

The Booker 'Red Kite' Regionals

21 -29 July 2018

at

Booker Gliding Club

Wycombe Air Park

Marlow Bucks

SL7 3DP

LOCAL RULES

Introduction to Booker

Wycombe Air Park is a small grass airfield with a single hard runway 24/06. It is the home of Booker Gliding Club, and various GA flight training and maintenance organisations and HeliAir. Apart from the aircraft being operated by the above flying organisations there are also many privately owned light aircraft and up to 70 privately owned gliders operating out of Booker which makes this a very busy airfield.

With so much activity at Wycombe Air Park, competitors are urged to take particular care for their safety and to brief all crews and guests on the layout, operations and procedures on the airfield.

Pilots are reminded to read, in conjunction with these Local Rules, the BGA Competition Rules which are available on the BGA website.

The competition Tasks will be flown according to the rules for Handicapped Distance Tasks.

Dates

The competition will be flown between 21st -29th July at Booker Gliding Club located at Wycombe Air Park. Visiting pilots are welcome to arrive anytime in the prior week and take practice launches at club rates.

Entry

The organiser will accept entries on a first come first served basis up to a maximum of 25 entries from any pilot that meets the BGA requirement for entry into such competitions:

Current FAI Competition Licence

Current Medical Declaration to at least DVLA I

Third Party Insurance certificate

Calibration certificates for loggers to be used in the competition

Logger Identification

Prior to the competition all competitors are requested to submit one trace from each logger they will be using in the competition. Please email a trace from a previous flight to booker.scorer@gmail.com (do not include text in your email but put your glider comp I/D and name in the subject line.)

Pilot Registration

Pilots must register with Control prior to briefing on Day 1. Control will be open till 18:00 on Friday 20th July and from 08:30 on the 21st July for this purpose. Pilots must complete the BGA registration form. Forms can be downloaded from the website and submitted by email to comps@bookergliding.co.uk. Please bring a photo I/D e.g drivers licence-- see Page 4 – Briefing

Loggers do not need to be handed in at Registration but they must be of a type on the list of approved loggers on Page 3. A calibration chart need only be submitted to confirm or review a penalty citation.

FAI Licenses are now issued and held online. Pilots with print-outs of their licenses are requested to submit them at Registration. In any event, prior to the competition, the organisers will check with the BGA that all competitors hold FAI licenses.

Pilots must pay the balance of the £130 entry fee at registration. Visiting pilots must sign temporary membership applications and leave credit card details with authority for the club to debit their card for launches taken at the end of the week. Entries received on or after 14th July will be charged at £150.

Glider Parking, Camping, and Security

All pilots wishing to keep their glider on site for the competition should park their trailers in the designated area in the trailer park.

Facilities on site are limited. There is a tea bar for refreshments and snacks in the clubhouse. A wide selection of provisions can be bought at the Farm Shop 50 metres up the road from the entrance to Wycombe Air Park. There are no camping facilities available at the airfield but there is a list of local camp sites and accommodation at the end of these Local Rules.

Please make sure that you clear all of your rubbish and place it in the bins near the BAS workshop. Please do not park on double yellow lines or in front of the Tug Maintenance hangar at any time.

Booker Gliding Club 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. However, competitors are reminded that cars left on the airfield itself must be left unlocked and the keys accessible. Such cars and their contents are left entirely at the owners' risk.

The Team

Director(s)	Richard Crockett
Met	Nils Wedi
Task setting	Richard Crockett and Nils Wedi
Scoring	Pete Wyld
Safety Officers	Ed Garner/ James Roland
Tug Master	Bob Davey
Grid Marshals	Rob Turner/ Bob Sinden
Control	Bob Smith
Webmaster	Bob Smith
Visitor Liaison	TBC

Airside

"Airside" is defined as any part of the airfield beyond the line of the electrically operated barriers.

No liability or insurance is given or implied by Airways Aero Associations Limited or Booker Gliding Club to any person or vehicle found airside.

Anyone who drives or causes a vehicle to be airside should take steps to ensure that they are adequately insured for theft of or from that vehicle and for any damage, which that vehicle might cause or suffer.

Some motor insurance policies cover and some specifically exclude "airside" claims. It is incumbent upon each individual to ascertain his / her own position with regard to liability.

Please drive carefully (there is a speed limit of 10 mph in force all over the airfield - please stick to it).

Please keep all children under control and pets on a lead. Dogs must be kept on the lead in the trailer park.

Loggers & Media

The organisers will accept flight evidence from the following approved loggers or as secure IGC files delivered on the following media (except Cambridge loggers where .cai file will need to be supplied):

EW B Type, EW D Type, EW Microrecorder, Cambridge, Colibri, Volkslogger, IGC Flarm, SD Card, and Compact Flash Card. Other approved loggers may be used if the pilot provides the means to download.

Winpilot, non IGC approved Flarm, Garmin, and other files derived from unapproved (by the FAI) loggers will not be accepted.

Competitors can upload comp task traces at a designated workstation in the Booker clubhouse.

Batteries may be charged in the club hangar. Please note a power supply is provided but pilots must use their own charging equipment. Booker club and members' batteries are wired 'Booker Standard'. This differs from 'Lasham Standard'. Chargers will fuse if incorrect polarity is connected.

Briefings

There will be a daily briefing in the briefing room at the Logistics Corps Depot (used to be called The TA Centre) or in the BGC clubhouse each day at 10:00. This briefing will cover met, tasks, airspace, starts, and finishes, as well as important safety information. All pilots are expected to attend. Pilots not able to attend must contact the Director for one to one briefing prior to launching or they will not be scored for the day.

Access to the Logistics Corps Depot will be via the gate at the corner of the ATS Hanger (opposite the glider hanger). This gate will be signposted and manned by a member of the depot staff. For security reasons competitors and anyone else attending the briefings will be issued with a pass. To receive a pass for the competition duration, take a photo I/D (such as your photo driving license) to Control at Registration.

The Depot can also be accessed by car via the main road.

Re-briefs may be held either in the Depot or on the airfield.

Airmanship

For safety during the competition all pilots are expected to demonstrate the highest standard of airmanship. The Director will investigate and deal with all incidents of poor airmanship around the airfield either observed or reported. The Pilot Safety Committee will attend to issues reported on task.

In particular pilots are reminded to operate within the requirements of Section 2 Rule 5 (low flying) and Section 1 Part 5 Article 74 (reckless flying) of the ANO (see Appendix B). If pilots are not sure of their responsibility in relation to their conduct in the air they should contact the Director for advice prior to flying.

Airspace and Infringement

Booker operates in an area of complicated airspace close to the London TMA. Competitors should monitor the start / finish frequency (130.1) until they are on task and clear of the local area.

The fixed wing / helicopter circuit will be briefed each day. You may not penetrate the ATZ on the power side below 1600' QFE except on grounds of flight safety after contacting Wycombe Tower on 126.55Mhz. Enroute ATZs may be entered with permission from ATC but any unauthorised infringement or ATC complaint will be taken very seriously by the Director.

The following parachute zones are prohibited at all times: Hinton in the Hedges, Sibson, and Langar. Parachute Zones at Chiltern Park, Chalgrove, Abingdon, South Cerney, Redlands and Keevil will be briefed each day if they affect the task. Weston on the Green is also a prohibited parachute zone but may be available at the weekends and if so will be confirmed at the daily briefing.

Please make sure you fully understand the airspace on task and in the vicinity of the airfield. Avoiding the infringement of prohibited airspace is critical for the future of gliding in the UK and will not be tolerated. Pilots must operate with a sufficient safety margin OUTSIDE prohibited airspace to ensure that they do not inadvertently infringe airspace.

NB: Infringements prior to starting or after a GNSS land out will be penalised as will lack of evidence. Pilots are reminded that all of the day's flying must be logged and submitted to Scoring even if pilots do not attempt the task.

Airfield Boundary

For the purposes of the competition the airfield is defined as the area bounded by the perimeter track and the edge of the active power runway margin extended to the track. To qualify for a relight pilots must land and come to rest within this area.

Start Procedures

Starts will be centred on one of the following BGA turn points:

BOB N51°37.617' W000°51.550',
SOS N51°38.817' W000°53.433',
WTN N51°38.600' W001°00.383'

The start time and start height (usually 4000 feet agl) will be announced on the competition start frequency 130.1Mhz at 10 minutes, 5 minutes, and 1 minute prior to the start. No further information or clarification will be provided on the start frequency. Please make sure that you fully understand the start procedures before you fly. Pilots are reminded to observe the VMC rules at all times.

Finish Lines

In all wind directions except Southerlies and South Easterlies the finish line will be positioned along the SW boundary of the airfield and pilots will be controlled around Hambleden Church (BGA turn point BO1 N51°34.381' W000°52.208') or BO5 (Rockwell End 51. 35.190N 000. 51.186W)

The finish line will be 1000M in length along the SW boundary centred on local turn point BF1 (N51°36.372' W000°48.534') so that pilots with limited energy may land ahead North of the windsock or cross the line S of the windsock then land on 35. Shown in appendix C.

In Southerlies (and sometimes in Northerlies) the finish line will be 750M long centred at local turn point BF2 (N51°36.678' W000°48.762') near the NW boundary of the airfield as shown in the attached briefing. If we use this finish line an extended briefing will be held as the approach is over or near to the village of Lane End. Shown in appendix D.

Finishing Procedures

Because of the limited landing areas, it is important that pilots fully consider their landing options well in advance of finishing. Pilots are required to make a call on the start frequency 130.1Mhz 5 minutes prior to arrival and at 1 minute indicating their intended pattern. 1 minute calls may not be acknowledged.

All pilots should follow the guidelines laid down by the BGA for final glide approaches repeated below:

- i) Regardless of the position of any finish line, glider approaches towards the airfield should follow a descending flight profile (other than to go-around where necessary), and;
- ii) during the approach the landing area should be in the pilot's sight, and;
- iii) the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vehicles or structures.

Notwithstanding this guidance, a pilot's primary consideration at all times should be the safety of the crew, the aircraft and third parties.

The finish procedures require that you should not fly below a safe height at any time except immediately prior to touchdown. The organisers also wish to point out that it is not possible to comply

with Rule 5 of the ANO whilst doing a low pass prior to a go around unless the go around becomes necessary due to energy mismanagement, blocked landing area or other considerations that would mean a direct landing would be unsafe in that instance. In this case, pilots would be expected to use their energy and height wisely in preparation for the chosen alternative circuit pattern from the moment that a go around has been decided upon.

1) Procedure when operating on runway 24 (wind from SW or W):

You will be controlled around BO1 or BO5 (Rockwell End 51. 35.190N 000. 51.186W) to the SW finish line. If you have low energy you are expected to:

- a) Call 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock at a height in excess of 30ft and land downwind ahead. If you are to the south side of this landing area you may taxi towards the glider park. If you are more to the North, roll towards the edge of the power runway, or
- b) Call 'Callsign 1 Minute South Ahead' and cross South of the windsock at a safe height (this means higher than 30ft!) to turn and land crosswind on 35 then roll towards the SW boundary.

If you have too much energy to safely land ahead you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line South of the windsock at a safe height before commencing a normal circuit.

Except in an emergency, DO NOT DO A HIGH ENERGY LANDING AHEAD. Coming to rest within 100M of the 24 launch point, airfield apron, buildings or public areas, or the glider park would be hazardous to members at the launch point and to the public on the East side of the airfield, this could be considered hazardous flying. Always clear the landing area promptly and tow your glider around the perimeter of the landing area. DO NOT CROSS the landing area until all finishers have returned.

2) Procedure when operating on runway 06 (wind from the East or NE)

You will be controlled around BO1 or BO5 (Rockwell End 51. 35.190N 000. 51.186W) to the SW finish line. If you have low energy you are expected to call 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock at a height in excess of 30ft and land ahead. If you are on the south side of the landing area you may taxi towards the glider park. If you are more to the North, roll towards the edge of the power runway.

If you have too much energy to safely land ahead you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line toward the South end at a safe height, then perform a circuit to the right being careful to avoid a conflict with pilots landing ahead.

Except in an emergency DO NOT DO A HIGH ENERGY LANDING AHEAD. Coming to rest within 100M of the airfield apron, buildings or public areas, or the trailer park could be hazardous to members and the public and may be considered hazardous flying.

3) Procedure when operating on Runway 35 (wind from the N)

You will be controlled around BO1 to the SW finish line. If you have low energy you are expected to either

- a) 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock and land ahead and roll towards the edge of the hard 24/06 runway. As the power pilots will be operating on the grass 35 runway there is very limited space to do this (be aware that the North side of the 24/06 runway is an area of 'long grass' shown in appendix D), or
- b) Call 'Callsign 1 Minute South Ahead' and cross the finish line South of the windsock at a safe height and turn and land on 35 then roll towards the SW boundary. This is a much better pattern than above.

If you have too much energy to safely land ahead, you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line at the Northern end at a safe height and perform a left hand circuit being careful to avoid a conflict with pilots landing ahead and the power operation.

DO NOT TURN RIGHT OR DO A HIGH ENERGY LANDING AHEAD. This would bring you into conflict with the power operation and could be considered hazardous flying. If you have misjudged your approach, there is an option to turn left and land North of the hard runway which is much preferred to crossing the active runway or ground looping to avoid doing so! Always clear the landing area promptly and tow your glider around the perimeter of the landing area. **DO NOT CROSS** the landing area until all finishers have returned. Whilst the 35 runway is in use you must wait at the 17/35 runway crossing point until ATC give permission (a green light from the tower) to cross the active runway.

Appendix A – Extracts from ANO 2010

Low flying prohibitions

5. (1) Subject to paragraph (2), an aircraft shall comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.
- (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions apply, it shall fly at the greatest height required by any of the applicable prohibitions.
- (3) The low flying prohibitions are as follows—
- (a) Failure of power unit. An aircraft shall not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.
 - (b) The 500 feet rule. Except with the written permission of the CAA, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.
 - (c) The 1,000 feet rule. Except with the written permission of the CAA, an aircraft flying over a congested area of a city town or settlement shall not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.
 - (d) The land clear rule. An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as would permit the aircraft to land clear of the congested area in the event of a power unit failure.
 - (e) Flying over open air assemblies. Except with the written permission of the CAA, an aircraft shall not fly over an organized open-air assembly of more than 1,000 persons below the higher of the following heights—
 - i) 1,000 feet; or
 - ii) such height as would permit the aircraft to land clear of the assembly in the event of a power unit failure.
 - (f) Landing and taking off near open air assemblies. An aircraft shall not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except—
 - i) at an aerodrome, in accordance with procedures notified by the CAA; or
 - ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.

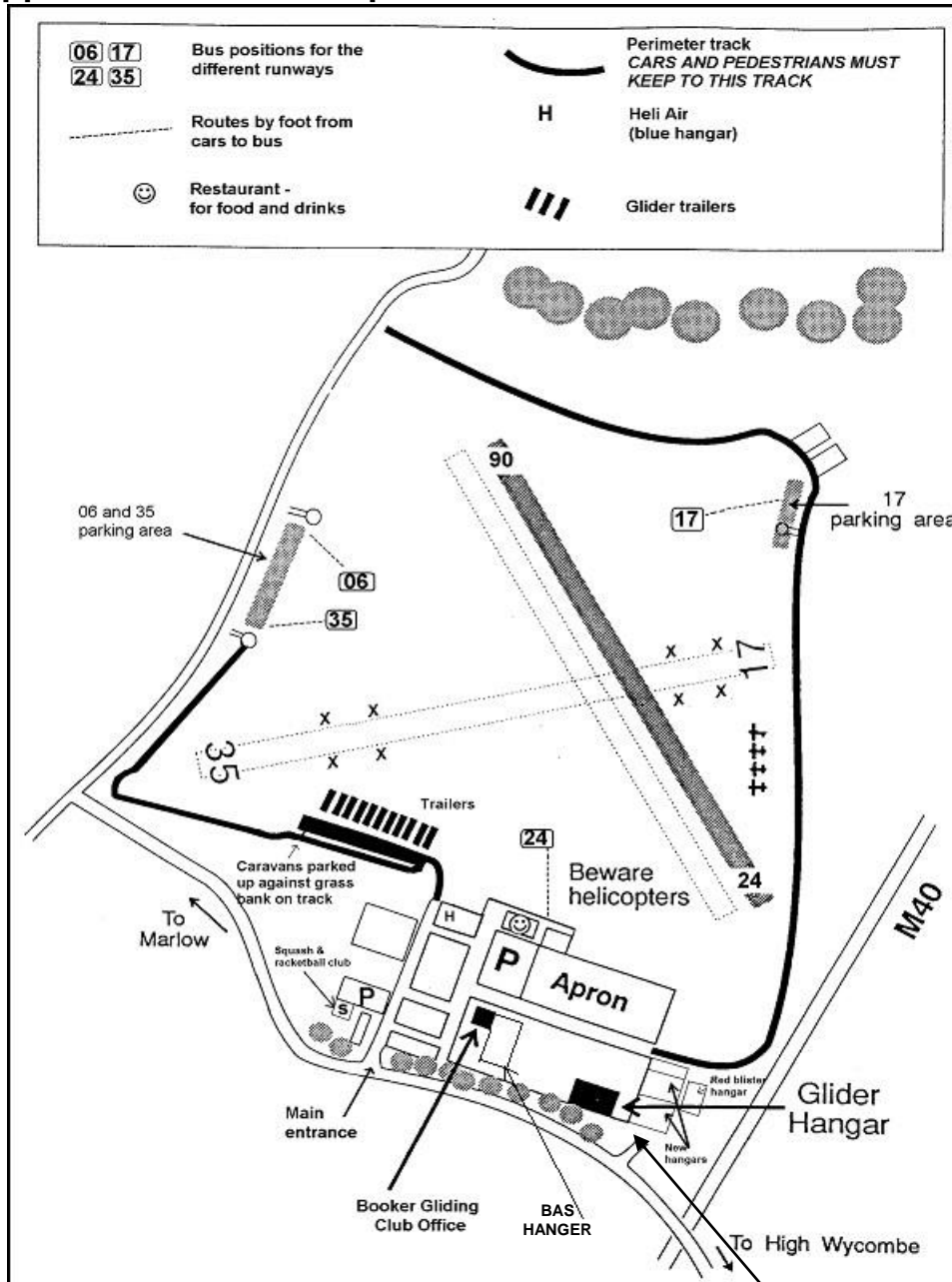
Exemptions from the low flying prohibitions

6. The exemptions from the low flying prohibitions are as follows—
- (a) Landing and taking off
 - (i) Any aircraft shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice for the purpose of—
 - (a) taking off from, landing at or practising approaches to landing at; or
 - (b) checking navigational aids or procedures at, a Government or licensed aerodrome.
 - (ii) Any aircraft shall be exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.
 - (g) Glider hill-soaring. A glider shall be exempt from the 500 feet rule if it is hill-soaring.

Endangering safety of any person or property

A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Appendix B- Airfield Map

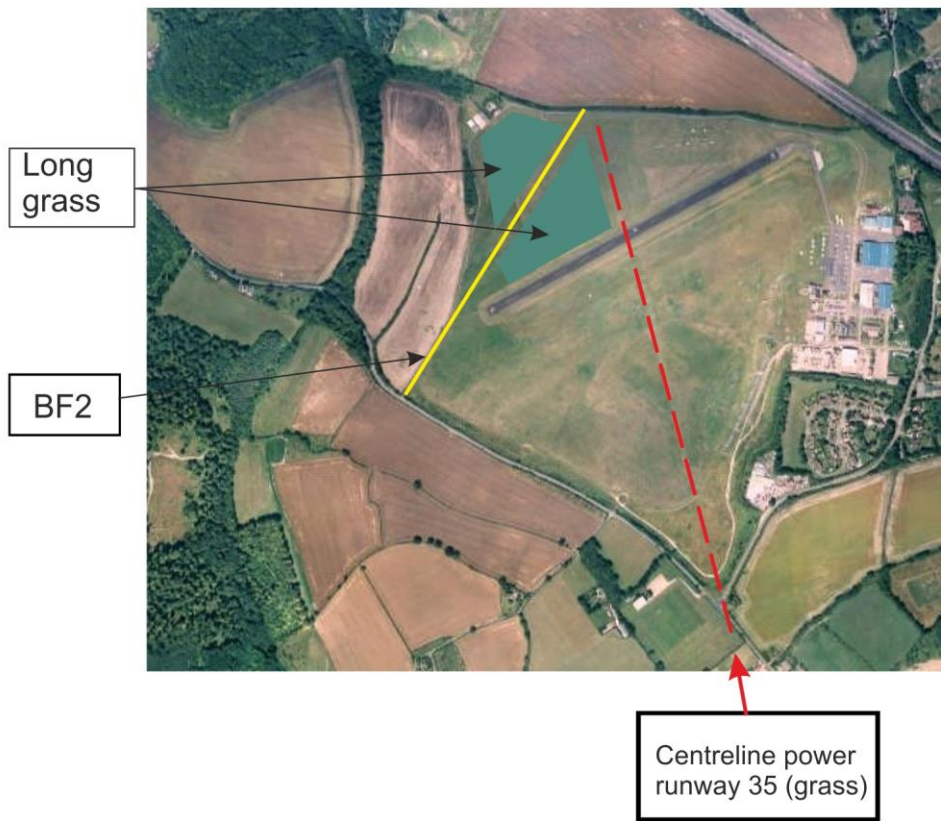


Briefing will be in the Logistics Corps Depot here

Appendix C --BF1



Appendix D --BF2



APPENDIX E ---ACOMMODATION NEAR WYCOMBE AIR PARK

RED BARN FARM, MARLOW ROAD, SL7 3DQ

Less than a mile from booker gliding club

www.redbarn-farm.co.uk

Telephone: 01494 882820

Email : redbarnfarm@btinternet.com

PROPRIETORS : MR AND MRS HEWETT

BED AND BREAKFAST EN SUITE SINGLE £65

BED AND BREAKFAST PRIVATE BATHROOM SINGLE - £52

CARAVAN / CAMPING (spaces)

SQUIRREL HOUSE, 129 NEW ROAD, HP12 4RH

Just over a mile from booker gliding club

www.squirrelhouse.co.uk

Tel: 01494 520709/ 07834 405814

PROPRIETOR: MARGARET DOHERTY

BED AND CONTINENTAL BREAKFAST EN SUITE SINGLE - £50 / TWIN - £65

BED AND CONTINENTAL BREAKFAST PRIVATE BATHROOM – SINGLE - £45

SELF CONTAINED ANNEXE from £45.

MALVERN GUEST HOUSE, 3 FERNIE FIELDS, OFF NEW ROAD, HIGH WYCOMBE HP12 4SP

Just over a mile from booker gliding club

Tel: 07792 815846 /01923 604206

ALL ROOMS EN SUITE

BED AND CONTINENTAL BREAKFAST - SINGLE - £55 / TWIN - £75