
The Bicester Regionals 2009

18th to 26th July 2009

Local Regulations (All times BST)

1. The Competition will be conducted in accordance with the Rules for BGA Rated Competitions 2009 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 must 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 Office at the end of the hangar from 1700 to 2200 on Friday 17th July 2009 and from 0800 to 0930 on Saturday, 18th July 2009. Registration must be completed by 0930, Saturday, 18th July 2009.
5. A blank registration form can be downloaded from the Windrushers web site, www.windrushers.org. All pilots 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 £29 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 price charged for fuel. 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 2009 List of Turning Points. The Start Zone type will be the semi-circle as defined in Para 19.1 of the 2009 Rules for BGA Rated Competitions with the Start Point based on the coordinates of BIC, BNW, or BIE, as briefed. The Finish Point and Finish Procedure is designated in the next paragraph.

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 coincides with the perimeter track. The designation of the centre of the finish ring is BI4 and the coordinates are N51° 54.985', W001° 07.885'.

11. In accordance with the 2009 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 line 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 will 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 penalised. 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 10.00 on Saturday, 18th July 2009. 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 to use only IGC Approved GPS 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 organisation 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 and Secondary Control telephone numbers will be advised at first briefing. 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 incursion: Weston on the Green, Hinton in the Hedges, Langar and Peterborough/Sibson. The status of other parachute zones will be given at the daily briefings.

20. The master reference for controlled airspace for the Competition is the CAA 1:500,000 scale map, edition 35 (2009). 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 from the office.

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.

22. The Domestic arrangements for this competition will be posted on the web site as soon as they are completed.