

15m Class Nationals
Cotswold Gliding Club
22nd – 30th August 2009

LOCAL RULES

The local rules cover areas where the competition may be operated differently from the Rules and Guidelines in the current (2009) BGA Competitions Handbook and where those Rules require options to be decided, such as start and finish arrangements. All times in these local rules are BST. The 2009 Rules for BGA Rated Competitions can be downloaded from the BGA website www.gliding.co.uk

1. Registration

The Registration Office will be open from 15:00 hours on Friday 21st August 2009 until 21:00 hours, and again from 08:00 hours 22nd August 2009 until 09:00 hours. Competitors are requested to register as soon as possible after their arrival at the airfield to assist the organisers. Competitors are requested to complete and return a 'registration', 'pilot-info' & 'temporary membership' forms as soon as possible, preferably on line @ www.cotswoldgliding.co.uk

2. First Briefing

The first briefing will be held at 10:00 hours on Saturday 22nd August 2009. (It will take longer than the normal daily briefing, so if the weather is good it is suggested you are ready to grid early).

3. Towing out to the launch grid

All competing gliders must be on the launch grid in launch position 10 minutes before the first competition launch. In the event of Force Majeure (e.g. essential repairs to a glider or equipment delaying tow out), requests to tow out must be sought from, and granted by the Competition Director, or his appointed representative. Once launching has commenced late tow-outs to the grid for runway 21 (north end of airfield) will be held at the glider park and rigging areas until the Director's permission for a tow-out is granted. This is mandatory due to the need to cross the grass landing area between the parking / rigging areas and the runway. For launching from the south end of the airfield on runway 03, once launching has commenced access for towed gliders is only available on the west side of the airfield to a holding point on runway 09/27 stopping west of the intersection of 03/21 and 09/27. Gliders can be towed out along this route to the holding point during launching without the Director's permission. Once at the holding point permission must then be obtained to continue to the grid.

4. Airfield Boundary

For the purposes of BGA rated competitions only, Aston Down airfield boundary is defined as the inside edge of the paved perimeter road commencing at the CGC clubhouse then heading clockwise around the north, east, south and western boundaries as far as R/W 09 threshold. The boundary then continues as the fence line between R/W 09 threshold and CGC clubhouse.

5. Scoring

The competition will be scored according to the BGA National rules using a BGA approved SeeYou script.

6. Launch Fees

The launch fee for a 2000ft aerotow will be £29 during the competition. Payment for nine aerotows (£261) must be made at or prior to registration. Any unused aerotows will be refunded at the end of the competition. Payment can be made via debit or credit card during the registration period as detailed above or by contacting the office on 01285 760415 Mon-Fri 10:00-15:00 or online @ <http://shop.cotswoldgliding.co.uk> (it is expected that this will be made available the week before the competition)

8. Start Zone

The Start Zone type will be the semi-circle as defined in Para 19.1.1 of the 2008 Rules for BGA Rated Competitions, with the Start Point based on the coordinates of AST, unless otherwise briefed at the daily briefing.

AST N51 42.358 W002 07.916

The following additional waypoints have been created to provide alternative start points:

ADSN N51 46.667 W002 07.567
ADSNW N51 45.217 W002 12.067
ADSSW N51 37.917 W002 14.950

9. Finishing

Aston Down Airfield – Finish lines



- Red - No low flying!
- Blue - Suitable for emergency use only
- Yellow - Airfield Boundary

Four finish lines, each 1.5km long are defined for Aston Down airfield to align with the primary operating directions. All pilots must be aware of and fly within the requirements of CAP393 ANO Rules of the Air Section 2 Article 5 (low flying rule) and Section 1 Article 74 (reckless or negligent endangerment of any person or property). To meet this requirement, regardless of the position of the finish line, 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. Attention is drawn to all competitors of the busy A-road to the North of the Airfield, and red shaded areas on the map above, where the public has free access. The Northern finish line has been displaced into the airfield to support pilots in crossing the road with the maximum safety margin.

North Finish Line	ADFN - Mid-point - N51 42.715 W002 07.684, extending 0.75km on 293°/113°
South Finish Line	ADFS - Mid-point - N51 42.115 W002 08.096, extending 0.75km on 293°/113°
West Finish Line	ADFS - Mid-point - N51 42.115 W002 08.096, extending 0.75km on 172°/352°
East Finish Line	ADFE - Mid-point - N51 42.524 W002 07.678, extending 0.75km on 172°/352°

The Following Control points have been created to use when task setting to provide a final leg in line with the desired direction of landing:

North Finish Control point	NFCP - N51 48.459 W002 03.735
South Finish Control point	SFCP - N51 36.756 W002 11.894
East Finish Control point	EFCP - N51 43.575 W001 55.700
West Finish Control point	WFCP - N51 41.351 W002 16.977

10. The Bath Gap, Lyneham & Brize Norton LOA's

The "Bath Gap" airspace may be used during the competition. Competitors should familiarise themselves with the letter of agreement.

<http://www.glidering.co.uk/bgainfo/airspace/bristol-loa.pdf>

Lyneham airspace is available via LOA and may be requested by the competition organisation, though only at weekends and Bank holidays. Competitors should familiarise themselves with the LOA.

<http://www.glidering.co.uk/bgainfo/airspace/loas/lynehamcomp.pdf>

Brize Norton airspace is available by LOA and may be requested by the competition organisation, though only at weekends and Bank holidays. Competitors should familiarise themselves with the LOA.

<http://www.glidering.co.uk/bgainfo/airspace/loas/brizecomp.pdf>

11. Radio Frequencies

The radio frequencies in use during the Competition will be: Tugs and Launch Control: 129.975MHz Start and Finish: 130.100 MHz The above frequencies may be changed at Daily Briefing if there is potential for conflict with other concurrent gliding competitions or high levels of radio traffic. Competitors returning for a relight are to make an advisory call downwind on 129.975MHz (if time and prudence allow) and then vacate the landing area as soon as possible.

12. Flight Recorders

Competitors are reminded that they now need to submit at registration valid calibration charts for both the Primary & Secondary flight recorders. Copies can be emailed to comps@cotswoldgliding.co.uk or faxed to 01242 808060

Competitors with enabled turbos will be required to carry out a short (less than 30-second) engine run prior to making a start on the first day (as per rule 35.2). Thereafter, they will not normally be required by the organization to run their turbos before starting.

All pilots who have used turbos/self launchers to self-retrieve must state this when handing in their flight recorders to Control.

13. Control

The Control telephone numbers will be 01285 760415 and 01285 760473. Pilots who land out are required to telephone control as soon as possible after landing and again when the pilot and crew have met up. This is a mandatory procedure for flight safety reasons to assist the Director in accounting for all gliders flying from the site at the end of the day.

14. Free Fall Parachute Zones

The following free fall parachute zones are prohibited airspace for the duration of the competition and pilots will be penalised for any incursion; South Cerney, Redlands, Weston on the Green, Hinton in the Hedges, Langar and Peterborough/Sibson. The status of other parachute zones will be given at briefings.

15. Kemble

The setting of task routes through the Kemble ATZ will be avoided. Control points will be used to route competitors around the ATZ. IF pilots intend to land at Kemble they should contact Kemble ATC on 118.900MHz. (The Kemble ATZ has a radius of 2Nm & 2433ft QNH) The organisation may choose to brief the Kemble ATZ as an Airspace penalty zone. This will be notified at briefing and would be penalised as an Airspace infringement.

16. Map

The master reference for controlled airspace for the Competition is the CAA 1:500,000-scale map, 2171CD, Southern England (Edition 35) - published 12th March 2009.