

DUNSTABLE REGIONALS 2026

23–31 May 2026



LONDON GLIDING CLUB

**INFORMATION
&
LOCAL RULES**

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Competition Team

Director	Ben Hudson
Deputy Director	Tom Pridgeon
Task Setter	Anthony Landau
Safety Officer	Mark Newland-Smith
Airspace Officer	Chula Rupasinha
Weather	Phil Warner
Tug Master	Dan Chilcot
Grid Marshall	Phil Lacey
Launch Marshall	Oli Nurse
Competition Secretary	Kerry Ealand
Control & Scoring	Nick Hill
Start line / Finish circle	Amy Playle
Catering	Fly-By Café
BGA Competition Referee	BGA Appointed
Competition Stewards	Oscar Butlin; Dave Byass; Tim Jenkinson; John Spencer
Pilot Safety Committee	Announced at Initial Briefing

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Local Rules

General	<p>The competition will be conducted in accordance with the final version of the 2026 Rules for BGA Rated Competitions, supplemented with the following local rules.</p> <p>There have been numerous small changes in the 2026 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 23 May to Sunday 31 May 2026 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, must present their SPL and medical certificate and must receive an airspace briefing from the CFI or a local instructor before flying as PiC.</p>
Classes	<p>The competition will be flown in two classes designated the 'Red' Class and the 'Blue' Class. The Red Class is intended for experienced pilots and those with higher performance gliders. The Blue Class is intended for novice pilots and those in lower performance gliders. The exact class split will be decided by the director prior to the commencement of the competition based on the final entry list with competitors given the opportunity to appeal the allocation.</p>
Competitors	<p>The list of competitors can be found on Robocontrol.</p>
Registration	<p>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 <i>Friday 22nd May</i>.</p> <p>Unless agreement has been made with the Director beforehand, no late entries will be accepted.</p> <p>The cost of all aerotows, aerotow retrieves and other outstanding balances must be paid in full no later than 1 month after the end of the competition, <i>Tuesday 30th June 2026</i>.</p>
Control	<p>From <i>Saturday 23 May 2026</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 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.</p>
Water Ballast	<p>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.</p>

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Local Rules

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 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.

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 compressed prior to launching.

Towing vehicles must vacate the grid as soon as possible, but no later than when first launch has been announced, leaving behind the least amount of other ground equipment at the glider. This equipment must be removed from the grid as soon as is practicable after the glider it belongs to has launched. It is the competitor's responsibility to ensure a release check is performed **prior** to being offered a launch, bright orange winch cables will be available near the cones/spare ropes to accommodate this. To assist with the launch rate, crews are asked to assist with hooking on and or wing running wherever possible.

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.

Continued on next page...



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Local Rules

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.



Launch height

All gliders must release at a height of no more than 2,500ft QFE (3000ft amsl), even if not waved off 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 2,500ft QFE also applies to self-launchers.

Safety Briefing

As part of the initial briefing on *Saturday 23rd May*, there will be a safety briefing. As per the 2026 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 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 active launch grid or as otherwise directed at the morning briefing. Turbo relights are not permitted due to noise abatement restrictions.

Start Zone

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:

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 C.

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 4200ft amsl (3700ft QFE).

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Local Rules

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** 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.

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 are shown in Appendix F and 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.

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).

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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 **£215** 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
LONDON OXFORD AIRPORT
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.
- Further information on other airspace relatively local to Dunstable is contained within this document and at Appendix D. An airspace file will be issued via Soaring Spot and will be the definitive file to judge airspace infringements penalties.

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Local Rules

Amended Airspace Penalties

Following a couple of recent incidents, and with our Letter of Agreement with NATS under review as part of CAP3096, there is a severely heightened sensitivity to infringements of the local Luton airspace.

It is therefore been decided that more severe penalties than those specified in the BGA Rules for Rated Competitions 2026 must be applied for any local infringements.

- Single or multiple consecutive vertical or horizontal penetrations of any Luton CTA or any part of the Luton CTR other than the volume briefed as Area 1 (see Appendix D), will result in **immediate disqualification from the competition.**
- The competition airspace file will place the bases of all nine Luton CTAs to be 100' lower than as shown on the half mil chart, to create a 100' vertical buffer to each CTA. See Appendix D.
- The penalty for any vertical or horizontal penetration of this buffer will be 100 points, multiplied by the number of days on which this penalty has been applied. i.e. 100 on day 1, 200 on day 2, 300 on day 3, and so on.

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 and assistance will be made available on buggies 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 of the field before taking the shortest route from the edge to their glider.

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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 (club entrance on Tring Road)
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: Richard Brown and Malcolm Birch.

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 Radar on 129.550 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 9th May 2026*, in the area designated on the site plan at Appendix A. The definitive area to be avoided around the T-hangar will be marked out by tyres on the weekend of *9/10 May*.

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 £10/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'). A defibrillator is located outside the main office. 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. A minor illness walk-in centre is available in Luton Town Centre, open Monday-Sunday 08:00 until 20:00 (<https://towncentresurgeryluton.nhs.uk/>).

Restaurant

Fly-By Café - 08:00 > 17:00 Daily, Evening meals are available on Saturday, Tuesday, Wednesday, Thursday, and Saturday. 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 landout, competitors who have pre-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 from 17:30.

London Sailplanes Shop & Workshop

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

Local Eateries

There is a large variety in Dunstable and surrounding area, more details on Soaring Spot.

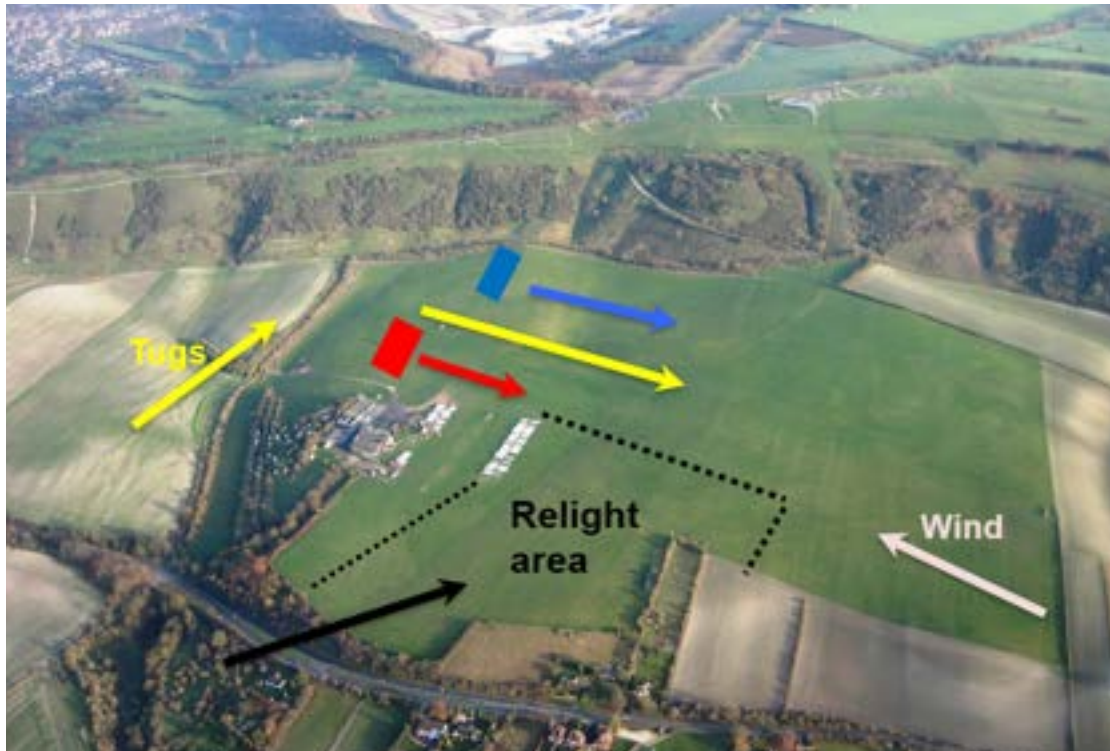
APPENDIX A – Site Plan



- 1 **Control & bad weather briefing room** (Withall briefing room)
- 2 **Clubhouse**
Downstairs: bar, unisex showers, gents' toilets, glider hangar
Upstairs: restaurant, ladies' toilets
- 3 **Office, bunk rooms, defibrillator** (+ more showers & toilets)
- 4 **Competition briefing room** (tug hangar)
- 5 **Battery charging** (Otley building)
- 6 **Visitors' trailers**
- 7 **Water ballast. Also suitable for cleaning but not fit for human consumption**
- 8 **Campervan & caravan waste disposal point**
- 9 **Rubbish bins & drinking water tap**

APPENDIX B – Gridding, Launching, Relights

Southwest Run



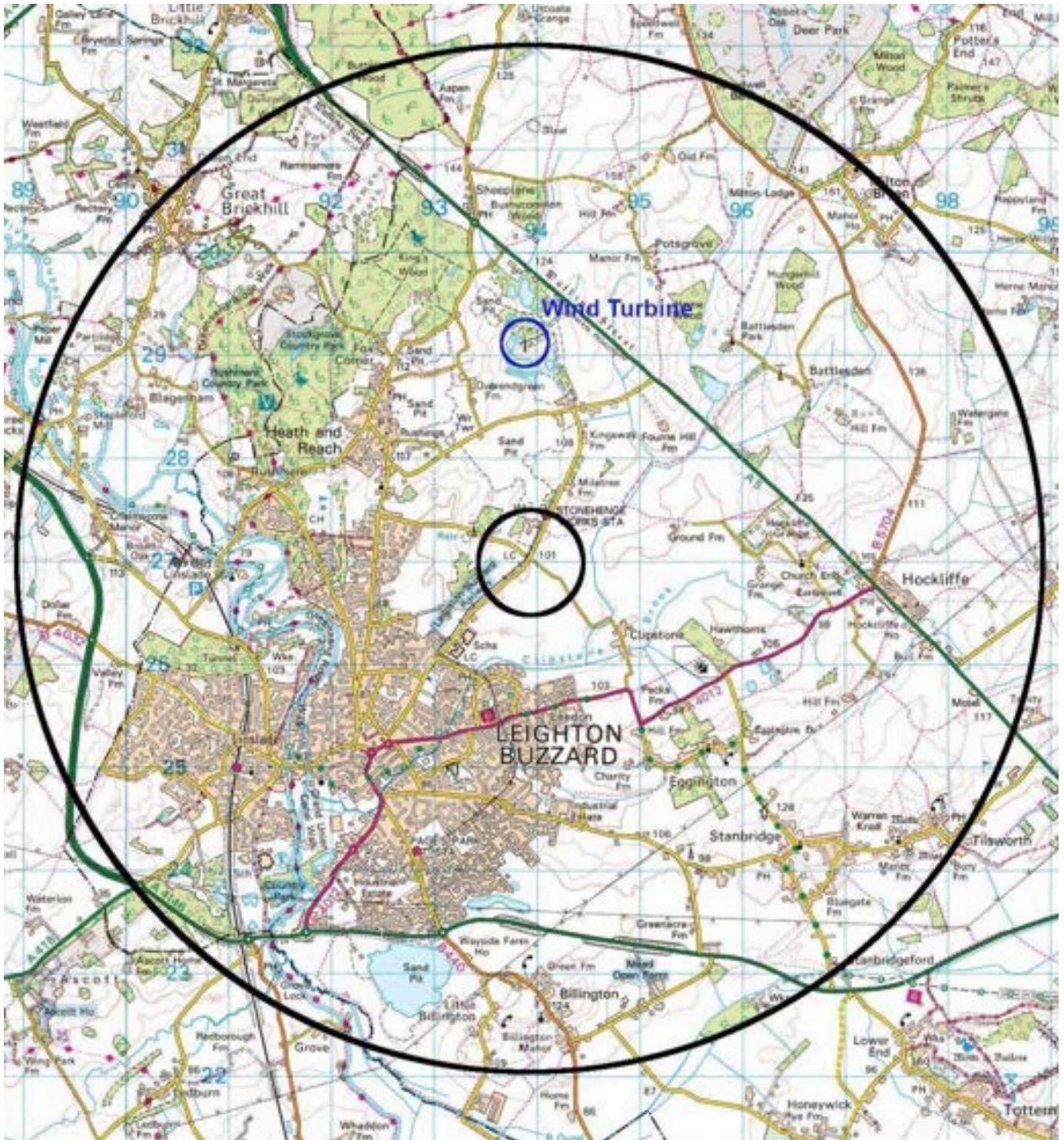
West Run



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

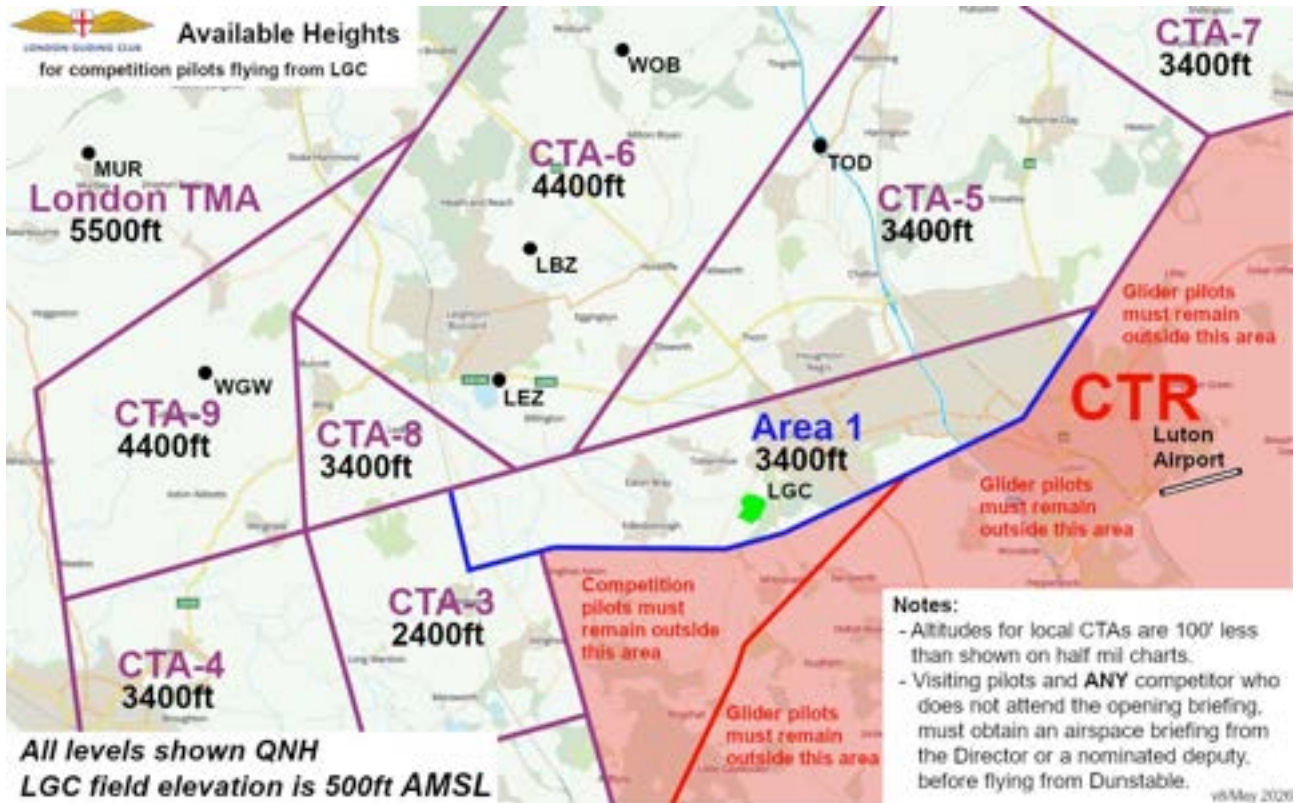


APPENDIX D – Local Airspace

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 **Area 1** in the map. The site is 500 feet amsl.

The competition airspace file will place the bases of all nine Luton CTAs to be 100' lower than as shown on the half mil chart, to create a 100' vertical buffer to each CTA. This is shown in the map below.



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 (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



Gliders are advised to stop by the approximate location of the Red Line, to avoid a downward slope afterwards, although it is possible to overrun with caution.

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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.

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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.

Please land long when it is safe to do so.