



FAI Qualifying Sailplane Grand Prix UK 2026

Local Procedures

***Location:
Lasham Airfield***

7th June – 13th June 2026

Version 1.1

A GENERAL INFORMATION

1 Reference

This document adapts the General Procedures of the IGC Grand Prix rules to our local operation considering local knowledge, the relationship with the community and the environment.

- IGC Sailplane Grand Prix rules – **V13.1**

2 Name and location of the Event

Name: FAI Sailplane Grand Prix United Kingdom
Type: FAI Qualifying Sailplane Grand Prix
Organiser: Lasham Gliding Society
Airfield: Lasham
ICAO code: EGHL
Coordinates: 51° 11' 14" N, 1° 02' W
Elevation: 620ft AMSL
Frequency: 131.030 MHz

3 Time Schedule

Closing date for preliminary entries	31/01/2026
Formal Registration	04/06/2026
Unofficial Training:	Open until 04/06/26
Official Training:	05/06 – 06/06/26
Scrutineering:	05/06/26 09:00 until 19:00 lcl 06/06/26 09:00 until 18:00 lcl Location: Main Workshop
First Briefing:	07/06/26 09:30am in Briefing Room
Contest Flying:	07/06 – 13/06/26
Daily Briefings:	10:00 a.m. in Briefing Room
Prize Giving Ceremony:	13/06/26 - 8.00 p.m.

4 Competition Officials

Contest Director:	Steve Pozerskis
Task Setter:	Rich Hood
Airspace:	Steve Noujaim
Flight Operation/Griding:	Ron Smith & Evan Skelhorn
Weather:	George White
Weighing:	Ollie Sleigh
Chief Scorer:	George Downing
Control/Administration:	Debs Mockford & Sue Barter
Radio:	Emily Tillet
FAI website and Social Media:	Martyn Oliver
Live Tracking:	Clem Allen
FAI/SGP Referee:	Liz Sparrow

5 **Contacts**

Address: Lasham Gliding Society, Lasham Airfield, The Avenue, Alton, Hampshire,
GU34 5SS, United Kingdom

Phone: +44(0)1256 384 900

Email: office@lasham.co.uk

6 **Price list**

Entry fee: SGP: £375 for 15/Std
Lasham GP: £250 for 18m & 20m

Tow to 2620' AMSL (2000' AGL): £44.55

In addition, tows to a higher altitude or to a remote start may be charged and will be advised at briefing.

Self-launching: £20/landing.

Payment information

The entry fee must be paid before April 30th 2026. If not, the registration of the pilot will be cancelled and the first pilot of the waiting list can join the competition and has to pay the entry fee within one week after the information from the organiser. Payment should be made via the Lasham office (+44(0)1256 384 900)

7 **Registration Procedure**

After 31 Jan 2026 the organisation will contact the 20 selected pilots using the priority order defined by the Grand Prix rules. The selected pilot must pay their entry fees before the April 30th to confirm their entry.

Remarks:

- any pilot already qualified for the world final will be discounted from the results for qualification purposes.
- there will be no refund in case of pilot withdrawal.

B TECHNICAL INFORMATION

1 Class

The FAI/SGP will be run in a combined Standard and 15-m-class with a handicap of 2% in the distance for the 15m class. Any glider with less than 15-meter wingspan may compete. Wing loading sporting limit is: **48kg/m²**

Lasham Grand Prix is a non-SGP event for 18m & 20m with a handicap of 2.5% distance for the 18m class. The wing load sporting limit: **51 kg/m²**.

2 Documents to be presented at Registration or Scrutineering

Pilot: Pilot license, medical, Declaration of consent for Data Protection; Completed registration form

Sailplane: Valid ARC, last weight and balance report, third party insurance.

Pilot: will be asked to sign registration form confirming that they have all relevant documents in parallel to the scrutineering.

All documents have to be uploaded to the organisation before 05 June 2026

A link will be sent to all accepted participants a month before the event.

3 Instruments that must be removed or disabled in the sailplane

No cloud flying is permitted. All instruments providing the ability to cloud fly must be removed or disabled, specifically including:

- Any type of mechanical horizon,
- Gyro Instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz compasses, turn and bank indicators).
- AHRS must be blocked via software, in a way that if it will be used during the flight a marker must be written at the IGC file. The usage will be penalised accordingly to the rules.

4 Safety equipment requirement

All sailplanes must carry a fully operational FLARM-compatible device. The FLARM unit must remain switched on and transmitting for the entire duration of every flight, including all official practice days and competition flights. Use of stealth mode, privacy mode, anonymous mode, or any other configuration intended to reduce or prevent visibility to other competitors, organisers, tracking systems or safety systems is prohibited. The FLARM identification configured for the aircraft at registration must remain unchanged for the duration of the competition unless otherwise authorised by the Competition Director.

Requirement for high visibility markings : All aircraft must be equipped with a canopy flasher or equal equipment/markings.

5 Procedures for checking aircraft mass

Take-off mass:

A check of the glider mass will be done to verify that the take-off wing loading will not exceed the agreed wing loading for the contest.

Initial Weighing:

The Organiser will initially provide the following weighing operation during the scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- a) Glider at max take-off wing loading with pilot and parachute, loose items such as water,

tie-down equipment, additional clothing. Water may be added or dropped in order to adjust the weight. An allowance is made for up to 3 litres of drinking water.

b) Reference “main wheel weight” in “towing out” configuration and all removable equipment on board.

Regular weighing:

a) On all competition days all gliders of the SGP will be weighed in their “towing out” configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutineers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.

b) A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added.

6 Communication

During the contest WhatsApp will be primary communication method.

7 Sponsors

The Organisers may require all competing gliders to carry a logo of the organiser's sponsor in the same position on all gliders.

C GENERAL FLYING PROCEDURES

1 Circling in thermals

All sailplanes must turn in the same direction as the first glider in the climb.

See SGP rules §7.3.2c for turning requirements 5 minutes before the opening of the start line.

2 Units of measurement

- Height and altitude in *feet [f]*.
- Distance in *kilometres [km]*.
- Speed in *kilometres per hour [km/h]*.
- Vertical speed in *knots [kts]*.
- Mass in *kilograms [kg]*.
- Temperature in *degrees Celsius [°C]*.
- The reference elevation of airfield is *615ft AMSL*.

3 Radio frequencies to be used during the Grand Prix

Transmissions may only be made on the frequencies prescribed by the Organisers. The frequency for the Launches, Finishes and Landing will be *131.030 MHz*. The frequency for the Start, will be *129.890 MHz*. After the start has been called switch to and remain on the safety frequency *130.535 MHz* until *10 km* from the finish.

<i>IGC SGP Rules § 8.7: Use of frequency other than the common frequency: 5 minutes</i>

4 Carriage of GNSS data transmitters for public displays

No GNSS Trackers are required to be carried. Tracking will use FLARM data.

D GRIDDING

1 The launch grid

There will be up to *10* rows of *2* gliders for both classes. The grid order will be published on WhatsApp each morning. Gridding procedure is shown at Appendix B.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. Refilling has to be observed by the Competition Director, Referee or delegate.

E LAUNCH PROCEDURES

1 Take-off procedures will be given at the daily briefing

Towing will use Lasham tow ropes attached to each tug – there is no requirement to bring your own tow-rope.

2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions.

3 Standard tow altitude

Any Self-launching gliders (only Lasham GP class) must launch as directed by the Contest director in accordance with 7.2.2. The engine must be stopped less than **100'** above the standard tow altitude (2620' AMSL).

The standard tow altitude will normally be 2620' AMSL (2000' AGL). The tow altitude will be defined at the daily briefing.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

5 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.

Once an initial test has been completed it is not a requirement for competitors to test their engines on a daily basis.

6 Re-launch (re-lights)

A glider may be re-launched provided it has landed within the boundaries of the airfield.

The glider will be re-launched as soon as possible. If several pilots need a re-launch they shall be re-launched in the same order as they landed back.

Gliders requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriated time delay.

7 Turbo/Self-Relight (Lasham GP Only)

Engine enabled relights are permitted for the Lasham GP only. Engine relights are not available for the FAI/SGP.

Engines should be started within 3km of the Start Zone and shut down within the Start zone.

F START PROCEDURES

The opening of the start line and the radio procedures shall be compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcast on 129.890 MHz. A maximum altitude limit at the start will be imposed and announced at briefing. The maximum ground speed crossing the start line shall be 92kts/170kph and shall be calculated in accordance to the starting procedure part 7.3.1.h of the SGP rules

G FINISH AND LANDING PROCEDURE

1 Arrival announcement

Competitors shall announce their arrival on 131.030 MHz by giving their contest number at 10km from the finish and at the Mandatory reporting point.

2 Mandatory reporting point and finish line

To complete all tasks the pilots will have to turn at a mandatory reporting point.

The mandatory reporting point will be defined on the task sheet.

The competitors shall remain above the minimum altitude of 720ft AMSL between the mandatory reporting point and the finish line. See SGP rules V12 7.6.1.c

The finish line is 0.5 km long and is defined on the task sheet. Finish line and Landing options are as per diagrams in Appendix C.

After finishing, landing should be made in accordance with daily briefing and as shown in the self-briefing. Pilots should follow any advice of the Competition Director or Safety Officer on the frequency 131.030 MHz.

3 Finishes

Finishes should be done in accordance with the patterns shown in the Self-Briefing

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the Organisation. Please use **lowcrop.aero** for communicating out-landings. The Lasham SGP page is: <https://lowcrop.aero/lashamsgp2026>. Individual accounts will be sent to each pilot before the start of the competition.

In the event of an issue with lowcrop.aero please phone the Organisation. The control phone number will be written on the task sheet.

I SCORING

Handling of flight documents

The IGC file in secure mode must be submitted by the competitor as soon as practicable, but not later than 30 minutes after landing.

IGC files must be handled by each pilot in any of the following electronic means:

- By uploading the IGC file as described at briefing. The email address to send the IGC file will be on every task sheet.

J PROTESTS

The value of the protest fee

The amount of the protest fee is £200 The protest fee shall be returned if the protest is upheld or is withdrawn prior to the hearing by the Referee.

K AIRSPACE

Aldermaston and Burghfield Nuclear Zones

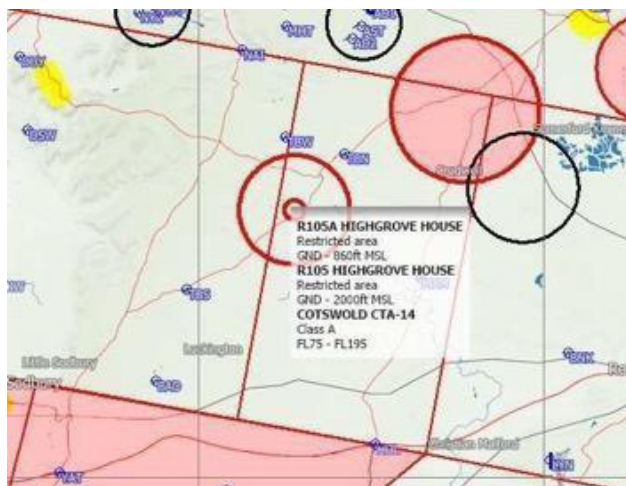
An Exemption from the Air Navigation Order (Restriction of Flying) (Nuclear Installations) Regulations 2016 has been granted for the duration of the competition. This permits gliders to fly in the Aldermaston (R101) and Burghfield (R104) Restricted Areas; Provided that they do not fly within the installation's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

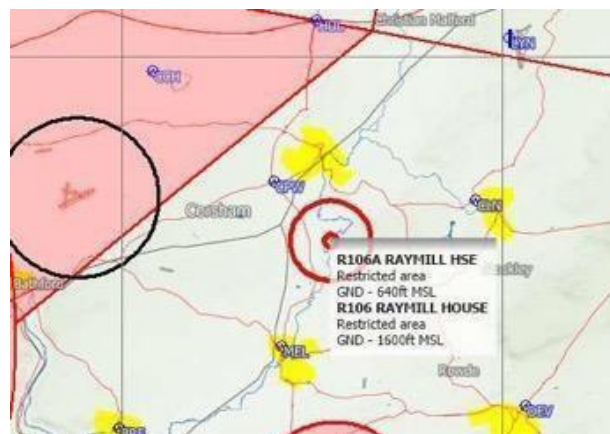
Highgrove and Raymill Houses

Highgrove House (R105)

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



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

ATZs

For the duration of the SGP, the following Aerodrome Traffic Zones (ATZs) will be penalty zones: **RAF Odiham ATZ, Oxford Kidlington ATZ, Compton Abbas**, 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.

Additional Permanent Penalty Zones

Hinton-in-the-Hedges DZ, Sibson DZ, Langar DZ, Chatteris DZ

All Danger Areas prefaced D on Edition 50 Southern England and Wales ½ Mil Chart unless briefed otherwise on the day.

RA (T)

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

Appendix A – Competition site boundary



Appendix B – Gridding arrangements

To ensure safe and efficient operations during the event, the airfield will be divided into north and south sectors. The north side will be reserved for SGP launching, relights, and finishing and landing. Club operations will continue on the south side of the southern boundary of the Main Runway. SGP launching will take place from the Main Runway, followed by the second GP class. No club launch will take place during SGP or GP launch or finish times.

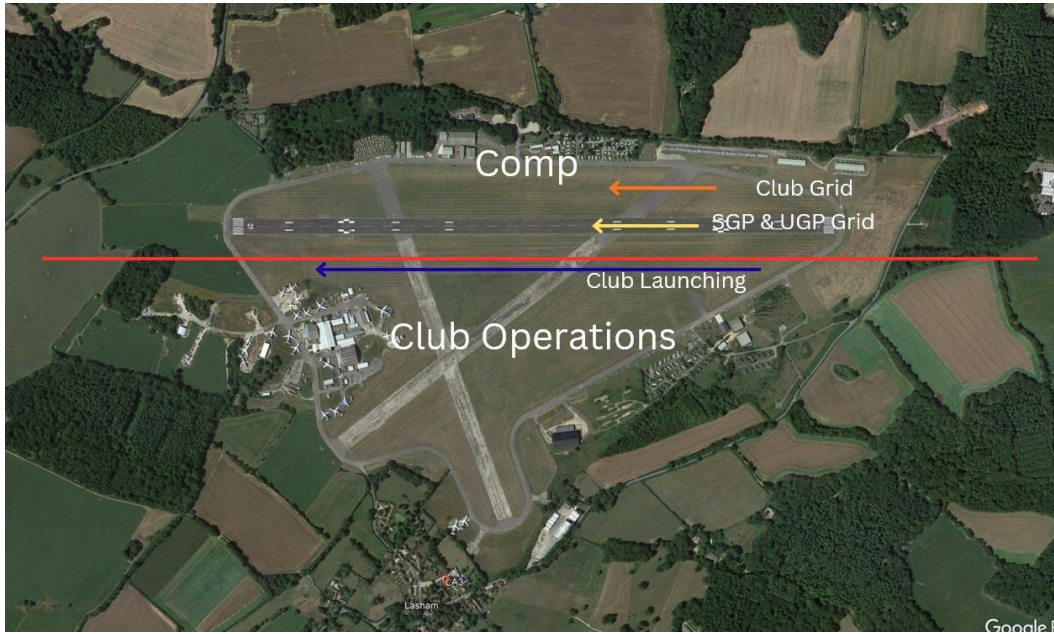


Fig 1. Launching on 27

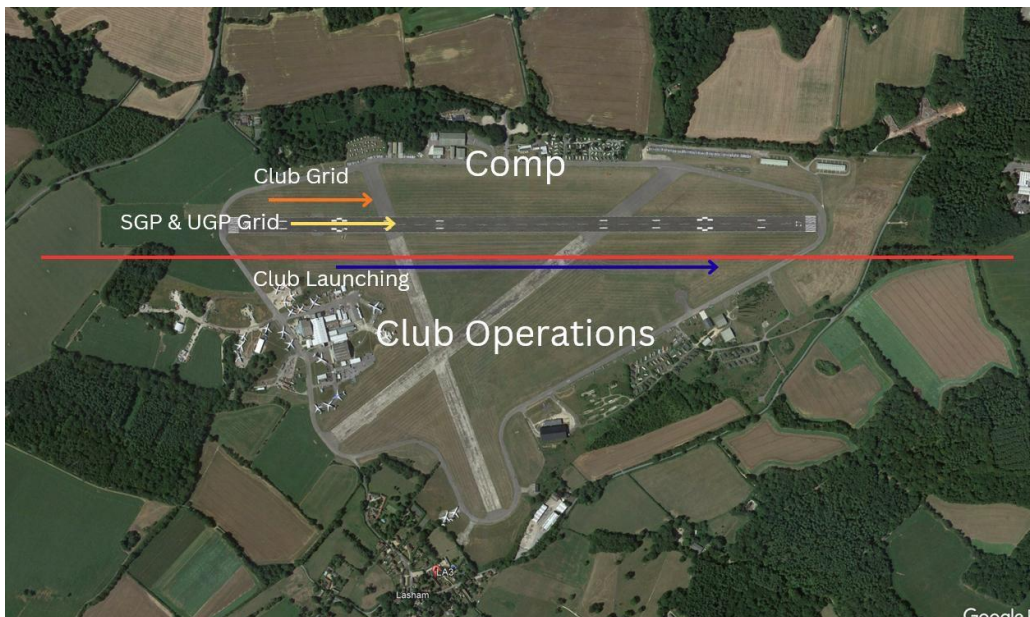
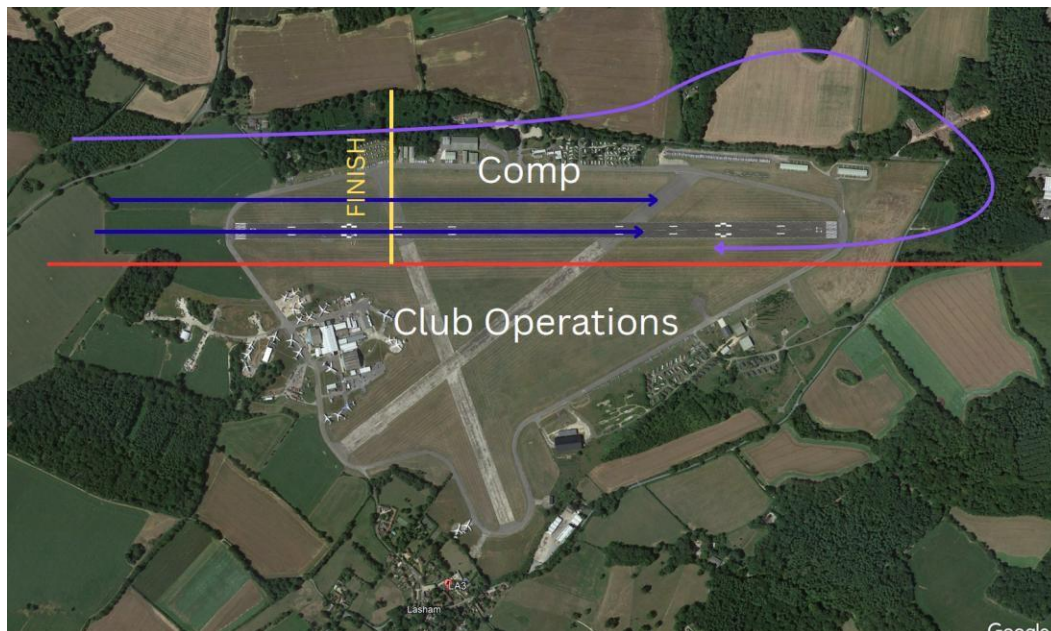


Fig 2. Launching on 09

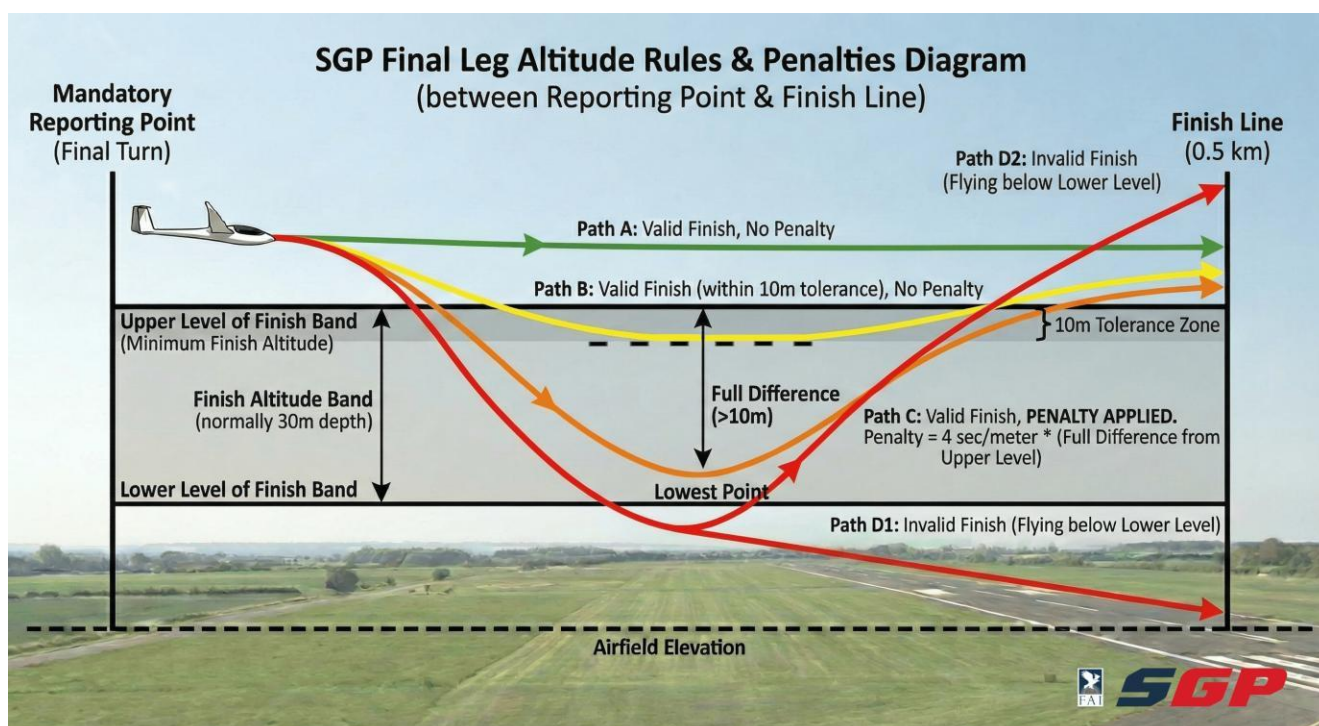
Appendix C – Finish Procedure

Finishes will use a defined 0.5 km finish line at airfield elevation.



In the event of a significantly strong westerly wind on any flying day there may be a variation to this procedure that will be advised at the daily briefing.

Finishing will be as the SGP Rules v13.1 – please see finish procedure diagram below.
Note - the lower level of the Finish band will be at Airfield Elevation (620ft AMSL). This means that the minimum finish altitude will be at 720ft AMSL.



Appendix D – Airfield Logistics and Domestic Arrangements

