

Windrushers Gliding Club

The Bicester Regionals 2008 - 19th to 27th July 2008

Local Regulations (All times BST)

1. The Competition will be conducted in accordance with the Rules for BGA Rated Competitions 2008 as amplified or varied by these local Regulations. The BGA Competition Rules can be downloaded from the BGA website, www.gliding.co.uk, and it is recommended that all competitors study this document prior to the Competition
2. All competitors are required to have a current FAI Competition Licence, which can be obtained from the BGA.
3. There will be two task groups; gliders with a BGA handicap of 99 or greater will compete in the Open Class, while those with a handicap of 98 or less will be in the Sport Class. Each task group will be scored separately according to the BGA Regional Championship rules using a BGA approved See You script.
4. Competitors may register in Control from 1700 to 2200 on Friday 18th July 2008 and from 0800 to 0930 on Saturday, 19th July 2008. Registration must be completed by 0930, Saturday, 19th July 2008.
5. A blank registration form is attached to these rules and can also be downloaded from the Windrushers web site, www.windrushers.org.uk. All pilots and crews must complete and sign a Windrushers GC Temporary Membership Form during the registration hours, unless they are already a member of the WGC.
6. The launch fee is currently £28 for an aerotow to 2000ft above Bicester during the competition. While every effort will be made to keep any increase in the launch fee to a minimum, WGC reserve the right to alter it at short notice depending on the current fuel costs. All launch fees will be added to the competitor's account. Accounts are to be settled prior to leaving the site at the end of the Competition
7. The boundary of the airfield for competition purposes is defined as the outer edge of the perimeter track. Where there is a break in the perimeter track in the south east quadrant, the boundary is defined as a straight line joining the two outer edges of the existing perimeter track. The entire grass area bounded by the perimeter track is available for landing although it is little rough in places where the field drains have subsided. Pilots are to exercise care during landing and are to clear the airfield area as soon as possible.
8. Two grids, each six gliders wide will be set up on the downwind airfield boundary. Each glider will be allocated a row number between one and seven, which will be retained for the whole competition. The first glider to arrive at the grid area is to be positioned on the appropriate side of the numbered row marker, close to the marker. Subsequent gliders in the same row arriving at the grid are to be positioned outboard of the previous glider in each row. The grid will be compressed at a specified time by closing up rows towards the rear row positioned just inside the perimeter track. This is done for flight safety reasons to maximise the take off distance available. Once the grid has been compressed, any competition gliders arriving at the grid are to be positioned to one side and will be launched after the main grid. They will not be taken into account when determining the opening of the start line. The launch master will select the order of launching of gliders in

each row depending on which tug is available. All competitors are to ensure that release checks are carried out before the rope to be used for the launch is given to the pilot's crew for hooking on.

9. All turning points will be selected from the BGA 2008 List of Turning Points. The Start Zone type will be the semi-circle as defined in Para 19.1.1 of the 2007 Rules for BGA Rated Competitions with the Start Point based on the coordinates of BIC, BNW, BIE or CAL as briefed. The Finish Point and Finish Procedure is designated in the next paragraph.

10. Finishing will be controlled by entering a Finish Ring of 600m radius centred on a point on the airfield such that the circumference of the finish ring co-incides with the perimeter track. The designation of the centre of the finish ring is BI4 and the co-ordinates are N51 54.985', W001 07.885'.

11. In accordance with the 2008 BGA Competition Rules, the minimum height for all flight outside and when crossing the airfield boundary is 50 feet AGL. Exception is only given in the event of outlanding and an emergency straight-in approach where it is not possible to maintain safe airspeed to give the required ground clearance. Flight recorder evidence from the final 500' of altitude consumed will be used to verify any deliberate misuse of energy management that leads to flight below the minimum limit. Such proven cases may be penalised. Approaches to the finish ring should invariably exhibit a descending profile.

12. Competitors carrying out a high energy finish must cross the finish ring at 50 feet AGL or above and are to maintain the finish line crossing height while transiting the airfield before executing a go around circuit as directed by the Finish Marshall. Excess energy is to be utilised in a safe and expeditious manner to enter a normal circuit, with due regard to other circuit traffic. Failure to adhere to these finish procedures may be penalised.

13. The circuit procedure will be briefed at the Daily Briefing and co-ordinated on 130.125MHz by the designated finish line marshal. Low level finishes over built up areas, the hangars, campsite and trailer park are to be avoided and may be penalized. Crews are to ensure that they remove their glider from the landing area as soon as possible after landing. All competitors are reminded of CAP393 Air Navigation Order Section 2, Rules of the Air Article 5 (low flying rule) and CAP393 ANO Section 1, Article 74 which states: "A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property".

14. The radio frequencies in use during the Competition will be:
Tugs and Launch Control: 129.975MHz
Start and Finish: 130.125 MHz

15. Competitors returning for a relight are to make an advisory call downwind on 129.975MHz and then vacate the landing area as soon as possible.

16. The first briefing will be at 1000 on Saturday, 19th July 2008. The grid location will be announced at 0900 each day, including the first day, and gliders are to grid before the task briefing at 1000 hrs if so requested.

17. All flight verification will be by IGC approved Flight Recorders. It should be noted that the BGA Competition Rules require motor gliders and gliders with enabled turbos are required to use only IGC Approved Flight Recorders with an Engine Noise Level (ENL) detector. If a turbo glider is competing with the turbo disabled, then prior to the first

launch, the pilot is to advise the Competition Director of the means used to disable the turbo. Competitors with enabled turbos will be required to carry out a short engine run, not exceeding 30 seconds, prior to making a start on the first competition day. 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.

18. The primary Control telephone number is 07986 048826. In the event of difficulty, the secondary number is 01869 252493. 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 and is to assist the Director in accounting for all gliders flying from the site at the end of the day.

19. The following free fall parachute zones are prohibited airspace for the duration of the competition and pilots will be penalised for any incursions: Weston on the Green, Hinton in the Hedges, Langar and Peterborough/Sibson. The status of other parachute zones will be given at the daily briefing.

20. The master reference for controlled airspace for the Competition is the CAA 1:500,000 scale map, 2171CD, Edition 34. All competitors are to have a copy of this map and are required to carry it on all competition flights. A copy of this map can be purchased in Control.

21. Where two pilots are sharing the flying in a joint entry, the name of the P1 for each day is to be notified to Control before launching.

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Domestic Arrangements

1. The attached map shows the layout of the airfield for the competition. Competitors should note that the normal entry route has been changed for the duration of the competition to protect access to the refuelling installation by the tugs. Extra care and a good lookout is needed for taxiing powered aircraft when joining the perimeter track adjacent to the hangar. The speed limit on the airfield site is 10mph.

2. Care should be taken when entering/exiting the main gate as traffic on the Bicester ring road can be fast. When approaching the airfield travelling in a westerly direction, it is recommended that you overshoot the entrance and go to the roundabout some 100 metres past the entrance, make a 180 degree turn at the roundabout and enter the airfield travelling east

3. Caravans, tents and glider trailers are to be parked/erected only in the designated areas as shown on the attached map. If tents are erected in the competitor's caravan area, then to comply with fire regulations they should be at least 5 metres from any caravan.

4. The airfield entrance gate will be open from 0830 to 2200 each day. Outside these hours the main gate will be locked with a combination lock, the code being 278Z. If you find the gate locked and you open it to gain access, please ensure you relock it after entry/exit. We have had caravans and vehicles stolen during the past few months and this procedure is for your protection; we would be grateful if you would comply. Only vehicles parked in the approved carpark between the hangar and the control tower, or in the caravan park, may be locked. Any vehicles parked on the airfield, even if they are outside the perimeter track, must be left unlocked with the keys available so that they can be moved if required. The Club assumes no responsibility for any vehicle or its contents while within the site, whether it is locked or not.

5. Permanent showers and toilets are located as follows:

Ladies shower and toilets at the south west corner of the main hangar, adjacent to the refuelling bay.

Ladies shower and toilets in the female bunkhouse in the main hangar annex.

Unisex toilet located at the back entrance to the control tower.

Men's shower and toilets in the main hangar annex between the bar and the office.

Men's shower and toilet in the meeting room on the first floor of the main hangar annex (turn right at the top of the stairs from the hangar foyer)

Ladies shower and toilet at the external north west corner of the main hangar.

Men's showers and toilet at the internal north west corner of the hangar, behind the spray bay.

6. The bar is located in the hangar annex. Smoking is only allowed on the patio area when the patio sides are open. A quiet lounge with TV is located across the hangar access passageway from the main bar
7. Catering arrangements are outlined on a separate page.
8. The main bar area, both female and male bunkrooms, lounge and patio are served by a Wi-Fi broadband internet router. Free unprotected Web access is available to those competitors who have a suitably equipped laptop.
9. A battery charging facility with mains outlets is available in the Battery Charging room at the external SW corner of the main hangar. Should the door be locked, the combination is 1234X.
10. Plastic rubbish bags are available from control. Once filled, they should be placed in the skips provided.

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Catering, Entertainment and Housekeeping Arrangements

1. On site catering facilities will be available from 8.00 am to 10.00 pm each day. Breakfast will be available from the kitchen. Snacks and sandwiches will be available throughout the day. There will be a break in the catering facilities from around 4 pm until the evening meal or barbeque, which will be available from 7 pm. In order to allow the caterers to estimate the number of evening meals required, tickets can be purchased during the day for those requiring an evening meal. Only those persons who have purchased a ticket in advance will be guaranteed an evening meal, although there may be a limited number of meals available for those who have not purchased tickets. In the event of landing out, a meal for those who have already purchased tickets will be served until 10 pm.

2. A disco has been booked for Saturday 19th July and a BBQ will be held on 26th July. All competing pilots will receive one BBQ ticket free of charge; further tickets can be purchased from control.

3. A 24 hour Tesco supermarket is located on the southern outskirts of Bicester. The best route is to turn left out the gate and follow the ring road until reaching the Esso garage, then turn right at the roundabout and right again. This road also leads to Bicester Village which is an upmarket designer label factory outlet area. A smaller Tesco convenience store is located in Langford village; turn left out of the gate and take the bypass until it goes under a railway bridge, straight across at the next roundabout and then turn immediately right into Peregrine Way.

4. There is a wide variety of pubs, restaurants and take aways in Bicester that will cater for most tastes. The following pubs can be recommended, however this list is not exhaustive and many other pubs and take-aways will be found in the area. If you find a good one, we would be grateful if you could advise Control so that the list can be updated.

Local Pubs and Restaurants

The Black Bull, Launton. (01869 321340) Turn right at the crossroads in the centre of Launton at the Bull and drive down the cul de sac for about 500m, when the pub will be seen the right. (Do not confuse with the Bull located on the cross roads). The landlord, Keith offers a wide range of pub meals and will usually serve meals later than most other pubs. Booking is advised.

The Red Lion, Stratton Audley. (01869 277225) Located in the village on the far side of the airfield, take the Buckingham road and then the first right just past the airfield. A good village pub serving excellent food.

The Butchers Arms, Fringford. (01869 277363) Located in Fringford village to the north of the airfield. Take the Buckingham road and the Fringford turn is the second on the left. This is an excellent village pub serving good food.

The Greyhound, Marsh Gibbon. (01869 277365) This pub is located in the centre of the village and has an authentic Thai menu. It is the real McCoy as the cooking is supervised by Thai wife of the publican. The same couple run a Thai restaurant, The Suwanna in the Causeway in the centre of Bicester. However, the pub food is identical and more reasonably priced than the restaurant.

The Trigger Pond, Bucknell. (01869 252817) A good village pub offering an excellent range of food with pleasant outside tables.

Yin Hong (01869 245818) Located in the main street in Bicester next to the Litten Tree, this is an authentic Chinese restaurant offering a wide range of excellent Chinese food. Booking is advisable. They also do a take-away service.

Take Aways. Most of whom will deliver to the airfield.

The Broken Fork, North St (01869 322618) This is a take-away establishment offering a wide range of food and pizzas

Wing On (01869 321821) This take away provides excellent fish and chips as well as the usual range of Chinese food.

Taj Mahal (01869 248439) An excellent Indian take away.

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Accommodation Arrangements

1. Competitors are responsible for finding or providing their own accommodation. A designated caravan parking area is located adjacent to the glider rigging and tie down area (see the site map). There are no serviced caravan pitches available.

Local Guest Houses

2. Local bed and breakfast accommodation is available at:

Manor Farm, Main Street, Poundon 01869 277212

The Old School House, Mill Street, Stratton Audley 01869 277271

West Farm, Launton Road, Stratton Audley 01869 278344

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Competition Officials

Director:	Dickie Feakes
Deputy Director and Task Setter:	Max Kirschner
Control:	Sylvia Orr Mandy World
Office:	Carol Winfield Sue Kirschner
Met:	Dan Grey
Logger Control:	Nick Kelly
Scoring:	Max Kirschner
Airfield Supervision and Control:	Mike Pettican
Airfield Marshalls:	Keith Harsant
Tugmaster:	Pete Brown
Safety Officer:	Pete Brown
Web Site and Competition News:	John Wright
Catering:	Sandys
Bar Manager:	Carol Winfield
Stewards:	John Delafield Tim Harrington Cris Emson