

15m, Standard and Open Class Nationals 2023 Local Procedures

27th May – 4th June 2023.



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1 Competition information

1.1 Competition Dates

The 15m, Standard and Open Class Nationals gliding competitions will be held over nine days with the first possible contest day on Saturday 27th May and a last possible contest day on Sunday 4th June

1.2 Location of event

Lasham Gliding Society
The Avenue
Lasham
Alton
Hampshire GU34 5SS.
Office Tel 01256 384900

Elevation 620ft AMSL

1.3 Website

www.lashamcomps.co.uk
control.lashamcomps.co.uk

1.4 Important Numbers

Radio Channels:

| | |
|--------------|-----------------|
| Start Line: | Channel 129.890 |
| Finish Line: | Channel 131.030 |
| Tugs: | Channel 131.030 |

Phone Numbers:

| | |
|-----------|---------------------------------|
| Control: | Numbers will be on task sheets. |
| Office: | 01256 384900 |
| Director: | 07989 981851 |

Email Address: control@lashamcomps.co.uk

1.5 Competition Officials

Director – Roy Pentecost
Deputy Director – Alex Conboy
Meteorology— Jordan Bridge, Colin Watt
Safety Officer – Colin Watt
General Manager – Gavin Spink
Task Setters – Martin Conboy, John Bell
Airspace – Colin Rule
Tug Master – Al Greensmith
Scorer – Benedict Smith
Control – Debs Mockford, Rosemary Pozerskis
Launch Marshall – Graham Garnett

1.6 Fees

| | |
|---------------|--------|
| Entry Fee | £295 |
| Aerotow 2000' | £43.25 |
| Self-launch | £10.00 |

2 Local Procedures

2.1 Rules for competition

BGA rules for rated competitions 2023 will apply, except where superseded by any local rules and procedures stated in this document. The BGA competition Rules can be viewed and downloaded from the BGA website:

www.gliding.co.uk,

Please take time to familiarise yourself with this document and, very importantly, any changes that have been introduced in 2023.

Local rules and procedures have been developed to deal with the known constraints of the Farnborough Class D airspace that was put in place in 2020.

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 three classes:

- 15m Class.
- Standard Class
- Open Class

2.3 Registration

Registration will be completed online through Robocontrol where pilots will be asked to confirm all of the data they have supplied is correct and they have read and understand both the national and local rules associated with the competition. This declaration must be completed online before 21:00 hours on Friday the 26th of May 2023.

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'

2.4 Communications

Competitors should make themselves familiar with BGA Competition Rules, section 5.12 regarding communications.

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 and location as stated by the organization. This will usually be 10:00 unless otherwise communicated by text message and email. Unless otherwise specified, the briefing will take place in the briefing room to the west of the main hangar, as indicated on the diagram in Appendix A herewith. The briefing may also be recorded and placed on YouTube. The task sheets will be made available on soaringspot and on robocontrol, there is a documents section available to each competitor when they login. Competitors who wish to use printed task sheets will be able to collect these from the daily briefing.

If there is a requirement for a re-brief due to a change of task, this may also be done at the front of the grid, and to confirm that the pilot has received the revised task sheet a register will be taken.

2.7 Grid

The Grid order will rotate each day with either the 15m Class, Standard Class or Open Class occupying the front 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 an Airspace Co-ordination Notice that will allow gliders and tug aircraft 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 on the London QNH which will be broadcast at 30min intervals on 129.890 when in use.



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

- Availability of Compton Box will be briefed and declared either open or closed during each task briefing.
- VFR are 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

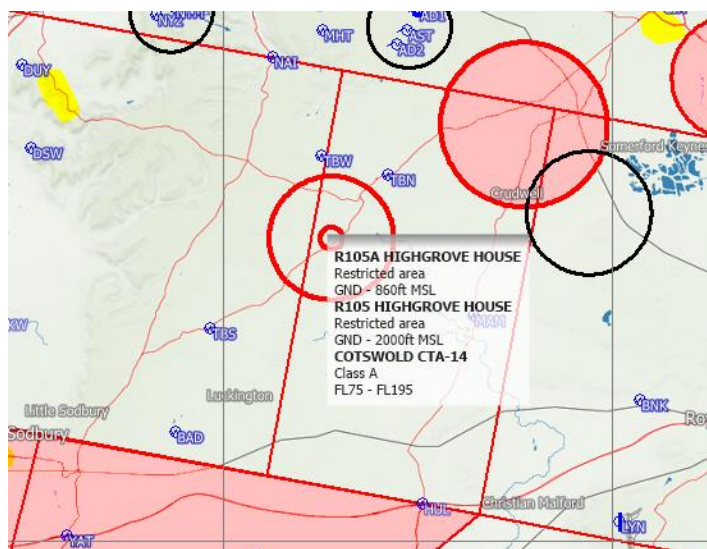
An Exemption from the Air Navigation Order (Restriction of Flying) (Nuclear Installations) Regulations 2016 has been granted for the duration of the competition. This permits gliders to fly in the Aldermaston (R101) and Burghfield (R104) Restricted Areas, **provided that they do not fly within the installation's 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 Highgrove and Raymill Houses

Highgrove House (R105)

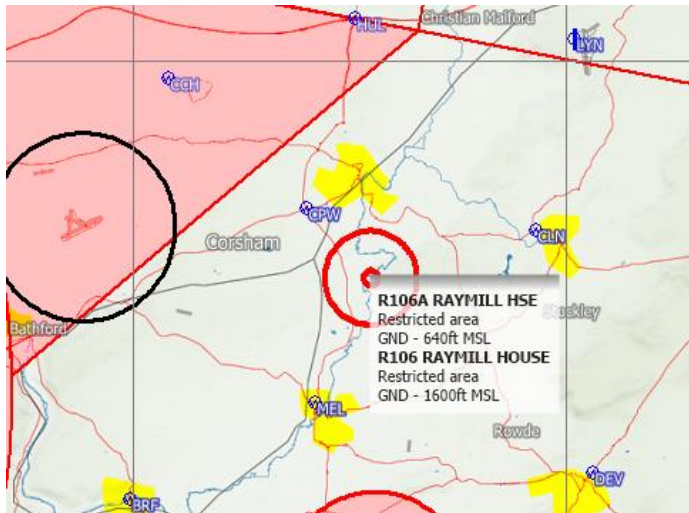
The competition has an alleviation to the boundary and altitude restrictions of R105. Such that the following applies:-The new restricted area (designated R105A) is a circle radius 500m and altitude 860ft. The outer area R105 will not incur a penalty but the inner area R105a will be a permanent penalty zone for the duration of the competition. Both areas are included in the airspace file.



Any glider outlanding within R105 must notify control by telephone without delay following landing.

Raymill House (R106)

The competition has been granted an alleviation to the boundary and altitude restrictions of R106. The new restricted area (designated R106A) is a circle radius 300m and altitude 640ft. The outer area R106 will not incur a penalty but the inner area R106a will be a permanent penalty zone for the duration of the competition. Both areas are included in the airspace file.



3.4 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.

3.5 ATZs

For the duration of the 15m, Standard and Open Class Nationals 2023. Aerodrome Traffic Zones (ATZs) will not be considered a penalty zone **with the exception of the RAF Odiham ATZ and Oxford Kidlington ATZ**, and any others that may be briefed on the day.

1. Pilots must ensure that they have a thorough knowledge of the relevant legislation regarding entry to ATZs and comply with it.
2. If there are any reports to the organisation of incorrect entry procedures, this may lead to a penalty being applied.

3.6 Permanent Penalty Zones

Weston on the Green, Hinton-in-the-Hedges, Sibson, Langar, Chatteris, RAF Odiham ATZ and Oxford Kidlington ATZ

3.7 Danger Areas

The following areas will be penalty zones for the purposes of the competition: All active Danger Areas, Prohibited Areas, Restricted areas, except areas that only apply to helicopters (Note 2 in the Legend Notes of Edition 49 Southern England and Wales ½ Mil Chart Refers) or where an exemption has been granted.

3.8 RA (T)

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

3.9 Reporting of Airspace Infringements

All pilots flying as part of the competition are reminded of their responsibilities regarding mandatory occurrence reporting (MOR) following an airspace infringement. The link to file a report is below and the organisation will offer assistance to any competitor who requires help submitting a form.

<https://e2.aviationreporting.eu/reporting>"

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

Gliders 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. 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 section “5.22.2 Self-Sustainers Engine Test 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 launch procedures will be announced at the daily briefing.

Safety in the local airspace is of paramount importance, so at the discretion of the Director, Deputy Director or the Safety Officer the launching may be temporarily suspended if they think that the local airspace is too crowded.

The competition organisation will be monitoring FR24 and may issue any relevant information on transiting powered traffic on both the airfield and start frequencies.

4.2.2 Designated Drop Areas

Due to airspace restrictions and choke points caused by the proximity of the Farnborough CTA drop areas to the North side or South side of the airfield shall be defined immediately prior to launch

4.2.3 Relight procedures

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

Pilots should call on the launching channel 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 2023. 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

BGA 2023 Competition Rules State.

5.6.5 and 5.15.7. Cloud Flying Before Start. Cloud flying is permitted only on task after a start when more than 10km from the airfield reference point or any start zone reference point. If, following such a cloud climb, a start is made, the glider must have recorded one fix at an altitude below release height to avoid the climb being counted as a cloud climb prior to that start and penalised accordingly.

- 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 2023, 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 from the finish ring. 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 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 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.

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

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 competition turn point file will be published in advance of the competition. Due to local airspace constraints this file may differ significantly from the BGA turn point list for 2023 as published by the BGA on their website. The competition turn point file will be made available in a selection of formats on 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 Parking

Please do not block members trailers or gliders when parking. Parking along the peritrack between the north trailer rack and main entrance should be tail to the verge ONLY on the northern side of the peritrack. Please ensure you do not block access to the 2 static caravan access roads and the grass entrance to those caravans closest to the Comps cabins. Competitors' cars will be allowed to park in designated areas close to the briefing facility for the duration of the briefing only, and must be removed immediately after the briefing.

5.3 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. There will be a dish washing basin available on site.

To book pitches please contact the Lasham office at least two weeks prior to the start of the competition. The office can be contacted by email at office@lasham.org.uk.

To book a place, please state caravan / tent / caravan and awning.

Showers and loos will be available adjacent to the camping area.

5.4 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. Please ensure that trailers and gliders do not obstruct access to the water ballast tanks.

5.5 Glider and trailer parking

All visiting pilots should park their trailers and gliders 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.

5.6 Internet access

It is strongly recommended that competitors use 4/5G via their mobile phones whilst on site. Internet access around the clubhouse is intermittent and low band-width.

5.7 Battery charging

Battery charging facilities will be available in the charging cabin next to the main Lasham hangar. Comps control will supply the door combination for the cabin.

5.8 Sanitation

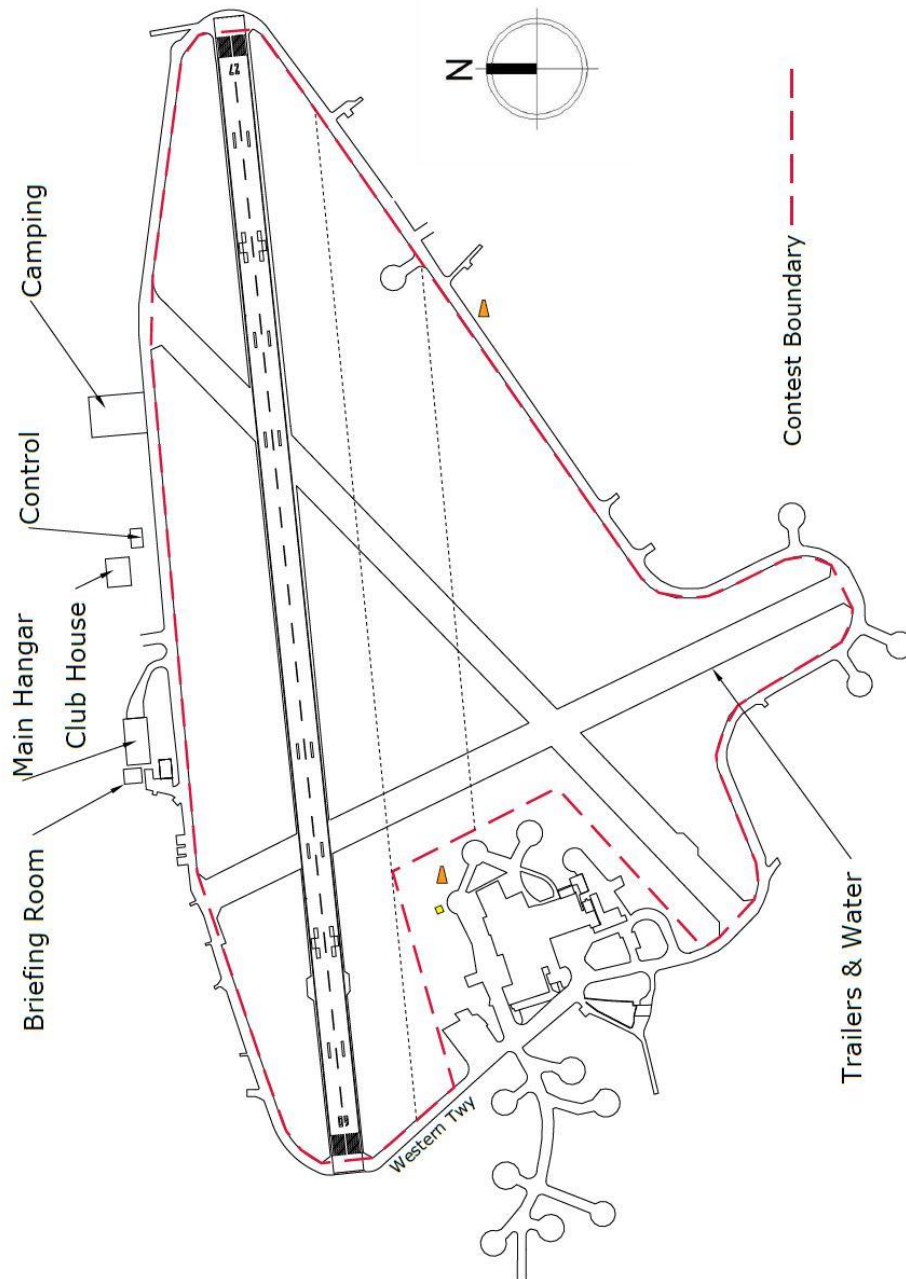
Toilets are available next to the Brown Elephant (temporary clubhouse), on the northern side. Showers and loos will be available adjacent to the camp site. A chemical loo emptying point is available near the avgas pump area.

5.9 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. Whilst competitors will be able to leave the site via the "Main gate" (close to the clubhouse) 24/7, due to technical issues following the fire access cards will not allow entrance via that gate. During Office hours (08:45 to 17:30) entrance can be gained by pressing the "call" button and asking office staff to raise the gate. The access cards should allow entrance via the "Avenue Gate" at the NW corner of the airfield and via the "Village Gate" at the SW corner. Note that the village roads are narrow so it is recommended that trailers leave via the Main gate and enter the airfield via the Avenue Gate outside office hours. 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.

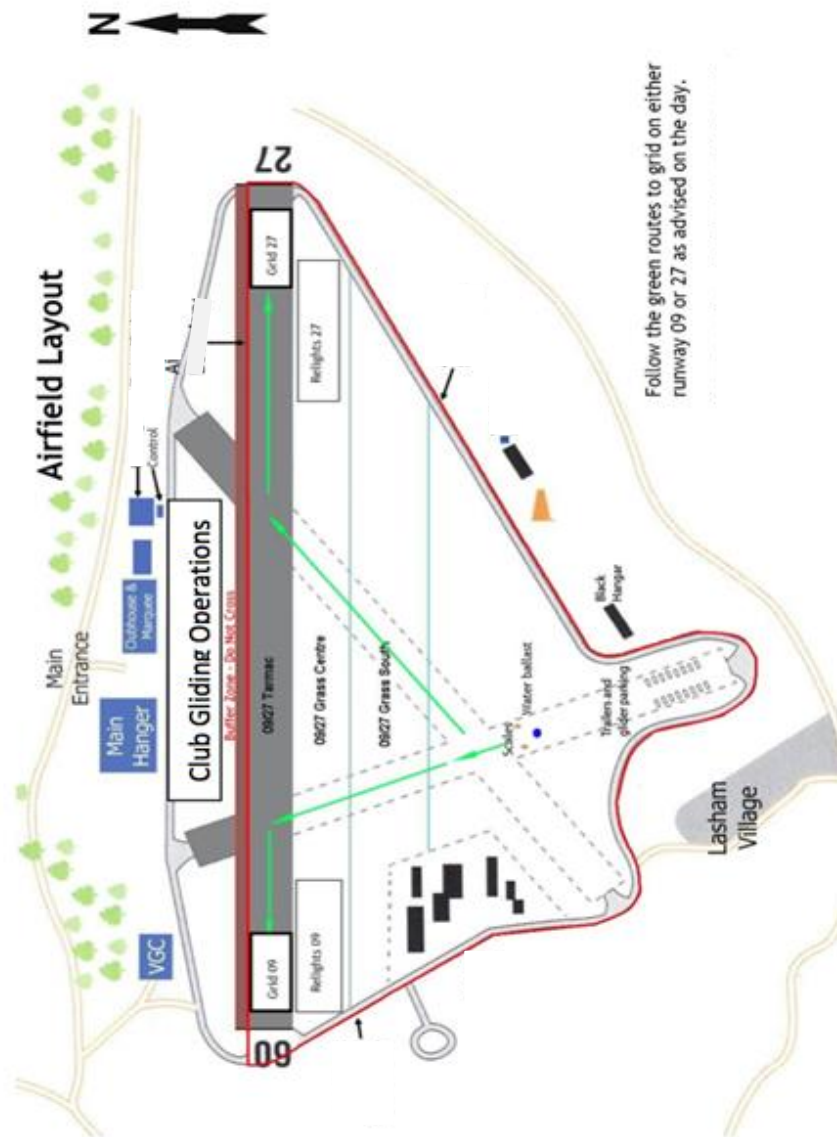
APPENDIX A

Competition Site Boundary:

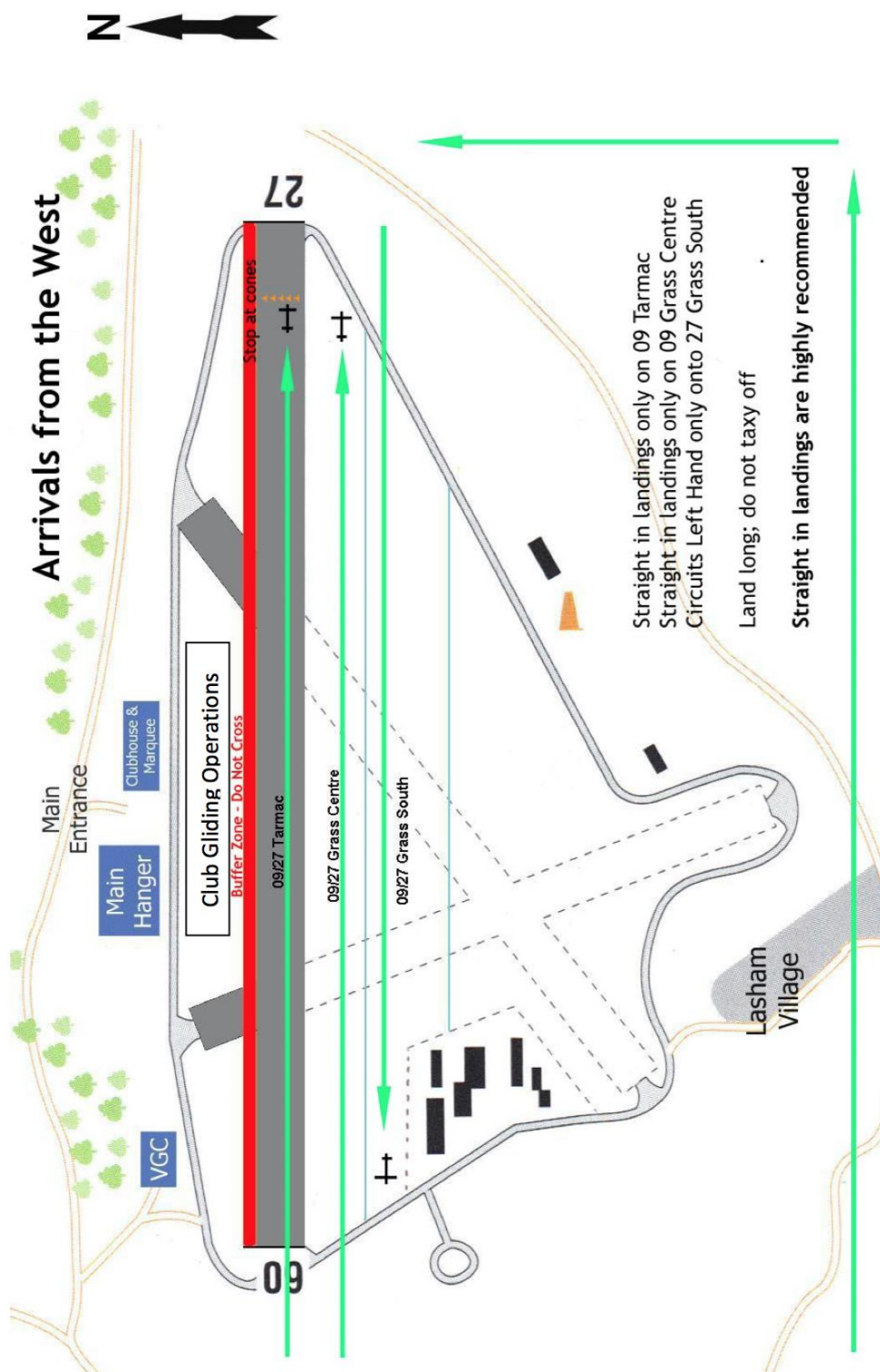


APPENDIX B

GRIDDING



ARRIVALS FROM THE WEST



TOWING BACK TO PARKING

