

LOCAL PROCEDURES

THE JONKER SAILPLANES UNITED KINGDOM CLUB CLASS NATIONALS.

1st - 9th August 2026

The Bristol & Gloucestershire Gliding Club

Nympsfield Airfield,

Stonehouse, Gloucestershire, GL10 3TX.

Elevation 700 ft AMSL

www.bggc.co.uk email: office@bggc.co.uk



JONKER SAILPLANES



Contents:

Sponsors

List of Officials

Important Numbers

Local Procedures

Airspace

Airfield Layout

FAI Anti-Doping Rules

Sponsors



JONKER SAILPLANES



Jonker Sailplanes UK



List of Officials

Director	Andy Davis
Deputy Director	Alistair Emson
Competition Manager	Douggie Vance
Task Setter	Alistair Emson
Met	Sid Smith
Airspace	Jim White
Tugmaster	Chris Edwards
Control	Lorna Sleigh + Robocontrol
Start Radio	Geoff Beard
Scorer	Evan Hill
Launch Marshall	Douggie Vance
Safety Officer	Alex Gibbs
Weighing	Alex Gibbs
Stewards	Matt Davis, Ben Payne, Steve Pozerskis.
BGA Referee	Oli Ramsay

Important Numbers

Radio Channels:

Airfield Frequency - Tugs, Launching and Finish	129.980
Start Opening Announcements. Competition safety frequency.	129.890
Cloud Flying only. All entering cloud calls.	130.535
Permitted chat and team flying channels	130.105 and 130.405
Emergency and distress	121.500

Telephone Numbers:

Control	07849 518303 Secondary 07976 200412
Director	07850 129450
Club Office (9am – 4pm Monday – Friday)	01453 860342
Safety Officer	07747 622629

Nympsfield Airfield:

Airfield Reference Point Coordinates	N51 42.85 W002 17.02
Airfield Elevation	700 ft AMSL
Runway Direction	07 / 25
What 3 Words - Main Gate	hogs.clouding.notes

Robocontrol: <https://nympsfield.robocontrol.uk/>

Soaring Spot: https://www.soaringspot.com/en_gb/jonker-sailplanes-uk-club-nationals-2026/

Email address for IGC files: scoring@bggc.co.uk

Whatsapp Announcements: <https://chat.whatsapp.com/Kt3rWIFIMznExztMM7iNJn>



Local Procedures

General:

The Club Class Nationals will be held at Nympsfield Airfield from 1st – 9th August 2026 inclusive. The championships will be conducted in accordance with the rules set out in the BGA Rules for Rated Competitions 2026 (or later approved version), except where these are varied by Local Procedures as follows:

- **5.9.1 Finish Type:** The finish procedure will be a finish ring of 3km radius.
- **5.22.4 Use of engine for relighting:** Self-relight for engine equipped gliders will not be allowed.

Times:

All times quoted in these Local Procedures and throughout the championships are British Summer Time (BST) unless otherwise stated.

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 31st July 2026: <https://nympsfield.robocontrol.uk/>

We request competitors pre-register via Robocontrol before midday on Friday 26th July. In particular, entry of your glider details, performance enhancing modifications, claimed handicap, declared flight mass and upload of logger files would be appreciated and will assist our Scorer in getting ahead of the game.

Declared Flight Mass and 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 15th April 2026 which can be downloaded at this link: https://www.fai.org/sites/default/files/document/file/SC3AH_2026.pdf

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

Competitors must declare their flight mass in Robocontrol, i.e. the combined mass of glider, pilot, parachute, batteries and all equipment required for flight including drinking water.

Competitors who have entered glider types not listed in Appendix 1 should request approval from the BGA Competition Committee who will assign a “pseudo” handicap and reference mass provided the glider is a single seater fitting the performance range and ethos of IGC Club Class.

Control:

The Competition Office and Control will be in the attic room past the parachute racks at the top of the steps in the BGGC clubhouse members' area. Control might be temporarily situated in the corner of the bar lounge during competition finishes. The Control primary mobile phone number is: **07849 518303**. The secondary is: **07976 200412**.

Temporary Membership:

After digital signature of the Robocontrol Registration Form, competitors will become temporary flying members of the Bristol & Gloucestershire Gliding Club from 25th July to 9th August 2026 and their named crew will be granted temporary Associate (non-flying) membership for the same period. Pilots wishing to fly before digitally signing the Registration Form should complete a Reciprocal Membership form available from the Club Office. Any crews wishing to fly must also sign a reciprocal membership form before flying.

GDPR:

All competitors must accept the GDPR principles concerning the use of their data by competition officials, Bristol & Gloucestershire Gliding Club and the British Gliding Association. 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 Bristol & Gloucestershire Gliding Club deemed necessary to facilitate effective management of the competition being stored on Bristol & Gloucestershire Gliding Club 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 Bristol & Gloucestershire Gliding Club in managing the competition has ended'.

Mandatory Safety Briefing and Daily Briefings:

The first Daily Briefing will include the mandatory safety briefing and will be held at 10am BST on Saturday 1st August. Briefings will be held in the tug hangar. This first briefing will cover safety, organisation and administration in addition to the normal met and task briefing. Briefings on other days will be at 10am BST unless otherwise announced.

Please note that due to space constraints there will be seating at briefing for pilots only. Crews may stand at the back.

Gliders should be rigged and gridded before briefing unless otherwise announced.

Communications:

All operational information will be available for download from Soaring Spot and/or Robocontrol.

Whatsapp will be the primary method of communication between the organisation and competitors during the competition using the pilot and crew mobile phone numbers entered into Robocontrol during pre-

registration. The secondary method will be radio announcements on the competition start line radio channel.

Radio Channels:

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Emergency and distress	121.500

Turning Point File:

The turning point file will contain some additional TPs not included in the standard BGA turning point list. This is to provide control points around Temporary Class D airspace occasionally set up at short notice for Royal flights and the Fairford TMZ. The file will be made available for download from Soaring Spot and Robocontrol.

Airfield Safety:

The airfield is a grass field with various slopes along its length and width. In particular, this means that when on the ground, aircraft are not always visible due to the field undulations. There are parts of the airfield where neither the winch driver nor tug pilots on the ground can see aircraft being towed towards the launch points or being retrieved after landing. It is essential that immediately after landing, gliders are pulled clear to the closest side boundary so that landing and launching is not interrupted longer than necessary.

Visiting pilots and crews should be aware that Nympsfield is an active airfield with a number of powered aircraft based on site. Powered aircraft could arrive or depart at any time during daylight hours. During the Championships there will be club gliding taking place possibly including winch launching. Club launching will be suspended during the competition grid launch however club gliders could land at any time. Winch cables will be wound in during grid launch but could lie alongside the winch track at other times. Vehicles or gliders must not be driven or towed across the Dyneema winch cables or cable damage could occur. Never cross the middle of the airfield on foot or by vehicle during daylight hours particularly in the dip between the clubhouse and the south hangar as this area is not visible from either launch-point.

Landings are possible both north or south of the winch track. Relights should land as briefed but if that area is obstructed for any reason, then landings on the other side of the track are permitted. Do not attempt to land across the track. There is a big step on either side of the winch track which will damage your aircraft. Return to the launch points or competitors parking area by following the nearest boundary – do not cross the middle of the airfield.

Visitors may not use the BGGC workshop facilities without permission. If you require use of a club workshop then a competition official, BGGC instructor or committee member must be consulted.

The vehicle speed limit on the airfield is 10 mph. Please drive slowly when passing through the clubhouse and hangar areas, particularly in front of Caper Café where visiting members of the public, children and pets may step out unexpectedly in front of moving vehicles.

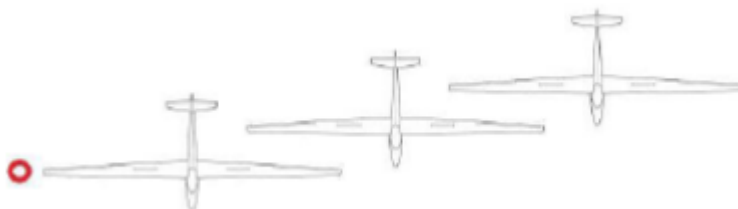
Random Weighing:

Random check weighing of gliders will 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 and drinking water is on board for check weighing. If the pilot is not present at the time of weighing they must present themselves to the weigh station as soon as reasonably possible and no later than grid closure.

Gridding:

Gridding will either be on Runway 25 (East grid) or Runway 07 (West grid) on the north side of the winch track. The runway in use will be announced by Whatsapp by 8am.

Groups of 3 gliders will be allocated a grid marker for the duration of the championships. Each day the markers will be placed on the designated runway and the grid shall be formed on the north side of the markers. The first glider of each group to arrive at the grid must be positioned with its wingtip on the marker, with the other 2 partially overlapping behind in the order of arrival:



Gliders must be on the grid by 10 am to allow Club flying from in front of the grid unless otherwise directed. Release checks should be made before launching begins. Hooking on is the responsibility of the crew.

Vehicles towing gliders to the grid from the glider parking area must remain as close to the northern boundary as is practical until crossing at the threshold. Before crossing the runway threshold check that there are no aircraft on finals. Due to the trees at the west end, landing aircraft may not be visible until very late in their approach. Tugs will be landing with tow ropes still attached.

Cars must be removed from the grid 10 minutes before first launch. Cars may be parked tight against the treeline along the southern boundary or returned to the glider parking / clubhouse area.

Airfield Boundary:

For the purposes of scoring and relights the airfield boundary is defined by the track along the northern and eastern boundaries, the south fence and the west hedge line. This is shown on the airfield boundary diagram as a red line:

Unlandable Areas:

Landing close to the south hangar area or across the winch track is potentially hazardous and may result in damage to your glider. There is also an unlandable area towards the west end of the field where the winch track passes through a deep cutting, shown hatched red in the airfield layout diagrams.

Relights:

When operating on r/w 25, relights should approach south of the grid and land on the south side of the winch track. If this area is obstructed land long on the north side of the winch track so that launching can continue.

When operating on r/w 07, relights should approach north of the grid and land long north of the winch track so that launching can continue. If this area is obstructed, land long on the south side of the winch track.

Do not stop in the dip abeam the clubhouse. This area cannot be seen from the launch points and will prevent launching.

It is the pilot and crew's responsibility to retrieve the glider expeditiously directly to the nearest North or South boundary. Crew vehicles should not be used unless absolutely necessary. It is the intention to have a manned BGGC "buggy" positioned on the boundary at the mid-point of the airfield standing by to retrieve relighting gliders, and this should be regarded as the preferred method of retrieve to the boundary. Crews will be responsible for towing their glider back to the grid from the boundary.

Starting Procedures:

The starting procedure will be in accordance with the rules defined in the 2026 Rules for BGA Rated Competitions. When conditions allow, a start point overhead the airfield will be used (**NYM**, Nympsfield), but competitors should be aware that a remote start point may be set using one of the following BGA turning points: Aston Down **AST**, Avening **AVN**, Chalford North **CFN**, Minchinhampton **MHT**, Nailsworth **NAI**, Stroud East **SRE**, Tetbury West **TBW**, The Camp **TCM**.

Finish Procedures:

The finish procedure will be a finish ring of 3km radius centred on the BGA Turning Point Nympsfield **NYM** with minimum finish altitude of 1000 ft ALT (300 feet above the airfield elevation) unless briefed otherwise at the morning task briefing. The minimum finish altitude may be varied daily depending on forecast wind and finishing direction.

Pilots must call at 10km from the edge of the finish ring and when crossing the finish ring on Channel 129.980 MHz prefixing their call "Nympsfield finish," e.g. "Nympsfield Finish, Callsign, 10km," and Nympsfield Finish, Callsign, Finish Ring."

A control point may be used to line up finishing gliders with the landing direction; a straight in approach and landing is strongly recommended. When the finishing direction does not permit a straight in approach

competitors should join the circuit to landing on the crosswind leg in accordance with good aviation practice. Pilots should gradually slow down whilst positioning to land and fit into the sequence of arriving gliders without overtaking. *Note: the normal circuit direction at Nympsfield is on the upwind side of the airfield. Strong downdrafts can occur on the downwind side of the airfield.*

Bear in mind that with northerly wind components there could be extreme turbulence, windshear and downdrafts on final approach and pilots should consider adding additional margins of speed and height and avoid making low final turns.

Competitors should be aware of the potential for conflicting traffic, have no right of way over such traffic, and must maintain a good lookout at all times. When finishing, competitors should be alert for gliders landing from a normal circuit after going around.

Competitors must land as long as possible and keep straight during the roll out. After landing competitors should move their gliders to the nearest north or south boundary as quickly if possible. If unable to move their glider after landing then as a very minimum it should be turned through 90 degrees while awaiting the arrival of crew or other help.

Safety and airmanship at finish.

Competitors are reminded 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 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.

Flight below 30 ft AGL outside the airfield boundary and below 30 ft AGL inside the airfield boundary except on landing approach will be penalised. Penalty will not be applied if flight below 30ft outside the airfield perimeter has been due to an emergency straight-in approach where it is not possible to maintain safe airspeed to maintain the minimum ground clearance or in the event of an out-landing.

A gentle climb or short period of level flight after crossing the finish ring to reduce speed will be accepted but sharp pull ups must be avoided and will be penalised.

For the avoidance of doubt, showboating such as low passes over the airfield will not be tolerated and will be penalised.

Submission of IGC files and Reporting of Outlandings:

IGC files must be submitted for all flying each day. This may involve more than one IGC file. IGC files must also be submitted for any flying on cancelled / scrubbed days. The competitor is responsible for downloading the IGC file from their flight recorder and submitting to the scorer.

Normal finish/non-comp finish. Submit IGC files via Robocontrol (or email).

If an early return to Nympsfield is made (e.g. airborne decision not to start/complete the task) the Competitor must notify Control as soon as possible after landing (and in any case before leaving the airfield) via Robocontrol.

Notification of Outlanding. Competitors with an uncomplicated outlanding are to use Robocontrol to inform the competition organisation they have landed, their location and to upload their trace.

If there are any issues (or additional assistance is required) pilots are to telephone Control.

Using this method will speed the generation of scores and reduce the time to call control but most importantly allow us to focus support where it is needed. Reports by radio are unreliable, generally do not contain the information that Control requires and must be backed up by telephone.

In the event of outlanding within the outer boundary of R105 Highgrove the pilot must telephone control as soon as possible.

Whilst submission of files by Robocontrol is preferred, IGC files may also be submitted by email to: scoring@bggc.co.uk

Trailer Parking:

Trailers should be parked in the designated area in the northeast corner of the airfield. There is additional trailer parking close to the airfield boundary in the south-east corner of the field and close to the boundary in the “bulge” in the northwest corner. Trailers and parked gliders must not spread out onto the approach areas of the airfield.

Camping:

Caravans and tents should use the designated area in the northeast corner of the airfield. There is additional camping space on the sloped area close to the members’ caravan site.

Pets:

Pets are welcome and there is wonderful dog walking in the wooded areas both north and south of the airfield, however owners are requested to clear up dog mess promptly particularly in the camping and public areas of the airfield.

Drinking Water:

Drinking water is available from the tap in the members’ kitchen, on the wall outside the members’ kitchen and from the outside taps at the NW corner of the clubhouse, the tap next to the fuel pump and from the taps situated in the member’s caravan site on the south side of the airfield. The water from the silver raised tanks on the corner of the track behind the trailer line is for water ballast use and is not fit for human consumption.

Catering:

Simple breakfasts and a sandwich selection will be available every morning from the members' kitchen.

Caper Cafe:

Caper Café is a professionally run public café situated on the ground floor of the “new” clubhouse. It is open Thursday 1000 to 1400 and Friday to Sunday 0930 to 1600. Please do not eat your own food and drink in Caper Café or on the gravel terrace outside.

Fire Safety Upstairs in Old Clubhouse:

The upstairs rooms in the old clubhouse do not meet fire safety requirements and must not be used.

Aerotow Charges:

Competitors aerotow charge is not expected to exceed £47.50 per 2000 ft tow.

AIRSPACE

Airspace files:

The airspace file used for scoring the championships will be made available for download from Soaring Spot and Robocontrol. Pilots will be briefed regarding the correct version of the file for any given day and the version number will be published on the task sheet.

Permanent Penalty Zones:

The following are designated permanent penalty zones for the duration of the competition unless otherwise notified:

- Hinton in the Hedges Para DZ
- Langar Para DZ
- Sibson Para DZ
- Chatteris Para DZ
- Dunkeswell Para DZ
- All Danger Areas marked on the 1:500000 Chart with an asterisk.
- Oxford ATZ

Other parachute zones may be declared as additional penalty zones at briefing.

D129 Weston on the Green Para DZ:

D129 is inactive at weekends unless activated by Notam. It will be penalty airspace Monday to Friday and not penalty airspace weekend days unless otherwise notified at briefing.

Aston Down Airfield:

Winch launching takes place at Aston Down airfield 7 days per week. Pilots flying in the vicinity of Aston Down should be mindful of the possibility of winch cables in the overhead. Pilots landing at Aston Down should take care not to roll from grass onto tarmac as there is a step which might damage your glider. The Aston Down radio channel is 118.665 MHz.

Kemble Airfield and ATZ:

Competitors are encouraged to contact Kemble Radio on Channel 118.430 MHz if passing close to or likely to enter the Kemble ATZ. When the ATC unit is closed, competitors are encouraged to make blind broadcasts to Kemble Traffic on 118.430 MHz.

Temporary Class D Airspace at Kemble:

On most days Kemble will be treated as any other GA airfield with an ATZ. Occasionally short notice NOTAMs for Temporary Class D airspace at Kemble are issued and the temporary airspace extends towards and sometimes over the top of Nympsfield. Any such NOTAMs will be briefed at the morning briefing and the airspace will be included in the daily airspace file. Temporary Class D airspace will be penalty airspace.

Gloucestershire Airport and ATZ:

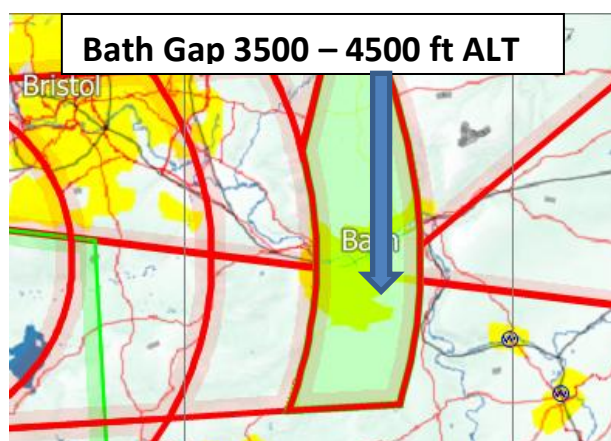
Gloucestershire (Staverton) is a very busy GA airport with a considerable number of business jets and training aircraft using the instrument approaches to runways 09 and 27. Competitors are encouraged to contact Gloster Approach on Channel 128.555 MHz if passing close to the ATZ or instrument approach feathers for the runway in use.

Oxford ATZ:

Oxford ATZ will be penalty airspace throughout the competition. Competitors are encouraged to contact Oxford Approach on Channel 125.090 MHz and ensure all available electronic conspicuity is operating if passing close to the ATZ or instrument approach feathers for the runway in use.

Bristol CTA and the Bath Gap LOA:

The Bath Gap Letter of Agreement “LOA” refers to a section of Bristol CTA-6 Class D airspace with base at 3500 feet amsl on the eastern side of the Bristol CTA.



Unless activated by the Championships Organisation the “Bath Gap” portion of the Bristol CTA-6 above 3500ft ALT is penalty airspace. Competing pilots must not use the radio to obtain individual clearance through either the Bath Gap or Bath Gap B airspace.

When activated and declared as available at briefing and listed under Exemptions on the Task sheet, competitors may fly in the Bath Gap airspace up to 4500 ft ALT as long as they remain VMC, i.e in a flight visibility of 5km+ and minimum distance of 1500 metres horizontally and 1000 ft vertically from cloud.

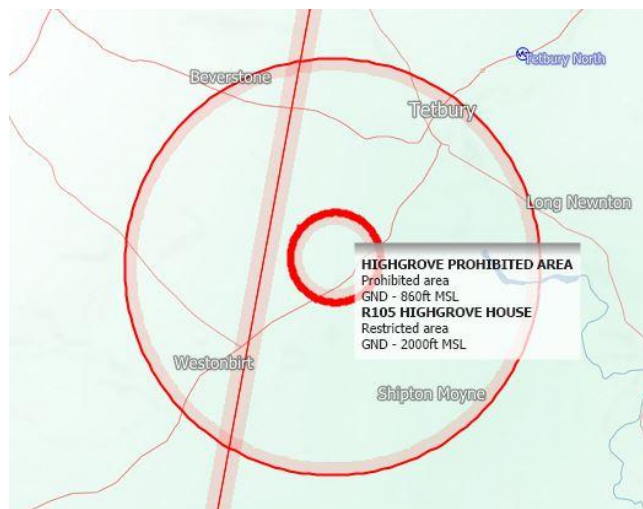
Additional briefing material will be made available should we activate the Bath Gap.

Pilots are also cautioned about the triangular stub of Bristol CTA-8 with base at 4500 ft ALT which lies north-east of Bath known as the Bath Gap B. This will be penalty airspace throughout the competition. This often catches out unwary pilots in high cloudbases.

R105 Highgrove LOA:

R105 Highgrove is situated south-east of Nympsfield near Tetbury and extends from ground to 2000 ft AMSL. Club Class Competition Pilots are permitted to transit R105 as long as they remain outside the Highgrove House Prohibited Area “HHPA,” a circle of 600 metres radius which extends from the surface to 860 ft ALT. Pilots should not unduly delay their transit through the area but circling in a thermal to gain height is acceptable.

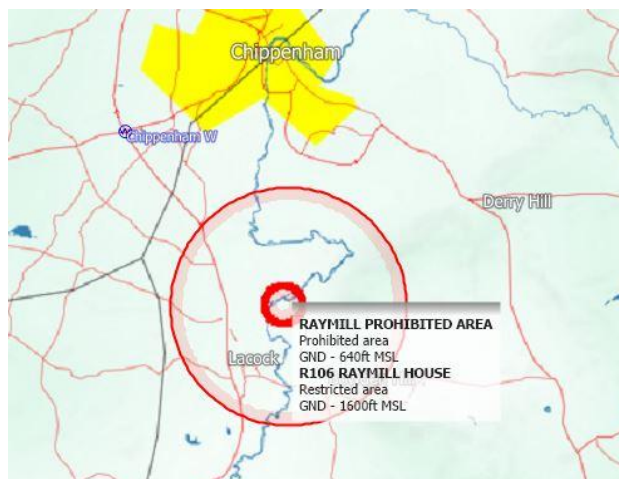
Only the HHPA shown as the inner circle in the airspace file is penalty airspace. The outer area of R105 will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



In the event of a landout inside R105, pilots must telephone Competition Control as soon as possible in addition to recording their landout on Robocontrol.

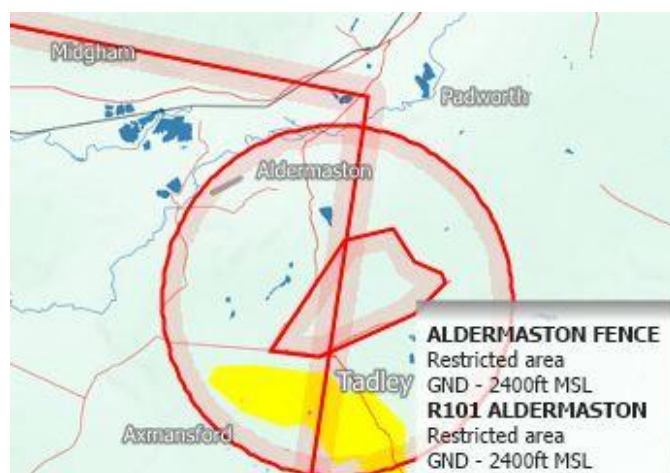
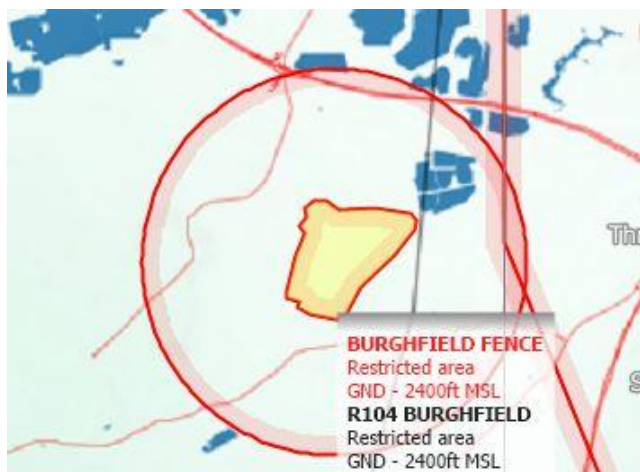
R106 Raymill House LOA:

R106 Raymill House is situated south of Chippenham and extends from ground to 1600 ft AMSL. Pilots flying from Nympsfield may enter R106 as long as they do not fly in the area around the house below 640 ft AMSL. Only the house area shown by the inner circle in the airspace file is penalty airspace. The outer area of R106 will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



Burghfield and Aldermaston Nuclear Zones Exemption:

An exemption has been granted for competition gliders to fly in parts of R104 (Burghfield) and R101 (Aldermaston) Restricted Areas for the duration of the competition provided that they do not fly within the area inside the boundary fences below 2400 ft ALT. Only the area below 2400 ft ALT inside the boundary fences defined as polygons in the airspace file is penalty airspace. The outer area around both establishments will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



Should the exemption be withdrawn the full R101 and R104 outer areas will be penalty zones. The status will be briefed daily and confirmed on the task sheets.

Gliders entering the exemption area must comply with the following requirements:

- a. The glider's glide angle must be at least 30:1.
- b. The glider must not fly within the boundary fence or fly in such a manner that in the event of an accident the glider would fall or be forced to land within the boundary fence.
- c. The glider must not fly in the exemption area at night.
- d. No photographs be taken of the nuclear installation.

R154 Oldbury and R155 Berkeley:

There is no exemption for the nuclear facilities at Oldbury and Berkley on the bank of the river Severn. These are penalty airspace for the duration of the championships.

FL100:

All airspace above FL100 is penalty airspace.

Restricted Area Temporary RA(T):

At the time of writing we are aware of the following RA(T)s in our potential flying area during the Club Class Nationals. When active they will be penalty airspace. They will be included in the relevant day's airspace file.

Date	Location
1 st and 2 nd August	Saltby

Fairford Temporary TMZ:

In the event there is still an active Notam for the Fairford Temporary TMZ in force during the competition, the TMZ will be penalty airspace for all days on which the Notam is active and the TMZ will be included in the airspace file as Prohibited airspace.

Airfield Layout



Airfield Boundary



Runway 07 Grid Operation (West Grid)



Runway 25 Grid Operation (East Grid)



Anti-Doping Rules

The British Gliding Association recognises and adopts the UK Anti-Doping Rules published by UK Anti-Doping (or its successor), as amended from time to time. Such rules take effect and will be construed as rules of the British Gliding Association. The British Gliding Association also recognises and adopts the Fédération Aéronautique Internationale (FAI) Anti-Doping Rules and Procedures version 2.1 (or any subsequent amendments). If there is a conflict between the rules of the FAI and the UK Anti-Doping Rules, the rules of the FAI will prevail. <https://www.fai.org/anti-doping>

End of Local Procedures.

Change Log:

V1: initial issue.

V2: Added Stewards names, corrected BGGC office and control phone number, added WA QR code and corrected footer.