

LOCAL RULES
HUS BOS CHALLENGE CUP

12 – 20 August 2023

The Gliding Centre
Husbands Bosworth Airfield

Sponsored by



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1) COMPETITION OFFICIALS

Director	Colin Davey
Meteorology	Mel Collier
Task Setter/Dep Dir	Jed Edyvean
Airspace	Derek Coker
Control & Comp Admin	Gill Pennant Elizabeth Van Asche Liz Coker
Time Keeping	Peter Pearson
Tug Master	Simon Smith
Airfield Marshalling	Vikram Bhasin
Safety Officer	Chas Cowley
Site and Office Admin	Sallyann Perkins
Stewards	Liz Sparrow Matt Page TBC

2) INTRODUCTION & WELCOME

Welcome to the **Hus Bos Challenge Cup 2023**

Your Competition Team are looking forward to a great contest this year with a larger-than-ever competition entry. Our aim is to offer pilots competitive fun in the air, and everyone fun on the ground.

There are some different rules and procedures this year so please read this carefully so that you come prepared - but never fear, we will go through it all at the Friday night pre-Comp briefing.

3) LOCAL RULE CHANGES & OPTIONS

The Hus Bos Challenge Cup regional gliding competition will be flown at Husbands Bosworth Airfield from the 12-20 August 2023 inclusive. It will be conducted in accordance with the rules set out in the 2023 Rules for BGA Rated Competitions, except where these are varied by Local Rules as follows:

I. Three classes

The competition entry this year exceeds 60 gliders and so there will be three classes: C Class(handicap below 100), B Class (handicap 100-106) & A Class (handicap 107 and above).

II. Tasks

The types of task that will be set during the period of the competition are AAT, Fixed Course, and Enhanced Option Fixed Course.

III. Finishing

A finish ring will be used for the period of the competition.

4) COMPETITION AND FLYING INFORMATION

I. Registration

All pilots must complete their registration on RoboControl before arriving for the competition. It will be available on line from 0900 on Thurs 10th August until 1500 Friday 11th August

Control will be open from 1400 – 2200 hours BST on Friday 11th August 2023 and 0800-0900 on Saturday 12th August 2023. Registration must be completed by 0900h BST on Saturday 12 August 2023.

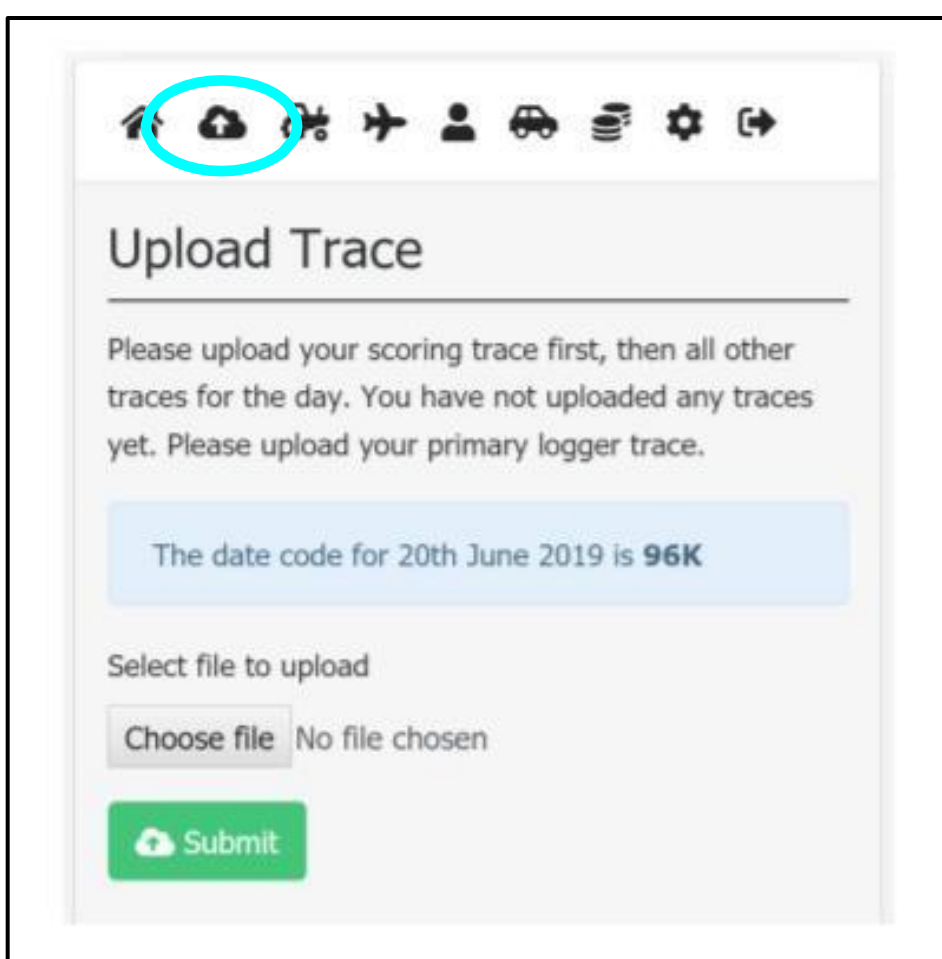
All competition-related payments including launch fees are to be paid through RoboControl.

II. Pre-Competition Briefing

There will be a pre-competition briefing at 20:00h on Friday 11 August 2023. This briefing will cover competition procedures, airspace etc in some detail and will give competitors the opportunity to ask questions and obtain clarifications ahead of the Day 1 briefing. Attendance is not mandatory but is strongly recommended particularly for those who have not flown at the site before or who are less experienced competition pilots.

III. Flight Verification and Confidentiality

The preferred method of submitting flight data is using the upload facility on RoboControl. If this is not available, send it by email to: tgscoring@gmail.com



The screenshot displays the RoboControl interface for uploading flight traces. At the top, a navigation bar contains several icons, with the 'Upload' icon (a cloud with an upward arrow) highlighted by a red circle. Below the navigation bar, the heading 'Upload Trace' is followed by instructions: 'Please upload your scoring trace first, then all other traces for the day. You have not uploaded any traces yet. Please upload your primary logger trace.' A light blue box contains the date code: 'The date code for 20th June 2019 is 96K'. Below this, there is a section for file selection with the text 'Select file to upload', a 'Choose file' button, and the text 'No file chosen'. At the bottom of the form is a green 'Submit' button with a white cloud icon.

The flight data submitted must record all flying carried out on the day (this may be in more than one file). Flight data must be submitted even if no start is made. To verify that engine operation is detected correctly competitors with engine equipped gliders must operate the engine prior to starting on the first competition task.

During the competition logged traces will be published on the competition website and on Soaring Spot. Pilots who wish their traces to remain confidential should notify control in writing at registration, so that their traces may be annotated accordingly.

IV. Briefing

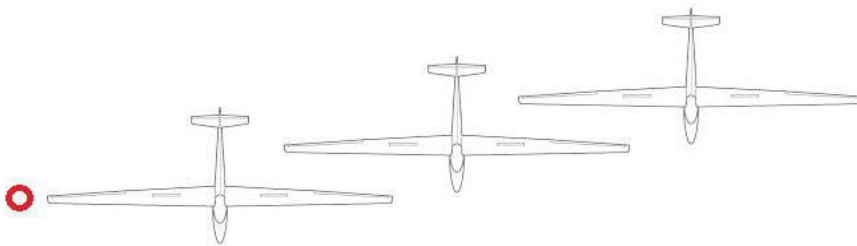
Briefing will normally be held at 10:00 am each day unless otherwise advised. Times of briefings and gridding instructions will be announced by PA, text message and displayed on a noticeboard at the entrance to the clubhouse. After the first briefing of the day subsequent announcements will also be made on both radio frequencies.

V. Launch Grid

Once a grid list has been compiled groups of 3 gliders will be allocated a grid marker for the duration of the competition. Each day the markers will be placed on the grassed area at the east or west end of the airfield on the Western end the grid is formed on the north side of the markers and on the Eastern end on the southern side. The launch order will be changed each day by rotating the markers in sequence.

The first glider of each group to arrive at the grid must be positioned with its wingtip on the marker, with the other 2 partially overlapping behind in the order of arrival. Competitors may position their gliders as soon as the grid markers are set out and may move their gliders across the airfield landing areas if safe to do so.

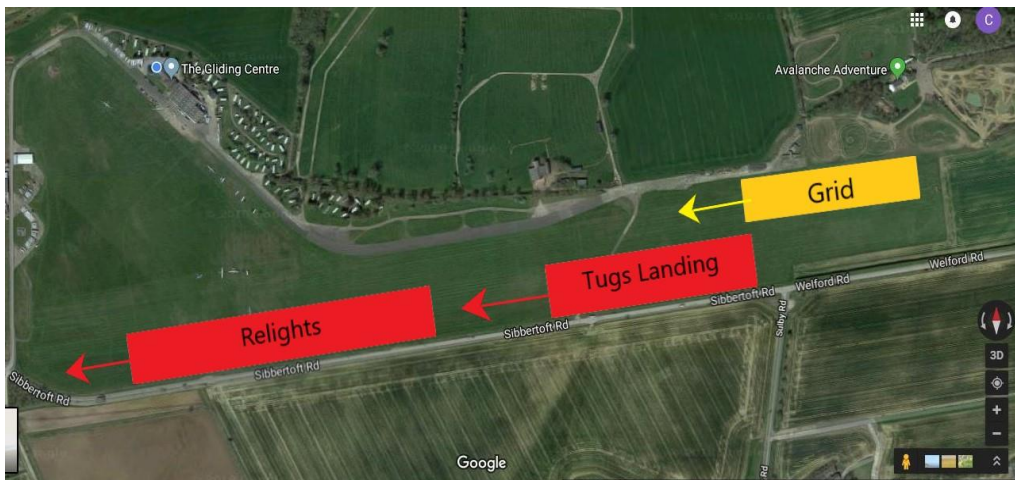
Once the grid has formed, it may be compressed to allow the maximum airfield available for launching. Please be available to help when the grid compression takes place



Gliders must be on the grid by 10 a.m. so as to allow Club flying in front of the grid, unless otherwise directed. No glider will be permitted to tow out to the east grid once a first launch time has been called - it is a narrow airfield and this is to ensure club gliders can be launched without delay from the front of the grid.

Release checks should be made before launching begins. Hooking on is the responsibility of the crew.

Grid, tug landing and relight landing areas are shown below:



VI. Car Parking at the Grid

When launching towards the west, cars must be parked against the northern fence. **Do not park to block the T Hangar.** When launching to the east cars may be parked behind the grid temporarily if left unlocked with the keys available, but must be removed from the airfield once the launch is completed. Pedestrian access to the grid when launching to the east is by the outer access road and **not directly across the grass from the clubhouse**

Cars must not be left on the grass or runway beside the grid whilst launching is in progress. Any car which must be removed and cannot be driven away may be moved by any means necessary.

VII. Launching

This will be by aerotow to 2,000ft QFE above Husbands' Bosworth airfield. Launches will be charged at £48 unless a change in towing costs requires an increase.

VIII. Radio Frequencies

The airfield frequency is 127.580MHz.

This is used for all airfield operations and the finish line. It is also monitored by the Police helicopter and users of the strips to the south of the airfield.

Start line frequency 122.205MHz is used for radio checks prior to launching, start line announcements, and the passing of start times.

The only other frequencies that are permitted for chat for the duration of the competition are 130.105 MHz & 130.130 MHz

IX. Airfield Boundary

For the purposes of scoring and relights the airfield boundary is defined by the south fence, the west and northern edges of the entrance road and perimeter track, the southern edge of the caravan park, the northern boundary fence (and its extension to the east boundary) and the eastern and southern edges of the airfield. This is shown in yellow on the map overleaf. The eastern boundary is formed only by a transition from crop to grass, and may not appear distinct from the air.

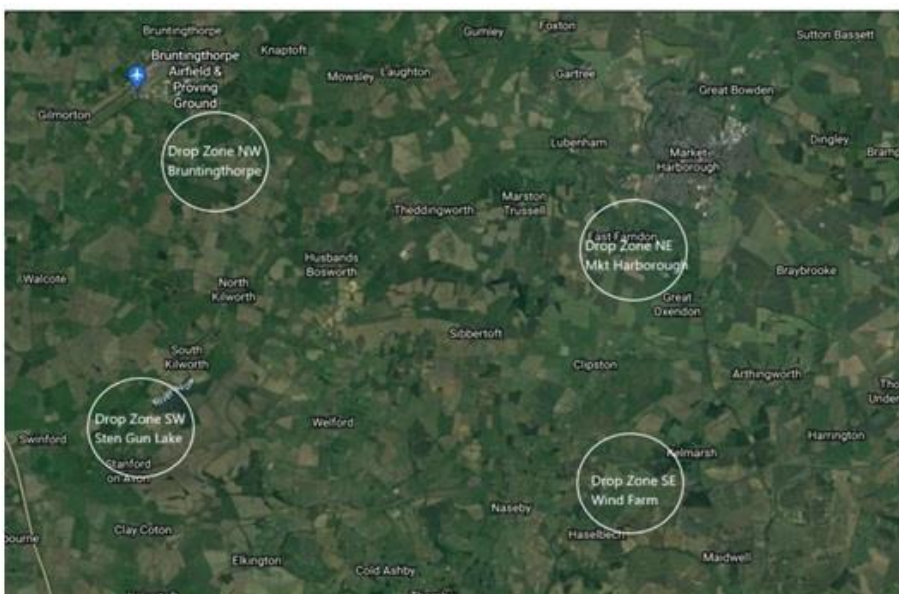
A landing anywhere within the boundary will be valid for a relight. The southern edge of the east end undershoot area is crop, and may be hazardous.



X. Relights

Pilots who require a relight may position their glider for a launch immediately behind the competition grid. Crews should exercise great care when moving gliders around during launching because of the limited width of the airfield, and should seek advice from the marshal before entering the active areas.

XI. Aerotow Release Zones



XII. Competition Start Zones

Starting procedure will be in accordance with the rules as defined in the 2023 Rules for BGA Rated Competitions. One of the following 8 remote start points will be used on any given task for each competition group

HB Start West (HB1), HB Start North (HB2), HB Start East (HB3) and Naseby West (NAW), Walton (WLN), Elkington Canal crossing (ELX), Naseby North (NBN) & East Farndon (EFN).

These points are included in the competition file **HBCC23v3.cup** which is available to download from RoboControl or Soaring Spot.

For those pilots that wish to put the TP's into their own TP list the co-ordinates for the extra Start Zones are:

Walton (WLN):

"Walton",WLN,UK,5228.750N,00107.483W,137.0m,1,,,,,"Turn Point. Centre of Walton Village 4.5NLM NW of HB Airfield",,

Elkington Canal Crossing (ELX):

"Elkington Canal crossing",ELX,UK,5223.550N,00105.533W,130.0m,1,,,,,"Turn Point. A14 Bridge over the Grand Union Canal. 1 NLM North of Elkington Village",,

Naseby North (NBN):

"Naseby North",NBN,UK,5224.217N,00058.767W,187.0m,1,,,,,"Turn Point, Clipston Road bridge over A14, Centre of bridge over dual carriageway, 5 Nml SSE of Husband's Bosworth gliding site, 1 NML NE of Naseby village. Easy to find and on chart.",,

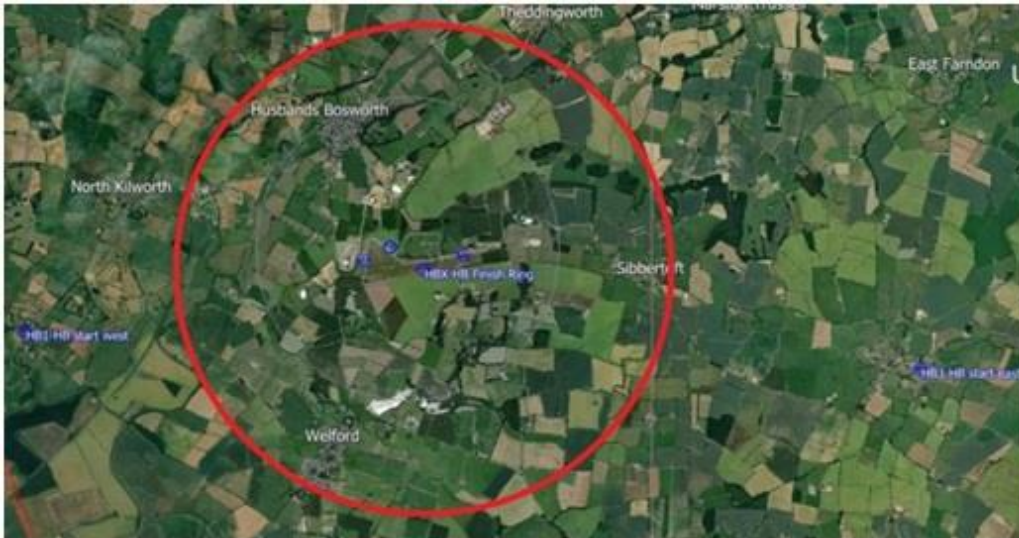
East Farndon(EFN):

"East Farndon",EFN,UK,5227.517N,00056.783W,130.0m,1,,,,,"Turn Point Centre or village 4.5 NLM E of HB Airfield",,



XIII. Finish Ring

The competition will use a 3km finish ring centred on HBX HB Finish Ring - picture below. The height of the finish ring will normally be 400' QFE but subject to change depending on wind conditions; this will be specified daily at briefing. DO NOT pull up once through the finish ring, decelerate gradually whilst positioning to land. After finishing, a direct approach and landing is the standard procedure throughout the competition.



XIV. Finish Procedures

All pilots are reminded that they must be aware of and fly within the requirements the law, namely the UK implementation of SERA (Standardised European Rules of the Air) and its associated UK exceptions regarding low-flying and reckless or negligent endangerment of any person or property.

During final glide pilots must maintain a continually descending glide path from 500 feet and maintain a clear view of the airfield. The airfield boundary must be crossed at a minimum height of 30 feet. The final glide should be positioned to avoid flying directly overhead the buildings adjacent to the airfield at low level.

Finishers with too much energy to land safely ahead should fit into the circuit in an appropriate manner, displaying good airmanship in relation to all other aircraft at all times. Any go round into the circuit must be from a minimum of 100 feet. The normal glider circuit at Hus Bos is to the north while the tug circuit is to the south at 500 feet.

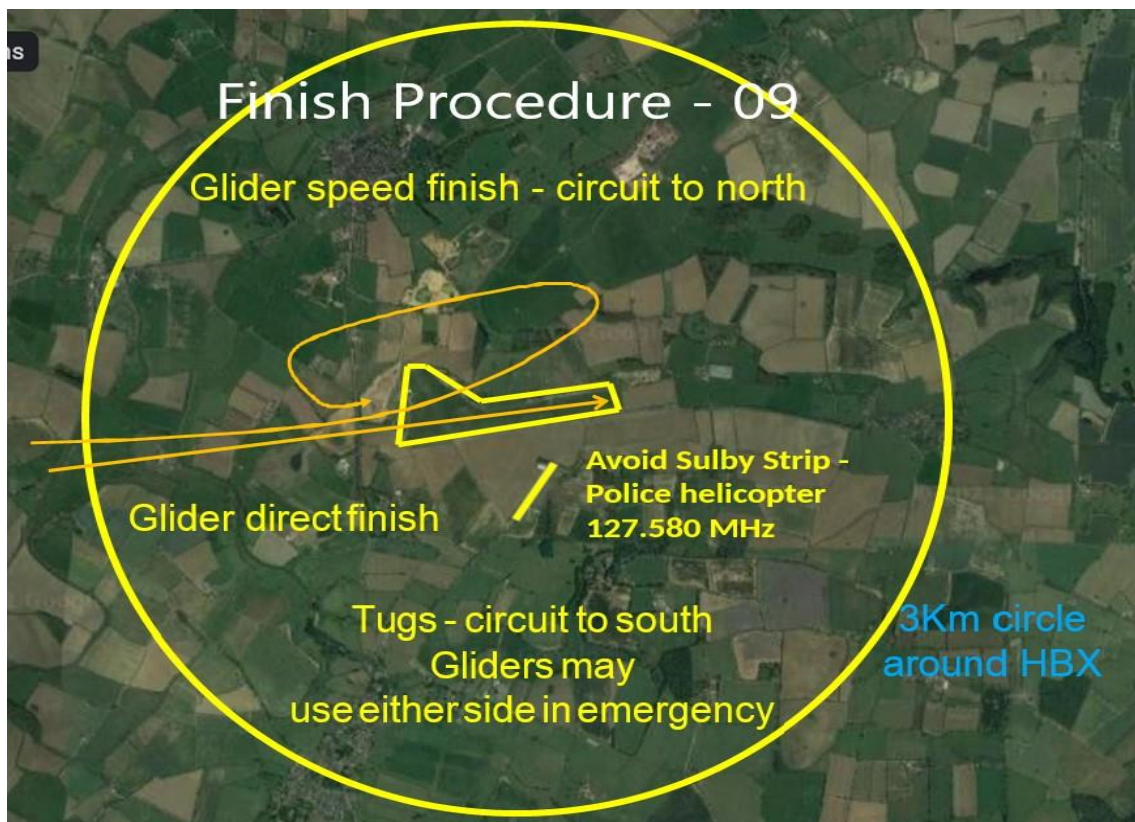
Finishers must call on 127.580MHz with the prefix "Hus Bos" and their call sign at approximately 10 km and 3 km (1 minute) **from the finish ring**. The final call should include the pilot's intention i.e. landing straight ahead (direct landing), or going round.

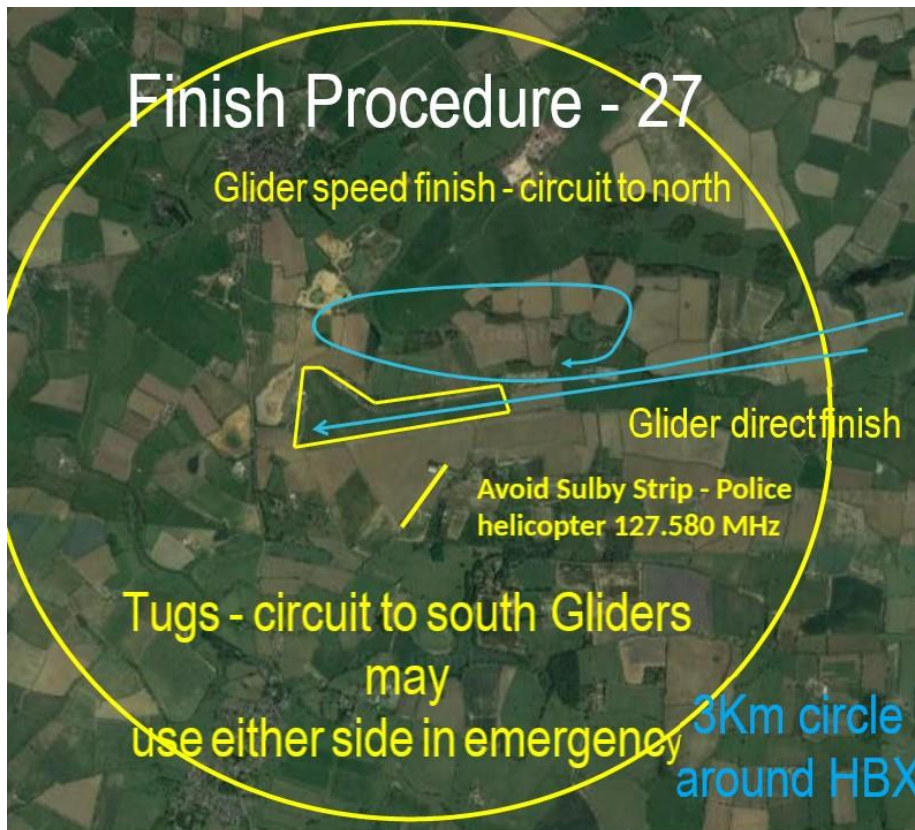
All finishes must be carried out with due consideration to the public on and off the airfield, members and members' property on the airfield, and other flying operations to the south of HB airfield. The Police helicopter call sign Police 22 operates approximately 800 metres south of the airfield and listens on 127.580MHz. There are also 2 strips immediately south of the airfield.

The Organisers will try to ensure that launching does not take place whilst competitors are finishing. Competitors should not assume that there will be no conflicting traffic, have no right of way over such traffic, and must maintain a good lookout at all times. When finishing, competitors should be alert for gliders landing from a normal circuit or after going around.

Competitors should land as far up the airfield as it is safe to do so and keep to one side to allow maximum space for those finishing behind. Sharp braking and turning during the landing run should be avoided. Boundaries between grass and hard surfaces are uneven in many places and pilots are advised to avoid landing or taxiing across these areas.

Crews retrieving gliders should remain as close to the edges of the airfield as possible, and exercise particular care before crossing the landing area. Listening out on the radio is advised.





XV. Outlandings and retrieves

Preferred method of contact is via RoboControl. After landing out the pilot must contact control as soon as practicable, and in any case within 1 hour even if they have already spoken to their crew. Crews should inform control before leaving on retrieve, and once pilot and crew have met up.

Control may be able to arrange aerotow retrieves from recognized airfields and gliding sites. Before requesting an aerotow retrieve the pilot must ensure that he has the landowner's permission.

XVI. Prize-giving

Prize-giving will be on Sunday 20th August at a time to be announced on the day

XVII. Hangarage

During the competition period competing gliders must not be put in the hangar without the permission of the Director.

XVIII. Practice Week and Crew Flying

There is no official practice period but normal flying facilities will be available.

The entry fee provides temporary membership for competitors from the 12-20 August inclusive and for the preceding week for those competitors wishing to arrive early. Any pilot or crew who wishes to fly **before** the competition **must sign a Gliding Centre membership application** unless they are already members of the Club. A copy of their medical is needed if they wish to fly solo.

5) AIRSPACE

The base level of the Daventry CTA to the west of the airfield steps down to 5500 ft amsl and then 4500 ft amsl. The western part of a start sector may lie very close to this airspace, but it is the competitor's responsibility to ensure that they remain clear of this Class A airspace at all times, and all infringements will be penalised in accordance with the current Rules for BGA Rated Competitions.

A dispensation for competitors to fly in the Burghfield (R104) and Aldermaston (P106) area is available, subject to certain conditions and on the proviso that they do not fly within the installations' boundary fence. See Appendix 1. The availability of this dispensation, and the conditions for using it, will be confirmed at each task briefing.

A dispensation may be available on some days for competitors to fly in part of the Daventry CTA known as the Daventry Box subject to certain conditions. The boundaries of the Daventry Box are defined in Appendix 2. The conditions for using this dispensation will be confirmed at the first briefing. The availability (or not) of the Daventry Box will be confirmed at each task briefing.

The organisers will issue an update on any temporary restricted airspace (RA(T)) that will affect us during the competition period nearer the time.

6) DOMESTIC INFORMATION

I. Meals and Provisions

The Hungry Pilot Café will be open each day for the sale of drinks, sandwiches and confectionery.

Cooked meals will be available as follows:

Breakfast	From 8.00 to 10.30 am
Lunch	Sandwiches and drinks only
Dinner	From 6.00 to about 9.00 pm

II. Rubbish

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

III. Battery Charging

A number of 13 amp sockets will be available in the club workshop for this purpose.

IV. Water Ballast

Water ballast is available at the water bowser situated behind the clubhouse. Pilots are requested not to fill ballast containers at the tap at the south west corner of the hangar.

V. Security

The Gliding Centre 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 cars left on the parking area behind the grid must be left unlocked and with the keys in the ignition. Such cars and their contents are left entirely at the owner's risk.

Competitors or crews intending to leave caravans or trailers after the end of the competition must liaise with the Office Administrator. Any caravans or trailers left without prior agreement may well be moved by whatever means necessary, and The Gliding Centre will accept no responsibility for any damage incurred during removal.

VI. Speed Limits

Competitors and crews are asked to observe the airfield speed limits as indicated by the signs on the airfield. This is particularly important in view of the number of young children who may be on the airfield during the competition.

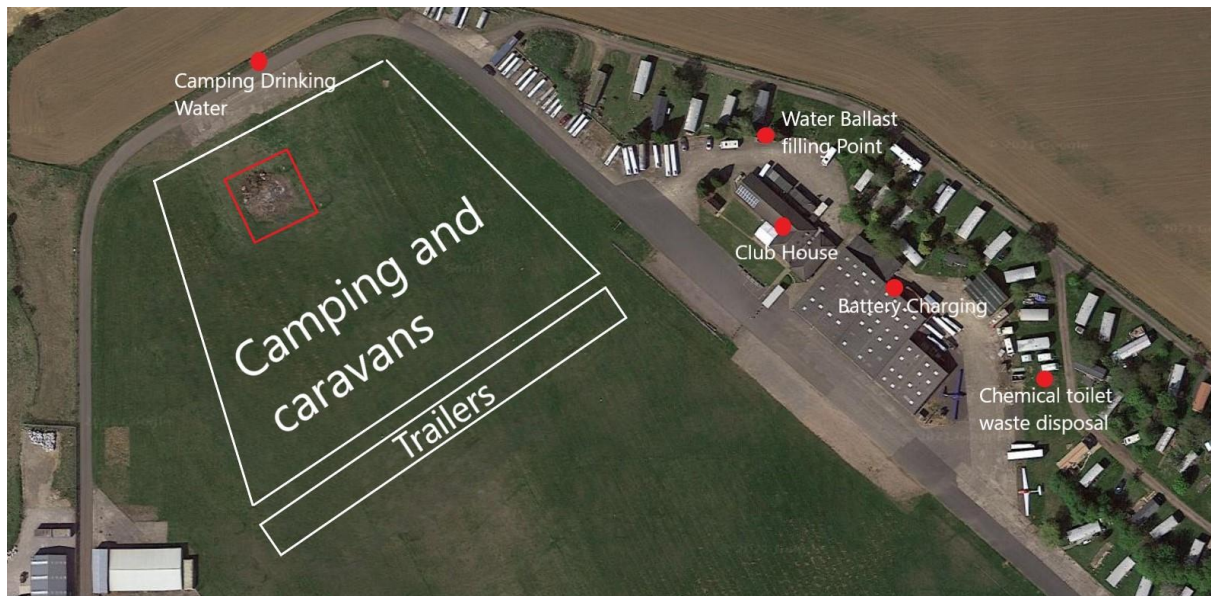
VII. Dogs

Dogs should be kept under control at all times. Please respect the environment and clean up after your dog.

VIII. Trailers, Tents and Caravans

An area is provided in the northern "toe" of the airfield for camping with trailers to the SE end of the camping area. Rigging area is on the boot to the SE of the trailers. There is additional trailer parking

along the front of the main airfield access. Please don't park trailers or cars past the line marked on the grass which will leave enough room for taxing tugs and MG and towing out gliders



The camping area will be marked out from Wednesday 9th August 2023; anyone wishing to deliver a caravan or trailer before this date or to leave it after the end of the competition is asked to liaise with the Club Office who can advise on suitable temporary locations.

7) APPENDICES

Appendix 1. Burghfield, and Aldermaston Zones

If the dispensation is granted the boundaries of these zones will be the polygons defined by the points listed below. Availability will be advised at briefing.

Burghfield Surface to 2400ft ALT



N512413 W0010149	N512440 W0010123
N512412 W0010142	N512443 W0010129
N512410 W0010143	N512443 W0010135
N512408 W0010137	N512441 W0010140
N512406 W0010124	N512438 W0010139
N512407 W0010123	N512435 W0010142
N512408 W0010119	N512433 W0010140
N512416 W0010112	N512426 W0010144
N512426 W0010055	N512415 W0010149
N512434 W0010045	N512413 W0010149
N512437 W0010044	
N512439 W0010047	
N512441 W0010105	

Aldermaston Surface to 2400ft ALT



N512135 W0010902
N512156 W0010744
N512212 W0010719
N512217 W0010722
N512223 W0010744
N512240 W0010802
N512234 W0010841
N512138 W0010941
N512135 W0010902

Appendix 2 Daventry Box

This exemption only applies to the area within the Box boundary, and only when the Box has been briefed as available. The base of the remainder of the CTA remains at 4500' Alt.

Pilots using Box must maintain a listening watch on the airfield frequency of 127.580 or 130.105 unless otherwise briefed and vacate the box if requested.

Pilots must remain VMC when using the Box.

The conditions for using this dispensation will be confirmed at the first briefing. If this dispensation is granted competitors may be allowed on certain days to fly in that part of Daventry CTA 9 between 4500ft ALT and 5500ft ALT bounded by the lines joining:

