

DUNSTABLE REGIONALS 2025

10th–18th May 2025



LONDON GLIDING CLUB

**INFORMATION
&
LOCAL RULES**

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Version Updates

V1.0 – Updated to include Safety Officer & Local Rules stating no self-relights (See Relights)

Competition Team

Director	Ed Smith
Deputy Director	Tom Pridgeon
Task Setter	Ed Smith & Tom Pridgeon
Safety Officer	Mark Newland-Smith
Airspace Officer	Chula Rupasinha
Weather	Phil Warner
Tug Master	Dan Chilcot
Grid Marshall	Oli Nurse & Team
Launch Marshall	Oli Nurse
Competition Secretary	Kerry Ealand
Control & Scoring	Christian Brunschen & Nick Hill
Start line / Finish circle	Oli Nurse & Team
BGA Competition Referee	Russell Cheetham
Competition Stewards	Tony Hughes, Mark Newland-Smith, Oscar Butlin
Pilot Safety Committee	<i>Announced at Initial Briefing</i>

DUNSTABLE REGIONALS 2025

Local Rules

General	<p>The competition will be conducted in accordance with the final version of the 2025 Rules for BGA Rated Competitions, supplemented with the following local rules.</p> <p>There have been numerous small changes in the 2025 BGA Rules. Pilots are reminded of the requirement to have read and understood those rules in addition to these local rules.</p>
Dates	<p>The competition will run for the nine-day period from Saturday 10 May to Sunday 18 May 2025 inclusive.</p>
Club Membership & Flying Before/ After the Competition	<p>For the duration of their stay at the London Gliding Club, visiting pilots and their crews will automatically become reciprocal members of the club. For competitors the completed Robocontrol registration acts as a temporary flying membership form for the duration of the competition.</p> <p>Any visitor wanting to fly from Dunstable before or after the competition or who is not a competitor (incl. P2s in two-seaters) must fill in a temporary membership form and must receive an airspace briefing from the CFI or a local instructor before flying.</p>
Classes	<p>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.</p>
Competitors	<p>The list of competitors can be found on Soaring Spot.</p>
Registration	<p>Robocontrol, the online competition system, will be used for registration. Competitors will be sent a link to Robocontrol and are required to complete the online registration before 21:00 on Friday 9th May.</p> <p>Unless agreement has been made with the Director beforehand, no late entries will be accepted.</p> <p>The cost of all aerotows and aerotow retrieves must be paid in full no later than 7 days after the end of the competition, <i>Sunday 25 May 2025</i>.</p>
Control	<p>From <i>Saturday 10 May 2025</i>, Control will open at 09:00 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.</p>
Trailers, Caravans & Camping	<p>Visiting glider trailers, caravans and tents should be positioned in the areas designated on the site plan attached at Appendix A. Note that between the car park and camping area there is a T-Hangar housing an EB28. At least two weeks prior to the competition, adequate space for it</p>

Local Rules

will be marked by tyres, this will also mark the boundary of the camping area. Visiting trailers can park along this boundary with the towbars pointing towards the camping area. This should allow enough space for all visiting competitors to rig as well as allowing access to the T-Hangar. Should additional space be required, the organisation will endeavour to locate adequate space.

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 than the water ballast tanks.

Battery Charging

There will be a number of 240-volt 13-amp power points available for aircraft battery chargers. These will be located principally in the Otley building and the briefing hangar (tug hangar) marked on the site plan attached at Appendix A. Competitors must provide their own battery chargers. It is requested that in the first instance competitors make use of these sockets, please ask a member of the team if additional sockets are needed.

Airfield Procedures

The airfield at Dunstable is relatively small, measuring approximately 40 hectares (100 acres). Flying operations and manoeuvring areas are further constrained by the local topography. For this reason very 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

The active gridding area 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. **Grid information will be sent out via WhatsApp each morning at 8:30. Due to airfield limitations, the RoboControl generated grid lists will not be used.**

The grid will open at 08:30 each morning and close 10 mins prior to the morning briefing, which normally starts at 10:00, unless otherwise notified. Pilots are requested to grid during this time unless informed otherwise.

Adequate space between rows will be allowed for positioning gliders. The grid will subsequently be closed prior to launching.

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. It is also the responsibility of the crew to hook on for the launch and run with the wing.

Local Rules

Self-launching gliders will be grouped on one side of the grid as directed by the marshals on the day, where possible in-line with the row they are assigned.

Tow Routes & Drop Zone

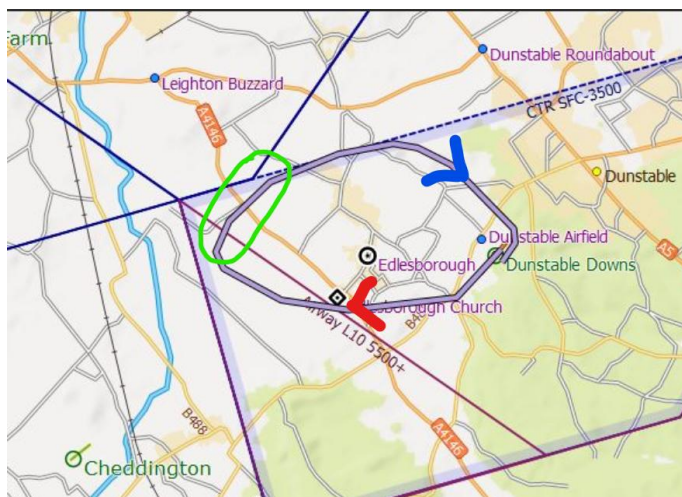
The first image shows the towing route when launching on the southwest run.

The red arrow shows the route the tug and glider combination will take.

The area marked in green is the default release zone / engine shut-down area.

The blue arrow shows the route the tug will take returning to Dunstable.

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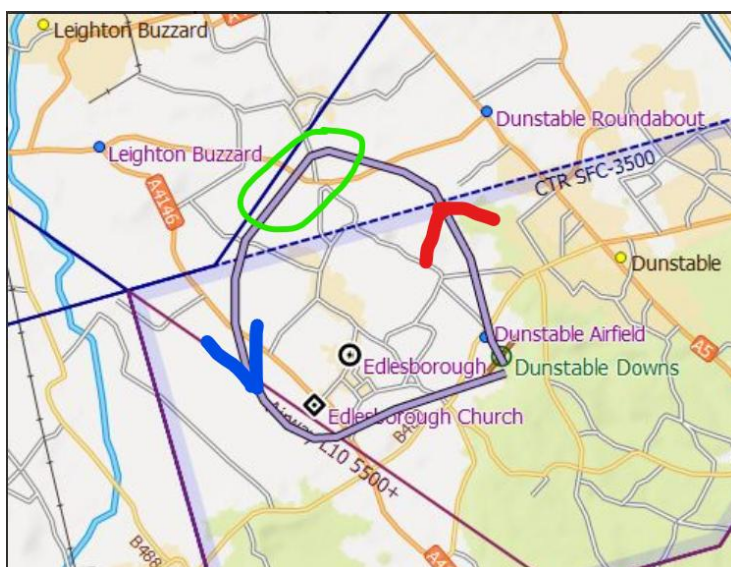
Tow Routes & Drop Zone (contd.)

The next image shows the route taken by the tugs when launching on the west run.

The red arrow shows the route the tug and glider combination will take.

The area marked in green is the default release zone / engine shut-down area.

The blue arrow shows the route the tug will take returning to Dunstable.



Local Rules

Launch height	All gliders must release at a height of no more than 2,000ft QFE (2,500ft amsl), even if not signalled to release by the tug.
Self-launchers	All self-launching gliders are required to follow the same initial route to the drop zone as the aerotows, this is both for competition fairness and to help mitigate any potential noise complaints from the neighbours from aircraft flying non-standard patterns. The launch height of 2,000ft QFE also applies to self-launchers.
Safety Briefing	As part of the initial briefing on <i>Saturday 10th May</i> , there will be a safety briefing. As per the 2025 BGA competition rules, this is MANDATORY for all pilots taking part in the competition. In the event that a pilot cannot make this briefing they must let the director know so another one can be scheduled. Pilots who do not attend this briefing will NOT be launched.
Daily Briefings	The competition briefing will take place in the Withall Briefing Room (Appendix A, Item 1) at 10:00 unless otherwise notified.
Relights	In the event of requiring a relight, competitors are to proceed to the back of the active launch grid or as otherwise directed at the morning briefing. No Self-Relights are aloud to ensure competition fairness.
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> <p style="text-align: center;">Miletree Crossroads, Leighton Buzzard</p> <p style="text-align: center;">51° 56.040' N 000° 38.120' W</p> <p>The start point appears in the BGA list of waypoints, described as Leighton Buzzard NE with the trigraph LBZ and lies just over 9 km (approx. 5 nm) to the north-northwest of the LGC clubhouse. This will be the start point used for the duration of the competition. An OS map illustrating the position of LBZ can be found at Appendix B.</p> <p>Due to the start zone being located beneath CTA-6, which has a minimum altitude of 4500ft amsl (4000ft QFE), the maximum start height for the competition will never exceed 4300ft amsl (3800ft QFE).</p>
Finish Ring & Flight Patterns	<p>The finish circle will be a ring with a 3km radius centred on the BGA waypoint described as Dunstable Airfield with the trigraph DUN [51° 52.304' N 000° 33.074' W]. The default minimum height of the ring will be 500ft above the airfield or 1,000ft amsl, but may be set higher depending on prevailing wind and circuit pattern. Your final glide should allow for a circuit after finishing. Dunstable airfield elevation is 500ft amsl. The finish circle is shown in Appendix D.</p> <p>Competitors shall be reminded in the local rules that all pilots must be aware of and fly within the requirements of the law, namely the UK implementation of SERA (Standardised European</p>

Local Rules

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, all approaches towards the airfield should prescribe a predominantly 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.

There are two directions for landing at Dunstable. Both will be briefed at the start of the competition with the landing direction of the day confirmed at the morning briefing. Should the conditions of the day change such that swapping landing direction is deemed safer, this will be announced on the finish frequency as soon as it is safe to do so. Details regarding the circuit directions are at the back of these rules.

Hang Gliding

The airfield sits at the foot of Dunstable Downs. Hang gliders and paragliders may be operating from the top of the hill when the hill is soarable and may do local soaring. Competitors should exercise extreme caution and maintain a good lookout, especially in the latter stages of the final glide and after entering the finish circle.

Radio Frequencies & Procedures

The airfield frequency is **119.905** MHz and will be used for both grid launching and as the finishing frequency. The start frequency will be **129.890**. Start calls may be made at pilot discretion but will not be answered by the organisation.

There may be other competitions taking place at the same time; communication with the competition start and finish circle must therefore carry the prefix 'Dunstable', i.e. 'Dunstable Start' and 'Dunstable Finish'.

For communication with other competitors only the following two frequencies are permitted: **130.105** and **130.405**

On final glide, competitors are required to make radio calls to 'Dunstable Finish' on **119.905** advising when 10km from Dunstable airfield. Competitors are also required to call 'Dunstable Ring' when crossing the finish ring. Unless asking for specific airfield conditions, calls will not be replied to.

Landouts & Road Retrieves

Having landed out, pilots should use Robocontrol to report their landing to Control within 1 hour of landing or as soon as it is safe to do so. Robocontrol allows for additional notes to be added for Control, and the trace can also be uploaded from the field.

Further notification through Robocontrol is required once crew and pilot(s) have met up and are on the way back to the club. In the unlikely event that you need to contact the organisation directly, the telephone number for Control is 01582 691936 and will be made available on the daily task sheet(s).

Local Rules

Aerotow Retrieves Aerotow retrieves will be made available from **airfields only** and shall be with the approval of the competition tug master. Aerotow retrieves will be charged to the competitor on the basis of tug tacho hours at a rate of **£210** per hour.

Airspace All parachute zones will be penalty zones unless otherwise briefed. Details will be given in daily briefings.

Prohibited ATZs For the duration of this competition the following ATZs are to be considered additional penalty zones during their opening hours, details of which will be on the daily task sheets:

CRANFIELD

OXFORD (KIDLINGTON)

CAMBRIDGE

Other ATZs may be briefed as additional penalty zones on specific days and will be included on the task sheet.

Local Airspace The London Gliding Club is located approximately 13km (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 3,500ft amsl - approximately 5km (3nm) northwest of the site, the base of this airspace rises to 4,500ft amsl. The site elevation is 500ft 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.

These local airspace rules are quite straightforward, and all competitors will be given a local airspace briefing on the first day of the competition, **this is mandatory for all pilots wishing to compete**. Further local guidance will be available from the competition director 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 wherever possible with a final control turn point diverting the penultimate leg and finish away from sensitive airspace.

Local Rules

Further information on other airspace relatively local to Dunstable is contained within this document at Appendix C. An airspace file will be issued via Soaring Spot and will be the definitive file to judge airspace infringements penalties.

**Flight Recorder:
Downloading &
Submitting
Traces** It will be the competitor's responsibility to download and submit their IGC files for scoring via Robocontrol. There is a PC available in the restaurant although it is recommended that pilots endeavour to use their own equipment if at all possible. Anyone whose logger needs a special cable or software to download the file, must provide that themselves. Alternatively traces can also be emailed to scoring@londonglidingclub.co.uk although Robocontrol is the preferred method.

Competitors must ensure that their primary and any secondary logger(s) are registered with the correct ID, or they may incur an admin penalty. The easiest way to do this is to place a sample IGC file from each logger on the Robocontrol website before the start of the competition.

Competitors are also reminded that flight verification, both primary and secondary, must be derived from an IGC approved GPS Flight Recorder (FR), or a FR that has previously held IGC approval as a Flight Recorder.

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 the pre-registration.

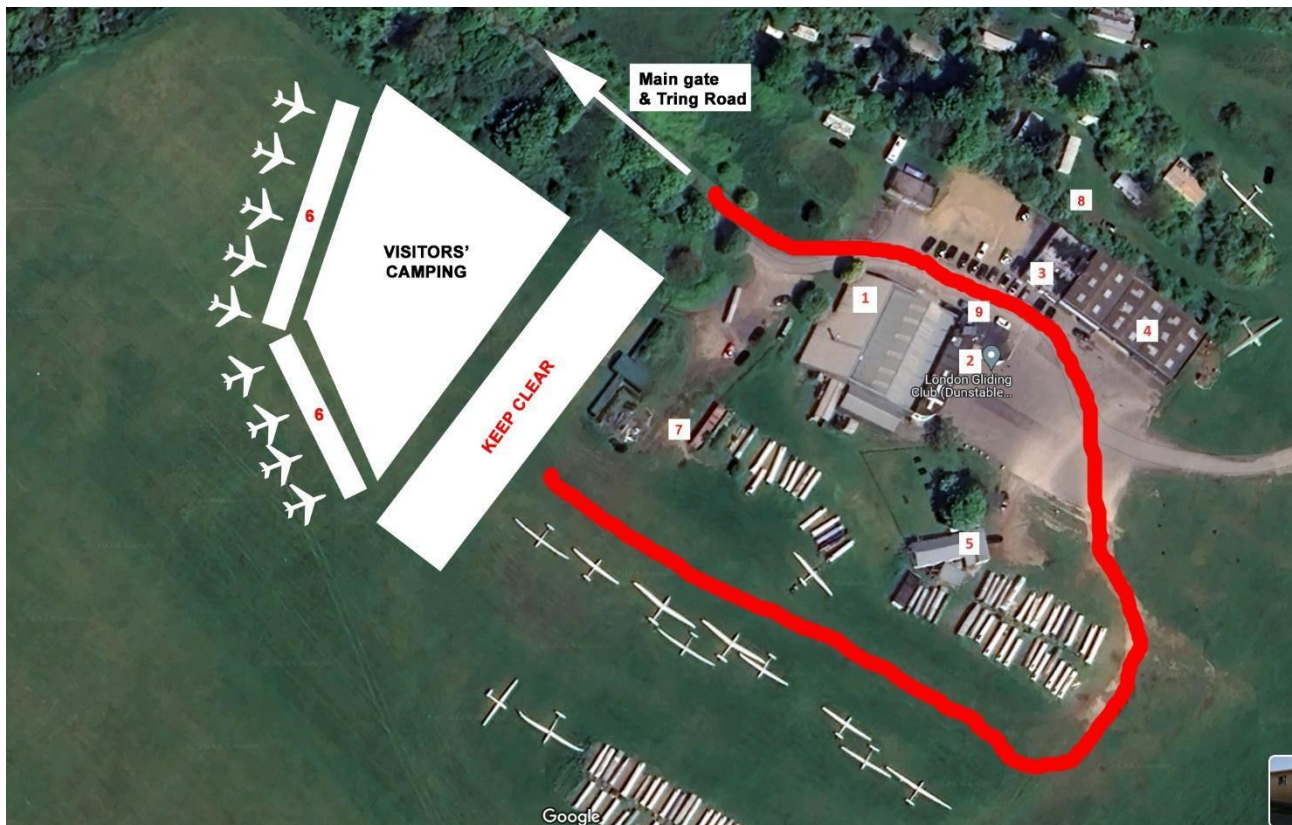
**Post Landing
Retrieval** Dunstable is a fairly compact airfield and as a result, a small number of gliders parked in the wrong places can very quickly block significant portions of the landing area.

If there are a large number of gliders returning to the field, club operations will be paused. Pilots are required to extract themselves from their gliders as soon as it is safe to do so to help with this. Crews are asked to ensure they travel around the extremity of the field before taking the shortest route from the edge to their glider.

Site Information

Location & Management	<p>The London Gliding Club is situated at the foot of Dunstable Downs on the southwest edge of Dunstable town, on the B489 Tring Road.</p> <table><tr><td>Tel. (office):</td><td>01582 663419</td></tr><tr><td>Email:</td><td>reception@londonglidingclub.co.uk</td></tr><tr><td>What3Words:</td><td>///waged.sting.hamster (club entrance on Tring Road)</td></tr><tr><td>GPS coordinates:</td><td>51° 52.252' N 000° 32.831' W</td></tr></table> <p>The club CFI is Stefan Astley. In addition, the Deputy CFIs who, prior to the competition, will be happy to assist in any way they can are: Martin Smith, Richard Brown and Malcolm Birch.</p>	Tel. (office):	01582 663419	Email:	reception@londonglidingclub.co.uk	What3Words:	///waged.sting.hamster (club entrance on Tring Road)	GPS coordinates:	51° 52.252' N 000° 32.831' W
Tel. (office):	01582 663419								
Email:	reception@londonglidingclub.co.uk								
What3Words:	///waged.sting.hamster (club entrance on Tring Road)								
GPS coordinates:	51° 52.252' N 000° 32.831' W								
Arrivals by Air (Powered Aircraft)	<p>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.</p>								
Caravans & Tents	<p>Caravans and tents for the use of competitors, families and crews may be sited at any time from <i>Saturday 3rd May 2025</i>, in the area designated on the site plan at Appendix A.</p> <p>Domestic water, shower & toilet facilities and refuse points are also marked on the site plan.</p> <p>There is a limited number of electrical hook-up points for caravans etc. adjacent to this area, which will be allocated on a first-come first-served basis at a rate of £5/day, to be paid in advance at the office for the full duration of your stay, once a hook-up point has been secured.</p>								
Medical Facilities	<p>First aid supplies are available in the club office and in the launch point vehicle (the '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 07:00 until 23:00 on 01582 491 166.</p>								
Restaurant	<p>Fly-By Café - 07:30 > 16:00 Daily, Evening meals are available on 6 of the 9 possible contest days. Additional details are on Soaring Spot and will be mentioned at the daily briefings. For evening meals a pre-booking and pre-payment system will be operated. In the event of a land out, competitors who have pre-booked their evening meals will have it saved for their return.</p>								
Bar	<p>The club bar is run by club members and during the competition it will be open for business daily from 17:30.</p>								
London Sailplanes Shop & Workshop	<p>During the competition, London Sailplanes will be open for business Monday to Friday 09:00 to 14:00.</p>								
Local supermarkets	<p>There is a large variety in Dunstable and surrounding area, more details on Soaring Spot.</p>								

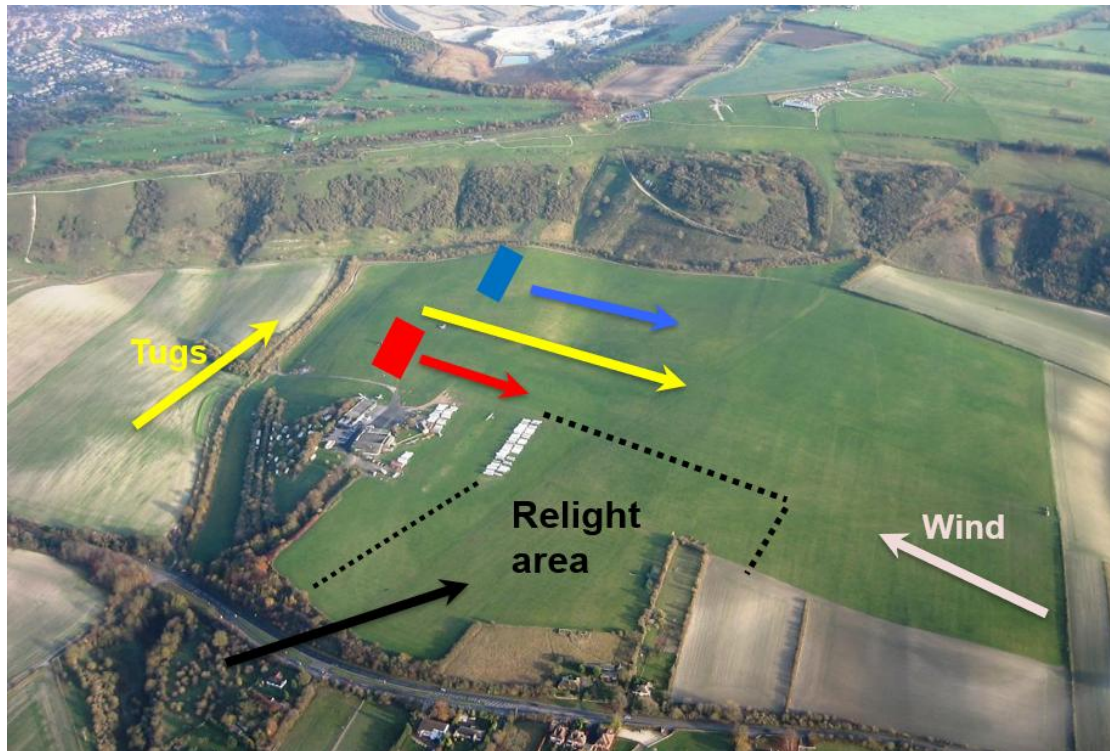
APPENDIX A – Site Plan



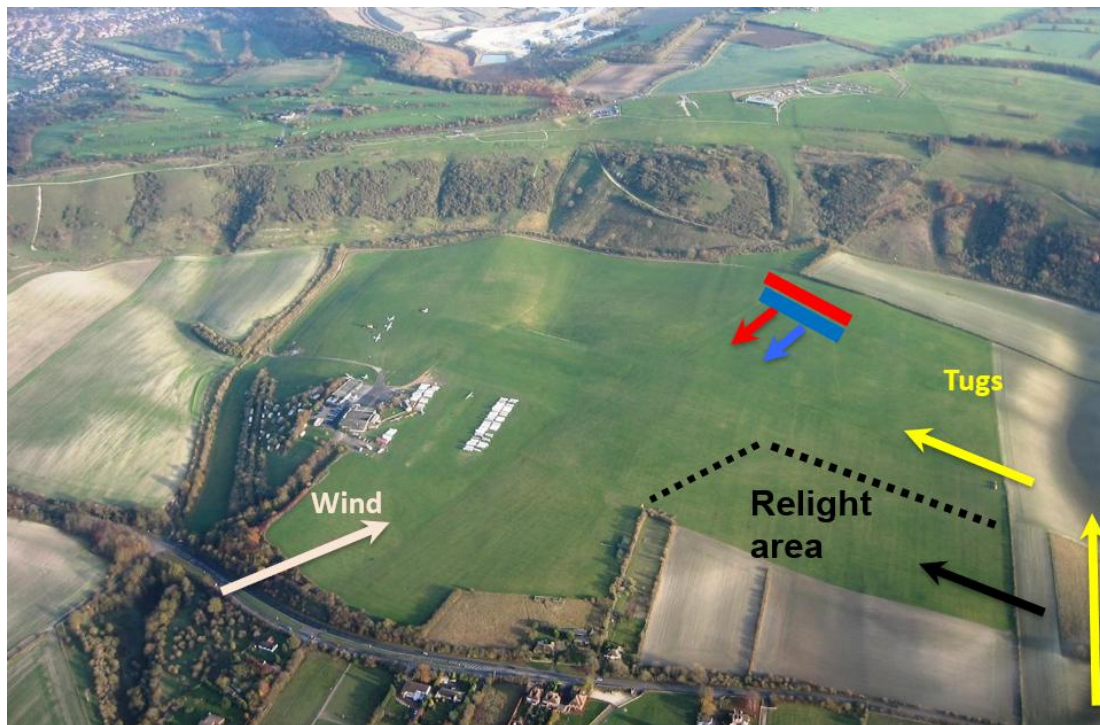
- 1 **Control & Briefing Room** (Withall briefing room)
- 2 **Clubhouse**
Downstairs: bar, unisex showers, gents' toilets, glider hangar
Upstairs: restaurant, ladies' toilets
- 3 **Office, bunk rooms** (+ more showers & toilets)
- 4 **Tug hangar**
- 5 **Battery charging** (Otley building)
- 6 **Visitors' trailers**
- 7 **Water ballast**
- 8 **Campervan & caravan waste disposal point**
- 9 **Rubbish bins & drinking water tap**

APPENDIX B – Gridding, Launching, Relights

Southwest Run



West Run



Please note:

- Tugs use the same circuit & (on SW run) landing area as gliders.
- Relight area applies when grid launching is still in progress

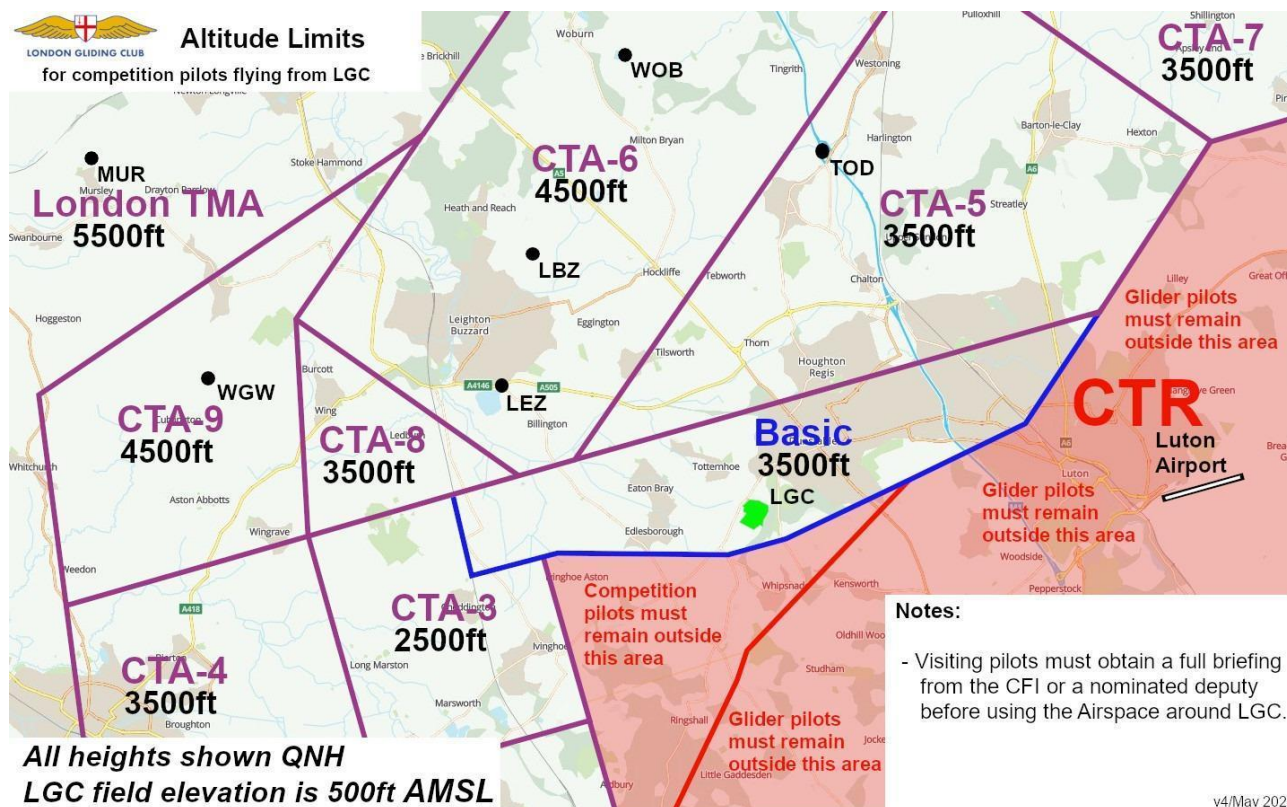
APPENDIX C – Start Point Location LBZ



APPENDIX D – 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 amsl (3,000 feet above site), shown as **Basic** in the map. The site is 500 feet amsl.



Operating Hours of London Gliding Club

The standing agreement with London Luton Airport is that the club will operate daily until official night i.e. 30 minutes after sunset, subject to the club notifying the London Air Traffic Control Centre (LTCC) at Swanwick by telephone each day, before flying commences. As the local letter of agreement is an airspace sharing arrangement the club returns the airspace not being used at the termination of flying operations.

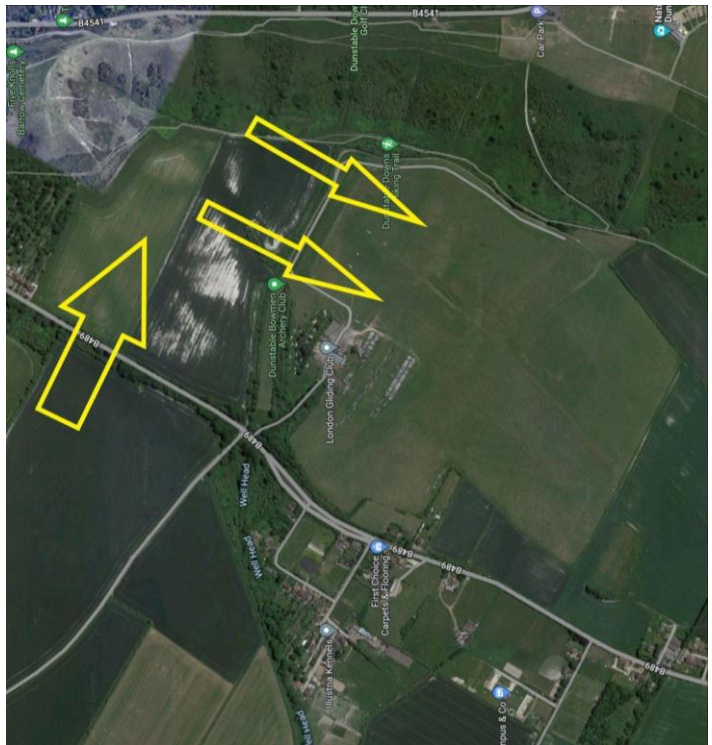
APPENDIX E – Finish Circle DUN

- A ring with a 3km radius
- Centred on the BGA waypoint **DUN** [51° 52.304' N 000° 33.074' W]
- Default **minimum** finish ring altitude: 1,000ft amsl (500ft AAL)
(may be set higher depending on prevailing wind and circuit pattern)
- Remember you need to be high enough to do an abbreviated circuit to the SW or NE run

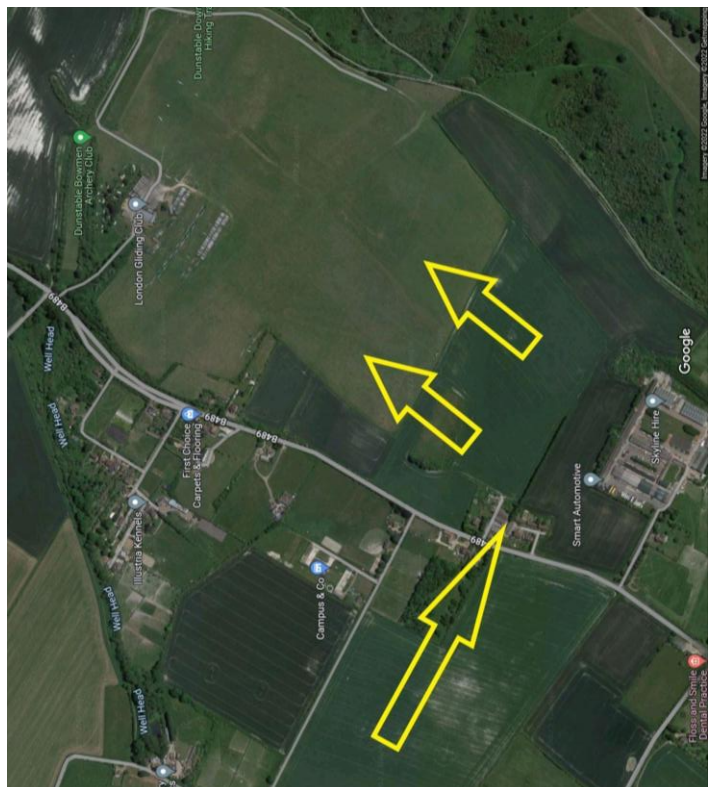


APPENDIX F – Local Circuits

Landing on the Southwest Run



Landing on the Northeast Run



Landing on the “East” Run

Due to airspace limitations, a standard BGA circuit to the East run is not possible as the high key area would be in prohibited airspace. The East run is only an emergency landing option.