

LOCAL RULES

18-METRE CLASS NATIONAL CHAMPIONSHIPS

7 JULY – 15 JULY 2007

**The Gliding Centre
Husbands Bosworth Airfield
Lutterworth
Leicestershire
LE17 6JJ**

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COMPETITION OFFICIALS

| | |
|--|---|
| Director | Derek Westwood |
| Asst. Director | Ron Bridges |
| Stewards | Paul Armstrong Mike Costin Ron Davidson |
| Task Setting | Ron Bridges John Wilton |
| Met Forecasting | Hugh Brooks |
| Control & Air Space Liaison | Jayne Bridges Tania Lillywhite Jean Westwood |
| Finish Line | Anne Frank Andy Smart |
| Tug Master | Tom Burton |
| Scoring | Mike Larkin |
| Airfield Marshalling | Carl Buzzard |
| GPS Analysis | TBA |
| Safety Officer | Ron Bridges |

LOCAL RULES

General

The 18-Metre Class National Championships will be flown at Husbands Bosworth Airfield from 7 July to 15 July inclusive. They will be conducted in accordance with the rules set out in the 2007 BGA Rules for Rated Competitions, except where these are varied by Local Rules.

Registration

Each pilot must register his entry by 2200 hours BST on Friday 6 July 2007, except that if the registration form (a copy of which is attached) is submitted by email, post or facsimile (01858 880869), then payment of launch fees and inspection of glider insurance, competition licences and loggers may be carried out on Saturday 7 July from 0800 to 0900 hours BST.

Payment of launch fees should be made by Credit Card. The card details will be taken at registration and the total number of aerotow launches taken will be debited to the card at the end of the competition.

Pilots who have submitted emailed, postal or faxed registration forms and who subsequently wish to change details of aircraft type or competition registration, must notify such changes before 2200 hours on Friday 6 July 2007.

Any crews who wish to fly must sign a Gliding Centre membership application unless they are already members of the Club.

Flight Verification and Confidentiality

Facilities will be available for down loading IGC approved data loggers and card media. During the competition logged traces may be used to display "maggot racing" and traces will be made available at the end of the contest to any pilots supplying sufficient blank media. Pilots who wish their traces to remain confidential should notify control in writing at registration, so that their traces may be annotated accordingly.

Launch Grid

The Grid will be formed on the grass area at the East or West ends of the Airfield. Once a Grid List has been compiled each competitor will be allocated a letter of the alphabet which will also be displayed on a cone. 3 gliders, each with the same allocated letter, will position themselves on the same cone in any order. The cones will be rotated each day to change the launch order. Competitors may position their gliders as soon as the grid markers are set out and may move their gliders across the airfield landing areas if safe to do so.

When the Grid is at the East end of the field (launching towards the West), all competitors should endeavour to grid by 10.0 am unless otherwise authorised or directed by Control. This is to allow Club flying in front of the grid until the time of first launch. Therefore, competitors not gridded by 10.0am will need to ask permission from the Duty Instructor whose name will be available in Control. When the Grid is at the West end of the field (launching towards the East), gliders may be gridded at the competitor's convenience provided that they are aware of, and do not jeopardise, the Club's flying operation.

The gliders release must be checked before the aerotow rope arrives and hooking on is the responsibility of the crew.

Car Parking at the Grid

Cars may be left parked behind the grid if left unlocked with the key in the ignition. This is to ensure that the launch area may be cleared quickly if necessary. Cars must not be left on the grass or runway beside the grid whilst launching is in progress. Any car, which must be moved and cannot be driven away, is liable to be moved by any means necessary.

Competition Start Zones

Starting procedure will be in accordance with the rules as defined in the 2007 Competition Rulebook.

One of four start points will be used to separate Club and Competition traffic.

Only one start point will be used on any task and this will be announced at briefing on the day.

Calls to Control announcing your start should be prefixed with the words Hus Bos.

The start points will be at the centre of the start line and are annotated as follows.

HB Start West (HB1)

HB Start North (HB2)

HB Start East (HB3)

Naseby West (NAW)

These turn points are in the latest version of the BGA Turn Point List.

Competition Finishes

All pilots are reminded that they must be aware of, and fly within, the requirements of Rules of the Air – Rule 5 (Low Flying) and ANO Part 5 – Article 74 (Reckless or negligent endangerment of any person or property).

The competition finish procedures have been planned so that they result in a safe finish for the pilot concerned, all other pilots flying from HB, those engaged in the neighbouring flying operations to the south of the airfield and members of the general public. To this end, all tasks will be routed in via either HB5 or HB6 Control points that are approximately 10 kilometres from the finish and in line with the landing direction. These control points are annotated:

HB Control Point East (HB5)

HB Control Point West (HB6)

and are in the latest version of the BGA Turn Point List. The final glide must be arranged so that there is a continually descending glide path from 500 feet. The airfield boundary must be crossed at a minimum of 30 feet.

If the finisher has too much energy to land safely ahead they should fit into the circuit in an appropriate manner, displaying good airmanship in relation to all other aircraft at all times. Any go round into the circuit must be from a minimum of 100 feet. At the point of making the decision there should be no need to descend below 100 feet and the excess speed should be used to effect a safe entry into the normal circuit. The normal glider circuit at Hus Bos is to the north while the tug circuit is to the south at 300 feet.

Finishers must call the finish line with their call sign, on 129.975 at 8kms, prefixing their call with Hus Bos. The call should include the pilot's intentions, ie landing straight ahead or going round.

All finishes must be carried out with due consideration to the public (both on and off the airfield), members and members property on the airfield and also to the other flying operations to the south of HB airfield. The Police helicopter, call sign Police 22 operates approximately 800 metres south of the airfield and listens out on 129.975. There are also 2 strips immediately south of the airfield.

The Organisers will attempt to ensure that launching does not take place whilst competitors are finishing. Competitors should not, however, assume that there will be no conflicting traffic, have no right of way over such traffic, and should maintain a good lookout at all times.

Boundaries between grass and hard surfaces are uneven in many places and pilots are advised to avoid landing or taxiing across these areas.

Briefing

Briefing will normally be held at ten o'clock unless otherwise advised.

Launching

This will be by aerotow to 2,000 ft QFE above Husbands' Bosworth airfield. Launches will be charged at £26.00 unless a change in towing costs requires an increase.

Practice Week

There is no official practice period but normal flying facilities will be available. Please advise the Club Manager if you intend to fly from Husbands' Bosworth during the week before the competition and complete a temporary membership application if you are not already a member, as the entry fee provides temporary membership only for competitors from the 7 July to 15 July 2007.

Battery Charging

A number of 13 amp sockets will be available for this purpose.

Hangarage

During the competition period competing gliders must not be put in the hangar without the permission of the Airfield Manager.

Water Ballast

2 bowsers will be available as indicated on the airfield layout.

Prizegiving

Prizegiving will be at a time to be announced on the 15 July 2007.

DOMESTIC

Meals and Provisions

The Clubhouse will be open each day for the sale of drinks, sandwiches and confectionery.

Cooked meals will be available as follows:

| | |
|-----------|-----------------|
| Breakfast | From 7.30 am |
| Dinner | 6.30 to 9.00 pm |

Rubbish

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

Security

The Gliding Centre 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 cars left on the parking area behind the grid must be left unlocked and with the keys 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 after the end of the competition must liaise with the Club Manager. Any caravans or trailers left without prior agreement may well be moved by whatever means necessary, and The Gliding Centre will accept no responsibility for any damage incurred during removal.

Speed Limits

Competitors and crews are asked to observe the airfield speed limits as indicated by the signs on the airfield. This is particularly important in view of the number of young children who may be on the airfield during the competition.

Dogs

Dogs are not allowed in the Clubhouse due to hygiene regulations and should be kept under control at all times. Please respect the environment and clean up after your dog.

Trailers, Tents and Caravans

An area is provided in the northern "toe" of the airfield with a central area for camping sandwiched between two rows for trailers. These should be parked so that gliders are rigged away from the camping area, ie with trailer hitches pointing inwards. Please leave space for those in the northern part of the park to tow out.

