

# VGC 50th International Rally

## Local Procedures

Issue 1

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# **1 Event Information**

## **1.1 Introduction**

Welcome to the International Vintage Gliding Rally 2023, celebrating 50 years of the VGC.

This document contains important information relevant to pilots, crews and visitors. Please take the time to read and digest this information before the event, and feel free to get in touch with the organising team if you have any questions.

## **1.2 Dates**

The VGC Rally will be held over nine days with the first flying day on Saturday 29th July and the last on Sunday 6th August. We look forward to welcoming you on the 29<sup>th</sup>.

The airfield will be available to entrants and their teams from around Thursday 27th July 2023 in order to pitch tents, park caravans and park glider trailers. Launches can be offered from Friday 28<sup>th</sup> July for site familiarisation.

## **1.3 Contact Information**

Useful links:

Event website: <https://vgcrally2023.com/>

Telephone numbers:

Club office: 01285 702 100

Clubhouse: 01285 702 101

Launch point: 01285 702 103

## **1.4 Radio Channels**

The following radio channels will be used during the rally unless otherwise briefed.

Airfield: 129.980 (This is a shared frequency)

## **1.5 Rally contacts**

Lead organiser:	Paul Gentil
Deputy organiser /	
Meteorology:	Robin Birch
Airfield Operations:	Geoff Dixon
Winch Master:	Sam Prin
Tug Master:	Adrian Hegner
Office Administrator:	Susi Cernoch

## 1.6 Flying Fees

The Rally launch fees are listed below.

Aerotow 2000':	£34.00
Aerotow 3000':	£47.50
Aerotow per additional 100ft (above 2000ft):	£1.35
Winch:	£15.00

Check flights (K13 or K21) launch fee plus soaring fees per minute.

K13: 39p per minute

K21: 44p per minute

## 2 Rules & Procedures

### 2.1 Rally Flying Rules

Flying at the Rally will be conducted in accordance with UK Law and the BGA operational regulations 2023, except where amended by the local Cotswold Gliding Club rules and procedures.

### 2.2 Daily Procedures

#### 2.2.1 Briefing

Briefing will be held in the glider workshop, usually at 10:00 daily. The briefing will include information about the airfield setup, Airspace (NOTAMS) and any housekeeping announcements.

#### 2.2.2 Launching

Launching is expected to be available by winch and aerotow. The airfield layout will be dependent on wind direction but broadly the 2 ends of the main runway, which is roughly SSW/NNE will be set up as shown. Subject to any changes briefed on the day before flying starts.



#### 2.2.3 Towing to the launch point

When launching from the north end of the airfield, gliders must be towed out adjacent to the north perimeter road during launching. This is to keep the grass landing area between the glider parking area / clubhouse and runway clear for landing gliders and tugs.

When launching from the south end of the airfield, gliders may be towed out during launching via the designated tow-out route along the west side of the airfield (following the boundary fence indicated in blue below). Gliders must stop short of the main runway (holding point indicated below) and seek permission to proceed onto the main runway and primary landing areas.



At the holding point, call on Airband 129.980

Or Phone 01285 702 103

Please do not drive across the winch cables.

## **2.2.4 Vehicles at the launch point**

Gliders should only be moved across the airfield landing areas if it is safe to do so and a good lookout must be maintained at all times.

After towing out or retrieving your glider, vehicles must be removed from the launch area as soon as possible, and should be parked in the tower or campsite parking areas. When flying from the south end, vehicles may alternatively be parked at the designated parking area to the west of the perimeter road.

When launching from the south end, **the runway must be considered active once launching has started**. In any case, vehicles are not permitted to drive on the runways or grass landing areas unless moving a glider and must only drive to the launch point via the perimeter road.

Note that the grass route along the western boundary is only for glider tow-outs and retrieves.

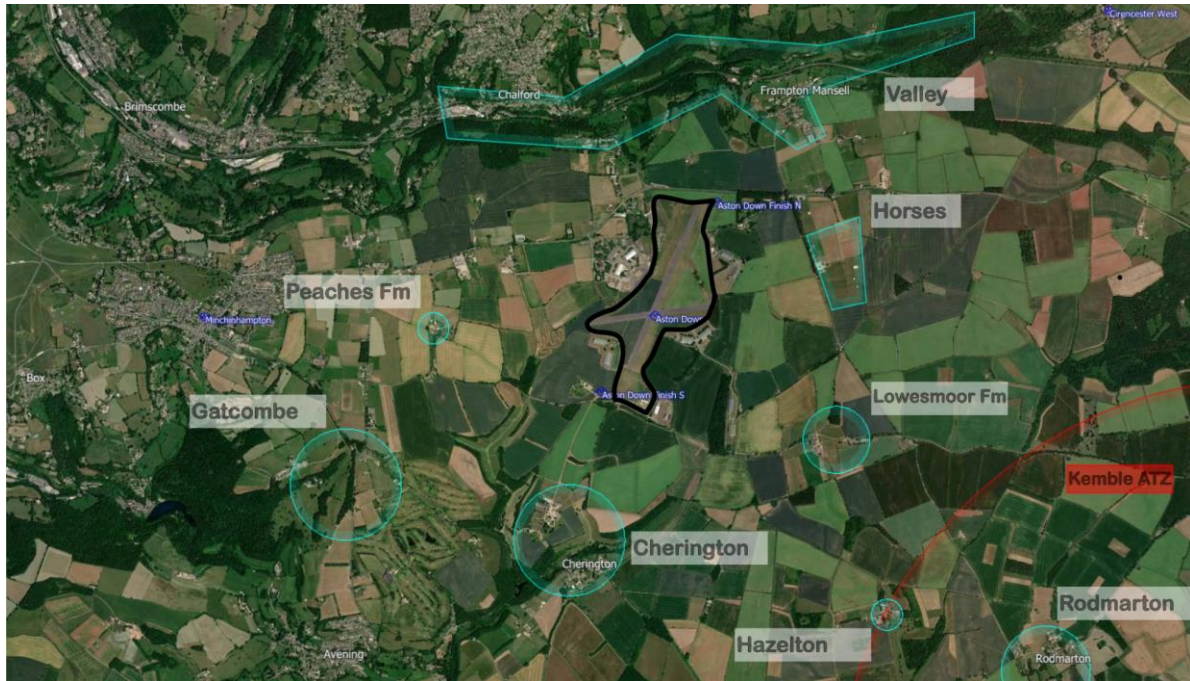
## **2.2.5 Radio Checks**

Radio checks should be addressed to 'Aston Down Base' on channel 129.980. Radio checks should be completed, where possible, prior to the start of launching to minimise radio traffic while flying is in progress.



## 2.2.6 Noise Abatement

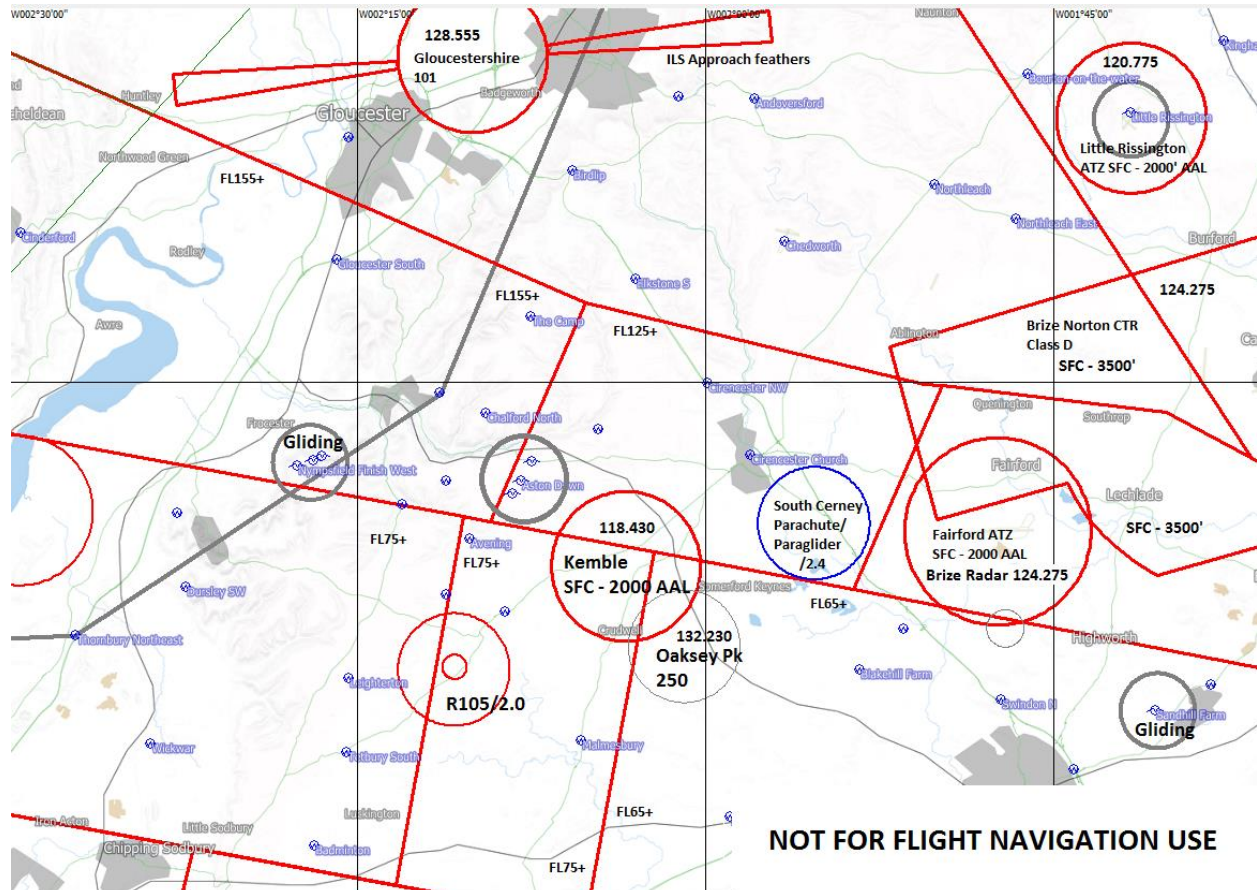
Pilots of self-sustaining and self-launching gliders are asked to respect the noise sensitive areas near the airfield in order to minimise the impact on our neighbours.



## 3.1 Airspace

### 3.1.1 Local Airspace

Pilots must make themselves familiar with the local airspace, especially the Kemble ATZ and Brize Norton CTR. Brize Norton CTR must not be entered without prior approval from the controlling authority. For the purposes of the rally, it should be assumed that Brize Norton and Fairford are prohibited zones.



If flying away from the locality of Aston Down, a 1:500000 air map must be carried, or the equivalent on a GPS based moving map device.

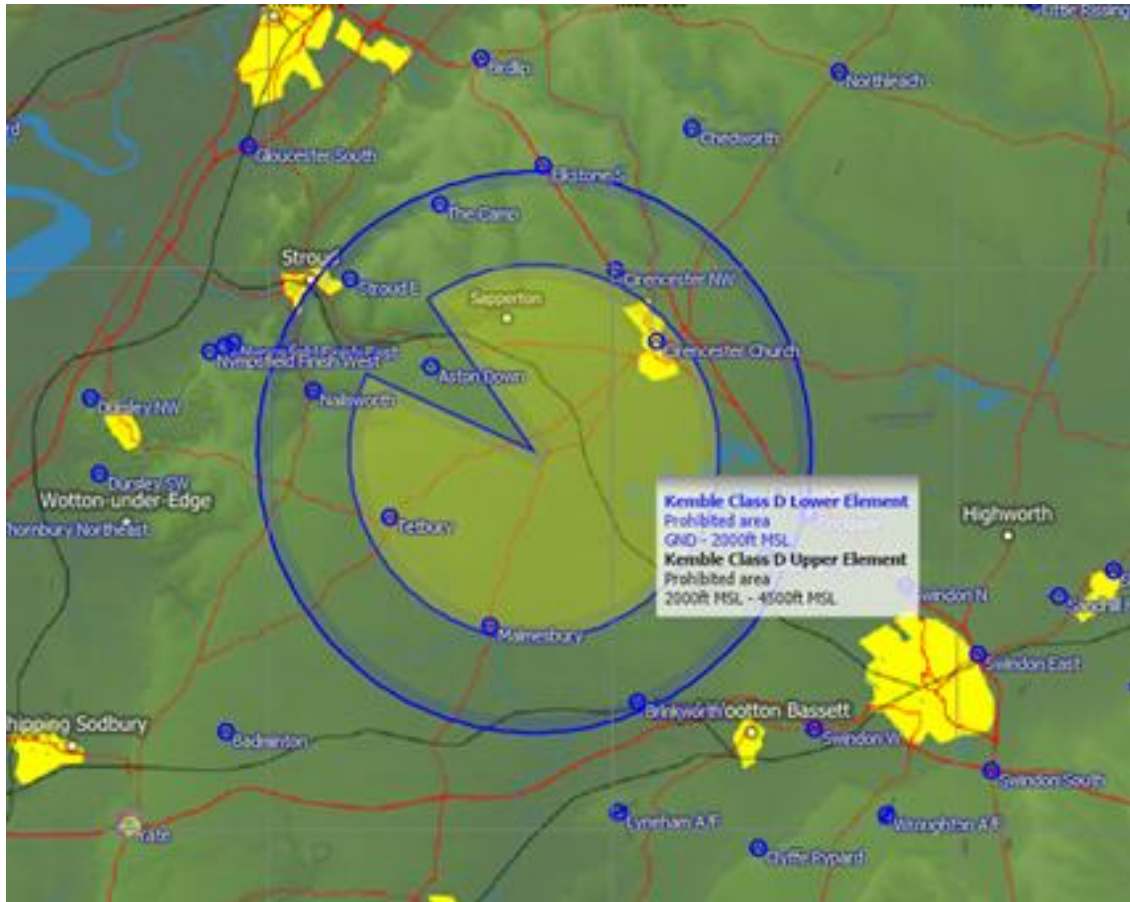
### 3.1.2 Daily briefings

At each morning briefing, the status of local ATZs, parachute zones etc. will be given.

### 3.1.3 Temporary Controlled Airspace

From time to time, temporary controlled airspace is activated at short notice over Kemble. This airspace often takes the form of two layers of airspace, one above the other, near Aston Down as shown below. They can be seen as the lower layer (yellow) from ground level to 2000ft AMSL and the upper layer from 2000ft AMSL to 4500ft AMSL.

There will be a comprehensive briefing before flying if this airspace is activated. We work closely with Cotswold Airport and RAF Brize Norton to minimise the impact of this airspace, so if it happens, we may be able to get further concessions.

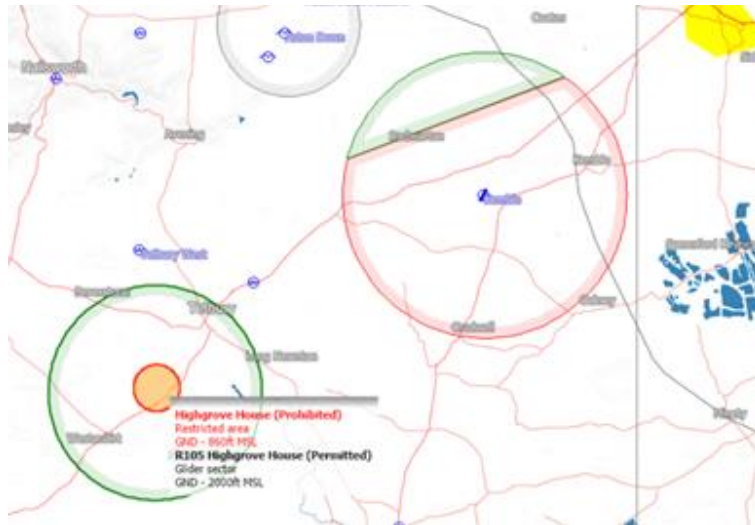


### 3.2 Highgrove House

Cotswold Gliding Club has a letter of agreement granting access to the Highgrove (R105) restricted area outside of the household boundary.

The inner 'Highgrove House (Prohibited)' area must not be entered.

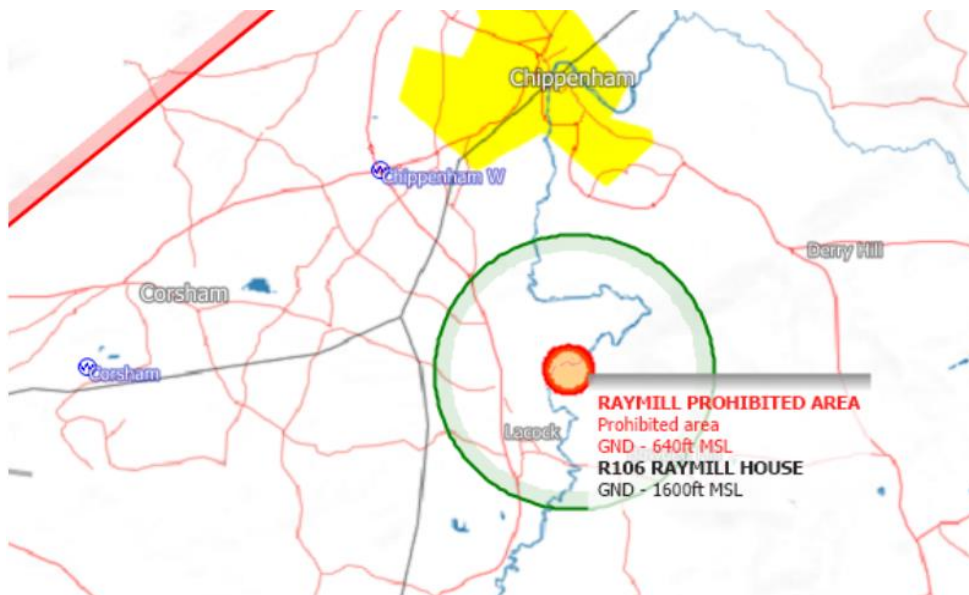
In the event of a landout inside R105, pilots must telephone Cotswold Gliding Club as well as informing someone locally.



### 3.3 Raymill House

Cotswold Gliding Club has a letter of agreement granting access to the Raymill (R106) restricted area outside of the household boundary.

The inner 'Raymill House (Prohibited)' area must not be entered.



## **4 Domestic Information**

### **4.1 Airfield Access**

Entry to Aston Down is through the gliding club gate from the A419 at the east side of the airfield (near the Jolly Nice Cafe). There is no access to the gliding club through the west gate. The postcode for the east gate is GL6 8HX.

The airfield is fitted with security gates. There will be a separate message with instructions on the use of the security gates.

### **4.2 Speed Limit**

Pilots and crews must observe the airfield speed limit of 30mph with a 20mph limit next to the campsite and hangars. This is particularly important in view of the number of children and dogs on the airfield during this event.

### **4.3 Trailer Parking**

Glider trailers are to be parked on the disused runway as indicated in [5.2 Domestic Facilities Map](#). Additional overflow trailer parking is available on the east end of the disused runway. Trailers must not be parked beyond the designated points at either end of the trailer lines to allow access to the club hangars.

Gliders and rigging equipment must be kept clear of the airfield landing areas. Please do not park gliders in front of the club hangar or near the windsock in front of the tower and members' caravan site.

### **4.4 Battery Charging**

A number of 13A sockets are available in the briefing room. Pilots are requested not to use the electricity supply in the campsites to charge glider batteries.

## **4.5 Camping**

The camping areas are located on the grass to the west of the disused runway and to the north of the workshops. Toilets and showers are available in the tower, with additional toilets placed at each end of the main campsite.

The club has a campsite electricity supply for use by campers. There will be a small charge of for all users of the electricity supply, which will apply to all caravans and tents whether connected directly to an outlet or through a splitter.

Visitors are asked to keep noise to a minimum after 22:00, particularly in the north campsite by the workshops.

## **4.6 Catering & Bar**

The restaurant in the tower will be open every competition day from 08:30 for breakfast. Sandwiches, snacks and drinks will also be available throughout the day and dinner arrangements will be posted during the rally.

The club accepts credit/debit card and cash payments in the restaurant and bar.

## **4.7 Internet Access**

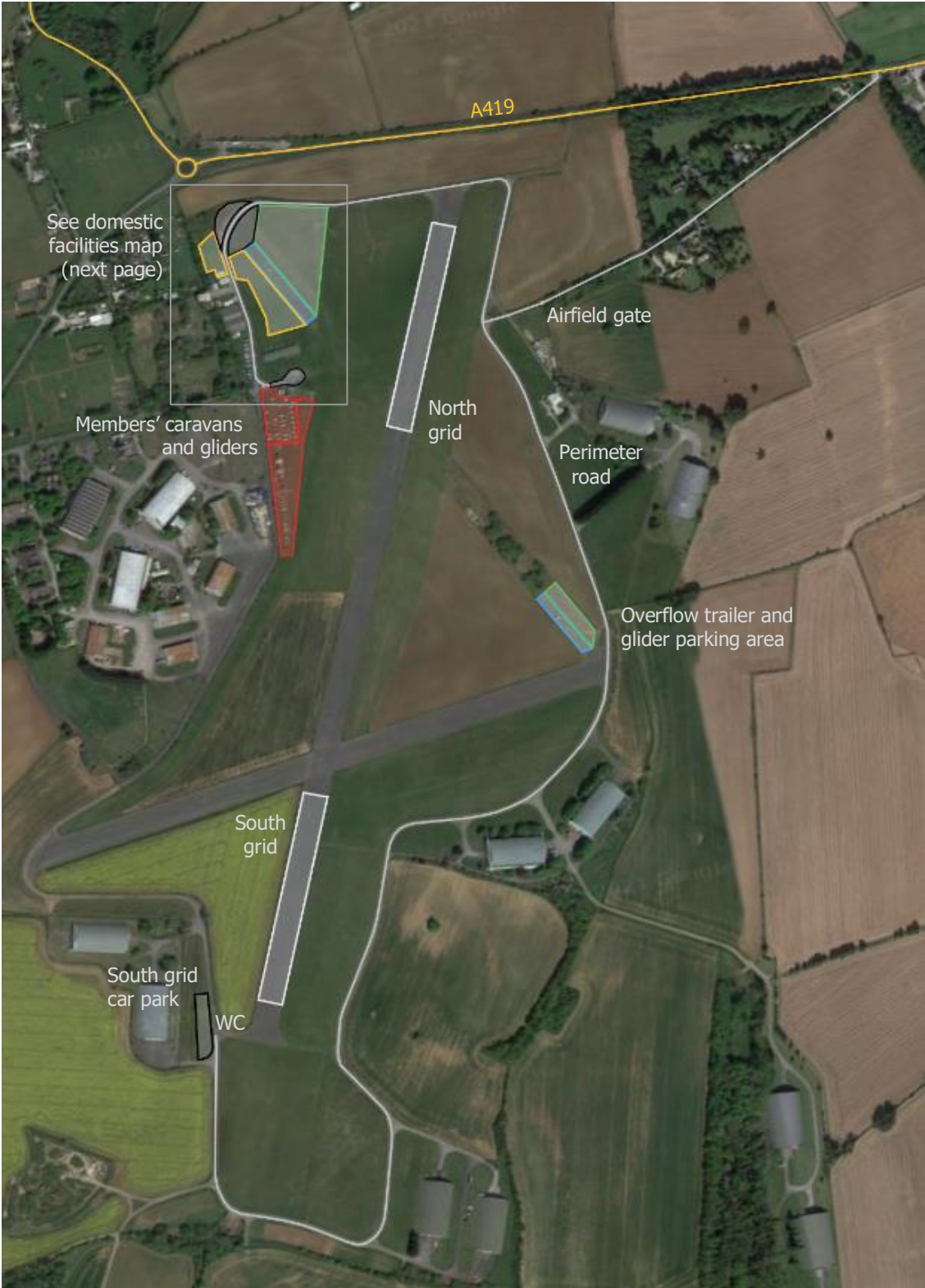
Wireless internet is available in the tower and large parts of the camping area. We have upgraded our internet connection; however, we still ask that visitors minimise as far as possible their bandwidth use particularly during busy times. Mobile 4G coverage is very good on the airfield (Vodafone, EE, 3 and O2).

## **4.8 Security**

Cotswold Gliding Club cannot take responsibility for articles lost or stolen. The tower and airfield can be entered by the public and it is in everyone's interest to keep valuables secure and unattended vehicles and caravans locked.

# 5 Appendices

## 5.1 Airfield Map



## 5.2 Domestic Facilities Map

