



The Northern Regional Gliding Championships

Local Rules & Information

1st - 9th August 2009



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General

The Northern Regional Championships will be flown at Sutton Bank airfield from 1st – 9th August 2009 inclusive. They will be conducted in accordance with the rules set out in the 2009 Rules for the BGA Rated Competitions, except where these are varied by Local Rules.

Registration

Each pilot must register by 2200 hours BST on Friday 31st July 2009. Pilots who are unable to register by this time must have previously submitted their registration form via email (enquiry@ygc.co.uk), post or fax (01845 597307). Inspection of current airspace maps, insurance documents and competition licences must be carried out before Saturday 31st July 2009 0900 hours BST. Pilots are reminded of the new requirement to submit a valid calibration chart for each logger they intend to use at registration.

Pilots who have submitted email, postal or faxed registration forms and who subsequently wish to change details of aircraft type or competition registration must notify changes before 2200 hours on Friday 31st July 2009.

Any crew wishing to fly must sign a Yorkshire Gliding Club membership application unless they are already a member of the club.

GPS Flight Recorders

Facilities will be available for down loading of EW and Colibri loggers. Pilots using other types of loggers **MUST** bring a lead and software suitable for a Windows XP computer. The software should be capable of downloading the data logger and converting it to .IGC format. If you do not bring a lead and software, please do not moan at the competition organisers if we are unable to download your logger. Facilities will also be available to download SD cards.

Relights

A glider that lands on the area of the gallops to the North East of the site **DUE ONLY TO CONGESTION OF THE AIRFIELD** will be permitted a relight on return to the Airfield. Please note that there are a number of fenced paddocks in this area containing nervous horses, so **PLEASE** exercise caution and use your common sense if landing out in the area of the gallops.

Competition Start Zones

Starting procedure will be in accordance with the rules as defined in the 2009 Rules for BGA Rated Competitions (Rule 19). A semi-circle start zone will be used based around one of three alternative start points.

The BGA turn points SUT, SU1 or SU2.

All these points are now included in the BGA waypoint list. SU1, and SU2 are over the lower ground, to the south and west, to enable starts to be made safely when cloud bases are lower than 3000' above Sutton Bank.

Recording a Finish

Four alternative finish lines will be used. Finish lines will be 1Km long centred on the following co-ordinates

Finish line South FINLNS (co-ordinates 54.13.528N 001.12.741W) is based on the southern end of the N-S runway to enable straight in finishes from this direction.

Finish Line North FINLNN (co-ordinates 54.14.066N 001.12.392W) is based on the northern end of the N-S runway to enable straight in finishes.

Finish Line west FINLNW (co-ordinates 54.13.810N 001.12.658W) is based on the western boundary.

Finish Line east FINLNE (co-ordinates 54.13.627N 001.12.543W) is based on the eastern end of the E-W runway to enable straight in finishes

A control point to the north SU3 and to the south SU4 may be used to align finishers with the runway in use. The northern control point has been moved closer to the airfield and is associated with Wethercote Farm. The southern control point is associated with the Carlton Husthwaite turn from the Thirkleby to Coxwold road. These control points are now included in the BGA waypoint list.

Pilots are responsible for maintaining separation from terrain and ensuring that their gliders cross the finish line with sufficient energy to make a safe approach and landing on the airfield. If possible finish directions will be set into wind to allow pilots to land straight ahead; if this is not possible on the day then the daily briefing will include instructions on the flight procedures to be adopted following crossing the finish line. By the very nature of the site landing in some directions and conditions requires care and caution.

The airfield boundary is apparent from the tree line, line of ploughing and the road on the eastern boundary.

Pilots should notify the finish line (130.100 MHz) when they are 10km from the finish point. . Advice on wind strength and conditions and suitable landing direction will be passed at this point.

Dangerous and Low Flying

Competitors are reminded that all pilots must be aware of and fly within the requirements of CAP 393 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).

In order to eliminate the possibility of danger to members of the public and with Article 74 of Rules of the Air in mind, in the context of finishing and the possible close proximity to the ground during the late part of final glide towards the finish line and landing, the minimum height for a glider whether in or outside the airfield boundary is 30' above ground level and any structure. Furthermore, adherence to BGA best practices to retain a descending flight path and retain sight of the landing area when below 500' is required.

Rule 34 of the 2009 BGA Competition Rules provides the Competition Director with strict penalties to be applied to Pilots not observing these requirements when approaching and crossing the Finish Line.

Supplementary Information

Launch Grid

Once a grid list has been compiled groups of 3 gliders will be allocated a letter of the alphabet for the duration of the competition. On each day a grid will be formed as a sequence of letters on the grass area. Gliders should be positioned with the letters on the right with overlapping wings and in any order. The launch order will be changed each day by moving the letters. Competitors may position their gliders as soon as the letters are placed out onto the grid.

Cars

Unattended cars not left in designated car parks must be left unlocked and with the key in the ignition. This is to ensure that the airfield can be cleared quickly if required.

Battery Charging

A number of 13 Amp sockets will be made available for this purpose in the hangar.

Briefing

Briefing will normally be held at 10 a.m. in the workshop unless otherwise stated.

Launching

Launching will normally be by aerotow to 2,000 QFE above Sutton Bank Airfield. Launches will be charged at £28.50 unless a change in towing costs requires an increase. Pilots will be required to provide a credit/debit card at registration; this card will then be charged the tow costs at the end of the week.

Water Ballast

A large water tank is available at the end of the trailer park. DO NOT use this water for drinking.

Prizegiving

Prizegiving will be at a time announced on the 9th August 2009.

Domestic

Meals and Provisions

The clubhouse will be open each day for the sale of drinks, sandwiches, confectionery, etc.

Food will be available as follows:

Breakfast	from 0800 hours, self-service- cooked food to order
Lunch	From 12 – 2pm. Sandwiches available to order
Dinner	available from 6pm, to order

Rubbish

Plastic bags for rubbish will be available from Control. They should be disposed of in the bins provided near the clubhouse.

Security

The Yorkshire Gliding Club cannot take responsibility for articles lost or stolen. The public can enter the airfield and clubhouse and it is in everyone's interest to keep valuables secured and unattended vehicles or caravans locked.

Competitors are however reminded that if cars are left outside of a designated car park they should be left unlocked with the key in the ignition. Such cars and their contents are left entirely at the owner's risk.

Competitors or crews intending to leave caravans or trailers at the end of the competition must liaise with the Office. Any caravans or trailers left without prior agreement may well be moved by whatever means necessary, and the Yorkshire Gliding Club will accept no responsibility for any damage incurred during the removal.