

Lasham Open & Junior National Championships 2026

Local Procedures

22nd – 30th August 2026

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1. Competition information

1.1 Competition Dates

The Lasham Open & Junior National Championships will be held over nine days with the first possible contest day on Saturday 22nd August and a last possible contest day on Sunday 30th August.

1.2 Location of event

Lasham Gliding Society

The Avenue

Lasham

Alton

Hampshire GU34 5SS.

Office Tel 01256 384900

Elevation 620ft AMSL

1.3 Websites

www.lashamcomps.co.uk

control.lashamcomps.co.uk

1.4 Important Numbers

Control: Numbers will be on task sheets.

Office: 01256 384900

Director: 07921089087

Email Address: control@lashamcomps.co.uk

1.5 Radio Channels:

Start Line: 129.890

Finish Line: 131.030

Tugs/Relights: 131.030

Permitted Chat Channels: 130.105 and 130.130

Cloud flying: 130.535

Compton Box 129.890

1.6 Competition Officials

Director	Simon Hawkin
Deputy Director	Steve Barter
Meteorology	Evan Skelhorn
Task Setter	Derren Francis
Safety Officer	Evan Skelhorn
General Manager	Gavin Spink
Airspace	Mark Davenport
Tug Master	Henry Freebourn
Scorer	Callum Gilchrist
Control	Debs Mockford
	Sue Barter
Launch & Grid Marshall	Graham Garnett
Child Protection	Lorna Sleigh
	Gavin Spink
Lasham Committee	Piers Rex-Murray
2 Seater Coaching Lead	Alex O'Keefe
Marketing and advertisement	Martyn Oliver
Social	TBC

1.7 Fees

Aerotow 2000'	£44.55
Self-launch	£20.00

2. Local Procedures

2.1 Rules for competition

BGA rules for rated competitions 2026 will apply, except where appended 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 2026.

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:

- Open A - Wallace
- Open B - Gromit
- Junior National Gliding Championships

2.3 Registration

Registration will be completed online through Robocontrol, where pilots will be asked to confirm all the data that 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 18:00 hours on Friday the 14th August 2026. **However, all pilots MUST upload all their logger information by 5pm on Friday 7th August.**

Where U18's are either competing or crewing, we would ask that parents/guardians complete a parental agreement form at registration.

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. Any use of data (as defined in 5.12.2.2) will be assessed as CHEATING and the competitor WILL be disqualified. Despite the difficulty in verifying offences the BGA will support the Lasham competition management team by all means available to ensure compliance.

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 daily at a time and location as stated by the organization. This will usually be 10:00 unless otherwise communicated by WhatsApp 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 soaring spot 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.

NB: There will be a safety briefing on the first day which is **MANDATORY for all pilots**.

2.7 Grid

The Grid order will be that the Juniors are at the front of the grid daily. The Lasham Open classes will alternate for second and third grid groups unless otherwise stated.

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.

Gridding arrangements can be found in Appendix B.

2.8 Communication between the organisation and pilots

The competition organisation will communicate with all pilots via a WhatsApp group. 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.

UK Junior Nationals + Lasham Open 2026

WhatsApp community



3. Airspace

Competitors are advised that the BGA Competition Rules (Section 5.10.4 - 5.10.8) specifies airspace that is prohibited for competition flight. This INCLUDES all TMZs and RMZs.

3.1 Compton box

The CAA have published 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

The 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:

- The availability of the 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 must maintain a listening watch on the 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. The new restricted area (designated R105A) is a circle radius 500m and altitude 860ft. The outer area of 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 so that the police post can be informed.

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 may 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 Soaring Spot. Updates to this file will be notified by WhatsApp 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 Junior Nationals and Lasham Open, the following Aerodrome Traffic Zones (ATZs) will be permanent penalty zones:

- **RAF Odiham ATZ**
- **Oxford Kidlington ATZ**
- **Compton Abbas ATZ**

and any others that may be briefed on the day.

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

3.6 Additional Permanent Penalty Zones

The following parachuting Danger Zones:

- Hinton-in-the-Hedges
- Sibson
- Langar
- Chatteris
- Old Sarum
- Dunkeswell

All Danger Areas prefaced “D” on Edition 51 of the Southern England and Wales ½ Mil Chart unless briefed otherwise on the day.

3.7 RA (T)

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

3.8 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 aid any competitor who requires help submitting a form.
<https://aviationreporting.eu/en>

4. Flying Procedures

4.1 Glider Technical Compliance

All aircraft should be fully serviceable, with valid Certificate of Airworthiness, current Airworthiness Review Certificate, and the relevant Radio Licences.

4.2 Scrutineering

Random checks of the competitors' glider may be made at any time during the competition, including but not limited to:

- Declared configuration of the glider e.g., Winglets etc.
- Compliance with the BGA competition rulebook e.g., MTOW

4.3 Maximum Take-off Weight Checks

MTOWs for each aircraft as per the aircrafts flight manual.

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.**

4.4 Engine Noise Verification

Competitors flying gliders with self-launching or self-sustaining engines shall run the engine after launching and prior to starting on the first competition day according to BGA Rule 5.22.2.

Once an initial test has been completed it is not a requirement for competitors to test their engines on a daily basis, although pilots may do so to check serviceability on a daily basis if they so wish. Such tests should be completed at least 5 minutes before the Start Gate opens to prevent any sporting advantage being gained.

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

4.6 Designated Drop Areas

Drop areas to the north side or south side of the airfield shall be defined at first launch.

4.7 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.

4.8 Use of engine for relighting

Engine enabled relights are permitted in accordance with rule 5.22.4. Engine starting areas will be defined in the airspace files with the active zone for the day to align with the aerotow drop zone. The active zone for the day will be briefed.

4.9 Start Procedures

All start procedures will be in line with the BGA Rules for Rated Competitions 2026. The start opening and maximum start height QFE and altitude AMSL shall be announced on 129.890.

Start Calls are not required.

4.10 Cloud Flying

Competitors should ensure they are familiar with 5.6.5, 5.6.6, 5.15.6 and 5.15.7 of the BGA 2026 Competition Rules regarding cloud flying in the start zone.

This is a particularly important safety concern at a very busy gliding site like Lasham. On good soarable days there could be in the region of 100 gliders launching from the site in addition to the competitors.

Whilst the Lasham CFI and the competition management team will do everything possible to facilitate safe flying, there is a significant burden of responsibility on each and every competitor to do avoid creating hazardous situations that could jeopardise both their own safety and that of other pilots.

Note: the cloud flying channel is now 130.535

4.11 Finish Ring

For the duration of the competition a Finish Ring shall be used as defined in the BGA Rules for Rated Competitions 2026. The finish ring will be centred 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”.

4.12 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 pilots 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 and 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 to procedures, or dangerous finishes, shall result in a penalty.

Exceptions will only be given for an emergency straight in approach or outlanding.

4.13 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.

4.14 Landing Procedures

Competitors will be briefed daily on the landing procedures to be adopted. 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.

4.15 Reporting to Control

4.15.1 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 either be done in person in the Control Cabin, or by email at: control@lashamcomps.co.uk

4.15.2 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.

4.15.3 Notification 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 telephone control.

Pilots should update their status on Robocontrol when their crew has linked up and when they are safely back on the airfield.

4.16 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 telephone control to arrange a tug and pilot to be dispatched to retrieve them.

4.17 Scoring

4.17.1 Entry List

The latest entry list is available at: <https://www.lashamcomps.co.uk/copy-of-entries>

4.17.2 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 may receive a penalty. If any pilot is having difficulty in submitting a file, they should visit the scorer as soon as possible to ensure they do not receive a penalty.

Traces can also be submitted to lashamscoring@gmail.com

4.17.3 Publication of FR information

Pilots accept that by entering this competition they consent to all their flight recorder information being published. Flight recorder information from competitions is an essential part of the ongoing battle to retain use of airspace.

4.18 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 2026 as published by the BGA on their website. The competition turn point file will be made available in a selection of formats on Soaring Spot.

4.19 Behaviour

Competitors are reminded rule 2.1.8 from the 2026 Competition Rules:

“By entering the competition, pilots and crews undertake to behave in a sporting manner and to show courtesy towards fellow-competitors and officials at all times.”

General Unsporting behaviour is defined as:

- Aggressive or abusive actions (verbal or physical) toward competitors, organisers, volunteers, or officials.
- Deliberate attempt(s) to circumvent the rules.

The penalty imposed for competitors may be **a warning, issuance of competition penalty points, day disqualification, or event disqualification at the discretion of the Director**. The penalty imposed for crews may be a warning or, in exceptional cases, removal from the event at the discretion of the Director. The BGA has asked Competition Directors to not hesitate to invoke such penalties to ensure safe, fair and cordial competitions.”

5. Domestic Information

5.1 Site Speed Limit

The airfield speed limit is 20 mph. All vehicles are to reduce speed to 10 mph on the northern perimeter track between the western most “Avenue Gate” entrance and the eastern corner adjacent to the linear hangars. This lower speed limit also applies in the vicinity of any building and the caravan / camping areas. Any vehicle caught breaking either of these limits may be banned from the airfield, and the driver banned from driving any other vehicle on the airfield.

5.1.1 Drink Driving

There will be zero tolerance for drink driving on Lasham Airfield for all competitors for the duration of the competition and its build up/ close down. Offenders will invalidate their insurance and will be asked to leave the site immediately.

5.1.2 Insurance

All competitors and their crews should ensure that they have adequate insurance for driving airside. Note: most car insurance policies specifically exclude cover for your vehicle whilst on an active airfield. Your glider and trailer insurance policy probably only provides the necessary third party cover.

5.2 Car 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 reversed to the verge **ONLY** on the northern side of the peritrack. Please ensure you do not block access to the static caravan access roads and the grass entrance to those caravans closest to the Control Cabin. 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.

Please do not park near the fuel pumps, tug hangar, or briefing room hangar at any time. Please see the diagram in Annex B for parking in operational areas

Do NOT enter the orange area around the clubhouse at any time for safety reasons.

5.3 Camping

Camping will be available on the north side, adjacent to the static site and in other areas as shown at 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.

Quieter camping areas without facilities are also available on request.

Tables and extension leads will also be laid out in the briefing facility and the southern side of the Brown Elephant building.

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 4G/5G via their mobile phones whilst on site. Internet access around the clubhouse is intermittent.

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 code for the cabin.

5.8 Sanitation

Toilets and showers are available in the clubhouse on the northern side. Toilets will be available adjacent to the camp site. A chemical toilet emptying point is available near the avgas pump area.

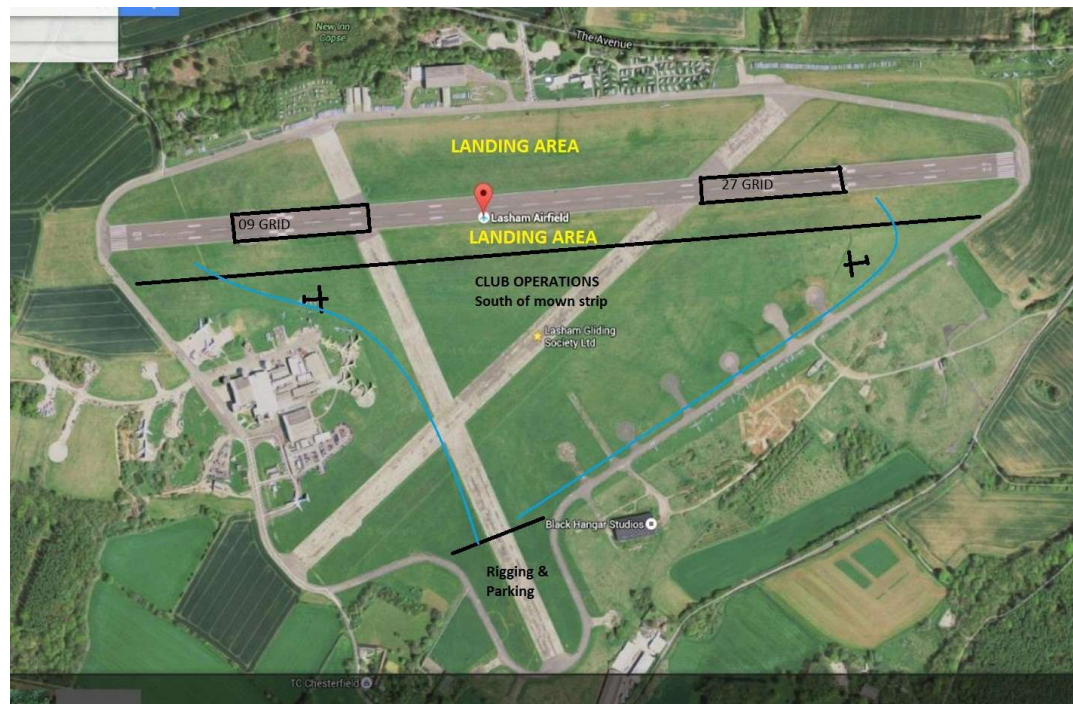
Portaloos (one each) are available north of the perimeter track towards the Avenue entrance (near the Vintage hut) and near the linear hangars (eastern end of the airfield).

5.9 Security

Visiting 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, access cards will not allow entrance via that gate. During office hours (08:45 to 17:15) 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 have been instances of 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 recognize.

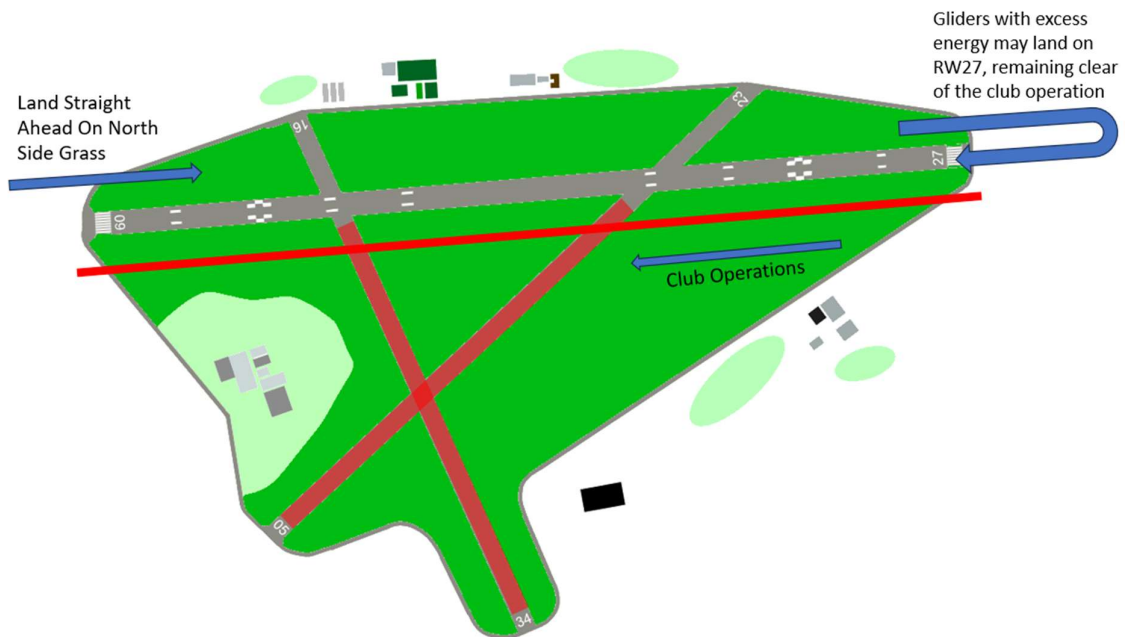
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Blue line denotes the tow out track to the grids



Appendix C – Landing arrangements

Additional landing arrangements may be briefed daily.



Appendix D – Towing arrangements from landing area

To be confirmed at daily briefings

Appendix E – Site Map

Camping Areas shown in Yellow, RESERVE Areas shown in Orange

