

**LASHAM**

**REGIONAL COMPETITIONS**

**2006**

**LOCAL REGULATIONS  
AND  
SUPPLEMENTARY INFORMATION**

# LASHAM REGIONAL COMPETITIONS 2006

## Local Rules

### R.1 General

R.1.1 Dates The 2006 Regionals will be held with the first possible contest day on Saturday 19th August 2006 and a last possible contest day on Sunday 27th August 2006.

R.1.2 Rules The competition will be conducted in accordance with the rules in the current BGA Competition Rulebook, as amplified or varied by these Local Rules.

R.1.3 Briefing Time The first briefing each day will be at ten o'clock unless otherwise advised. If gliders are required on the grid before briefing, an announcement will be made at approximately **09:00 hours**, on the public address system, and on the Start frequency, 130.1MHz.(unless otherwise notified) - NOTE THAT THIS INCLUDES DAY 1.

R.1.4 Competition Staff - Official Observer Status Competition staff approved by the Director who are not already Official Observers have the status of BGA Official Observers for the period of the event for the activity of their speciality in the competition organisation.

### R.2 Task Groups There will be two task groups:

Lasham Regionals Group A  
Lasham Regionals Group B.

The Regionals will be a handicapped contest, divided into two numerically roughly equal task groups. At the time of printing, the task groups are likely to be:

Group A: 100% and above

Group B: 99% and below.

If any pilot flying a glider of handicap 99% or below wishes to fly in the higher performance group, scored using a handicap of 100%, they must apply to do this before final registration (1500 hrs on Friday 18th August).

The provisional entry lists are at Annex C.

**R.3 Registration** The Lasham Office in the clubhouse (opposite the bar) will be open for completing registration and for documentation checks from 18:00 Hrs to 22:00 Hrs on Friday 18th August. A registration checklist is attached.

**Each pilot must submit his registration form to Lasham Gliding Society in person, by post or fax (01256 384 901) not later than 15:00 hours on Friday 18th August. Pilots who have not registered their entry by this time may be replaced by pilots on the reserve list. The remaining items (submission of membership forms, payment of launch fees and registration of GNSS loggers) may be carried out from 18:00 Hrs to 22:00 Hrs at Lasham Office, or 08:00 Hrs to 09:00 Hrs on Saturday 19th August in the Control (the portable room positioned outside main entry door to the large room used for morning briefing, the so-called 'brown elephant').**

**Please note the registration time, which is intended to allow grid before briefing and an early launch time on the first competition day if necessary.**

R.3.1 Launch Fees Launches will be charged at £25.00 each. Payment may be either by credit card (preferred method) or cheque.

#### R.3.1.1 Credit card payment

- To pay by credit card, fill in credit/debit card details on the form enclosed with these rules and bring it to registration. The amount due on your Regionals account will be debited within two weeks of the end of the Competition.

#### R.3.1.2 Cheque payment at registration

- An initial launch fee of £225.00 is payable at registration for nine competition aerotows to 2000ft a.g.l.

- Extra tows at £25.00 each must be paid for by 22:00 Hrs on Sunday 27th August.
- Unused aerotows will be refunded by cheque, posted to competitors within two weeks of the end of the competition.

R.3.2 Motor Glider/Turbo Declaration Pilots flying gliders with self-launching or self-sustaining engines must indicate this at registration. Use of and flight verification of self launchers and self sustainers will be in accordance with the 2006 rules for BGA rated competitions. If they intend to fly with the facility disabled, then they must submit at registration a statement of the means to be used for disabling the engine.

R.3.3 Handicap declaration for Regionals entries On the registration form, the glider type and claimed handicap must be either:

- A type and handicap listed in updated BGA Rulebook.
- Or, if not listed, the pilot must provide evidence of the correct handicap authorised by the Competition and Awards Committee along with the registration form.

With your cooperation, this will allow us to distribute entry lists A and B, and grid order by the start of first briefing on Saturday.

R.3.4 Maps and Airspace Competitors will be required at registration to produce a copy of the latest edition of the ICAO/CAA Southern England 1:500,000 map with controlled airspace.

R.3.5 Lasham Membership All pilots and their crews who are not already members of Lasham Gliding Society must sign local membership applications and hand them to Control during Registration. Membership forms are provided with these Local Rules.

#### R.4 Primary Evidence – flight recorders

R.4.1 Clearance of Flight recorders It is the pilot's responsibility to ensure that enough recording time is available for each contest flight. Competitors' competition flight data will be made available via the Lasham website.

R.4.2 GPS Download Pilots may download their own data and hand it in to Control on PC format 3.5in disc or flash card (supported formats include Compact Flash, SmartMedia, MMC/SD and Memory Stick), clearly labelled with competition number, date and class, provided that their flight recorder is an IGC approved secure flight recorder. Scoring have the facility (hardware & software) to download most types of flight recorders, e.g. Aircotec, Cambridge, SDI, Colibri, Legacy EW, EW MicroRecorder, Filser, LX Navigation, Peschges, Print-Technik, Scheffel, Volkslogger and Zander. Facilities may exist for other types, but pilots are advised to have cables and software available at the competition for downloading and conversion to IGC format. Where downloading at the aircraft is carried out the provision of all the necessary hardware and software is the pilot's responsibility.

R.4.3 All Flight Recorders must be an IGC Approved model (typically these have a manufacturer's Tamper Evident seal). Details of Approved Flight Recorders may be viewed at [http://www.fai.org/gliding/system/files?file=igc\\_approved\\_frs.\\_0.pdf](http://www.fai.org/gliding/system/files?file=igc_approved_frs._0.pdf)

##### R.4.4 BGA Rule 18.1

Self-sustaining gliders competing without the engine disabled and all self-launching gliders must have a flight recorder with an approved engine noise level detector. Recorders that use Pylon Switches (e.g. Legacy EW and Peschges) are not permitted.

**R.5 Launch Grid** The two classes to be launched will normally be positioned on the grass between the northern perimeter track and the main runway. Each glider's position will be identified by a marker board bearing its competition registration. Competitors may position their gliders as soon as the markers are set out and may move their gliders across the airfield landing areas **if it is safe to do so. Vehicles must be removed from the grid prior to launching.**

**R.6 Glider Aerotow Release** In order to avoid delays between competition launches, the glider release for the aerotow rope must be checked before the rope to be used for the launch is given to the pilot's crew for hooking on.

#### R.7 Starting

R.7.1 Thermalling Turns All thermalling turns within 10 km (5.4 NM) of Lasham airfield or any of the designated start points must be to the left.

R.7.2 Maximum Heights Pilots are reminded that controlled airspace overhead Lasham starts at 5500 ft AMSL (4880 ft above airfield datum).

R.7.3 Start Point - as briefed on the day. Please note, these points may **not** be in the BGA TP list.

R.7.4 Cloud Flying Cloud flying is prohibited for all pilots within 10 km (5.4 NM) of the start zones in operation on a given day, and within 10 km of the centre of Odiham airfield (4.5 NM NE of Lasham).

R.7.5 Compton box All pilots are to ensure that they have a briefing sheet detailing the operation of the airspace known as the Compton box. The Briefing sheet will be provided by the Competition organisers.

R.7.6 Start Frequency

Start line frequency will be 130.1 MHz unless otherwise notified.

## R.8 Finishing

R.8.1 Notifying a Finish Each competitor shall make a radio call on 131.025 MHz approximately five (5) minutes before his estimated time of crossing the finish line. This is to warn the Observers of impending finishers and also for safety reasons to make other pilots on final glide aware of other gliders. When approaching from the north this call should be made crossing the M3 using the call 'Motorway' after the call sign. If the primary frequency is jammed or no response is received, the back up frequency of 130.1 MHz (unless otherwise notified) should be used.

R.8.2 Finish Line As briefed on the day. In accordance with BGA rule 22 the finish line and flight patterns to be followed after crossing the line are published in annex D. The organisers will attempt to ensure that launching does not take place while competitors are finishing. **However, competitors should not assume that there will be no conflicting traffic and have no automatic right of way over any such traffic.** Competitors are expected to maintain a good look out and give consideration to other pilots.

***LGS will try to continue its normal flying operation as far as possible. Pilots are requested to pay special attention to circuit planning at the end of final glides.***

R.8.3 Official airfield boundary for scoring purposes The official airfield boundary is the perimeter track. If you do not cross the finish line but the main wheel of the glider comes to rest on or within the tarmac perimeter track under the glider's own inertia, then you will be eligible for a finish with a five minute penalty.

***Competitors are reminded that there are new Penalties applicable to Pilots approaching the Finish Line. "Proximity to the ground and obstacles of less than 30ft. except when landing (characterised specifically by cracked airbrakes and wheel down or low energy <70kts IAS)."***

R.9 Outlanding Reports Pilots landing out must telephone control directly with their out-landing report. Reports by radio are unreliable, do not contain the information that Control requires, and must be backed up by telephone.

R.9.1 Use of GPS Landing Position Pilots are requested to include the GPS lat/long or OSGB grid in their landing report to control.

R.9.2 Confirmation of Crew Rendezvous After the pilot and crew have met, a telephone call to Control must be made to confirm satisfactory rendezvous. **This will allow the Control team to stand down once all pilots & crews are united. If such a call is not made then Control are forced to remain open as a liaison point in case of navigation, breakdown or other problems.**

( Note : Lasham is currently trialling an SMS texting service. Competitors will be advised if this is adopted and how to take advantage of the service).

R.10 Flight Limitations (see BGA Rule 11)

**Random weight checks may be made on the grid.**

- Water ballast may not be dumped on the grid whilst these weight checks are being made and pilots so doing may be penalised at the Director's discretion.

## Supplementary Information

Airfield Access Due to the security access system, only the main entrance should be used at all times. The Competitors' access code will be provided in good time prior to the Competition.

Trailer Parking Trailers should be parked on the grass in the NE corner or the SE side of the airfield (see airfield map at annex B). Please park well back and rig gliders to the north of the perimeter track or to the north of the N E Landing area.

Parking Area Car parking is to be in designated car parks only. Until the time of launching, cars may remain with their gliders, provided that they do not conflict with the normal operation of LGS.

Landing Boundaries between grass and hard surfaces are uneven in some places and pilots are advised to avoid landing or taxiing across these areas. LGS accepts no liability for damage due to crossing such areas.

Battery Charging A number of 13 amp sockets are available in the Club Briefing Room.

Hangarage During the competition period, competing gliders must not be put in the hangar without the permission of the airfield manager.

Practice Week There is no official practice period but normal flying facilities will be available. Please advise the Lasham office if you intend to fly from Lasham during the week before the competition and complete a temporary membership application if you are not already a member. The entry fee covers temporary membership fees for competitors from Saturday 12th August 2006 until the end of the competition.

Water Ballast There are water tanks at the SE corner of the main hangar, at the east end of the main caravan site on the perimeter track, at the entrance to the Vintage Gliding Club area near the west end of the airfield and on the SE side of the airfield.

End of Comps Party Sunday 27th August – free to all competitors and one crew member. Tickets **MUST** be pre-booked at Control at the start of the competition.

Wireless Broadband This is currently available in the clubhouse to those with compatible computers.

Visitors Competitors must sign the form enclosed with these Local Rules accepting responsibility for briefing their crew and visitors on airfield safety.

## Domestic

Cheques Lasham office is no longer able to provide a cheque cashing service. The LGS Bar may be able to assist if their funds permit.

Banks Alton (4 miles south of Lasham) and Basingstoke (8 miles north) both have branches of most main Banks and Building Societies.

Caravans and tents Places will be allocated on arrival.

Meals and Provisions The club cafeteria will be open each day between 07:30 Hrs - 22:00 Hrs for the sale of drinks, sandwiches, confectionery and milk. Cooked meals will be available as follows:

Breakfast	07:30 to 10:00
Lunch	12:30 to 14:30
Dinner	19:30 to 22:00 (including Friday 18th August).

Food will also be available after 22:00 Hrs to pilots and crews returning from retrieves who have made arrangements by phone through Control.

Postal Services Mail is delivered to the main office and sorted into the letter rack near the bar entrance. Outgoing letters may be left at the office for collection, and the nearest post box is in Lasham village near the Royal Oak Pub. The nearest main Post Office is in Alton, and there are post offices also in Odiham, Medstead and Basingstoke.

Village shop The nearest shop and Post Office is at South Warnborough – turn left at The Golden Pot and it is 2 miles along the B3349.

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

Sanitation There will be temporary lavatories installed at suitable locations.

Showers There will be temporary showers installed near the clubhouse.

Security Please see separate sheet for instructions on the use of the security barriers. Lasham Gliding Society cannot take responsibility for articles lost or stolen. The clubhouse and airfield can be entered by the public and it is in everyone's interest to keep valuables secured and unattended vehicles and caravans locked.

Speed Limits Competitors and crews are asked to observe the airfield speed limit of 15 mph. This is particularly important in view of the number of young children who may be on the airfield during the competition. The section of perimeter track between the NW gate and ATC is used by their employees and is quite busy at their 'rush hours' around 07:45 Hrs and 16:30 Hrs. LGS has no control over these vehicles.

<u>Sport Facilities</u>	Alton	Sports Centre	01420 540040
		Palace Cinema	01420 82303
	Basingstoke	Sports Centre	01256 326331
		Basingstoke Leisure Park, including ten pin bowling	01256 811406
		Vue Cinema	0870 240 6020
		Ster Cinema	0870 240 8984
		Ice Rink and Lido	01256 355266

Telephones There is a coin-operated phone in the clubhouse. Personal messages received during office hours on the club number (01256 384 900) will be put on the notice board outside the office.

Annexes:	A	List of Officials
	B	Airfield Map
	C	Provisional Entry lists
	D	Finish Line
	E	Aeronautical Information Circular AIC47/2006 (Yellow 203) dated 30 March

**LIST OF OFFICIALS**

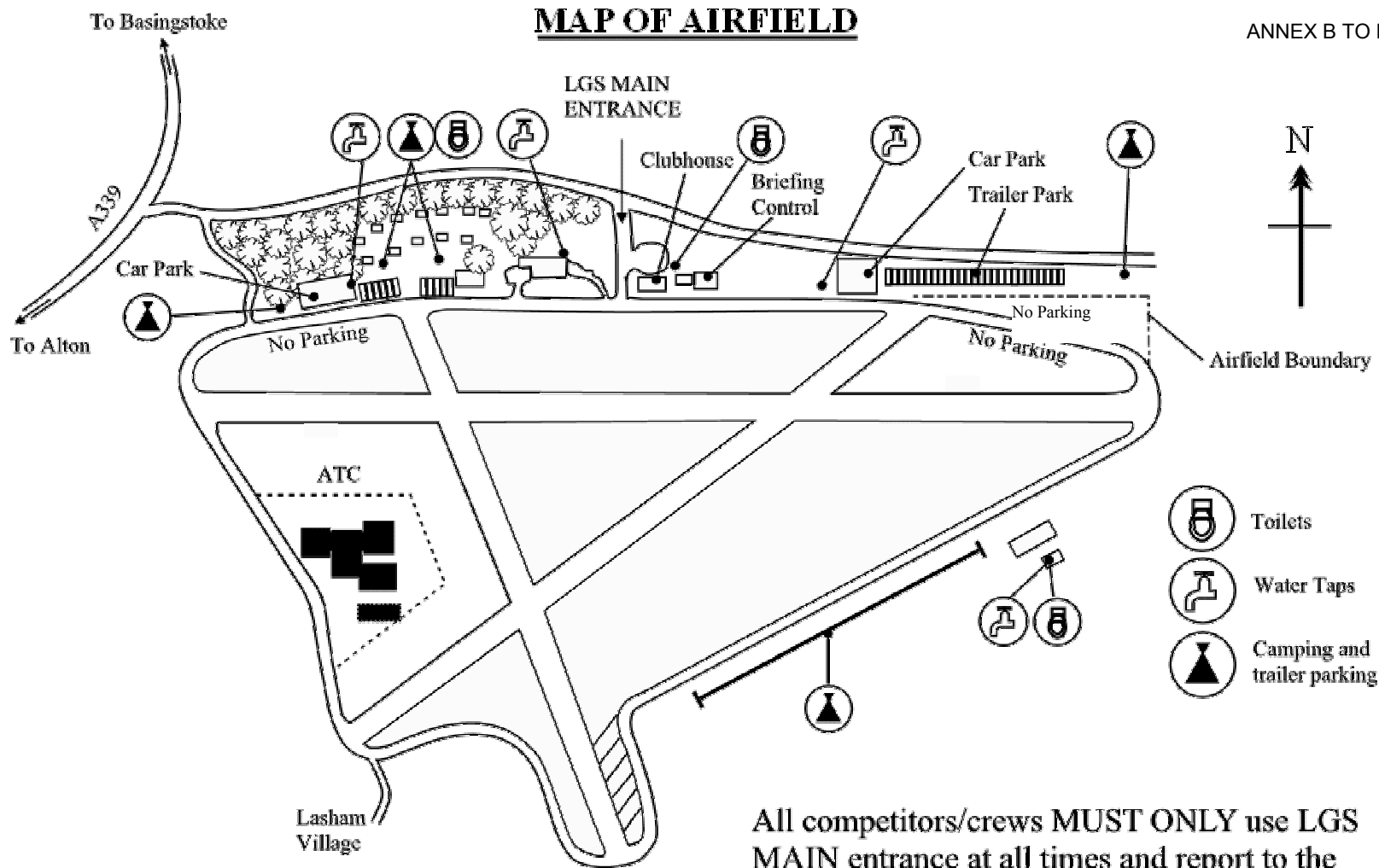
Director	Gordon MacDonald
Deputy Director	Colin Short
Task Setter	Gordon MacDonald / Colin Short / David Masson

Others, in alphabetic order of job:

Airspace Liaison	Colin Rule
Catering	B2Z Catering
Chief Marshal	Martin Smith
Control	Lisa Toplis Joan Bickers Marion Masson
Domestic Liaison	LGS
IT Support	Hugh Smith
Manager, LGS	LGS Committee Member
Meteorology	Gordon MacDonald / David Masson
Public Address	Tim Newport-Peace (Specialist Systems Limited)
Safety Officer	Dave McCarthy
Scoring	Howard Torode
Start/Finish	Derek Copeland
Stewards	Andy Hall Bernie Morris Peter Purdie
Tug Master and Aerotow retrieves	Nick Hughes Dave Oliver

# MAP OF AIRFIELD

ANNEX B TO LOCAL REGS



**All competitors/crews MUST ONLY use LGS MAIN entrance at all times and report to the office before parking caravan, tent or trailer.**

**PROVISIONAL ENTRY LISTS**

<b>Name</b>	<b>Glider</b>	<b>No</b>	<b>Name</b>	<b>Glider</b>	<b>No</b>
Baker Stephen	Discus BT wl	502	Marchant Nicki	LS6C	335
Barber Roger			Marczynski Zenon	Ventus CXT	304
Barnett Paul	Discus		Marshall Carol	ASW19b club	ERS
Bell John	LS8	95	McNamara Alan	Discus 2A	310
Booker Alison	Std Cirrus		Moulang Tony	Duo Discus TW	666
Bottomley Robert			Nash Jane and Steve		
Boyle Alan	Discus CS	KAP	Newham Tom	Pegasus	491
Bradney Glyn/ Ed Mason	Libelle 201B	669	Nunn Al		
Burkert Gordon	ASW 20	GB2	Paterson Pete	LS8	P2
Chapman Richard	Ventus BT	911	Phillips Alex	Std Cirrus	G81
Coker Derek	Pik 20D	EAR	Piggott Derek	Nimbus 3DT	754
Cook Ian	Ventus 2CT	V11	Presland Angela	Libelle	429
Dale Luke	DG300	393	Roome Martin	ASW19	B19
Eckton Alan	Discus BT	420	Rubin Mike	S&H	
Eddie Liz	DG101	395	Saakwa-Mante Julian	Discus B	MH
Ferguson John	Ventus CT	7A	Schlotter Michael	Std Libelle	948
Galloway John	Discus 2CT	797	Scougall Brian	LS8	B8
Gibson Chris /Hunt C	ASW20CL	JZH	Sheahan Matt		
Harvey Paul	LS7 wl	A2	Simmonds John	Ventus	391
Hawkins Mark	ASW20C	332	Smallbone Ed	ASW20	930
Healy Peter & Eamonn	ASW19	X96	Smith Nick		
Henderson Andy	Discus B	AH	Summers Ken	ASW19	Y4
Holmes Andy	LS8 15/18?	418	Thomas Clive		
Hoolahan John	Ventus 2CT	V26	Vickery Mike	Mosquito	KE
Jarvis Rob	ASW20	268	Wardrop David		
Johnson Bob	Pegasus	FWY	Warren Jeff	ASW28E	JW
Judd Darren	S&H		Watt Colin	LS8	LH7
Kershaw Darren	Std Cirrus	505	Webber Peter	PW5	PW5
Kite Paul	Nimbus 3	374	Wells Mick	ASH25	BB
Lapworth Shaun			White John	Ventus 15m	V7
Lyttelton Chris			Williams David	Libelle	165
Machacek Paul	DG300	175			

### **Lasham finish line procedures**

- Finish frequency is 131.025
- Everyone to call 'motorway' when crossing the M3 motorway
- Make a 1 minute call as well.
- In the event of a radio failure, assume there might be conflicting traffic taking off when you finish and fly accordingly to avoid it.

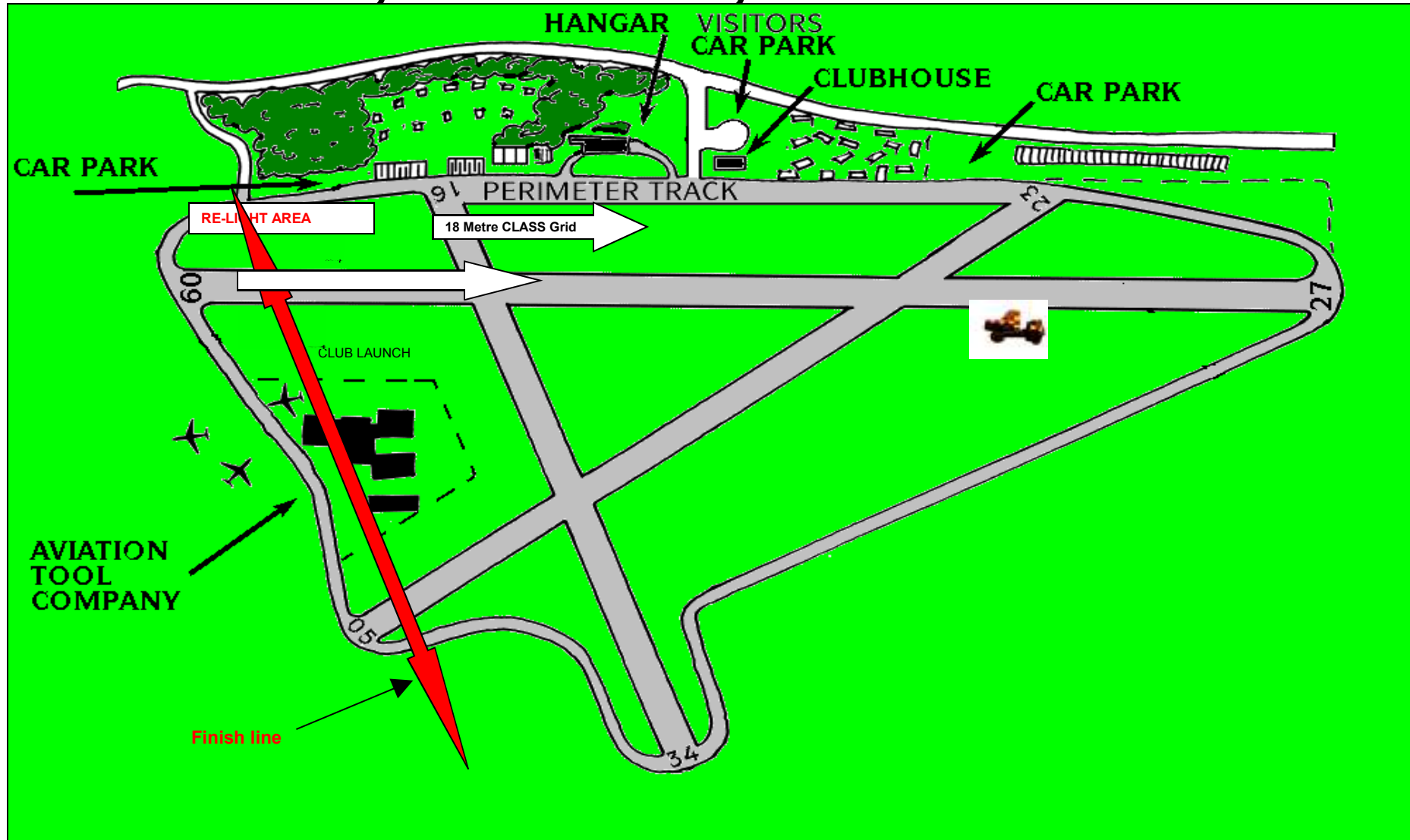
### **27 landing direction procedures**

- If finishing North of the hard runway (09/27), pull up before the first cross runway (16/34) and fly a normal right-hand circuit, landing to the north of the hard runway and stopping well short of runway 16/34.
- If finishing South of the hard runway (09/27), pull up before the first cross runway (16/34) and fly a left-hand circuit. The preferred landing area is to the South of the hard runway, stopping short of runway 23/05.
- **If safe to do so**, gliders flying a left-hand circuit may cross over to land on the North side of the hard runway however; it is the pilot's responsibility to maintain a good lookout at all times for gliders landing on a contra-circuit.
- If finishing with low energy and/or a 'straight ahead' finish is planned, the preferred landing area is to the south of the hard runway.

### **09 landing direction procedures.**

- If finishing North of the hard runway (09/27) then you may pull up and do a circuit.
- **Recommended procedure however is to land ahead without flying a circuit.**

# Daily Airfield Layout – 09





# Daily Airfield Layout – 27

