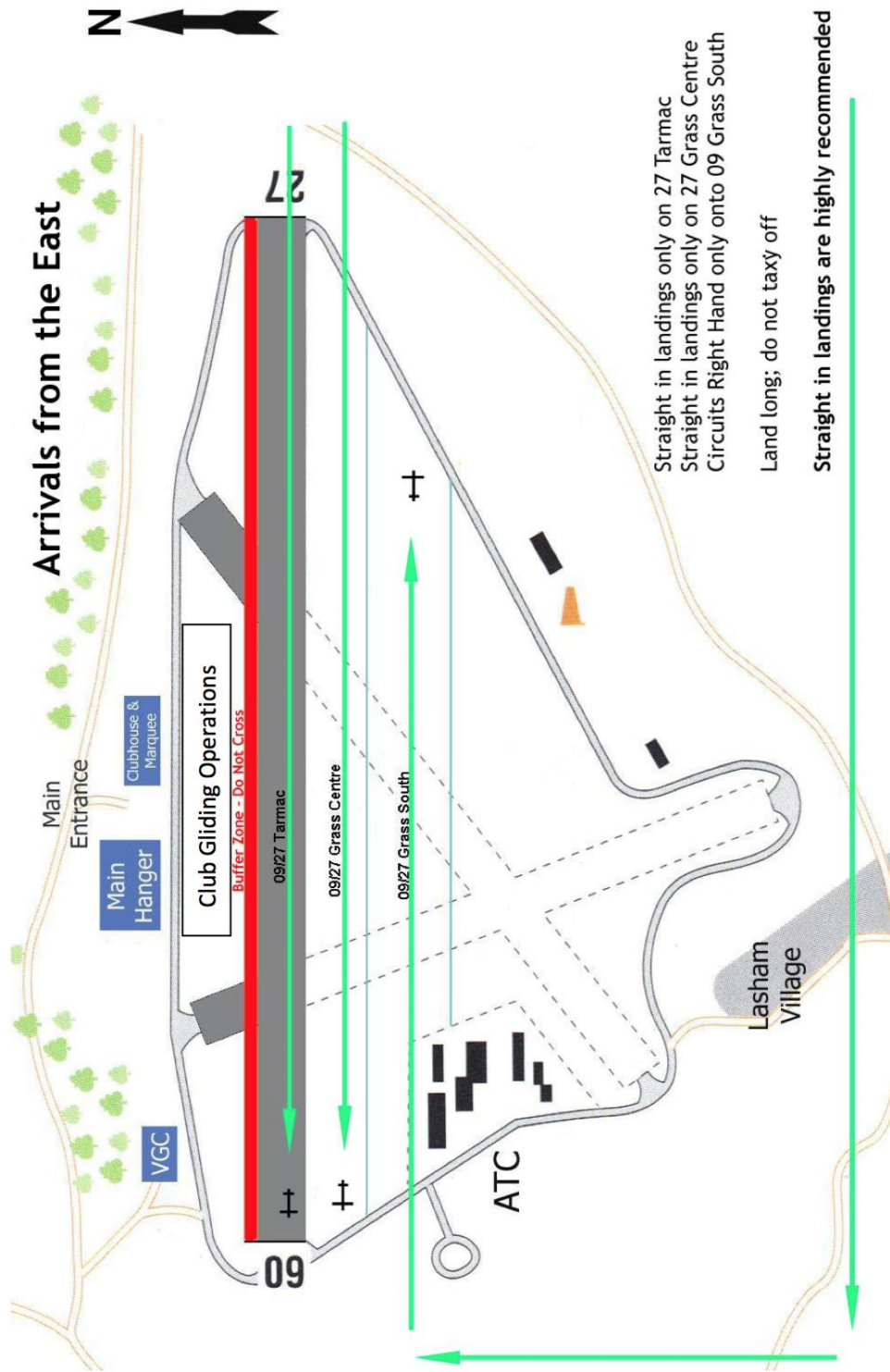




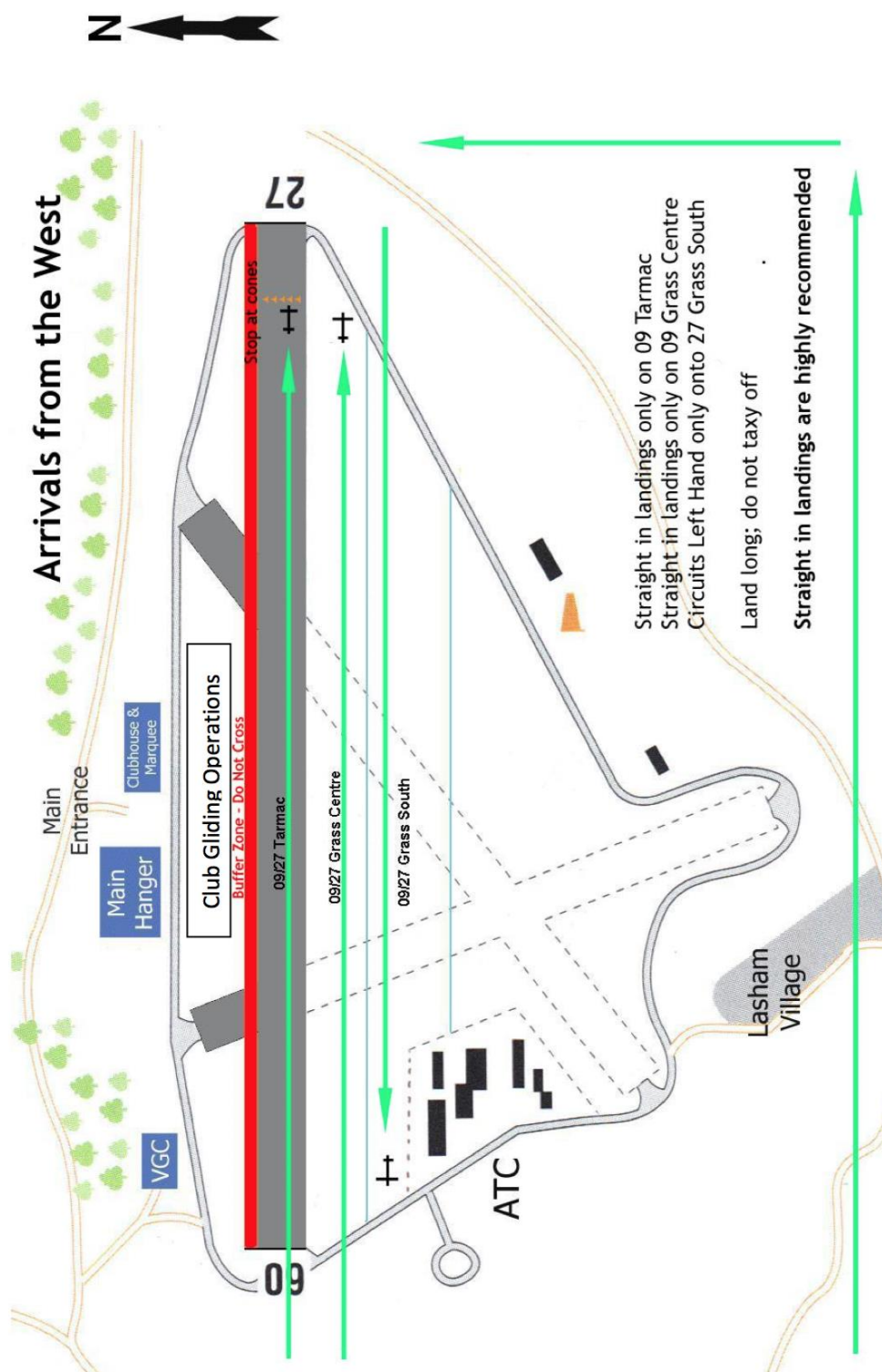
GRIDDING



# ARRIVALS FROM THE EAST



## ARRIVALS FROM THE WEST



## TOWING BACK TO PARKING

