

**UK CLUB CLASS NATIONALS 2023  
DUNSTABLE**

**22 to 30 JULY 2023**



**LONDON GLIDING CLUB**

**INFORMATION  
&  
LOCAL RULES**

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**COMPETITION TEAM**

<b>Competition Director</b>	Bill Craig
<b>Deputy Director</b>	Tom Pridgeon
<b>Competition Secretary</b>	Kerry Ealand
<b>Control</b>	Emily Tillett
<b>Task Setting</b>	Stefan Astley
<b>Meteorology</b>	Phil Warner
<b>Airspace</b>	Chula Rupasinha
<b>Chief Grid Marshal</b>	Richard Cooper
<b>Control, Start &amp; Finish Line</b>	Emily Tillett
<b>Competition Tug Master</b>	Dan Chilcot
<b>Scoring &amp; IT</b>	Paul Candler
<b>Cadet Team Lead</b>	Oscar Butlin
<b>Safety Officer</b>	Guy Corbett
<b>Competition Stewards</b>	Mark Newland Smith Dave Starer Guy Corbett
<b>Catering</b>	Catering Partner - Curiositea
<b>Club Bar</b>	Mike Barrowman & Club Members

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**LIST OF COMPETITORS**

<b>NAME</b>	<b>AIRCRAFT TYPE</b>	<b>CALLSIGN</b>
Tom Arscott	LS-7	
Peter Atkinson	Std Cirrus	
Jerry Berringer	Std Cirrus	
Malcolm Birch	Libelle 201 (W)	
Rhoan Birch	tba	
Chris Booker	LS-1f	
Emma Burns	ASW-20	
George Downing	tba	
Tim Fletcher	LS-7 (W)	
Daniel Hayday	tba	
Claudia Hill	LS-1f neo	
Ben Hudson	Std Cirrus	
Benjamin Hughes	ASW-20	
Anthony Landau	Std Cirrus	
Carol Marshall	LS-7	
Timothy Milner	LS-3	
Alison Mulder	LS-4	
Christophe Mutricy	Std Cirrus	
Jane Nash	SZD-55	
Greg O'Hagan	LS-4	
Martyn Oliver	ASW-20	
Luke Pike	tba	
Sarah Platt	LS-4	
Oliver Ramsay	ASW-19	
John Roberts	LS-3	
Nick Smirnov	LS-3	
Anne Soltow	Std Cirrus	
John Stephen	DG-200	
Kelly Teagle	ASW-20B	
Ayala Truelove	tba	
Sally Walker	LS-4	
Ollie Wheeler	ASW-20	

**UK CLUB CLASS NATIONALS 2023  
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**LOCAL RULES**

<b>General</b>	The competition will be conducted in accordance with the BGA Rules for Rated Competitions 2023 (Version 1.1) supplemented with the following local rules.
<b>Dates</b>	The competition will run for the nine-day period from Saturday 22 to Sunday 30 July 2023 inclusive.
<b>Club Membership</b>	For the duration of their stay at the London Gliding Club, visiting pilots and their crews will automatically become reciprocal members of the club. Before flying however, a membership form must be completed and appropriate briefings and/or familiarisation flights as required, obtained from the CFI or a Rated Club Instructor.
<b>Classes</b>	The competition will be flown as one single class designated 'Club Class' as defined in the 2023 Rules for BGA Rated Competitions.
<b>Registration</b>	<p>The online competition system, ROBOCONTROL will be used for registration. Competitors will be sent a link to ROBOCONTROL on or before 23 June 2023 and are requested to complete the online registration before Friday 21st July 2023.</p> <p>On-site registration will be available from 18:00 - 21:00 on Friday 21st July 2023. During this time all competitors must hand in a completed BGA Competition Registration Form as well as show their FAI competition licence to a member of the team. Unless agreement has been made with the Director beforehand, no late entries will be accepted.</p> <p>All costs, primarily aerotows and aerotow retrieves, will be invoiced to competitors at the end of the competition, for immediate payment by return.</p>
<b>Control</b>	From Saturday 22 July 2023, Control will open at 8.30am each morning and will remain open until the organisation has safely accounted for all competitors and their crews. Alternatively, Control will close within one hour of a decision to <i>scrub</i> the day. The telephone number for Scoring & Control is <b>01582 691936</b> .
<b>Trailer &amp; Caravan Parking</b>	Visiting glider trailers, caravans and tents should be positioned in the areas designated on the site plan attached at Appendix A. The boundary of this area will be marked with tyres and trailers, caravans, camper vans and tents should remain within this area to avoid conflict with take-off runs and access to a T-hangar housing an EB-28 sailplane. Visiting trailers should park along this boundary with the towbars pointing inwards. This should allow sufficient space for all visiting competitors to rig and de-rig.
<b>Water Ballast</b>	In accordance with the 2023 Rules for BGA Rated Competitions, with the exception of water ballast carried in a fin tank for the purpose of CofG adjustment, aircraft flying in the Club Class may not carry water or any other form of performance-enhancing ballast during the competition.

**Battery Charging** There will be a number of 240-volt 14-amp power points available for aircraft battery chargers. These will be located principally in the Ottley Building which is marked on the site plan attached at Appendix A. Competitors must provide their own battery chargers.

**Airfield Procedures** The airfield at Dunstable is relatively small measuring approximately 100 acres. Flying operations and manoeuvring areas are further constrained by the local topography. For this reason, good airfield discipline is necessary to avoid obstruction, delay or incident. The co-operation and forethought of competitors and crews will greatly assist the competition organisation in avoiding frustration, annoyance and hazard for all airfield users.

**Towing Out, Gridding & Launching** The active gridding area will be established and set out with row markers each morning. On Saturday 22 July 2023, to accommodate any remaining registrations, towing out and gridding is intended to take place between 9.00am and the start of the morning briefing at 10.00am. The grid will be staffed by the Grid Marshalls who will direct competitors on the correct positioning of their gliders. On all subsequent days, towing out and gridding will take place between 8.30am and the start of the morning briefing, normally 10.00am unless otherwise advised. Adequate space between rows will be allowed for positioning gliders and the grid will subsequently be closed up prior to launching.

Towing vehicles must vacate the grid as soon as the glider has been positioned. It is the responsibility of competitors and their crew to complete release checks prior to being offered a launch and the crew's responsibility to hook on for the launch and run with the wing.

**Daily Briefings** The competition briefing will take place in the Briefing Hangar each morning at 10:00am unless otherwise notified.

**Relights** In the event of requiring a relight, competitors are to proceed to the back of the active launch grid or as otherwise directed at the morning briefing.

**Start Zone** For the purpose of forming the Start Zone, described as a 5km radius semi-circle centred on the Start Point, the Start Point shall be:

- Miletree Crossroads, Leighton Buzzard
- N 51.56.040 W 000.38.120

The Start Point appears in the BGA List of Waypoints, described as Leighton Buzzard NE with the trigraph **LBZ** and lies approximately 7.5 kms to the North North West of the LGC Clubhouse.

An Ordnance Survey map section illustrating the position of **LBZ** marked with a 5km radius line, within which the semi-circular start zone will sit, can be found at Appendix C.

## **Finish Ring & Flight Patterns**

The competition will operate with a **Finish Ring** centred on the BGA waypoint described as Dunstable Airfield with the trigraph **DUN** [N 51.52.304 W 000.33.074]. The Finish Ring will be of 3 kilometres radius with a *default* base of 600 feet QFE (1,100 feet QNH). The Director nevertheless reserves the right to vary the height of the base on each competition day, in accordance with paragraph 5.9.3.2 of the BGA Rules for Rated Competitions 2023 (Version 1.1) – any change to the base height will be notified at the daily briefing. ***Pilots are reminded that a portion of the ring to the East and to the South sits in an area of restricted Luton airspace which is therefore also a penalty zone.***

Competitors are also reminded that they are bound by 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, all approaches toward the airfield should prescribe a descending profile, 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.

Following a successful finish by penetrating the boundary of the Finish Ring at or above the height of the Finish Ring base, the pilot may land straight ahead, fly a circuit to the left or to the right depending on the circumstances of the day. Based upon the circumstances of the day, the Competition Director may at his discretion in the course of the morning briefing, offer guidance on a desirable circuit direction in an effort to minimise the risk of conflict between aircraft. Please consider all available safe landing options and arrange to have your aircraft removed from the landing areas as soon as it is safe to do so.

## **Hang Gliding**

The airfield sits at the foot of Dunstable Downs. Hang-gliders and para-gliders may be operating from the top of the hill when the hill is soarable. Competitors should exercise extreme caution and maintain a good lookout, especially in the very latter stages of the final glide for an approach onto the landing area.

## **Radio Frequencies & Procedures**

The primary frequency for the competition will be **119.905 MHz** with a secondary frequency **129.890 MHz**. There may be other competitions flying at the same time and communication with the competition start and finish must therefore carry the prefix 'Dunstable' i.e. 'Dunstable Start' and 'Dunstable Finish'.

The frequency used for **Grid Launching shall be 119.905 MHz** and competitors should remain on this frequency until release from tow. The frequency used for **Start Line control shall be 129.890 MHz**. The frequency used for **Finish Ring and landing control shall be 119.905 MHz**.

On final glide, competitors are required to make radio calls to 'Dunstable Finish' advising 10 kilometres out and subsequently 5 kilometres out - these distances are measured from the centre point [**DUN**] of the Finish Ring.

**Landouts & Road Retrieves** On landing out, it is essential that the pilot contacts Scoring Control to (i) confirm his/her wellbeing and that of the aircraft (ii) to advise of any turnpoints which have been successfully rounded and (iii) provide land-out location details and additionally advise Scoring Control of any special assistance that may be required. The retrieve crew should inform Scoring Control (i) on its departure from Dunstable (ii) when it has linked up with its pilot and (iii) on arrival back at Dunstable. The telephone number for Scoring & Control is **01582 691936**.

**Aerotow Retrieves** Aerotow retrieves will be made available from **airfields only** and shall be with the approval of the Competition Tugmaster. Aerotow retrieves will be charged to the competitor on the basis of tug tacho hours at a rate of **£200.00** per hour.

**Local Airspace** The London Gliding Club is located approximately 7nm to the West of London Luton Airport. The site sits within the boundary of the Luton CTR which extends from the surface up to 3,500 feet QNH - approximately 3nm miles North West of the site, the base of the controlled airspace sits at 4,500 feet QNH. The site is 500 feet amsl.

The London Gliding Club operates within this airspace by formal letter of agreement with the air traffic control authorities, which establishes a set of local boundaries and rules within which the Club operates.

***The Club's future security in terms of its ability to operate and co-exist in this manner, is entirely dependent on strict observance of the terms of this agreement and for this reason, any infringement will be viewed with due seriousness. Competitors and visiting pilots are urged to respect the Club's position on this issue. Penalties for infringement of Luton CTAs or CTR will be applied in the manner set out in the 2023 Rules for BGA Rated Competitions.***

Competitors will be given a local airspace briefing on the first day of the competition, with further local guidance being available from members of the Competition Team and Club Flying Management throughout the competition.

In an effort to further simplify matters in this respect, tasksetters will centre the 5km radius semi-circular start zone on the same remote start point throughout the competition, minimising airspace boundary infringement risks. In addition, tasks will be set wherever possible with a final control turnpoint diverting the penultimate leg and finish away from sensitive airspace. A common Finish Ring will be used throughout the competition.

Further information on other airspace relatively local to Dunstable is contained within this document at Appendix B

**Transponders** Bearing in mind the London Gliding Club's location at Dunstable lying within the Luton Airport CTR, the use of transponders locally presents some practical challenges to Air Traffic Control services at Luton Airport. Competing pilots of any transponder-equipped glider, are strongly requested to fly with transponders **SWITCHED OFF** within a 25km radius of the centre point of the **Finish Ring at DUN**.



**UK CLUB CLASS NATIONALS 2023**  
**SITE INFORMATION - DUNSTABLE**

- Location & Management** The London Gliding Club is situated at the foot of Dunstable Downs approximately 2nm South West of Dunstable on the B489 Tring Road.
- Tel: 01582 663419 Email: reception@londonglidingclub.co.uk
- GPS coordinates are: N 51.52.252 W 000.32.831
- The Club Chairman is Mark Newland-Smith. The Club Manager is Stefan Astley and the CFI is Ryan Berry who prior to the competition will be happy to assist in any way he can.
- Arrivals by Air (Powered Aircraft)** Arrivals by air are **strictly with prior permission only**. Due to the Club's location within the boundary of the Luton CTR, its intensive winch launching activity and the undulating nature of the airfield topography, permission will not normally be granted to any aircraft other than those visiting the site-based London Light Aircraft for maintenance purposes. The airfield is not licensed; it has limited fire-fighting equipment and cannot offer fuel, hangarage or picketing facilities. Aircraft visiting with prior permission must contact Luton Approach on 129.55 MHz to obtain clearance to penetrate their zone boundary. Visiting aircraft operate entirely at the owner's risk.
- Caravans & Tents** Caravans and tents for the use of competitors, families and crews may be sited at any time from Saturday 15 July 2023, in the area designated on the site plan at Appendix A. Domestic water, shower & toilet facilities and refuse points are also marked on the site plan. There is a limited number of electrical hook-up points for caravans and the like adjacent to this area which will be allocated on a first-come first-served basis at a rate of £10 per day, to be paid in advance at the Office for the full duration of your stay, once a hook-up point has been secured.
- Medical Facilities** First aid supplies are available in the **Club Office** and in the **Red Control Vehicle**. Additionally, there is a **Defibrillator** located in the main entrance corridor to the Club Office, alongside the office door. Competitors and crews are however encouraged to bring their own first aid supplies. In case of illness, local medical attention can be sought from A&E at Luton and Dunstable General Hospital, which also offers a daily GP minor illness clinic between 07:00 and 23:00 on 01582 491166.
- Restaurant & Bar** The restaurant is run by our catering partner **CurioStitea**. Normal daily opening hours throughout the nine-day competition as a minimum will be:
- 08:00 to 15:00
- The club bar is run by club members and during the competition, it will be open for business daily from 5.30pm.
- London Sailplanes - Shop & Workshop** During the competition, London Sailplanes will be open for business Monday to Friday 8.30am to 5.00pm. Additionally, basic gliding provisions such as pens and PVC tape etc, will be on sale daily in the club office during normal office hours throughout the competition.

**APPENDIX A**  
**Site Plan**



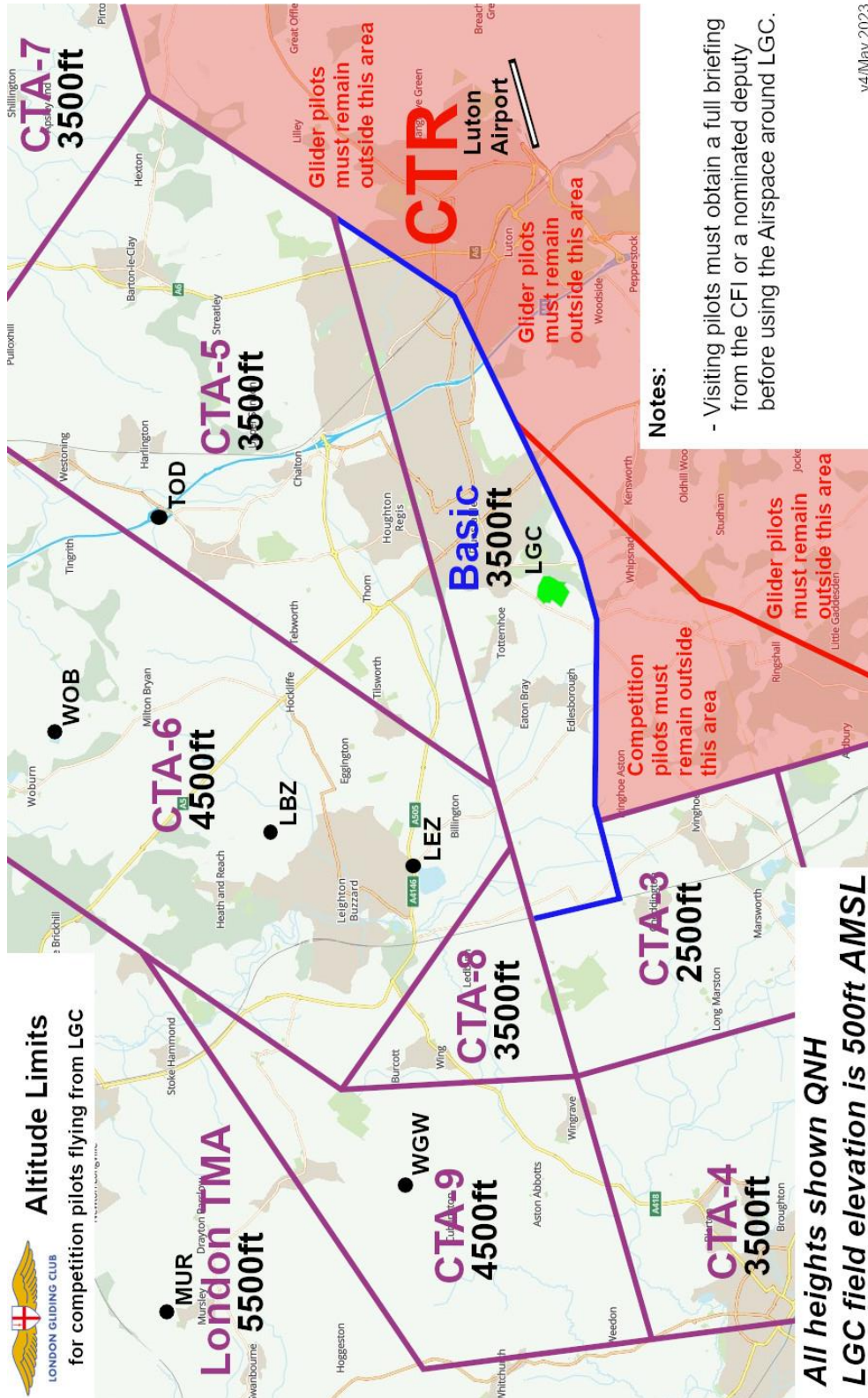
1. Tug Hangar (Briefing)
2. LGC Office, WCs, showers (unisex)
3. Bar
4. Ground floor: WCs (male) & showers (unisex),  
Upstairs: WCs (female)
5. Restaurant (upstairs)
6. Withall Room: Comp Office (control, scoring)
7. Water ballast tanks
8. Battery charging

**APPENDIX B**  
**AIRSPACE**

## Local Arrangements

The London Gliding Club operates within the Luton CTR by formal letter of agreement with the air traffic control authorities, up to an altitude of 3,500 feet QNH above the site (shown as **Basic** in the map below).

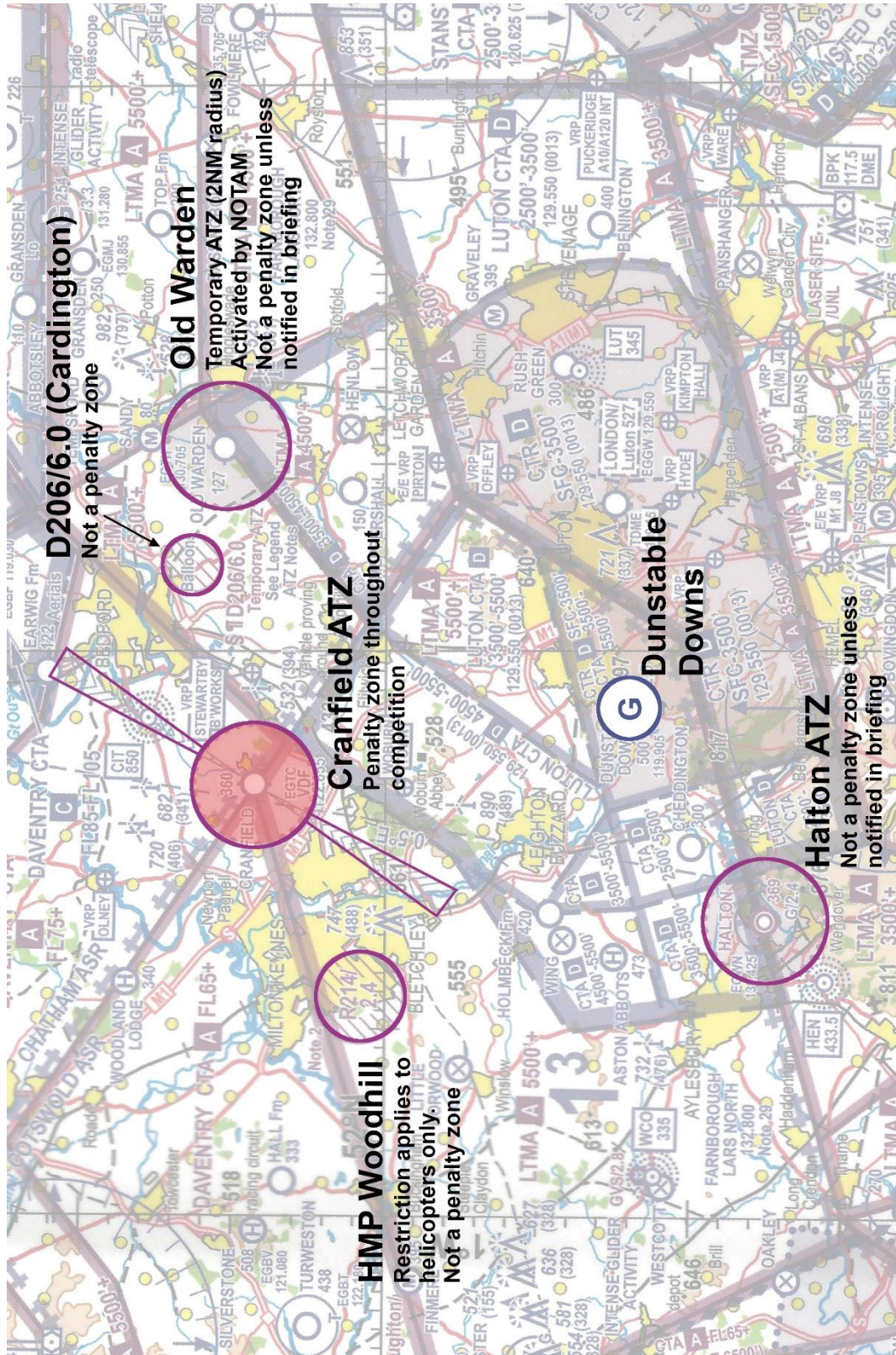
The site is 500ft above mean sea level.



v4/May 2023

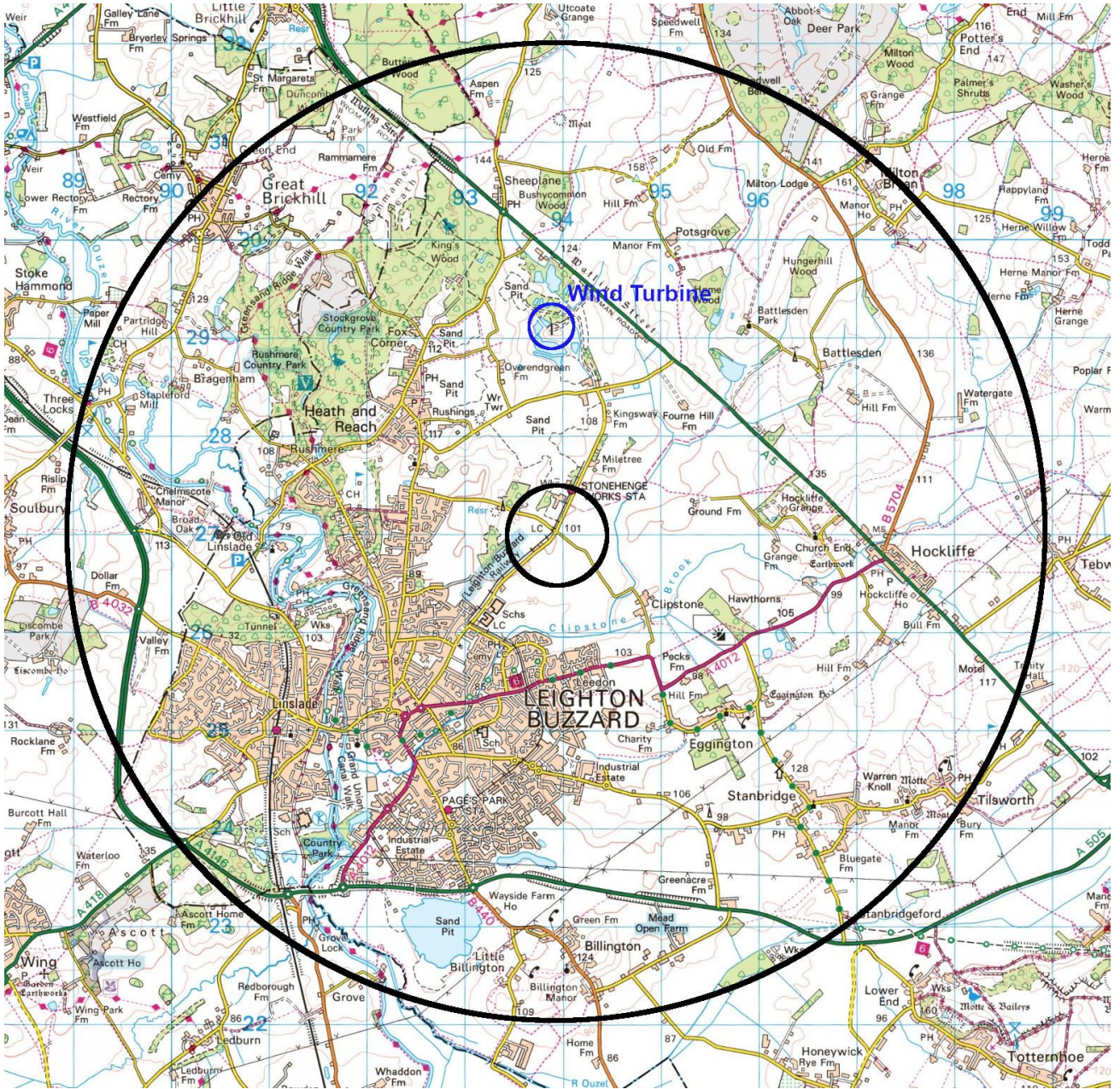
## Local ATZs

The Cranfield ATZ will be a penalty zone throughout the competition, pilots should also note the ILS 'feathers' at Cranfield.



**APPENDIX C**  
**START SECTOR LOCATION - LBZ**

Location of LBZ start point, with 0.5km and 5km radius circles





**APPENDIX D**  
**FINISH RING LOCATION – DUN**

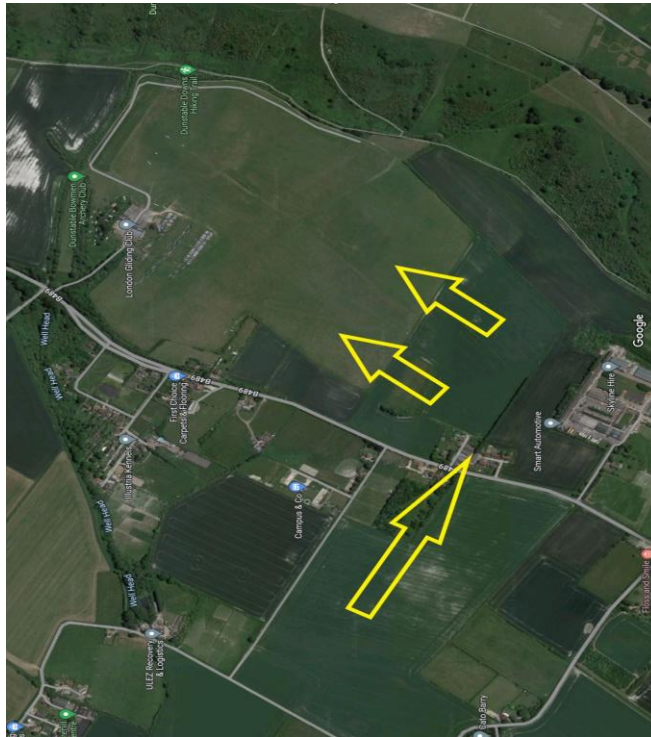
**3km Finish Ring centred on DUN waypoint**



**APPENDIX E**  
**GUIDANCE - CIRCUIT & LANDING**

# Guidance-Circuit and landing

NE run landing direction



SW run landing direction

