

# **2025 Club Class Nationals**

**26th July – 3rd August 2025**



**LONDON GLIDING CLUB**

**INFORMATION  
&  
LOCAL RULES**

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## CLUB CLASS NATIONALS 2025

# Competition Team

Director	-	Phil Warner
Deputy Director	-	Dave Byass
Task Setters	-	Stefan Astley / Ed Johnston / Tom Pridgeon
Weather	-	Phil Warner
Safety	-	Mark Newland-Smith
Tug Master	-	Dave Byass
Airspace	-	Grant Pottage
Grid Marshall	-	Phil Lacey
Launch Marshall	-	Grant Pottage / Tom Pridgeon / Phil Warner
Control / Start Line	-	Robocontrol / Emily Tillett / Amy Playle / Helen Jones
Finish Circle	-	Steve Miller
Scoring	-	Paul Candler
Catering	-	Fly-By Cafe
Bar	-	Various
Club Manager	-	Ed Smith
Lead Cadet	-	Joe Tompkins
Competition Secretary	-	Kerry Ealand
Competition Stewards	-	Nick Tillett / Tony Hughes / Denis Campbell
BGA Comp Referee	-	Paul Crabb
Pilot Safety Committee	-	<i>Announced At Initial Briefing</i>

# CLUB CLASS NATIONALS 2025

## Local Rules

### General

The competition will be conducted in accordance with the final version of the 2025 Rules for BGA Rated Competitions, supplemented with these following local rules.

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.

### Dates

The competition will run for the nine-day period from Saturday 26<sup>th</sup> July through to Sunday 3<sup>rd</sup> August 2025 inclusive.

### Club Membership & Flying Before/ After the Competition

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.

Any visitor wanting to fly from Dunstable before or after the competition including P2's in two-seaters and those who are not competing, **must** fill in a temporary membership form and **must** receive an airspace briefing from the CFI or a local instructor before flying.

### Declared Flight Mass & Handicap

Glider eligibility and handicapping will be in accordance with sections 1.2, 1.6 and Appendix 1 of the IGC Procedures for Handicapped Classes dated 1st October 2024 (or later version): [https://www.fai.org/sites/default/files/sc3ah\\_2024a.pdf](https://www.fai.org/sites/default/files/sc3ah_2024a.pdf)

Competitors should refer to the IGC document before entering their claimed handicap into Robocontrol.

Note that the IGC handicap must be multiplied by 100 to integrate with the BGA scoring formulae. Competitors must declare their flight mass in Robocontrol, i.e. the combined mass of glider, pilot, parachute, batteries, and all equipment required for flight. This does **not** include drinking water.

Competitors who have entered glider types not listed in Appendix D should request approval from the BGA Competition Committee who will assign a "pseudo" handicap and reference mass. Currently the BGA has approved the following additional glider types with the listed reference masses and handicaps:

Type	Reference Mass kg	Pseudo IGC Handicap
Open Cirrus 17.7	400	1.01
Silent 2 Electro	300	1.00
SHK	370	0.990

### Competitors

The list of competitors can be found on Soaring Spot.

### Registration

Robocontrol, the online competition system, will be used for registration. Competitors will be sent a link to Robocontrol and are requested to complete the online registration before 21:00 on Friday 25<sup>th</sup> July.

Unless agreement has been made with the Director beforehand, no late entries will be accepted.

The cost of all aerotows and aerotow retrieves must be paid in full no later than 7 days after the end of the competition, Sunday 10<sup>th</sup> August 2025.

# CLUB CLASS NATIONALS 2025

## Local Rules

### Control

From Saturday 26 July 2025, Control will open at 08:30 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 691 936.

### Trailers, Caravans & Camping

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.

Approx 10 days prior to the competition, adequate space for it 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

There is a water tank near the camping area, is for ballast for non-competing gliders only and is marked on the Site Plan attached at Appendix A - **this water is not fit for human consumption**. Taps in the camping area and in the main clubhouse are all safe to use.

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 for cleaning purposes from 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 and airspace limitations.

For this reason, very good airfield discipline is always 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.

# CLUB CLASS NATIONALS 2025

## Local Rules

### 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.

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

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

Towing vehicles must vacate the grid as soon as possible, but no later than 10mins prior to the 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.

Random check weighing of gliders may be carried out on the way to the grid to check compliance with handicap mass declarations. Competitors must ensure all equipment required for flight including parachute, batteries etc is on board for check weighing.

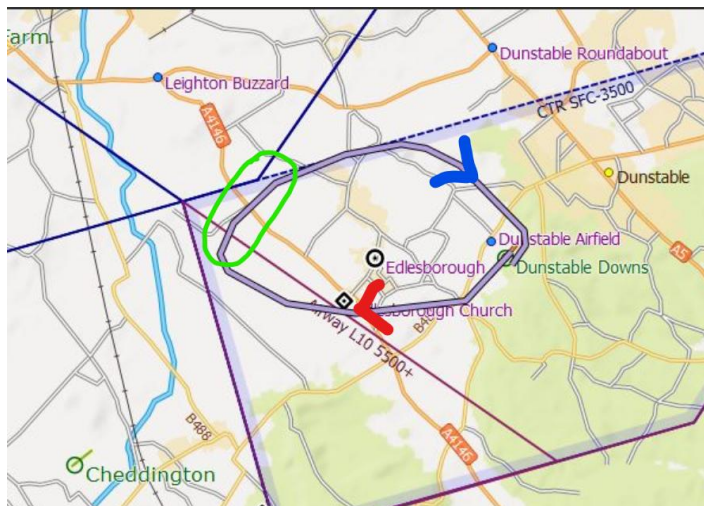
### Tow Routes & Drop Zone

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 approximate release zone

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

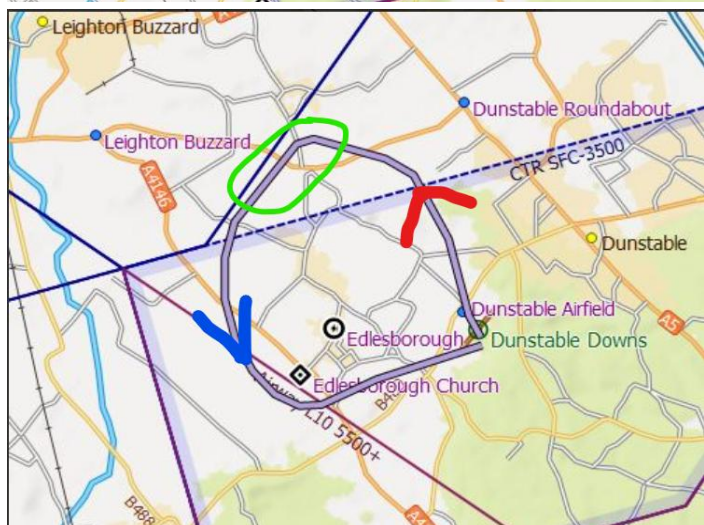


The second image shows the route taken by the tugs when launching on the West run.

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

The area marked in green is the approximate release zone

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



### Launch height

The default launch height for the competition will be 2,500ft QFE (3000ft amsl). This may be lowered to 2000ft QFE (2500ft amsl) and will be briefed accordingly.

# CLUB CLASS NATIONALS 2025

## Local Rules

- Safety Briefing** As part of the initial briefing on Saturday 26<sup>th</sup> July, there will be a safety briefing. As per the 2025 BGA competition rules, this is **MANDATORY** for all pilots taking part in the competition.
- If 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 briefing hangar (tug hangar) at 10:00 unless otherwise notified.
- Relights** In the event of requiring a relight, competitors are to proceed to the back of the launch grid or as otherwise directed at the morning briefing.
- Start Zone** The start zone, described as a 5km radius semi-circle centred on the start point, LBZ, the start point shall be:
- Miletree Crossroads, Leighton Buzzard  
51° 56.040' N 000° 38.120' W
- 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.
- Note: The start point and majority of the start zone is located beneath CTA-6, which has a minimum altitude of 4,500ft amsl (4,000ft QFE). Therefore, the maximum start height for the competition will never exceed 4,300ft amsl (3,800ft QFE).**
- Finish Ring & Flight Patterns** 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 QFE** (1,000ft amsl), but may be set higher depending on prevailing wind and circuit pattern and will be briefed on the day and included on the days task sheets. The finish circle is shown in Appendix D.
- 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 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 is more than one direction for landing at Dunstable. They 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 a change of 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.

# CLUB CLASS NATIONALS 2025

## Local 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 ring.

### Radio Frequencies & Procedures

The airfield frequency is 119.905 MHz and will be used for the Grid Launch, any local flying and as the finishing frequency.

The start and task frequency will be 129.890.

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

As of 2025, Start Calls are no longer required, the start line frequency will become unmanned 10mins after the line opens.

For communication with other competitors, the following frequencies are permitted: 129.890, 130.105 and 130.405.

On final glide, competitors are required to make radio calls to "Dunstable Finish" on 119.905. Calls are to be made when 10km & 3km from the Finish Ring (remember this is 3km from Dunstable airfield). Competitors are also required to call when crossing the finish ring.

Unless asking for specific airfield conditions, final glide calls will not normally 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 691 936 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 tug master. Aerotow retrieves will be charged to the competitor on the basis of tug tacho hours at a rate of £215 per hour.

### Parachute Zones & Prohibited ATZs

All Parachute Zones will be penalty zones unless otherwise briefed. Details will be given in daily briefings.

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**

**CAMBRIDGE**

**GLOUCESTERSHIRE**

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



## Local Rules

### 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.***

***Therefore, should a very serious or repeated breaches of the Local Airspace boundaries occur, the club reserves the right to remove a competitor from the competition and they will not be able to take a launch from the club. This will be at the discretion of the CFI and Club Chairman and may be before the third offence, within the penalties of the BGA Competition Rules, occurs.***

The local airspace rules are quite straightforward, all competitors will be given a local airspace briefing on the first day of the competition, **this is also mandatory for all pilots wishing to compete**. Further local guidance will be available from the competition director throughout the competition.

To further simplify matters in this respect, task-setters will centre the 5km radius semi-circular start zone on the same remote start point (LBZ) 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 final glide away from sensitive airspace.

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 possible.

Anyone whose logger needs a special cable or software to download the file, must provide that themselves.

Traces can also be emailed to [scoring@londonglidingclub.co.uk](mailto: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).

## **Local Rules**

### **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**

Despite its size, Dunstable is a 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 and assistance will be made available to help facilitate the removal of gliders from the landing areas, either to the nearest edge of the field or to group gliders together in the middle of the field to help keep landing options available.

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 (perimeter) of the field before taking the shortest route from the edge to their glider.

## CLUB CLASS NATIONALS 2025

# Site Information

### Location & Management

The London Gliding Club is situated at the foot of Dunstable Downs on the southwest edge of Dunstable town, on the B489 Tring Road.

Tel. (office):	01582 663419
Email:	reception@londonglidingclub.co.uk
What3Words:	///waged.sting.hamster - (entrance on Tring Rd)
GPS coordinates:	51° 52.252' N 000° 32.831' W

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. The Club Manager is Ed Smith.

### 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 Saturday 19th July 2025, in the area designated on the site plan at Appendix A. The definitive area to be used will be marked prior to 19<sup>th</sup> July.

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 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.

### Medical Facilities

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.

### Restaurant

Fly-By-Cafe will be open 07.30-16.00 daily and for evening meals. Additional details are on SoaringSpot 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 booked their evening meals will have it saved for their return.

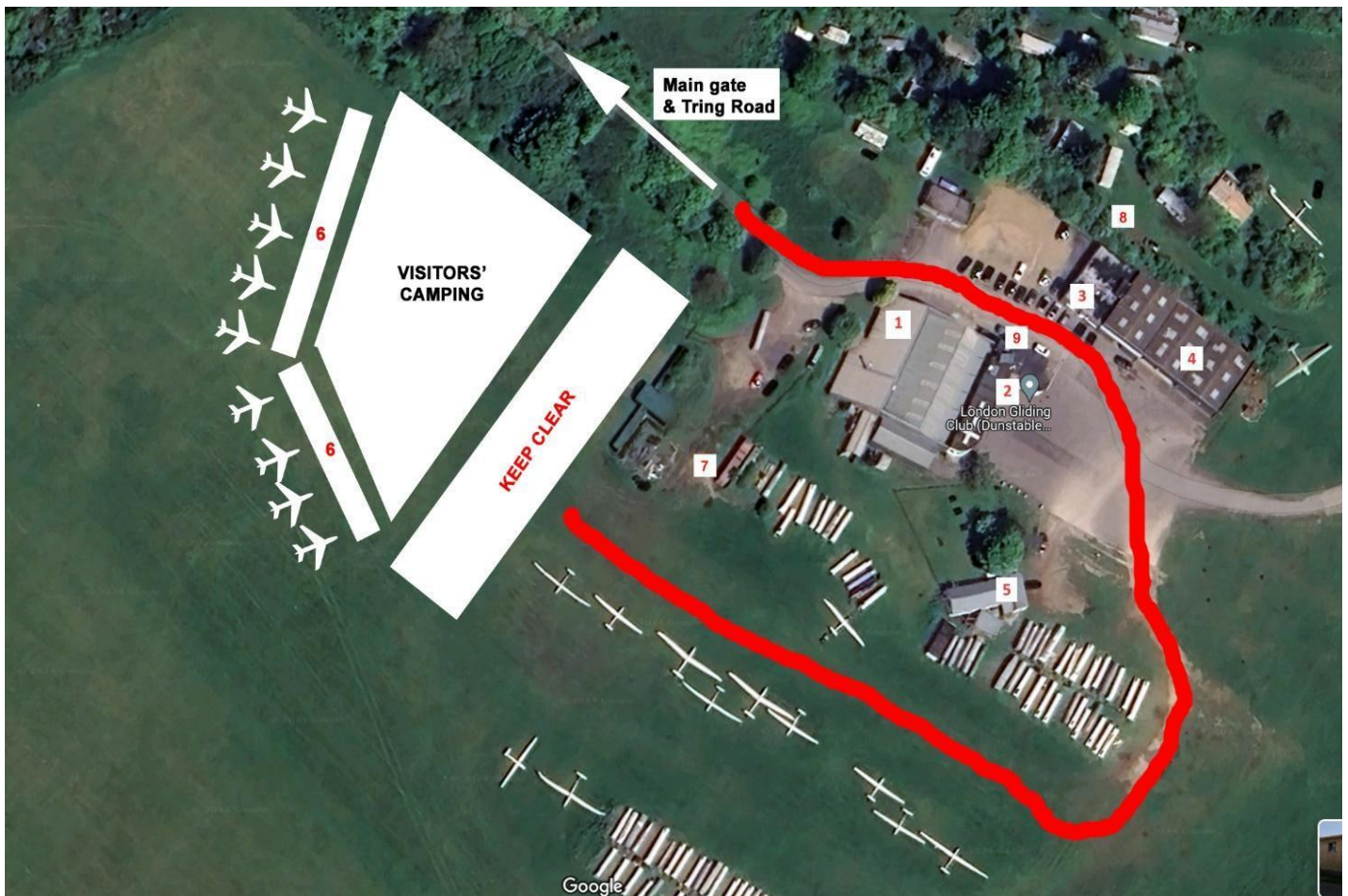
### Bar

The club bar is run by club members and during the competition it will be open for business daily after flying has finished.

### London Sailplanes Shop & Workshop

During the competition, London Sailplanes will be open for business Monday to Friday 09:00 to 16:00.

## APPENDIX A – Site Plan



- 1 **Control & Bad Weather Briefing Room** (Withall Briefing Room)
- 2 **Clubhouse**  
Downstairs: Bar                      Gents Toilets                      Unisex Showers                      Glider Hangar  
Upstairs: Restaurant                      Ladies Toilets
- 3 **Office, Bunk Rooms** (+ additional Showers & Toilets)
- 4 **Competition Briefing Room** (Tug Hangar)
- 5 **Battery Charging** (Otley building)
- 6 **Visiting Trailers**
- 7 **Water Tank** - Available for cleaning - **NOT** fit for human consumption
- 8 **Campervan & Caravan Waste Disposal Point**
- 9 **Rubbish Bins & Drinking Water Tap**

## **APPENDIX B**

### **Moving Around the Field & Grids**

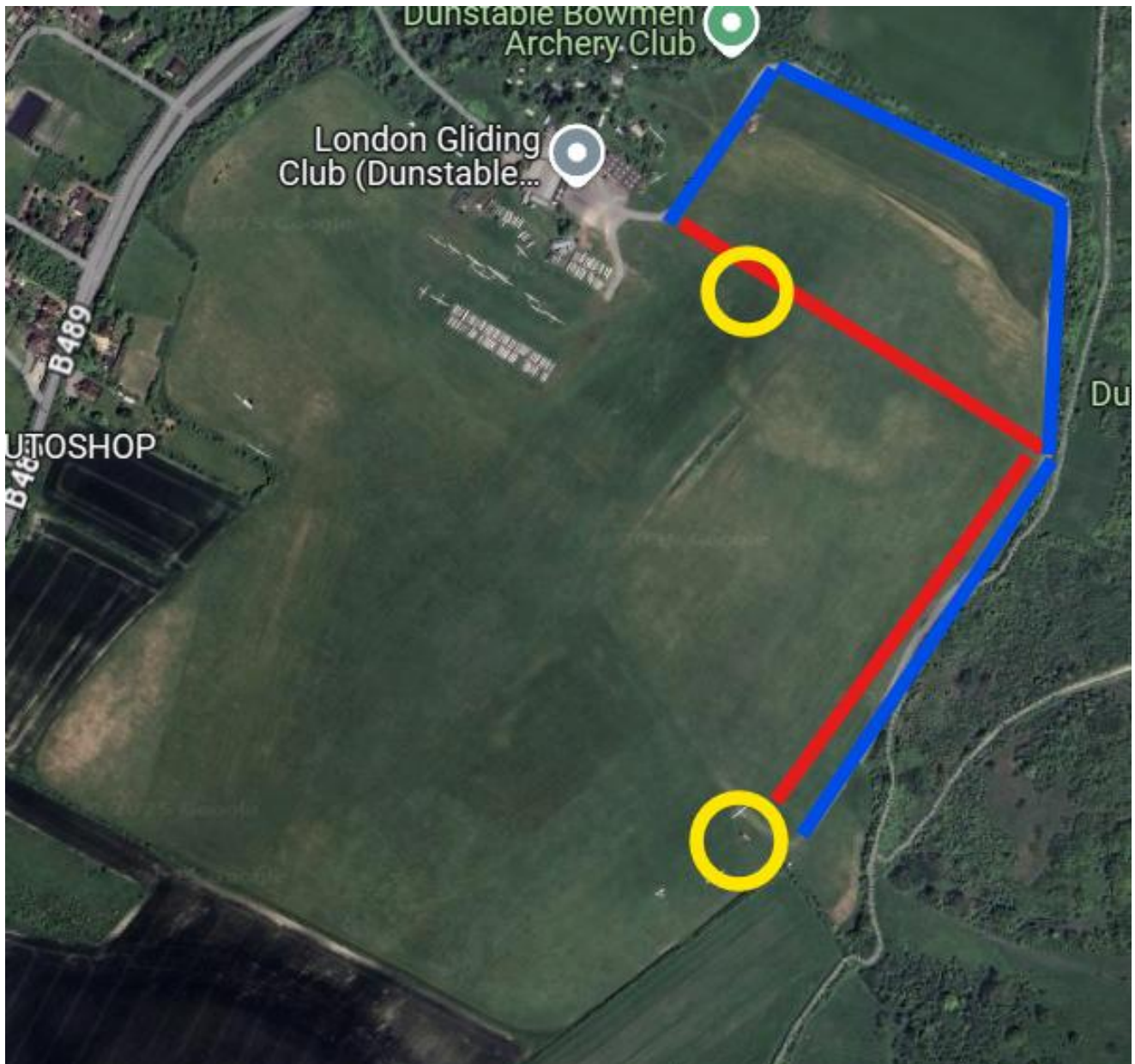
#### **Moving About The Field**

As mentioned before, Dunstable is a compact airfield, it is not flat, therefore you cannot always see the whole airfield from most locations.

When towing to the Grid (Yellow Circles), before the airfield is active, you may take the most direct route available. Once free of the glider, please use the perimeter track (Blue Line).

If walking to the launch points (Red Line), keeping a good lookout for approaching aircraft when between the buildings and the hill/peri track. If in any doubt, STOP and wait for the aircraft to pass.

This route is also to be used when the airfield is active and towing to/from the launch point.





## ***CLUB CLASS NATIONALS 2025***

### **Southwest Run Grid Location**

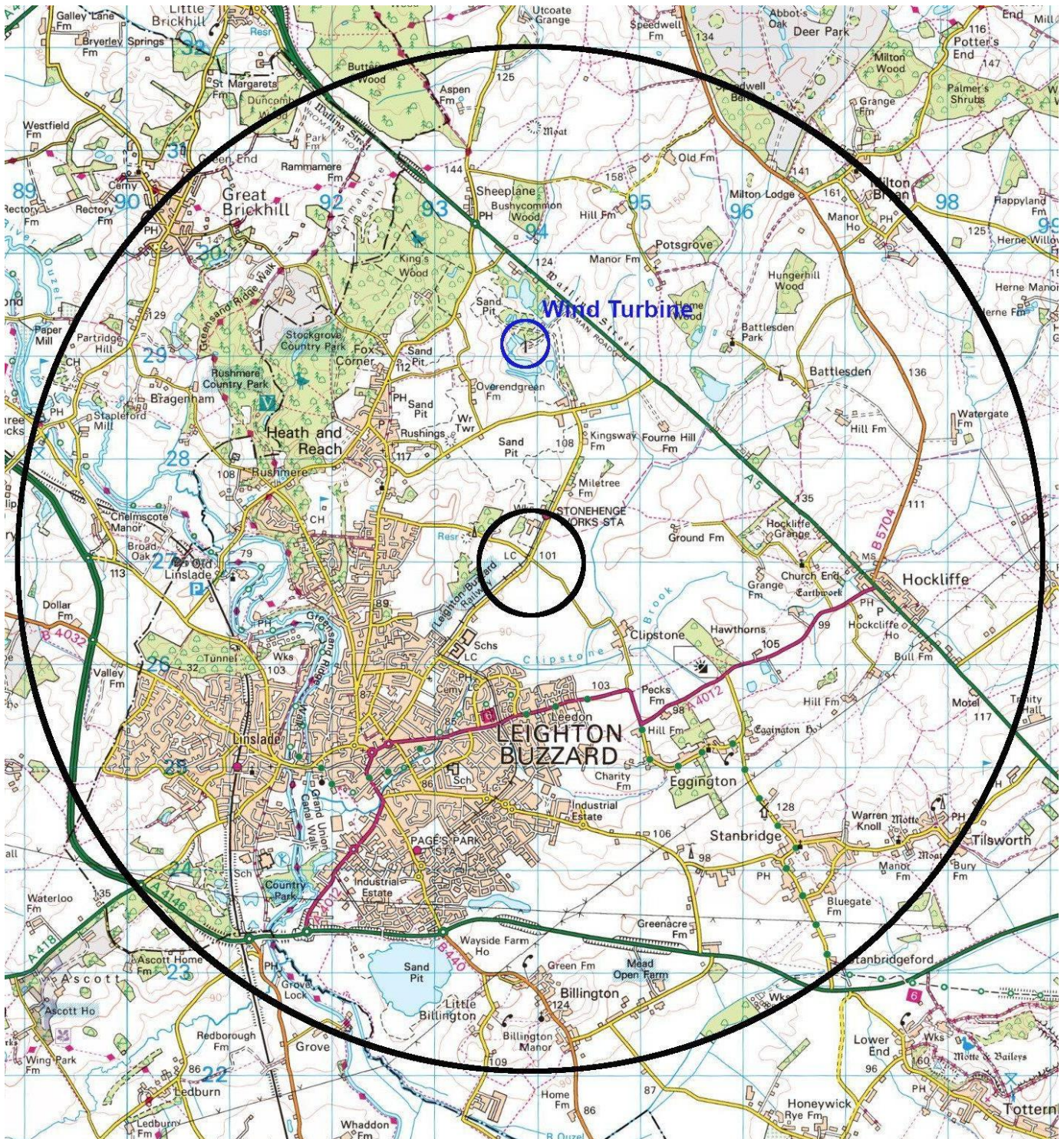


### **West Run Grid Location**





## APPENDIX C – Start Point Location LBZ









## **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 QFE)  
(may be set higher depending on prevailing wind – changed will be briefed daily and on task sheets)





## APPENDIX F – Local Circuits (3 pages)

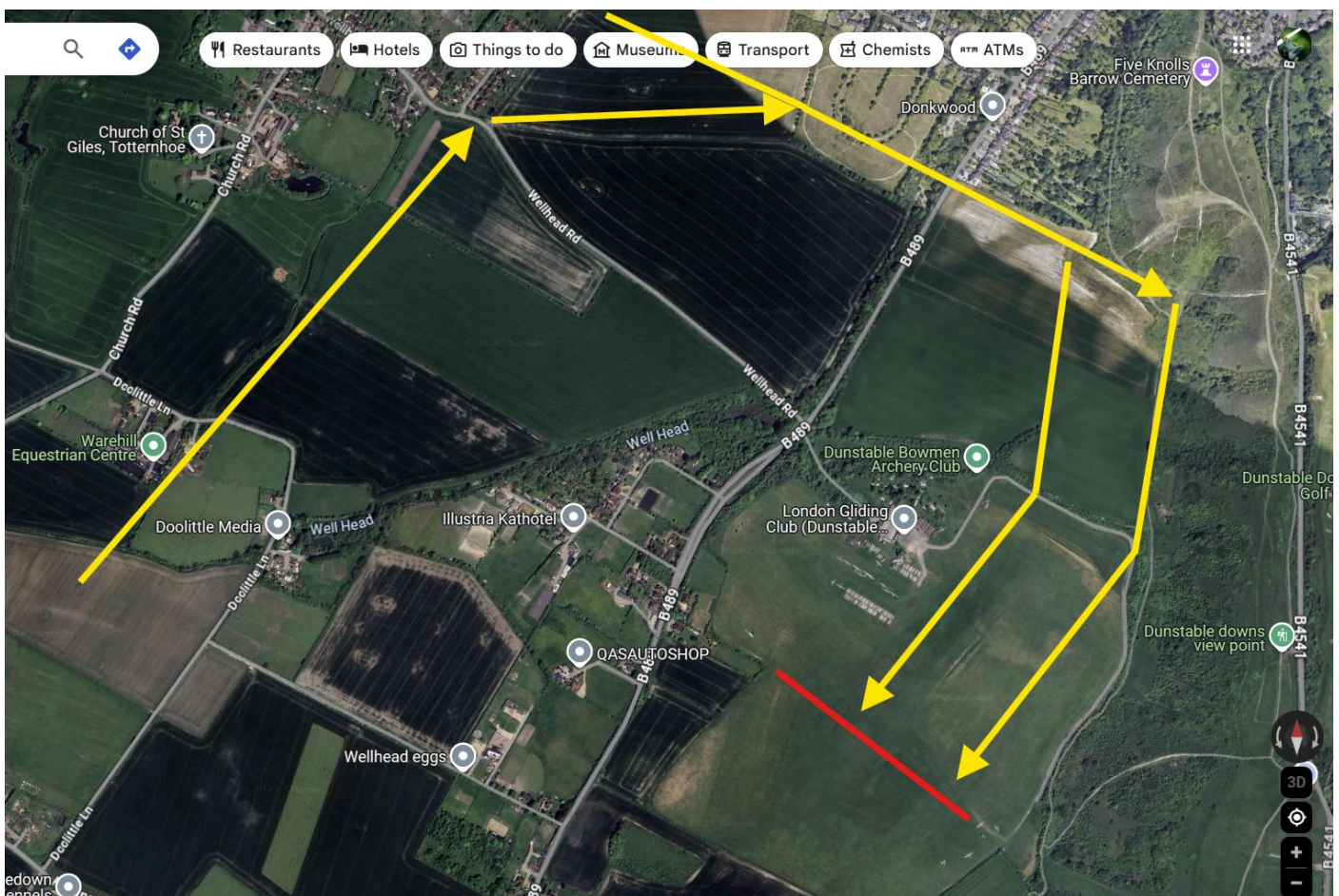
Not all take-off or landing directions will necessarily match the compass heading you face when landing or taking off, nor are they referred to by numbers as you would expect on a normal airfield runway. They may refer to older launch directions that have since changed over time in all but name.

Due to local airspace limitations, the initial part of the circuit is not always flown. For competitions, joining an extended base leg is adequate, with a downwind leg being an optional extra if height allows. Circuits are always flown on the Leighton Buzzard (Western) side of the airfield and **NEVER** over the ridge.

As mentioned in the Main Rules, circuit calls are not essential and will not normally be responded to, but may be used to help inform other aircraft of your location and intentions.

The two main landing directions are “Southwest” and “Northeast”. There is a third option, “East”, can be used in certain wind conditions but due to conflicts with the other directions, should be used as the exception to the norm, unless briefed.

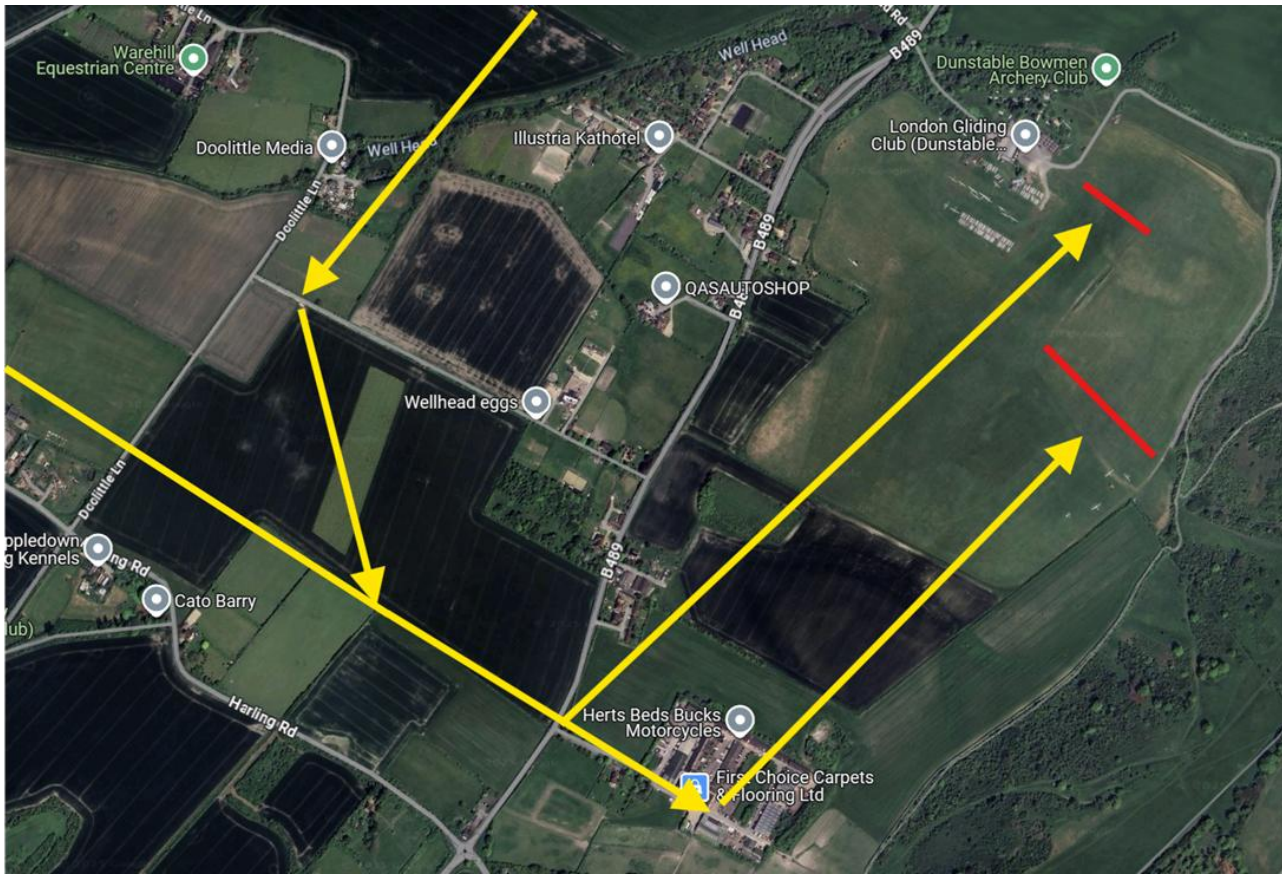
### Landing on the “Southwest” Run



Ideally, gliders should aim to stop by the approximate location of the Red Line, to avoid a downward slope afterwards, but it is possible to overrun it and still be able to stop.

## CLUB CLASS NATIONALS 2025

### Landing on the “Northeast” Run



Landing on the left side of the field should aim to land long, stopping by the **Red** Line, the end of this run is quite rough nearer to the trailers and there is not much run off beyond before the slope becomes too much to stop.

On the right side, you can overrun the **Red** Line but you will end up at the bottom of “the gully” and may be out of sight to landing gliders toward the end of their final approach.

Whilst on a circuit for the NE Run, should you clip the airspace boundary you will not be penalised if this is in the interests of maintaining good airmanship and/or flying safety.



## CLUB CLASS NATIONALS 2025

### 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.

East Run landings will only be used in significant easterly winds and their use will be briefed in mornings as well as on the finish frequency.