

DUNSTABLE REGIONALS 2023

5th August – 13th August 2023



LONDON GLIDING CLUB

INFORMATION & LOCAL RULES

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COMPETITION TEAM

Competition Director	Malcolm Birch
Deputy Director	Chula Rupasinha
Task Setter	Guy Corbett
Safety Officer	John Reed
Airspace Officer	Chula Rupasinha
Weather	Phil Warner
Tug Master	Robin May
Launch Marshall	Tom Pridgeon
Competition Secretary	Kerry Ealand
Scorer	Christian Brunschen
Start / Finish Line	Victor Dennis
Grid Marshals	Oliver Nurse, Paul Boet & Cadets
Control	Emily Tillett Helen Jones Carol Marriott
Competition Stewards	Nick Tillett Martin Smith BGA representative
Competition Photographer	Tony Hutchings
Catering	Curiositea
Club Bar	Mike Barrowman & Club Members

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DUNSTABLE

LOCAL RULES

General	The competition will be conducted in accordance with the 2023 Rules for BGA Rated Competitions https://members.gliding.co.uk/library/competitions/bga-competition-rules/ and supplemented with the following local rules.
Dates	The competition will run for the nine day period from Saturday 5 th August to Sunday 13 th August 2023 inclusive.
Club Membership	For the duration of their stay at the London Gliding Club, visiting pilots and their crews will automatically become reciprocal members of the club. Before flying, however, a membership form must be completed and appropriate briefings and/or familiarisation flights can be obtained from the CFI or a local Instructor, if required.
Classes	The competition will be flown in two classes designated the 'Red Class' and the 'Blue' Class'. The Red Class is open to all gliders with a BGA Speed Index of 100 and above. The Blue Class is available to gliders with a Speed Index of no more than 101. Note, the director reserves the right to change this depending on the numbers and types of gliders that enter the competition.
Competitors	The list of competitors can be found at https://www.soaringspot.com/en_gb/dunstable-regionals-2023-dunstable-lgc-2023/
Registration	<p>Robocontrol, the online competition system, will be used for registration. Competitors will be sent a link to Robocontrol on or before 15th July 2023 and are requested to complete the online registration before 4th August 2023 .</p> <p>Online registration enables the following mandatory requirements to be completed</p> <ul style="list-style-type: none">• Competition Registration Form• Valid BGA competition licence (4 digit)• IGC approved flight recorder details <p>If still required, on-site registration will be available from 18:00 - 21:00 on Friday 4th August.</p> <p>Note that there will NOT be a Saturday morning registration period.</p> <p>The cost of all aerotows and aerotow retrieves will be debited to LGC members' flying accounts. Visitors will be given a temporary account and invoiced soon after the competition ends. Invoices must be paid promptly and in full upon invoice receipt.</p>
Control	From Saturday 5 th August 2023, Control will open at 8.30am each morning and will remain open until the organisation has safely accounted for all competitors and their crews. Alternatively, Control will close within one hour of a decision to scrub the day. The telephone number for Control is 01582 691936 .
Trailers, Caravans & Camping	Visiting glider trailers, caravans and tents should be positioned in the areas designated on the site plan attached at Appendix A. The boundary of this area will be marked with tyres and trailers, caravans, camper vans and tents should remain within this area to avoid confliction with take-off runs and access to a T-hangar housing an EB-28 sailplane. Visiting trailers should park along this boundary with the towbars pointing inwards. This should allow sufficient space for all visiting competitors to rig and de-rig.

Water Ballast	Water for the purpose of ballasting gliders can be obtained from the Water Ballast Tanks, the position of which is marked on the Site Plan attached at Appendix A - this water is not fit for human consumption . The club's normal water supply is drawn from its own well and competitors and crews are requested not to risk overloading the club's normal water supply by drawing water ballast from any other source.
Battery Charging	There are a number of 240 volt 13 amp power points available for aircraft battery chargers. These will be located principally in the Ottley Building and the Briefing Hangar marked on the site plan attached at Appendix A. Competitors must provide their own battery chargers.
Airfield Procedures	The airfield at Dunstable is relatively small, measuring approximately 100 acres. Flying operations and manoeuvring areas are further constrained by the local topography. For this reason good airfield discipline is necessary to avoid obstruction, delay or incident. The co-operation and forethought of competitors and crews will greatly assist the competition organisation in avoiding frustration, annoyance and hazard for all airfield users.
Towing Out, Gridding & Launching	<p>The active Red and Blue class gridding areas will be established and set out with row markers each morning and will be staffed by the Grid Marshals, who will direct competitors to the correct rows for their gliders. Pilots will receive a daily morning text with run in use and the day's grid order</p> <p>Gridding will normally take place from 08:30am each morning up to the morning briefing, normally 10:00am, pilots are requested to grid in this time unless informed otherwise.</p> <p>Adequate space between rows will be allowed for positioning gliders and the grid will subsequently be closed up prior to launching. We expect the first gliders to grid in their allocated row to take the middle positions and subsequent gliders to grid alongside them.</p> <p>Towing vehicles must vacate the grid as soon as possible, but no later than when first launch has been announced. It is the responsibility of competitors and their crew to complete release checks prior to being offered a launch and the crew's responsibility to hook on for the launch and run with the wing.</p> <p>Self Launching gliders will be grouped together to one side of the Red grid as directed by the Marshalls on the day.</p>
Daily Briefings	The competition briefing will take place in the Briefing Hangar at 10:00 unless otherwise notified.
Relights	In the event of requiring a relight, all competitors, including motor gliders, are to proceed to the back of the active launch grid or as otherwise directed at the morning briefing.
Start Zone	<p>For the purpose of forming the Start Zone, described as a 5km radius semi-circle centred on the Start Point, the Start Point shall be:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Miletree Crossroads, Leighton Buzzard <input type="checkbox"/> N 51.56.040 W 000.38.120 <p>The Start Point appears in the BGA List of Waypoints, described as Leighton Buzzard NE with the trigraph LBZ and lies approximately 4.5 nm to the North North West of the LGC Clubhouse. This will be the start point used for the duration of the competition. Due to the Start Zone being located beneath CTA-6, which has a minimum altitude of 4500ft (4000ft QFE), the maximum start height will therefore not exceed 4300ft amsl (3800ft QFE). An OS map illustrating the position of LBZ, can be found at Appendix B.</p>

Finish Line & Flight Patterns

The finish line will be a **finish line** of 3.4km in length centred on the BGA waypoint described as Dunstable Airfield with the trigraph **DUN** [N 51.52.304 W 000.33.074] and approximately aligned with the Tring Road bearing 035 / 215. **The finish line is shown in Appendix D**

Competitors are reminded that all pilots must be aware of and fly within the requirements of 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.

Competitors are also reminded that they are bound by the requirements of CAP393 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).

To meet this requirement, regardless of the position of the finish, all approaches towards the airfield should prescribe 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 therefore cannot endanger persons (seen or unseen), vessels or property.

Following a successful finish the pilot may land straight ahead, fly a circuit to the left or to the right depending on the circumstances of the day. Based upon the circumstances of the day, the Competition Director may at his discretion in the course of the morning briefing, offer guidance on a desirable circuit direction in an effort to minimise the risk of conflict between aircraft. Please consider all available safe landing options and arrange to have your aircraft removed from the landing area as soon as it is safe to do so. Please see Appendix E for guidance on the two circuits that may be used, further explanation will come from the initial brief on the first day as well as a reminder at each subsequent morning briefing.

Hang Gliding

The airfield sits at the foot of Dunstable Downs. Hang-gliders and para-gliders may be operating from the top of the hill when the hill is soar-able. Competitors should exercise extreme caution and maintain a good lookout, especially in the very latter stages of the final glide and when crossing the finish line.

Radio Frequencies & Procedures

The primary frequency for the competition will be **119.905 MHz** with a secondary frequency **129.890 MHz**. There may be other competitions flying at the same time and communication with the competition start and finish must therefore carry the prefix 'Dunstable' i.e. 'Dunstable Start' and 'Dunstable Finish'.

The frequency used for **Grid Launching shall be 119.905 MHz** and competitors should remain on this frequency until release from tow. The frequency used for **Start Line control shall be 129.890 MHz**. The frequency used for **Finish line and landing control shall be 119.905 MHz**.

On final glide, competitors are required to make radio calls to 'Dunstable Finish' advising when both 10km and 3 km from the finish line.

Landouts & Road Retrieves

Pilots having landed out **must initially contact Control through Robocontrol within 1 hour** of landing and prior to contacting their crew or the Retrieve Whatsapp group. Further prompt communication is required advising when crew and pilot have met up. In the event of an incident or where further support is required the telephone number for Control is **01582 663419** and will be made available on the daily task sheet(s).

Aerotow Retrieves

Aerotow retrieves will be made available from **airfields only** and shall be with the approval of the Competition Tugmaster. Aerotow retrieves will be charged to the competitor on the basis of tug tacho hours at a rate of **£200.00** per hour.

Local Airspace The London Gliding Club is located approximately 7nm to the West of London Luton Airport. The site sits within the boundary of the Luton CTR which extends from the surface up to 3,500 feet amsl - approximately 3nm miles North West of the site, the base of this airspace rises to 4,500 feet amsl. The site is 500 feet amsl.

The London Gliding Club operates within this airspace by formal letter of agreement with the air traffic control authorities, which establishes a set of local boundaries and rules within which the Club operates.

The Club's future security in terms of its ability to operate and co-exist in this manner, is entirely dependent on strict observance of the terms of this agreement and for this reason, any infringement will be viewed with due seriousness. Competitors and visiting pilots are urged to respect the Club's position on this issue. Penalties for infringement of Luton CTAs or CTR will be applied in the manner set out in the 2023 Rules for BGA Rated Competitions

These local airspace rules are quite straightforward and competitors will be given a local airspace briefing on the first day of the competition, with further local guidance being available from the Competition Team throughout the competition.

In an effort to further simplify matters in this respect, task-setters will centre the 5km radius semi-circular start zone on the same remote start point throughout the competition, minimising airspace boundary infringement risks. In addition, tasks will be set with a final control turnpoint diverting the penultimate leg and finish away from sensitive airspace. A **3.4Km long finish line** that helps avoid possible airspace infringement will be used throughout the competition.

Details of the Dunstable local airspace is shown in Appendix C and the associated airspace file in various formats will be issued via Soaring Spot (https://www.soaringspot.com/en_gb/dunstable-regionals-2023-dunstable-igc-2023/) and will be the definitive file to judge airspace infringements penalties.

Transponders Bearing in mind the London Gliding Club's location at Dunstable lying within the Luton Airport CTR, pilots of any transponder-equipped glider must fly with transponders **SWITCHED OFF** - this is primarily to accommodate local Air Traffic Control services at Luton Airport.

Flight Recorder Downloading It will be the competitor's responsibility to download their igc files for scoring. PCs will be provided with SD card readers and USB cables although it is recommended that pilots endeavour to use their own equipment, if at all possible, to avoid queuing on club PCs. Anyone whose logger needs a special cable or software to download the file must provide that themselves.

Competitors must ensure that their primary and any secondary logger(s) are registered, via the Robocontrol registration, with the correct ID or they may incur an admin penalty.

FLARM Where FLARM is fitted it should be left on for the entire flight in normal mode. (In addition to ensuring full visibility to other gliders and aircraft outside of the competition it will also enable faster search and rescue in the event of an accident). Your Flarm ID should be uploaded into Robocontrol during registration.

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SITE INFORMATION

Location & Management

The London Gliding Club is situated at the foot of Dunstable Downs approximately 2nm South West of Dunstable on the B489 Tring Road.

Tel: 01582 663419 Email: reception@londonglidingclub.co.uk

GPS coordinates are: N 51.52.252 W 000.32.831

The Club Chairman is Mark Newland-Smith. The Club Manager is Stefan Astley and the CFI is Ryan Berry who prior to the competition will be happy to assist in any way he can.

Arrivals by Air (Powered Aircraft)

Arrivals by air are **strictly with prior permission only**. Due to the Club's location within the boundary of the Luton CTR, its intensive winch launching activity and the undulating nature of the airfield topography, permission will not be granted to any aircraft other than visiting tugs engaged in the competition and those visiting the site-based London Light Aircraft for maintenance purposes. The airfield is not licensed; it has limited fire-fighting equipment and cannot offer fuel, hangarage or picketing facilities. Aircraft visiting with prior permission must contact Luton Approach on 129.55 MHz to obtain clearance to penetrate their zone boundary. Visiting aircraft operate entirely at the owner's risk.

Caravans & Tents

Caravans and tents for the use of competitors, families and crews may be sited at any time from Monday 31st July 2023, in the area designated on the site plan at Appendix A. Domestic water, shower & toilet facilities and refuse points are also marked on the site plan. There is a limited number of electrical hook-up points for caravans and the like adjacent to this area which will be allocated on a first-come first-served basis at a rate of £10 per day, to be paid in advance at the Office for the full duration of your stay, once a hook-up point has been secured.

Medical Facilities

First aid supplies are available in the Club Office and a defibrillator is sited in the Control Tower. Competitors and crews are however advised to bring their own first aid supplies. In case of illness, local medical attention can be sought from A&E at Luton and Dunstable Hospital, which also offers a GP minor illness clinic from 7 am until 11 pm. on 01582 491 166

Restaurant

The restaurant is run by our catering partner **Curiositea**. Normal daily opening hours throughout the nine-day competition as a minimum will be:
8:00am to 4:00pm

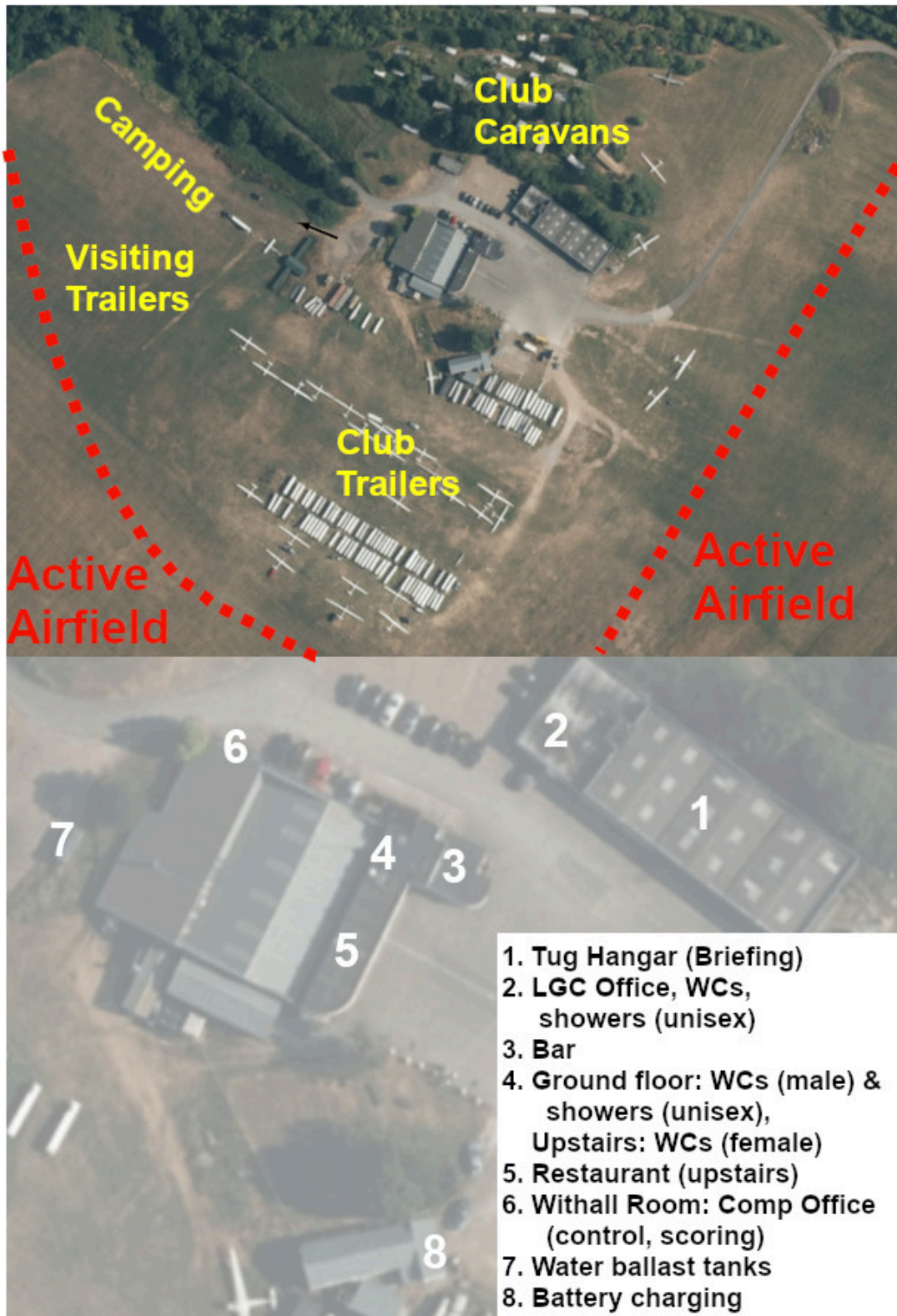
Bar

The club bar is run by club members and during the competition, it will be open for business daily from 5.30pm.

London Sailplanes - Shop & Workshop

During the competition, London Sailplanes will be open for business Monday to Friday 8:30am to 5.00pm. Additionally, basic gliding provisions such as pens and PVC tape will be on sale daily in the club office during normal office hours throughout the competition.

APPENDIX A Site Plan



APPENDIX B

Start Point Location - LBZ



APPENDIX C

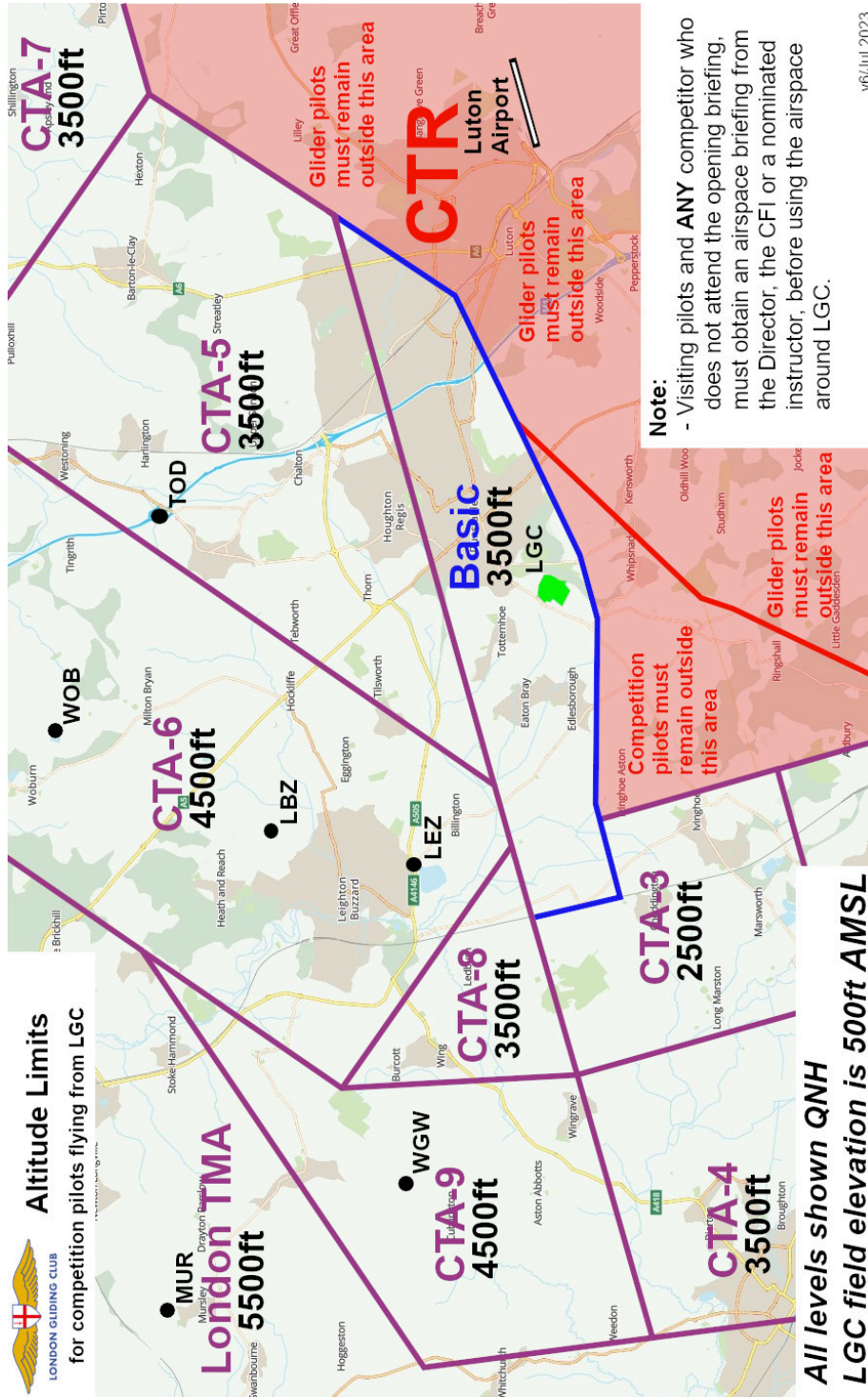
Local Airspace

Local Arrangements

The London Gliding Club operates within the Luton CTR by formal letter of agreement with the air traffic control authorities, up to an altitude of 3,500 feet QNH above the site (shown as **Basic** in the map below).

Local Airspace

The site is 500 feet amsl.



v6/Jul/2023

Appendix D

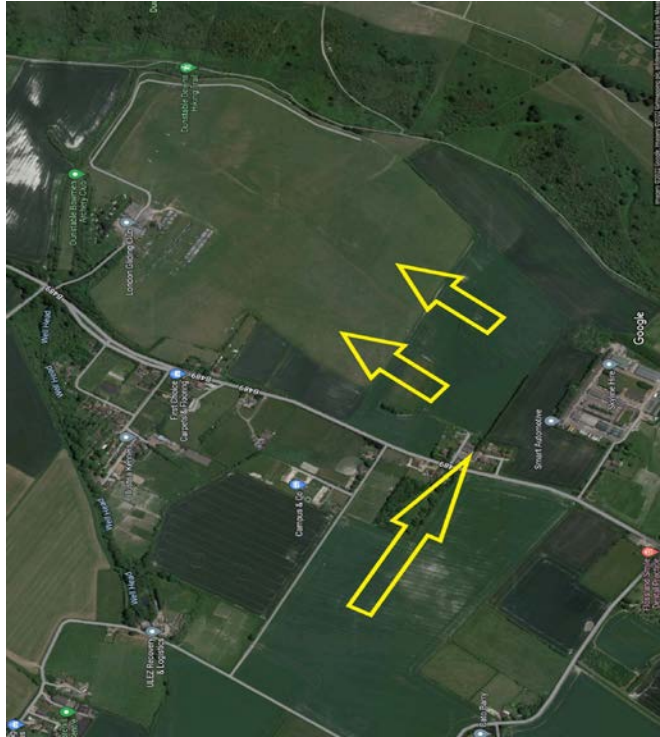
Finish line DUN

The finish line will be a **finish line** of 3.4km in length centred on the BGA waypoint described as Dunstable Airfield with the trigraph **DUN** [N 51.52.304 W 000.33.074] and approximately aligned with the Tring Road bearing 035 / 215.



APPENDIX E: Guidance-Circuit and landing

NE run landing direction



SW run landing direction

