

2023 Keevil Regional Gliding Competition



Local Procedures

5th to 13th August 2023

Version 2.0

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1. GENERAL

- 1.1 Welcome to the Bannerdown Regional and Inter-Services Gliding Competition 2023.
- 1.2 **Bannerdown** Gliding Club (BGC) is a member of the Royal Air Force (RAF) Gliding and Soaring Association (RAFGSA) and is delighted to be hosting this competition. We hope that you all have an enjoyable, safe and successful competition. Our aim is to deliver a fair competition to all pilots with enjoyment and camaraderie for all those involved.
- 1.3 This document contains important **information** relevant to competitors, crews and visitors. Please take the time to read and digest the information before the competition and feel free to ask questions of the competition staff at any time before or during the competition.
comp_admin@bannerdown.co.uk
- 1.4 **Dates.** The regional competition will take place at Keevil airfield from 5th to 13th August 2023 inclusive. The Inter-Services element of the competition will run from 5th to 12th August 2023.

2. ADMINISTRATION

2.1 Competition Officials.

Director	Ian Harris
Deputy Director	Pete Desmond
Airspace	Alex Tilling
Safety	Andy Miller
Control	Ali Arnold / Sue Brownlie
Scoring	Sam Arnold
Tug Master	Mark Critchlow
Launch Marshall	Sheila Weston

- 2.2 **Robocontrol** is a web-based pilot operated control system that will be employed for all competition standard activities: membership, registration forms, land-out reports, Flight Recorder evidence submission and launch payments throughout the competition. After completing the entry form located at <https://isrgc.bannerdown.co.uk/> pilots will receive a password to enable them to log in to the Robocontrol system. bannerdown.robocontrol.uk/login
- 2.3 **Registration.** Pilots must register online using Robocontrol, where they will be asked to confirm all of the data they have supplied is correct and that they have read and understood both the BGA and local rules associated with the competition. This online declaration must be completed before 19:00 on Friday 4th August 2023. Competition officials reserve the right to subsequently check pilot and glider documentation if required.
- 2.4 **Flight Recorders.** Pilots are required to declare their primary and secondary loggers during the registration process. This must be done by uploading sample IGC files to Robocontrol. Flight data will only be accepted from IGC-approved flight recorders. A list of approved flight recorders can be found at:

<https://www.fai.org/page/igc-approved-flight-recorders>
- 2.5 **Motor Glider / Turbo Declaration.** Pilots flying with self-launching or self-sustaining gliders must declare this on the registration form. Use of and flight verification of self-launchers and self-sustainers will be in accordance with the 2023 BGA Competition Rules. Pilots who intend to

fly with the engine disabled must submit this statement at registration.

- 2.6 **Membership.** Contestants flying in the competition must complete the online membership form in Robocontrol. Additional contestants, along with any pilot, crew or others wishing to fly non-competition, must be entered onto Robocontrol (for charging and logging of launches) and complete a Bannerdown Gliding Club membership form. This form can be found on the ISRGC website under “Downloads” and in control.
- 2.7 **Payment of Fees.** Pilots are required to supply their payment card details as part of the registration which will be used to recover the flying charges at the end of the competition. The fees are as follows (service is defined as a serving member of Her Majesty’s Armed Forces filling either the P1 or P2 role. The Junior qualification is as stated in the competition rules):

	<u>Entry Fee</u>	<u>Aerotow Fee</u>	<u>Self-launch Fee</u>
Service / Junior	£250	£42	£10
Non-Service	£250	£42	£10

- 2.8 **Non-competition flying.** There will be no non-competition flying on competition days. If the day is scrubbed but it is locally flyable the potential pilots, including suitably qualified crew, may come to control to complete a membership form and purchase a launch ticket for £42 per launch, assuming that the competition CFI and launch team are available.
- 2.9 **Camping** on site (caravan or tent) is free. There are no electricity hook-ups available but drinking water stations and washing, shower and toilet facilities are provided.

3. COMPETITION RULES & PROCEDURES

- 3.1 **Rules.** The competition will be conducted in accordance with the rules in the latest version of the British Gliding Association (BGA) Competition Rules 2023 as amplified or varied by these Local Rules. The latest BGA Competition Rulebook is at Version 1.1 and can be downloaded:

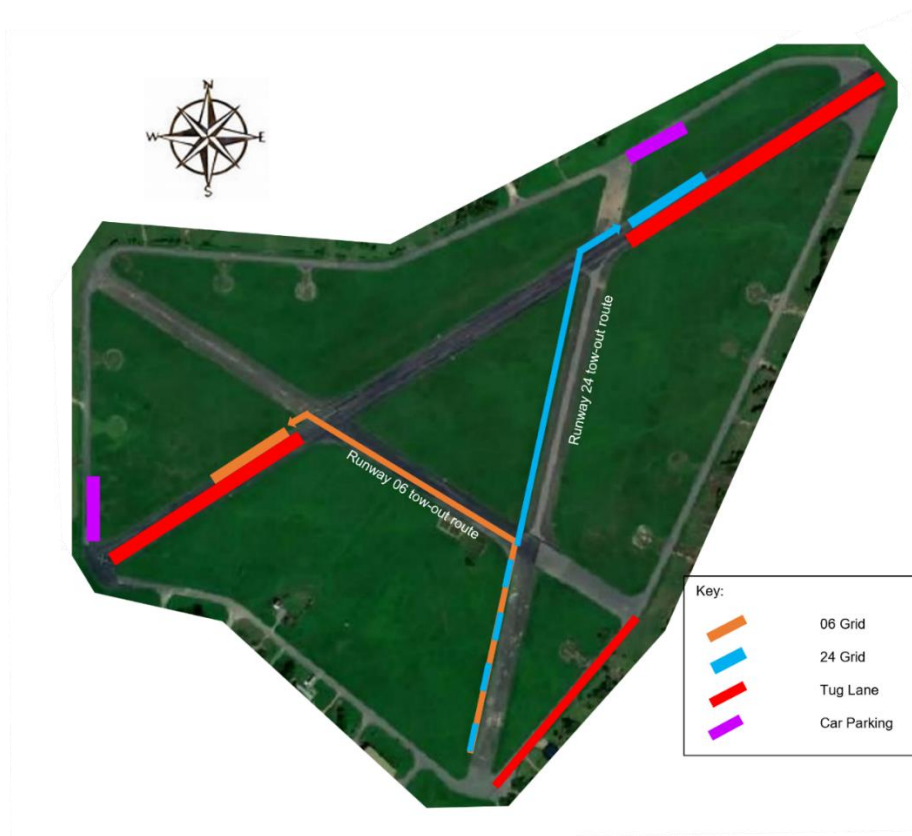
<https://members.gliding.co.uk/library/competition-rules/bga-competition-rules/>

- 3.2 **Classes.** The competition will be split into two classes. Waco, with a handicap of 100 or more and Horsa with a handicap of 99.5 or less. The competition organisation reserves the right to move the handicap threshold to a more suitable value depending on the entry list.
- 3.3 **Tasks.** The competition may utilise either fixed course, distance handicapped or assigned area tasks.
- 3.4 **Communications.** Prior to completion of briefing/grid-compression, the primary means of communication will be WhatsApp messaging. After briefing/grid-compression, the primary means of communication will be airband radio backed up with WhatsApp messaging. WhatsApp link and QR code are:

<https://chat.whatsapp.com/ER4Jy1EQ5KGDVhjn86Ck6l>

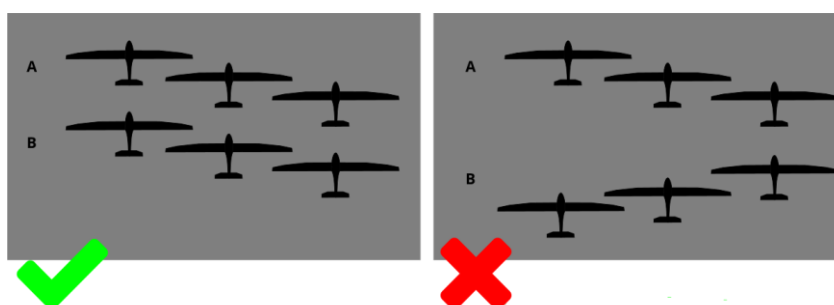


- 3.5 **Briefing Time and Timings.** Briefings will be held in the first Nissen hut behind the clubhouse. The first competition briefing will be on Saturday 5th August at 09:30 and then on subsequent days at 10:00 unless otherwise notified. Should the gliders be required to grid before briefing, an announcement will be made at approximately 09:00, via WhatsApp messaging. Unless otherwise stated, all timings in association with the competition will be in local time which is British Summer Time or ALPHA.
- 3.6 **Flight Recorder Flight Log Submission.** Pilots must upload their own IGC File(s) online through Robocontrol. This must be done within an hour of landing. Pilots can do this with their own devices or they can use the dedicated computer in control. If either downloading your own flight recorder or uploading to Robocontrol presents a problem, Scoring have a limited capacity to provide initial support. It is the pilot's responsibility to provide, to the Scorer, a valid IGC file from any pre-declared logger. If additional cables, software and computers are required to complete this process they must be provided by the pilot.
- 3.7 **Towing to the Grid**
- 3.7.1 If gliders are expected on the grid before briefing (as detailed in the morning announcements), the grid will close and the airfield will be considered active from the end of briefing. If gliders are due on the grid after briefing, an announcement about the grid closing time and the airfield becoming active will be made through the normal communication channels.
- 3.7.2 When the airfield is active, vehicles are **not** permitted to drive on the main runway and must only drive to the grid via the perimeter road. If, for any reason, a glider is to be towed to the grid whilst the airfield is active the driver must stop short of the main runway and seek permission to enter the runway. The tug lane must be kept clear of obstructions to enable tugs to taxi to the grid.
- 3.7.3 Below is a map showing the routes to get to the two different grids on the main runway, the grid could be either side of the runway depending on the crosswind.



3.8 Launch Grid

- 3.8.1 The launch grid will be positioned on the main runway; either 06 (West) or 24 (East).
- 3.8.2 Each glider will be allocated a grid number, the daily position of which will be identified by a marked traffic cone. The grid will be assembled under the supervision of the competition's grid team. To make the best use of space on the runway, the first glider to arrive on each row should be positioned with its wingtip next to the grid marker, with the others behind it, as shown below.



3.9 Vehicles on the Grid

- 3.9.1 Competitors must ensure that crews have been briefed on the towing out and retrieving instructions before driving on the airfield. Gliders should only be moved across the airfield landing areas if it is safe to do so and a good lookout must be maintained at all times.
- 3.9.2 Vehicles must be removed from the grid prior to launching and should be parked in the clubhouse car park, the trailer parking area or the campsite. Pilots without crews may alternatively park at the designated parking areas near the grid as shown on the airfield map.

3.10 **Weighing**

3.10.1 The Organisation may carry out spot-check weighing of gliders on approach to or on the grid. Where the pilot and carry-on equipment is not with the gliders, separate weighings may be carried out.

3.11 **Glider Aerotow Release Checks**

3.11.1 To avoid delays between competition launches, the glider aero-tow release must be checked well before the launch rope is given to the pilot's crew for hooking on.

3.12 **Radio Frequencies & Checks**

3.12.1 The following frequencies will be used during the competition:

- Tugs, Launch and Finish: Primary 129.980 Secondary 130.405

- Start Line: Primary 130.405

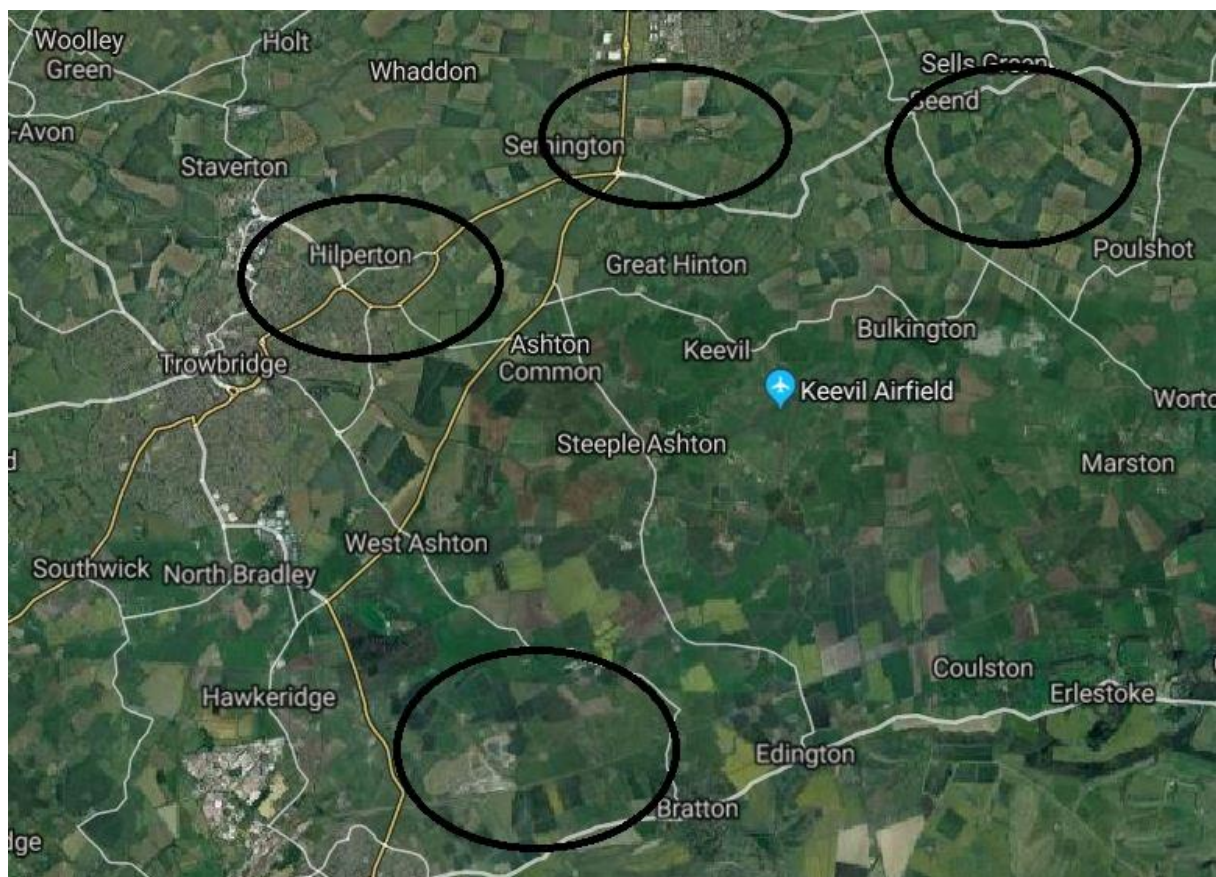
3.12.2 Radio checks are not required but may be completed at the discretion of the pilot. Radio checks should be completed prior to the start of grid launching to minimise radio traffic during the launch and start phases.

3.13 **Relight Procedure**

3.13.1 The area for landing gliders wishing to relight will be briefed daily. Pilots should call on the airfield channel (129.980) so that other aircraft are aware of their intentions.

3.14 **Release Zones**

3.14.1 There will be four designated release zones assigned for the competition. These are centred at Hilperton, Westbury Old Cement Works (WEB), Semington Aqueduct and Seend. The zone in use will be briefed daily and these must be observed by self-launching gliders. The competition director may change the release zone at any time before or during launching in the interests of safety and sporting fairness. Any changes to the designated release zones after briefing will be announced through the normal communications channels.



3.15 Starting

3.15.1 The start opening time and maximum start height will be announced on the start channel (130.405). Start calls must be addressed to “Keevil Start” on the start channel and must be made within 30 minutes of actual start, stating the glider trigraph and start time.

3.16 Cloud Flying

3.16.1 Cloud flying is prohibited for all competitors within 10km (5.4NM) of:

- The centre of the start zone and
- The centre of Keevil airfield.

3.16.2 Additionally, cloud flying prior to starting is prohibited irrespective of location.

3.16.3 Note that the cloud flying channel is now 130.535.

3.17 Finishing

3.17.1 **Notifying a Finish.** Pilots are requested to follow the radio procedure below and are encouraged to use their discretion in making additional calls to aid the situational awareness of other finishers.

- Calls must be addressed to “Keevil Finish” referencing the glider callsign/trigraph
- Calls must be made to the finish channel (129.980)
- All pilots should call “10k” when 10 kilometres away from the airfield
- Pilots are requested to make a “2 minutes” call if possible.

- 3.17.2 In the event of a radio failure, please assume there may be conflicting traffic taking off or landing and fly accordingly to avoid it.
- 3.17.3 **Finish Ring.** The perimeter boundary of a **finish ring** centred on the Keevil (KEE) waypoint [N51° 18.956; W002° 06.515] will mark the point at which a task is completed. The **radius** of the ring will be set on a daily basis and will typically be in the region of 3km. Similarly, a **minimum altitude** for crossing the ring boundary will also be set at the same time. Both will take account of lowest performance glider, expected prevailing wind and likelihood of turbulence in the vicinity of the airfield.
- 3.17.4 Competitors crossing the finish ring perimeter below the minimum specified altitude will be penalised. For verification purposes, take-off pressure level will be used as the datum.
- 3.17.5 A waypoint file will be available on the Soaring Spot website for download as will a competition specific airspace file.
- 3.17.6 **Circuit Planning.** The preferred circuit plan with low and high energies will be briefed daily.
- 3.17.7 **Airfield Boundary** For the purposes of this competition, the Keevil airfield boundary is defined as the paved perimeter road encompassing the airfield.
- 3.17.8 **Landing.** All landings should be made on the main runway (24/06) wherever possible; the other runways can be used at the pilot's discretion. As the airfield is an active drop zone and the grass is un-surveyed, **the grass is not recommended**. Tarmac-to-grass boundaries along the side on the runways can be uneven and present a potential hazard if crossed even at slow speed. Pilots are therefore advised not to taxi across these boundaries. The designated landing areas and retrieve routes will be briefed daily.
- 3.18 **Behaviour**
- 3.18.1 All pilots 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. To meet this requirement, regardless of the position of the finish line, all approaches towards the airfield should describe a descending profile (other than to go-around where necessary), the landing area should be in the pilot's sight, and the airfield boundary must be crossed at a height which cannot endanger persons (seen or unseen), vessels or property.
- 3.19 **Out-landing Reports**
- 3.19.1 Competitors with an uncomplicated land-out should report their land-out details using Robocontrol. Using this method will speed up the generation of scores and allows control to focus their attention where support is needed.
- 3.19.2 Once the land-out has been reported, pilots are free to contact their crews directly. Pilots should update their status on Robocontrol when their crew has linked up and again when they are safely back on the airfield.
- 3.19.3 There is no requirement to telephone control for routine land-outs unless additional assistance is required. However, note that, in the event of damage or injury, pilots must telephone control.
- 3.20 **Notification of P2 and Team Pilots**
- 3.20.1 Pilots must inform the organisation each day of the pilots flying in a team entry or multi-seater.

The preferred method for notification is through Robocontrol. If the nominated pilot changes before launch, control and the log keeper must be notified before the glider is launched.

3.20.2 All competing pilots in a team entry must register their pilot details in Robocontrol in advance as part of the registration process. P2 pilots in multi-seaters must ensure that their details are registered in Robocontrol before their first flight.

3.21 **Notification of Withdrawal**

3.21.1 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.

3.22 **Notification of Early Return**

3.22.1 If an early return to the airfield is made (e.g. airborne decision not to start/complete the task), the competitor must notify control as soon as possible after landing (and in any case before leaving the airfield) via Robocontrol. Note that competitors must still submit flight recorder evidence for analysis once a launch is accepted, even if a start was not made.

3.23 **Scoring**

3.23.1 **Submission of Flight Recorder Evidence.** Pilots are responsible for downloading their own flight recorder data and uploading the files to Robocontrol. Flight recorder evidence must be submitted within 60 minutes of landing and must include a record of all flying, including all launches prior to start and aerotow retrieve flights. Only valid and secure IGC files will be accepted as flight recorder evidence.

3.23.2 **Flight Recorder Time Intervals.** The BGA competition rules now require the time interval of flight recorders to be set at no more than 2 seconds unless a longer interval has been agreed with the organisation in advance.

3.23.3 **Flight Recorder Calibration.** Pilots are reminded that the organisation may request a calibration chart from a test carried out within the preceding 5 years in the event of an airspace or scoring query.

3.23.4 **Publication of Flight Recordings.** Tasks and results, including flight recorder data, will be published unless the competitor explicitly requests in writing, before the start of the competition, that their flight recorder data should not be published.

4. AIRSPACE

4.1 Waypoint & Airspace Files

- 4.1.1 The competition waypoint and airspace files will be published two weeks before the competition on SoaringSpot, RoboControl and the competition website. This will be a single airspace file containing all relevant airspace including any temporary airspace restrictions.
- 4.1.2 The competition airspace file will be updated in the event of any major airspace changes that are relevant to the task area. The airspace file will be version controlled and the version applicable to each day will be stated on the task sheets. Note that earlier versions of the airspace file may be used on subsequent days.
- 4.1.3 Pilots will be notified through the normal communication channels in the event of an update. The competition airspace file will be published on the competition website and SoaringSpot.

4.2 Permanent Penalty Zones

- 4.2.1 The following parachute zones are prohibited airspace for the duration of the competition:

- Weston-on-the-Green
- Hinton-in-the-Hedges
- Langar
- Sibson
- Chatteris

4.3 Aldermaston (R101) & Burghfield (R104)

- 4.3.1 An exemption from the Air Navigation Order (Restriction of Flying) (Nuclear Installations) Regulations 2016 has been granted for the duration of the competition. This exemption permits gliders to fly in the Aldermaston (R101) and Burghfield (R104) restricted areas subject to the conditions summarised below:
- The glider's glide angle must be at least 30:1.
 - The glider must not fly within the boundary fence or fly in such a manner that, in the event of an accident, the glider would fall or be forced to land within the boundary fence.
 - The glider must not fly in the exemption area at night.
 - No photographs shall be taken of the nuclear installations.

- 4.3.2 A penalty will be applied only if the installation boundary is crossed below the usual height/altitude restrictions for the restricted area as shown on the CAA chart.

- 4.3.3 The installation boundaries will be defined in the competition airspace file.

4.4 Highgrove (R105)

- 4.4.1 Restricted area controlled by Gloucestershire Police. Permission is granted for competition gliders to transit the Highgrove (R105) restricted area subject to the following conditions:
- Gliders shall avoid entering the agreed 'Highgrove House Prohibited Area' (HHPA) illustrated below. This area shall be considered penalty airspace for the purposes of the competition, as detailed in the competition airspace file.
 - Gliders should remain as far away as possible from the HHPA whilst transiting the restricted area and not unduly delay their transit through the area. Note that circling in a thermal to

gain height is acceptable when transiting.

- Competition organisers shall email the Highgrove House Police Post on RHPG.EY@gloucestershire.police.uk each day where gliders are likely to transit.
- If a glider performs an outlanding within the bounds of R105, the competition organisers shall notify the Police Post on 01452 753700 without delay.



4.5 Raymill House (R106)

4.5.1 The competition has an exemption granting access to the Raymill House (R106) restricted area outside of the household boundary. The inner 'Raymill Prohibited Area' is a penalty zone for the duration of the competition. The outer area will not incur any penalty.

4.5.2 Both the inner and outer areas will be defined in the competition airspace file.



5. GLIDER TECHNICAL COMPLIANCE

5.1 Technical Inspection

5.1.1 Random checks of the competitor's glider may be made at any time during the competition. These checks may include:

- Verifying the declared configuration of the glider (e.g. winglets).
- Verifying compliance with the BGA competition rules (e.g. MTOW).

5.1.2 It is the pilot's responsibility to ensure that gliders are flown within the manufacturer's certified limits and, if applicable, BGA competition MTOW limits. Random weight checks may be made on the grid to ensure that gliders are flying within their prescribed limits.

5.2 Engine Operation Verification

5.2.1 Competitors flying gliders with self-launching or self-sustaining engines must have a flight recorder installed that is IGC approved for detecting engine operation. It is the pilot's responsibility to ensure that the flight recorder is installed in such a position that use of the engine, even at low power settings, is clearly recorded. This is particularly relevant to electric and jet engines.

5.2.2 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. If it is not possible to achieve this in the anticipated 'as launched condition' within the bounds of the flight manual, the Director must be informed ahead of the competition so that alternative compliance can be agreed.

5.2.3 If competitors intend to fly with the engine disabled (but not removed), then they must submit at registration a statement of the means to be used for disabling the engine for approval by the Director.

5.3 FLARM

5.3.1 The use of FLARM is strongly encouraged, primarily to aid collision avoidance and situation awareness but to also enhance the spectator experience.

5.3.2 Pilots are requested to configure their FLARM units as follows:

- Static FLARM ID (either the default ID or ICAO address, but not a daily randomised ID)
- FLARM ID declared on the registration form
- Stealth mode OFF
- No-track mode OFF.

6 SUPPLEMENTARY INFORMATION

6.1 **Airfield Access.** The only access to the airfield will be through the main entrance gate which is on the south sound of the airfield. The main gate will be secured with a combination padlock. The in-use code will be briefed by text to pilots before the competition. All users must ensure

that the gate is closed and secured after entering or exiting.

- 6.2 **Trailer Parking.** Trailer parking is only to be in the designated areas, identified on the map below and on the website. Note: Runway 31 is an active runway during the competition, so there will be no parking of trailers or gliders North of the markers at the end of the trailer park.
- 6.3 **Speed Limit.** The speed limit for any vehicle around the domestic site is **10 mph** and 30 mph for the rest of the airfield.
- 6.4 **Battery Charging.** Provision has been made for battery charging points (13A sockets) inside the briefing room.
- 6.5 **Hangarage.** During the competition, competition gliders are not to use the hangar or workshop facilities unless specific permission has been granted by the Competition Director or Competition Deputy Director.
- 6.6 **Water Ballast.** Rapid flow tanks for water ballast are located on the perimeter track near the club hangar. Pilots should use this system to fill their water barrels and should not use the drinking water taps for water ballast.
- 6.7 **Camping.** The camping area is located on the grass to the north of the clubhouse. Toilets and showers are available in and outside the Nissen huts, with additional portable toilets placed in the campsite. Note that there are no electric hook-ups available in the campsite. All campsite users are asked to keep noise to a minimum after 22:00.
- 6.8 **Catering & Bar.** The kitchen will be open for breakfast every day from 08:00 to 10:00. Sandwiches can be ordered from the kitchen during breakfast serving times for collection after the morning briefing. Snacks and drinks will also be available throughout the day from the on-site shop. Evening meals will be provided by a variety of local catering vans each evening from 18:00; a list of vans can be found on the competition website. The club bar will open every evening and will accept cash and card payments.
- 6.9 **Internet Access.** Limited wireless internet is available in the clubhouse. We ask that visitors minimise their bandwidth use as much as possible, particularly during busy times. Mobile 4G coverage is very good on the airfield.
- 6.10 **Sanitation.** Plastic bags for rubbish and dog poo bags will be available from competition control. Full bags should be disposed of in the skips provided.
- 6.11 **Security.** Bannerdown Gliding Club and the RAFGSA cannot take responsibility for articles lost or stolen. The clubhouse and airfield can be entered by pilots, crew and visitors and it is in everyone's interest to keep valuables secure and unattended vehicles and caravans locked.
- 6.12 **Health & Safety.** Pilots are to ensure that their crews, families and visitors are familiar with these local rules and procedures. Risk assessments for the competition are available on request. All individuals are requested to advise the organisation of any hazards they believe are not adequately managed.
- 6.13 **Smoking.** Keevil is a no-smoking and no-vaping site.

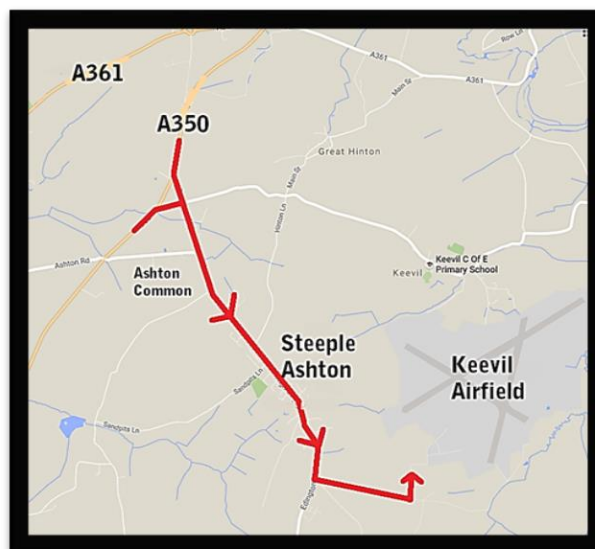
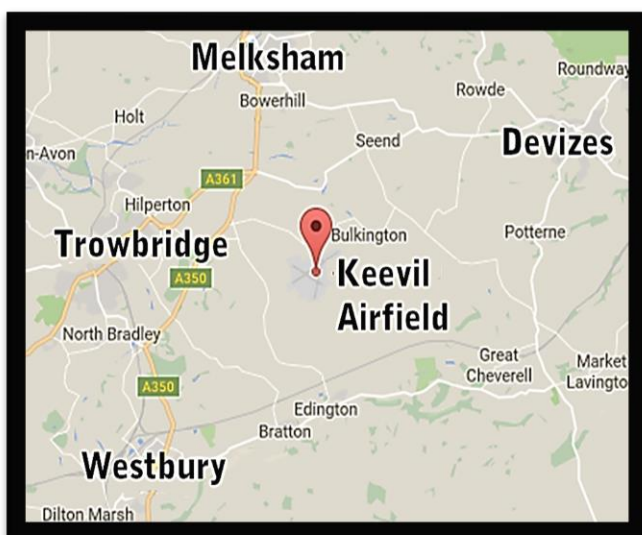


7. DIRECTIONS TO KEEVIL

7.1 Address:

Bannerdown Gliding Club
RAF Keevil
Spiers Piece
Steeple Ashton
TROWBRIDGE
BA14 6HG

- 7.2 Arrival by Road. RAF Keevil is situated off of the A350 between Melksham and Trowbridge. It has good access to the M4 motorway via Chippenham. To get to the airfield from Melksham, take the A350 towards Trowbridge and keep following the signs. On reaching the roundabout where the A350 meets the A361, take the 2nd exit and proceed along that road for one mile, before turning left towards Steeple Ashton. Follow this road all the way through Steeple Ashton - **DO NOT FOLLOW SIGNS TO KEEVIL VILLAGE** - and then turn left once again, signed "Keevil Airfield" and "Bannerdown Gliding Club". Continue on this road for half a mile, before turning left into the airfield access road (immediately before the gate to Spiers Piece Farm).



- 7.3 Arrival by Air. Keevil is strictly PPR; do not arrive by air without permission of the Competition Director or Deputy Director. 07979558900 or 07702846123.
- 7.4 Access. Airfield access will be available to competitors and crews from Friday 4th August to Tuesday 15th August.

8. Additional Competition Waypoint (Included in downloadable Comp Waypoints on website)

8.1 Semington Aqueduct (SEM Trigraph) Use Remote Start/TP

N 51° 20.832 and W 002° 08.311 (Degrees, Decimal Minutes)

Kennet and Avon Canal Aqueduct over A350 (Dist 4.06 km Brg 329° T from KEE)



