

Windrushers Gliding Club

The Standard Nationals 2006 8th to 16th July 2006

Local Regulations

(All times BST)

1. The Competition will be conducted in accordance with the Rules for BGA Rated Competitions 2006 as amplified or varied by these local Regulations. The BGA Competition Rules can be downloaded from the BGA website, www.gliding.co.uk, and it is recommended that all competitors study this document prior to the Competition
2. All competitors must have a current FAI Competition Licence, which can be obtained from the BGA.
3. The competition will be scored according to the BGA National Championship rules using a BGA approved See You script.
4. Competitors may register in Control from 1700 to 2200 on Friday 7th July 2006 and from 0800 to 0930 on Saturday 8th July 2006. Registration must be completed by 0930, Saturday, 8th July 2006.
5. A blank registration form is attached to these rules and can also be downloaded from the Windrushers web site, www.windrushers.org. All pilots must complete and sign a Windrushers GC Temporary Membership Form during the registration hours (unless already a member of the WGC).
6. The launch fee is £24 for an aerotow to 2000ft above Bicester during the competition. All tows will be by launch ticket which will be collected prior to take off. Tickets will be on sale in Control during the competition. A strict policy of 'no ticket, no launch' will be applied during the competition. Unused launch tickets will be refunded at the end of the Competition. Any non-competition launches will also require a launch ticket.
7. The boundary of the airfield for competition purposes is defined as the outer edge of the perimeter track. Where there is a break in the perimeter track in the south east quadrant, the boundary is defined as a straight line joining the two outer edges of the existing perimeter track. The entire grass area bounded by the perimeter track is available for landing although it is little rough in places where the field drains have subsided. Pilots are to exercise care during landing and are to clear the airfield area as soon as possible.
8. A single grid 8 gliders wide will be set up on the downwind airfield boundary. Each glider will be allocated a row number between 1 and 7 which will be retained for the whole competition. The first glider to arrive at the grid area is to be positioned on the appropriate side of the numbered row marker, close to the marker. Subsequent gliders in the same row arriving at the grid are to be positioned outboard of the previous glider in each row. The grid will be compressed at a specified time by closing up rows towards the rear row positioned just inside the perimeter track. This is done for flight safety reasons to maximise the take off distance available. Once the grid has been compressed, any competition gliders arriving at the grid are to be positioned to one side and will be launched after the main grid. They will not be taken into account when determining the opening of the start line. The launch master will select the order of launching of gliders in each row depending on which tug is available.
9. All turning points will be selected from the BGA 2006 List of Turning Point. The Start Zone type will be the semi-circle as defined in Para 19.1.1 of the 2005 Rules for BGA Rated Competitions with the Start Point based on the coordinates of BIC, BI1, BI2 or BI3 as briefed.
10. Finishing will be controlled by a Finish Ring of 1.5 km radius centered on the coordinates of the BIC turning point (the control tower). While in the finishing area, gliders are to be flown safely maintaining a minimum of 30 feet clearance from the ground and other objects, except when landing, and are to change course and attitude smoothly and progressively, both vertically and horizontally. Low level finishes over built up areas, the hangars, campsite and trailer park are to be avoided. Any hazardous manoeuvre or

contravention of the above rule during the finish phase, including any sudden change of attitude other than for the purposes of avoidance of other aircraft, airfield objects or people, will be penalised. The circuit pattern to be followed after crossing the finishing ring will be briefed at Daily Briefing and co-ordinated on 130.100MHz by the designated finish line marshall.

11. The radio frequencies in use during the Competition will be:

Tugs and Launch Control:	129.975MHz
Start and Finish:	130.100 MHz

12. Competitors returning for a relight are to make an advisory call downwind on 129.975MHz and then vacate the landing area as soon as possible.

13. The first briefing will be at 1000 on Saturday, 8th July 2006. On subsequent days, unless otherwise notified, the grid location will be announced at 0900 and gliders are to grid before the task briefing at 1000 hrs.

14. All IGC approved Flight Recorders will be acceptable. It should be noted that the BGA Competition Rules require motor gliders and gliders with enabled turbos to use only IGC Approved GPS Flight Recorders with an Engine Noise Level (ENL) detector. Competitors with enabled turbos will be required to carry out a short 30 second engine run prior to making a start on the first day. Thereafter, they will not normally be required by the organization to run their turbos before starting. All pilots who have used turbos/self launchers to self retrieve must state this when handing in their flight recorders to Control.

15. The Control telephone numbers will be 01869 243030 and 01869 252493. Pilots who land out are required to telephone control as soon as possible after landing and again when the pilot and crew have met up. This is a mandatory procedure for flight safety reasons to assist the Director in accounting for all gliders flying from the site at the end of the day.

16. The following free fall parachute zones are prohibited airspace for the duration of the competition and pilots will be penalised for any incursion, Weston on the Green, Hinton in the Hedges, Langar and Peterborough/Sibson. The status of other parachute zones will be given at briefings.

17. The master reference for controlled airspace for the Competition is the CAA 1:500,000 scale map, 2171CD, Edition 32 published on 16 March 2006. All Competitors are to have a copy of this map and are required to carry it on all competition flights. Competitors are reminded that recent permanent amendments to the Luton airspace were promulgated by the CAA under AD 2-EGGW-4-1 dated 11 May 06 and do not appear on the Edition 32 map. Copies of this AIP will be provided to each pilot at registration.

18. The CAA have indicated that they may attend the Competition to inspect Competitor's insurance documentation to ensure that it complies with EC Regulation 785. Accordingly, all Competitors are to ensure that they bring sufficient documentation to prove their compliance with this Regulation.