



## Shobdon 2016



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## I SPONSORS and SUPPORTERS

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Marc Corrance and Philip Skinner (photographic design)

Tiger Helicopters



Herefordshire Aero Club



## **2 WELCOME TO COMPETITION ENTERPRISE 2016**

Welcome to Herefordshire Gliding Club, which is usually a relatively small operation, with around 30 members on a good day. We last hosted Competition Enterprise in 1979 and 1981, since when a lot has changed both within the club and at the airfield.

In spite of our small size, we believe that Shobdon holds the informal height record for England and Wales, set by Mike Costin in the 1980s, and another of this week's competitors, Phil King, has recently flown what we think is the longest flight entirely in Wales, at 503 km. We hope that you will aim to challenge these flights with even greater achievements!

Enterprise 2015 at Sutton Bank, with 7 out of 8 days flying and a total of 10,000 km flown on one particular day, is clearly going to be a hard act to follow - thank you for that Yorkshire Gliding Club! Here at Shobdon we can also offer thermal, wave and ridge lift, and as always with the help of some decent weather, will do everything we can to ensure an equally enterprising time for everybody.

We currently have 30 gliders taking part, and thus have amassed a total of 5 tugs to facilitate a daily launching frenzy should it prove necessary. This level of activity may well not have been seen since 1943, when troop carrying glider pilots were trained here for the Normandy and Arnhem landings. Your tug in those days would likely have been a Miles Master, towing not one but two Hotspur gliders, and a field landing usually meant the farmer involved gained a new chicken shed!

Today we share the airfield harmoniously with Herefordshire Aero Club, Swiftflight Microlights and also Tiger Helicopters and I'd like to thank them all for their co-operation in allowing and enabling us to run the competition.

Finally, thank you all for entering – I hope that we have superb weather and a well-run event and that you all have an excellent time.

Mike Hayes  
Chairman  
Herefordshire Gliding Club

### **2.1 COMPETITION OFFICERS**

COMPETITION DIRECTOR	Tony Maitland
DEPUTY DIRECTOR	Rose Johnson
ENTERPRISE SECRETARY	Andrew Cluskey
TASK SETTER Team	Andrew Reid David Masson Phil King (advisory) Tony Maitland
MET FORECASTING	David Masson
SCORER	Andrew Reid
TUG MASTER	Peter Claiden
LAUNCH MARSHALL	Rose Johnson
CFI	Mike Dodd
STEWARDS/ARBITERS:	Jon Hart, Bill Longstaff, Charles Boutcher & Nick Gaunt.
CONTROL/RETRIEVE TELEPHONE	Tony Joss and Team
CATERING	Hotspur Cafe

## 2.2 INFORMATION

### 2.2.1 General

**Dates:** Saturday 2nd July to Saturday 9th July 2015, inclusive. Sunday 10th July will be a “Fly Home Day”. This may be a scoring day if all the week has been dreadful weather.

**Practice Days:** Launching (at club rates) will be available from Thursday 30 June for anyone who cares to arrive early and familiarise themselves with the local area.

**Venue:** Herefordshire Gliding Club Ltd  
Shobdon Airfield,  
Leominster,  
Herefordshire HR6 9NR  
[www.shobdongliding.co.uk](http://www.shobdongliding.co.uk)  
email: [office@shobdongliding.co.uk](mailto:office@shobdongliding.co.uk)

Control Telephone: 07708 470223

Backup Tel: 01568 708369

Tony Maitland 01547 529858

Email: [antony@antonymaitland.com](mailto:antony@antonymaitland.com)

Herefordshire Aero Club website: <http://shobdonairfield.co.uk/>. Wifi password Aeroclub2015

Competition Enterprise website: [www.compenterprise.uk](http://www.compenterprise.uk)

**Booking In:** Pilots should book in with Control on arrival: the club will be flying on the 2 days before the competition.

On arrival, turn right at the bottom of the north road and park your trailer in the marked area while booking in. Do not bring trailers in front of the club house area, which could disrupt powered aircraft access to the hangar.

**Briefing & Gridding:** Generally, grid before briefing, which will be held at Tiger Helicopter’s class room at a time which will be broadcast via text messages and emails, with a backup notice by control.

**Phones & Internet:** Generally, cell phone coverage over the airfield is adequate except for T-Mobile. Wifi is available over most of the built area of the field; the Aero Club has a reasonable speed available, but try and avoid too much data hungry usage. It will not cope if we all want to watch films live!

**Entry Fee:** £165 per glider. £155 for HGC members  
£85 juniors under 21, or under 25 if still in full time education.

**Payment Method:** We will be asking for a deposit to the equivalent of 6 tows to 2000 ft on registration: a balancing act will be made at the close of the competition and refunds made or extra payments requested. The club has an online payment system:  
<http://www.shobdongliding.co.uk/payabill.html>. Alternatively, we can take a cheque.

**Launch Fees:** £35.00 to 2,000ft, and £0.80 per additional 100ft or part thereof.

Note: this includes a launch contribution to the Herefordshire Aero Club; we will ask self-launchers to pay £7 towards this fee.

**Class of Entry:** All sailplanes and gliders, single class with appropriate B.G.A. Speed Index Handicaps. Pilots aged 16 or over, with minimum Silver Badge.

**Nature of Tasks:** Tasks will be set in the spirit of Competition Enterprise, including alternatives for pilot choice and, if conditions are favourable, free distance and cross-Channel possibilities. Bring your Passport (however remote the possibility is, due to airspace constraints). Please note

however that you will have to organise cross-channel retrieves for yourself; aerotow retrieves will not be available.

**Prize Giving & Party:** An "end of contest" Prize-giving and party will take place on the final Saturday night, and "daily awards" will be presented at each briefing.

**Site Facilities & Accommodation:** There is a caravan/camp site run by the Aero Club, which may be extended as required. There is a dedicated toilet block, with showers for girls and boys and a washing machine and dryer (slot machine for tokens, which you can buy from the Aero Club reception).

**Catering:** Breakfasts, sandwiches, drinks, sweets and light meals will be available during the day in the Aero Club.

Arrangements have been made for the restaurant to be open for breakfast from 0800; it would help tremendously if campers would let us know now if they will want breakfast.

Evening meals will be available daily, full details will be given during the first briefing.

The Aero Club has a bar which will be open daily.

A welcome supper will be available in the Club on Friday 1st July evening until 21.00 hours, let us know numbers now PLEASE.

**Fuel:** Local filling stations are in Leominster at Morrisons on the A44 west of the town, in the town centre and 24 hour on the north end of the A49 bypass.

The airfield has 100LL Avgas and UL91.

### **2.2.2 Battery Charging**

There are facilities for battery charging in the HGC workshop at the east end of the airfield. This will be locked between 2000-0800.

### **2.2.3 Oxygen:**

No Recharging available – come with enough!

### **2.2.4 Water Ballast**

There is a standpipe with several taps by the fuel tanker parking area, opposite Control.

### **2.2.5 Shops**

The nearest shop is Shobdon Stores in the middle of the village. It has a post office, general food, an off-licence, newspapers etc and a cash machine (for which it charges).

### **2.2.6 Logger & Nav Data, Maps**

Please ensure that you have current maps for the areas where we might find ourselves, Southern area certainly and Northern recommended.

Ensure that your nav data bases contain the 2016 BGA TP's (including new TP's SH3 and SH4) and airspace files, the latter important for any wave tasks to see the wave boxes.

We strongly recommend competitors to download their logger files and either email them to the scorer or take them to Control on a memory card or USB stick. (See page 17 on scoring.)

### **2.2.7 FLARM**

The carriage & use of FLARM is strongly encouraged, and we ask competitors to register with the tracking websites and not to block their I/D. The tower will be able to watch FLARM to try to anticipate finishers, and there will be a public display in the club house.

### **2.2.8 Relights & Aero Tow Retrieves**

We are very happy for pilots to take a relight if needed; self-launchers can relight themselves.



To avoid conflicting traffic, a self-launcher relight must be done within a northerly arc between East & West (true) and within a radius of 4km of the airfield and to a maximum height of 2000ft QFE. If the start zone is smaller than this, they must re-enter the start zone.

Aerotow retrieves may be requested through Control and will be at the discretion of the tug master.

## 2.3 FINDING & FLYING at SHOBDON

### 2.3.1 General

Shobdon is a CAA licensed airfield where, besides light aircraft activities, there are Microlights, Helicopters and Gliders. Some of the procedures normally in place have been changed for the duration of the Competition, so even those familiar with the airfield should read this! For the Competition, emphasis will be on gliding operations at Shobdon, but the other activities at the airfield will still continue.

### 2.3.2 Location

Find us by air:-

Shobdon: EGBS N52° 14.5' W002° 52.9'

I Paved runway: 09/27 – 836 metres

I Grass runway: 09/27 - 800 metres

Local frequency: 123.50

Web address: <http://shobdonairfield.co.uk/>



### 2.3.3 Access & Parking

Road access is from the north entrance: in Shobdon village, fork left in the direction of Pembridge and turn down the north access road as signed (beware speed bumps).

Competition visitor trailer parking is on the old perimeter track to the west. Visiting trailers should turn right immediately at the bottom of the north road, and park there to walk over to control to book in. Control is just beyond the tower by the fire truck parking.

Cars are permitted on the North side peri-track but care must be taken because powered aircraft, which have priority, may be crossing between the hangars/pumps and the grass. Be aware that, as at all airfields, you should have airside insurance for your car.

## Facilities Aerial View



Visiting trailers will be parked on the north side of the peritrack to the west of the weather station towards the west end of the airfield. Trailers can be parked on the grass, but please do not drive your cars onto the grass north of the peritrack. At the end of the week, please remove all equipment and rubbish when leaving, as failure to keep the area clean will result in loss of permission from the landowner to use it.

## 2.4 IN FLIGHT INFO

(N.B. this section will be printed on the back of all task sheets)

### 2.4.1 Local Radio Frequencies

Shobdon	123.50
Competition Control	129.975
Tugs during launch	123.50
Mynd and Bidford	129.975
Cosford	135.875
Talgarth	130.10
Halfpenny Green	123.00
Gloucester/Staverton	Twr 122.90, App 128.55, ATIS 127.47
Welshpool	128.00
Sleap	122.45
Tilstock	118.10
Shawbury/Ternhill	133.15
Pontrilas D147 and Credenhill D216	134.15
Aberporth D201 entry	119.65



West Wales Info (D201 & D202 activity) 122.15  
Llanbedr 118.925

## 2.4.2 Phone Numbers

Control: 07708 470223  
Director: 07710 691968 or 01547 529858  
Aero Club General: 01568 708369 (use this if others fail!)

## 2.5 RADIO

### 2.5.1 Launch and Landing Radio Frequencies

Power traffic including tugs will always be using 123.50, which will be manned when any gliders are airborne. During the launch, gliders and tugs will operate on 123.50. After release, gliders may leave the frequency, but must call Shobdon tower on return.

### 2.5.2 Radio Calls Required

After launch, do not call when leaving 123.50.

Listen out on 123.50 before you reach the ATZ on return.

Call downwind only ("Glider XYZ downwind for northside grass/main runway"). If any conflict seems likely make further calls on base leg & final approach, **but only if you have time and capacity.**

Particularly if making non-standard arrival, keep in touch with the tower.

If the radio appears not to work, make blind calls and fly a standard circuit.

## 2.6 AIRFIELD OBSTRUCTIONS

Taxiway C markers on the north side

PAPI light units on 27 south side runway

Parked aircraft.

Access to powered aircraft hangars.

Access to Tiger helicopters.

Fire access via taxiway to either end

Road traffic peri-track to the east of the club house.

## 2.7 GENERAL ARRANGEMENTS AND CIRCUITS

The tower on 123.50 is normally manned from 0930-1630 or later, a radio watch will be kept until all gliders are landed. If no answer, make 'blind calls'.

### 2.7.1 Powered aircraft

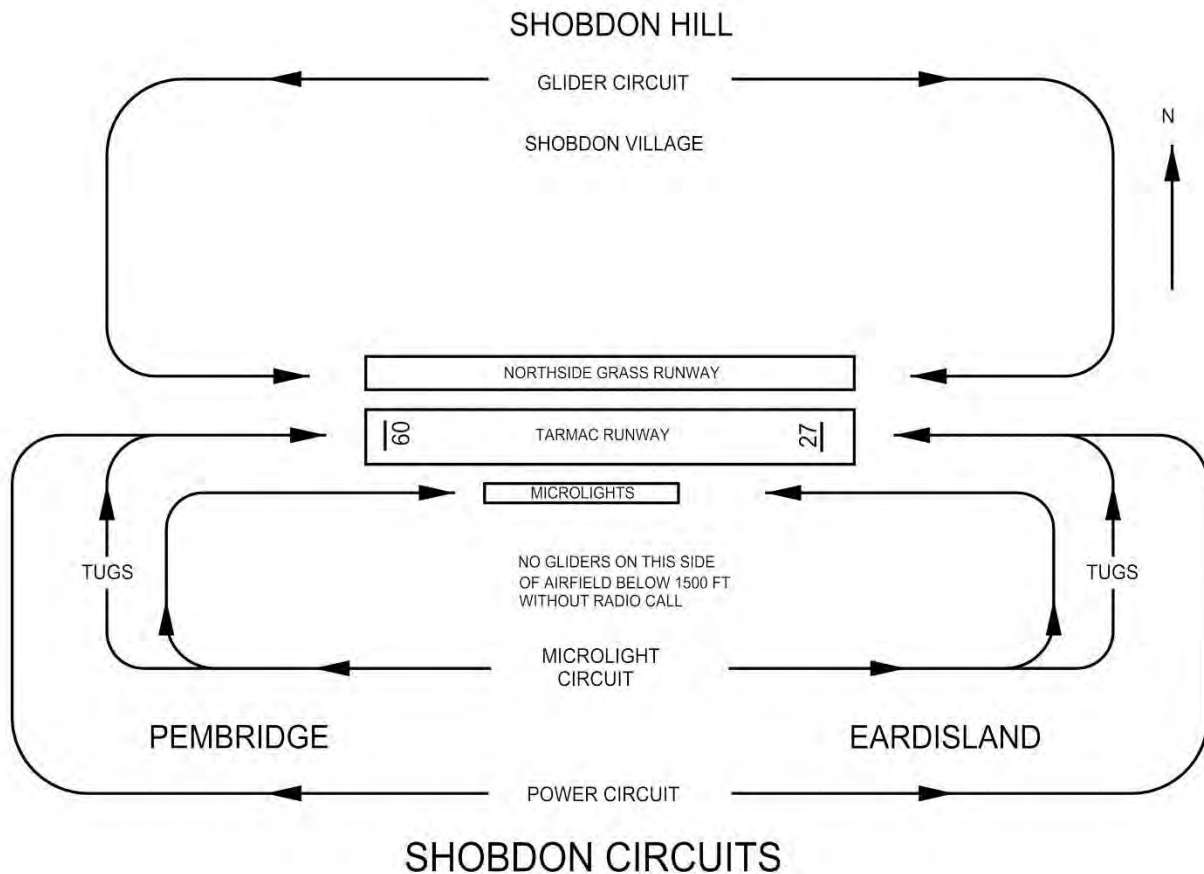
Power traffic should be listening on 123.50 and making standard radio position calls in the circuit, which is to the south of the Airfield at 1000ft agl, and is unusually wide to avoid the villages of Pembridge & Eardisland.

Arriving powered traffic may join the circuit direct or make a straight-in approach. They may also make a "dead side" join from the North. In that case, they should be above 1,500ft but occasionally come through the glider circuit below that height, so keep a very good lookout.

### 2.7.2 Glider Circuits

Gliders normally circuit to the North of the airfield, powered traffic to the south. Some powered aircraft and helicopters may land on the north grass runway but should be on radio.

If possible, avoid the powered aircraft circuit below 1500ft QFE. Below 2000 ft within the power circuit, tell the tower of your position and intentions. Try and avoid crossing at their circuit height, but do not feel you have to field land just to avoid the power circuit!



There are 2 new BGA turn points, SH3 and SH4 to the East and West respectively of the airfield. When the task area makes it appropriate, they will be specified to discourage direct, low returns through the power circuit. When required by the task, competitors using them will receive significant bonuses.

Aerobatics within the airfield ATZ and racing finishes are prohibited unless agreement has been obtained from Shobdon Information.

### 2.7.3 Self-Launchers

Self-launchers should look at the map of noise sensitive areas.

### 2.7.4 Local Traps for the Unwary

**Welshpool:** The runway is relatively narrow (18m) but, more significantly, has raised runway edge lights about 1m from the tarmac edge. Subject to this, gliders can land there, but call on 128.00 before doing so. The grass areas to the side are really too narrow for landings, and may have long grass if it has not been cut for silage.

**Sennybridge Range:** Prohibited Danger Area. Beware!

**Aberporth:** UAV airspace round Aberporth: there are danger areas (activated by NOTAM) between the coast and Sennybridge range. Aberporth information, if open, will be able to confirm any activity. If the task is set in that direction, the organisation will try to confirm any activity before briefing.

**Milson:** a small private strip on the south flank of the Titterstone (southern) Clee often has sheep at leisure there. Airfield slopes, so always land to the north.

**Long Mynd:** Beware of hang/para gliders in the general area and sheep on the landing area.

**Rhosgoch:** John Bally's strip, about 15 miles SW is fine for landing, but would be restrictive for a big glider, and probably too short to tow out of.

## **2.8 GROUND HANDLING AND LAUNCHING**

HGC is a small club and we do not have a large number of people to help with ground handling and launching. We would be grateful if competition crews would help at the launch point, particularly moving gliders onto the runway at the appropriate time.

Competition grid launches will be different from the Club's normal layout!!

### **2.8.1 Towing out & retrieving during Enterprise**

For the duration of the competition, the areas used for assembling before launch and the rigging areas will be reserved for gliders (marked with yellow boundaries on the aerial photos below). The centre taxiway C remains part of the licensed airfield and as such is rather more restrictive for movements.

Crossing this taxiway may only be made with radio clearance from the tower if open, or at least with radio calls if it is closed. As far as possible, gliders will be towed across "C" by HGC tow vehicles, although when most gliders are towing out to 27 launch area, owners may tow out with their own vehicles under escort by one of the HGC vehicles as a "convoy".

After landing, all gliders will be retrieved by HGC retrieve vehicles to north of the grass taxiways. Especially in busy periods, we ask all competitors and crews to help with clearing gliders from that position to a parking space. Crews are not to go beyond the edge of the glider reserved area except with express permission of a member of the HGC ground crew.

In order that retrieval off the runway can be done quickly and efficiently, tail dollies should be taken after launch by crews or launch point helpers, to a central designated 'dolly park' near Control, so that the HGC retrieve crews can quickly collect the dolly for a landing glider. Please mark your dolly with your glider number!

When operating on 09, visiting gliders may be towed from the trailer park direct to the 09 launch point. Only the HGC vehicles may be left at the launch point, all cars must be removed to the north side of the peritrack, but staying off the grass.

Access to and from the launch point 09 by car or on foot is via the Northside peri-track.

### **2.8.2 Grid Launch**

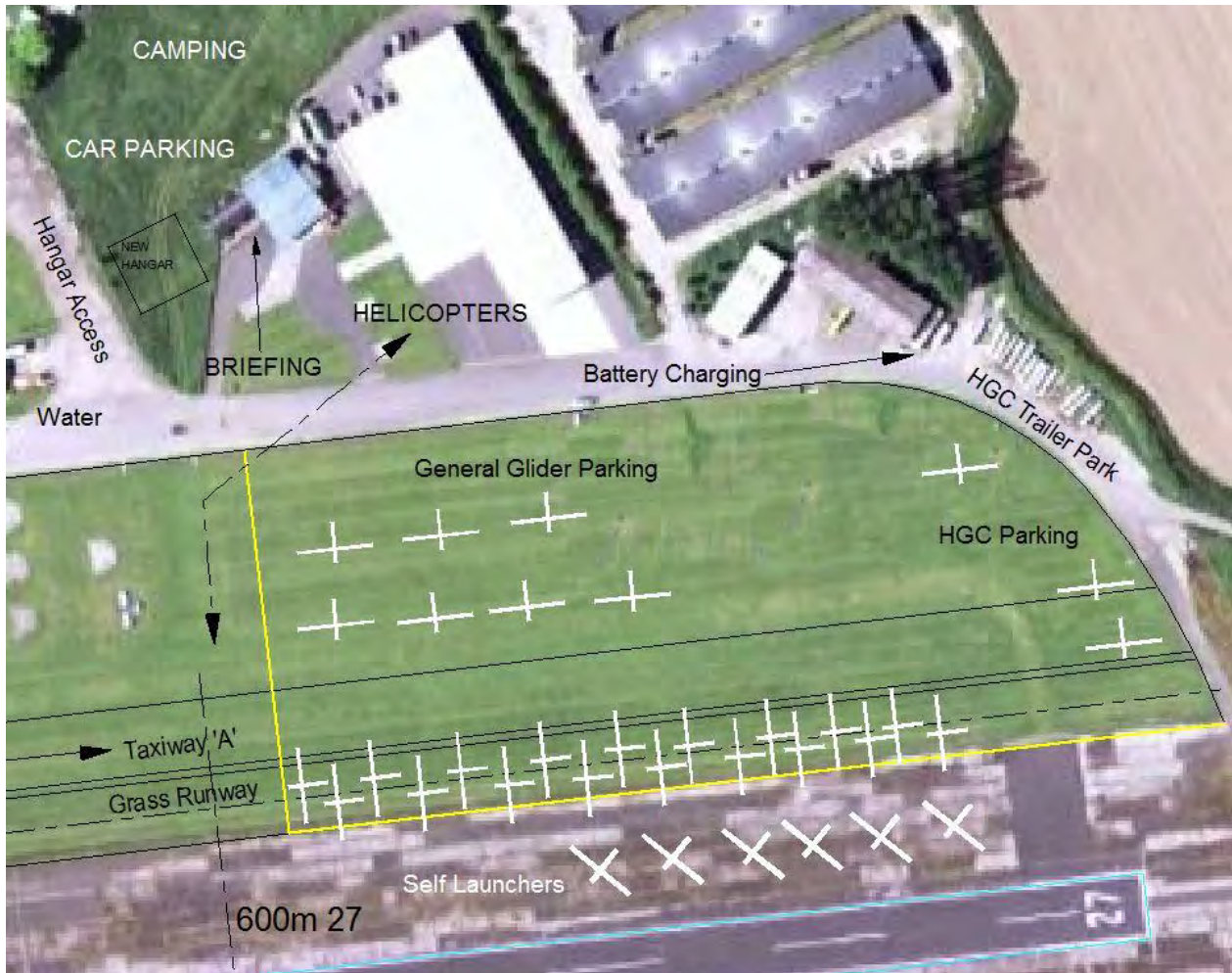
Launches will be from the grass runway, but if the ground is soft, and/or the glider is heavy, they may be launched from the tarmac runway at the request of either the tug or the glider pilot.

The grid will be laid out as shown in the diagrams: the front of the grid will be about 200 m up the runway to allow most of the field to be on the grid. Any remaining gliders or those not wishing an early launch should remain in the parking area to the north of the grid. The launches will be from the centre of the grass runway. Self-launchers and any heavy gliders using the tarmac runway will form a small grid on the north side of the tarmac runway so as to be ready to launch/take-off from the tarmac runway centreline.

Grid launches will be controlled by radio by the launch marshal. Wings should be level when ready and the cable attached; take up slack and all out will be called by radio by the launch marshal. Where possible, powered traffic will be asked to avoid landing and taking off during the main launch.

Remember that access to the tarmac runway for powered aircraft is via the central taxiway (C) which crosses the grass runway near the middle of the airfield.

## Grid Layout – launching from 27 runway



### 2.8.3 Normal Launching Position

After the main launch, we will revert to the normal HGC take-off points, near the threshold for the grass runways.

On Runway 27 the launch point is set up on the tarmac close to the club trailer park, to the east of the end of the taxiway and north of the grass runway.

On Runway 09, the launch point is set up on the western end of the grass area.

### 2.8.4 Rope Breaks & Aborted launches

Particularly on 27, the take-off run will have parked aircraft on the north side, and there is a fixed marker board on the north side, about 300m west of the start of 27. Be prepared to pull off and abort a launch. If you can, roll clear of the grass runway into a safe space.

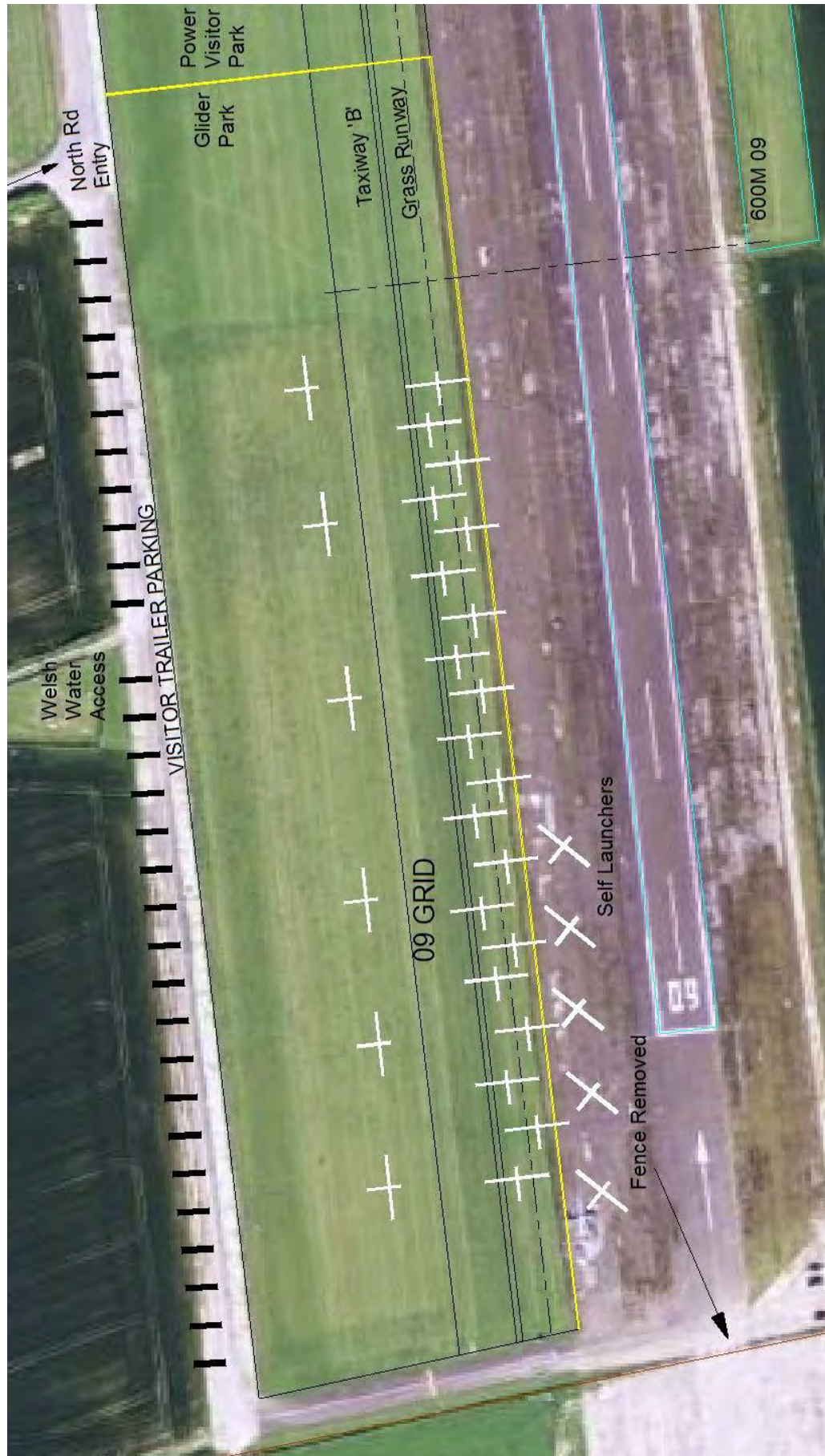
Ample good fields are available if a rope-break should necessitate an outlanding.

### 2.8.5 Self Launchers

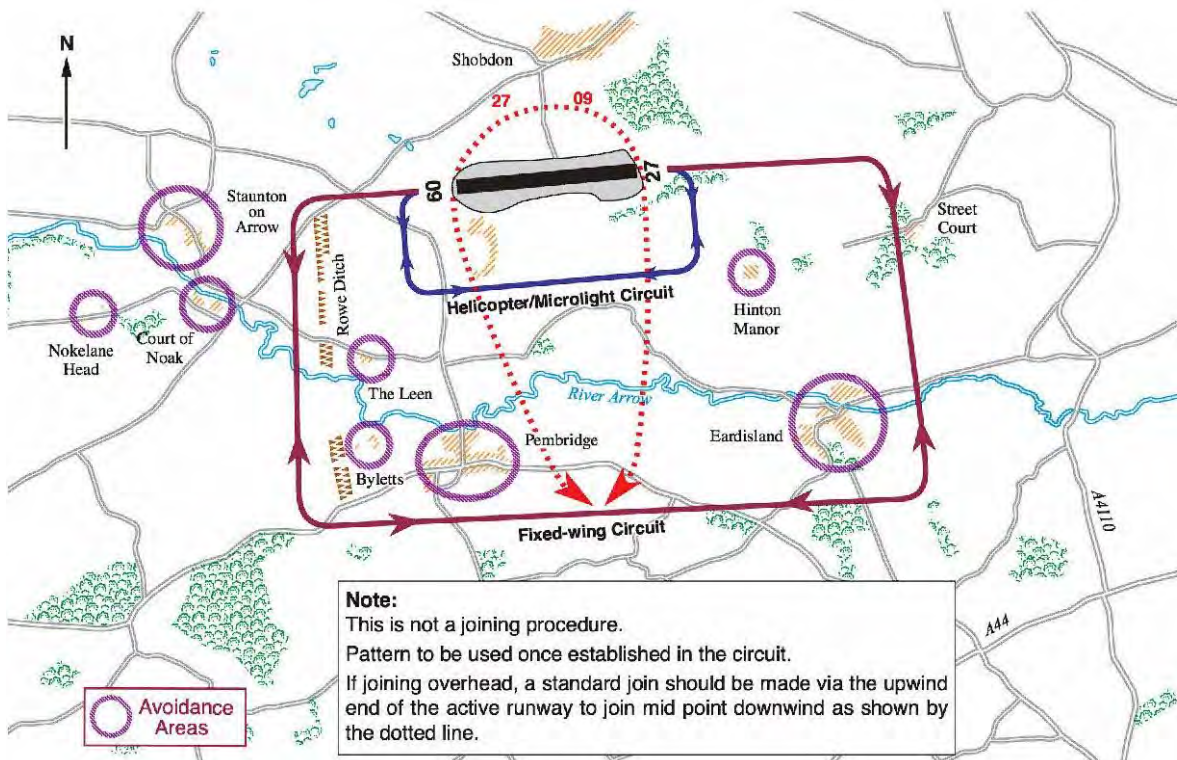
In light winds off 27, Self launch gliders may need to make a 30° left turn to avoid the rising ground and noise sensitive areas to the west (see noise map on page 14).



## Grid Layout – launching from 09 runway



## Noise map



## 2.9 LANDING AREAS

### 2.9.1 General

Whilst Shobdon has plenty of areas to land, pilot should remember that there are other, non-glider, users of the airfield, so a bit more thought is needed not to inconvenience others.

Power traffic also uses both grass and tarmac runways in normal operations. However, during Enterprise, they will be discouraged from using the grass when we are busy. There is often following traffic, so do not stop in the middle of either runway. Taxi off onto the rough ground between the two runways.

The fence across the tarmac runway at the west end will be removed for the competition. The unused area to the west is safe to land on, and can be used if the rest of the airfield becomes too congested.

In both wind directions, normal landings are on the North side grass runway. If the grass is full, use the tarmac runway; land long and clear the runway to the north, stopping on the rough area which is stony, but safe.

### 2.9.2 Runway 27

If landing back during the grid launch, land long where possible and clear to the north where safe, towards the rigging/parking area. Outside the grid launch phase and requiring a relight, land short on the grass runway, clearing to the south. If returning to parking, land long and clear to the north.

### 2.9.3 Runway 09

If landing back during the grid launch, land long and clear to the north beyond the parked powered aircraft. After the main launch, pilots may land short and, if safe, clear to the north for parking or to await a relight.

#### 2.9.4 Powered aircraft

Power traffic will use the centre taxiway 'C' for access to the runway, but may use the parallel grass taxiways 'A' & 'B', if we are not busy. Gliders landing in either direction should avoid stopping on 'C' and blocking the powered aircraft.

#### 2.10 MILITARY ACTIVITY

There is some military low-level flying especially midweek.

#### 2.11 CONTROLLED AIRSPACE, TRANSPONDERS AND WAVE FLYING

There are no significant airspace constraints nearby of concern when thermal or ridge soaring.

Airways N862 and N864 run overhead and to the west of Shobdon, with a base of FL145. The base reduces significantly to the north and south. Note carefully where the base of the airway steps down. Access to part of N862 airway can be opened for access by gliders, which will be done if it looks necessary: the Riles & Madley boxes should be on airspace data bases (if not see <http://www.gliding.co.uk/bgainfo/airspace/loas.htm>). Similarly, the transponder exempt zone up to FL 195 over Wales should show on the display.

#### 2.12 CLOUD FLYING

Cloud flying may not be done in the Shobdon ATZ and should be avoided below 3000 ft within 5 miles of the airfield. Standard BGA radio practices apply.

#### 2.13 OUTLANDING

On landing ring in to control before calling your crew and even before posting the event on Facebook. Crews should let Control know when they leave for the retrieve and when reunited with the errant pilot.

#### 2.14 LIST OF COMPETITORS

1	Mike Armstrong	Ventus 2CT	JVA
2	David Briggs and Chris Ashworth	Arcus	
3	Geddes Chalmers	LS8/18	Z5
4	Andrew Cluskey	Shark	J5T
5	Marc Corrance	Discus	AC
6	Chris Davison	Shark	CD
7	Richard Dixon	Duo Discus T	DD3
8	Nick Gaunt	LS7	A98
9	Paul Gentil	SHK	422
10	John Gilbert	Skylark	BBT
11	Guy Glover, Mike Costin and Clive Groves	DG1000T	EF
12	Mike Harris	Cirrus	
13	Dominic Haughton	LS8/18	Z19
14	Nick Jones	Eagle	BBB
15	Adrian Loening	ASW15	
16	Phil & Diana King	Duo Discus T	DD2
17	Bill Longstaff	DG600M 18	FM

18	Zoe Mallam	K6CR	GEF
19	David Masson	LS6	LS6
20	Roger Partington	Pegasus 101	HNZ
21	Michael Pope	Ventus 2CT	46
22	Alan Price	ASW28 18E	AP
23	Andrew Reid	Ventus BT	911
24	Paul Rice	Duo Discus T	440
25	Peter Ryland	DG400	OM
26	Bernhard Van Woerden	LS6	S6
27	Jon Wand	ASH26E	TI
28	Justin Wills	Antares 18	I
29	Rod Witter	Silent 2	LEC
30	Matt Wright	ASW24	M5

### 3 RULES, SCORING, LOGS etc

When it comes to choosing a set of rules for Enterprise, there is "a refreshing lack of detail".

However, the rules are often set by the structure rather than the rule book. You have only to brief pilots that there is no held start and you choose the time you want to set off, and there are a series of inevitable consequences:

Generally there is no great panic at the launch point. Pilots have to think about how long to make the task and what time to launch so as to give the greatest satisfaction and to best exploit the task. The held start is anti-freedom and pro gaggle. What sort of safety rule is that? We need to get away from what is being seen, at last, as a dangerous part of competitions.

Normally the finish will be within 5km of the site to avoid dangerous finishes.

The start line may be a **circle** or a designated line given on the day.

Enterprise, whilst able to offer grid launching, has always provided pilot selected launch times with the pilot's start being timed from release. In practical terms this has proved entirely satisfactory, eliminating gagging and enabling pilots to select their start times according to their own ambitions and assessment of the day.

Flying at Enterprise can involve more field landings than at conventional contests due to the fact that tasks are set whenever a day is remotely soarable, and by pilots overreaching themselves in their ambitions for the day (as opposed to the task setter circumscribing them). However, perhaps because of the areas in Britain where we fly, and perhaps (we like to think) because of the sort of people we are, we have never had a problem with farmers; on the contrary we have legions of tales of the welcomes we have enjoyed from the farming community.

One of the inevitable results of running a competition where tasks are intended to be enterprising and different is that there should be a minimum of rules laid down and simple scoring which can be adapted to local conditions on the day of the contest. It is recognised that the results may not always seem to be fair (whatever that means!) on all occasions.

In order to avoid any unpleasantness in what is designed to be enterprising, challenging and fun, there will be no objections or complaints. In the unlikely event that any problems do arise, the Stewards will be aware of them. They will arbitrate on any matters that require an unbiased



decision. If, however, an official complaint is lodged with the stewards this will of course be dealt with in the spirit of the B.G.A. rules.

The scoring system, which follows, is an adaptation of the "ladder" system of scoring. It is intended to avoid an excessive value for each day by announcing a "Daily Factor" for each task. This means that every pilot will know his/her approximate score at the end of each flight.

This year, 2016, we are at Shobdon which is an active power airfield and as a result will have some practices unique to its layout. Please read, mark, learn and inwardly digest the section on local operations.

## **SCORING**

Distance tasks – usually 1 point per km but other scoring rates may be announced. Different rates may also be used for different sections of tasks. The scoring system for the day will be made clear at the briefing each day.

Bonuses are usually available for certain turn points, goals or landing back.

Speed tasks are rarely used but if they are will generally be based on 3 points per kph above Target Speed (generally one third of the current BGA Speed Index). We rarely set speed tasks but have used it as a bait to get competitors back in time for the final party and prize giving. More often, final day tasks are based on a time after which no score will be earned and / or a limited task time.

There will be arrival turn points east and west of the airfield which will carry a bonus, set on the day, to encourage finishers from the south sector not to finish direct from that direction unless necessary. The BGA trigraph designation of these TPs is SH3 (east) and SH4 (west). They are included in the BGA 2016 TP list. Control areas at turn points will normally be 1km radius circles but this may be varied by briefing.

The aggregate score after adding all the points will be subject to handicapping with reference to the current BGA Speed Index.

Due to the unique way Enterprise works, there is no simple computer system that can apply scores simply from a logger trace. Instead we have used, for a good number of years, a self-scoring system. All this ensures that we always have an approximate score for the day. In essence, the pilot declares on a simple (honest!) sheet where they have been and the distance flown, adding on any bonuses or speed points and applying their handicap. Logger files will be checked to verify claimed scores and to check for infringements. Entrants are encouraged to submit their traces on memory cards / sticks to control or by email to Andrew Reid [andrew.g.reid@btinternet.com](mailto:andrew.g.reid@btinternet.com). Entrants should ensure they are aware of how to download their own loggers!

After each competition flight please complete a self-scoring sheet ASAP and hand it to Control along with your flight log. If the flight log has been submitted by email, please indicate this on the self-scoring sheet. **PROMPT SUBMISSION OF THE SCORING SHEET AND LOGGER FILE IS MOST IMPORTANT AND MUST NOT BE CONSIDERED AN AFTERTHOUGHT.**

Penalties will be applied for airspace infringements, in accordance with the standard BGA penalty system, as laid out in the BGA Competition Rule book; see <https://members.glider.co.uk/wp-content/uploads/sites/3/2015/04/2016-Rules-V1.2.pdf>. However in Competition Enterprise it is permitted to enter controlled airspace, provided that appropriate permission has been received.

## **4 ENTERPRISE PHILOSOPHY**

For many people John Fielden was 'Enterprise'. In the Foreword he wrote for Enterprise 2002,

he explains both the history and the objectives that started with the moment Philip Wills asked him to take up the Enterprise baton. Sadly John died before the competition took place so Enterprise 2002 became a tribute to one of gliding's most remarkable people. (Justin Wills gave an address at the family's celebration of John's life, see S & G Oct-Nov 2002.) There seems no more fitting legacy yet again, than to repeat John's Foreword from 2002:

### ***Competition Enterprise in the 21st Century***

A personal view after setting tasks for 25 Enterprise Competitions.

Lest we, the current stewards of the "Enterprise" philosophy, be accused of hankering after the past, I intend to start with some direct quotes from Philip Wills, who asked me to hold the "Enterprise" baton for him in 1974, when he presented me with his Book "Free as a Bird"

First, he and many wise philosophers before him, have expressed the rights and privileges of the "freedom of man". I think the nicest way of expressing it comes in Philip's "Free as a Bird" prologue so I quote it with full acknowledgements.

He relates the story of that rare day when you get a launch at the right time and set off on a self-set task for a few hours on a perfect summer cumulus day, and quietly glide out as the last cumulus dissolves. He ends with this paragraph:

"You have just had a day of freedom 'in excelsis', yours has been the sky and all that therein is. It would seem in retrospect as harmless a glory as man could aspire to. This book will try to show how this freedom was won and retained and to foreshadow the work and struggle that lies ahead to maintain it. For if it is taken for granted, it will, stage by stage, be worn away and, like the evening cumulus, will die."

### ***Enterprise Philosophy.***

Freedom in the Air was easier to assume in 1974, Philip had earned for us the right to control our own destiny, with a structure which was devoid of bureaucracy. It was with a real sense of sadness that he added at the end of his request to me to hold the fort. "It seems that we are only too willing to make rules which abandon the idea of free will or judgement..... do you think you can keep it alive, at least in "Enterprise?"

It has been my lot for the last 27 years to carry that banner of freedom in the eternal hope that some of the star dust, which I see so often at Competition Enterprise, will spread to the wider field of conventional gliding competitions, both here and overseas, acknowledged in the rules by which we fly (and even live). Therefore I am delighted to see the recent introduction of Designated Area Tasks, which represent the type of tasks set at Enterprise since its inception.

Sometimes I despair when I am told that competitors want to have an exact, and in all senses a "fair" task set for them to carry out on that perfect day. Would it be that perfect day if you had been constrained to do something which was only a best guess at what the day could do for you? Therein lies the difficulty of task setting for a day when All Pilots have different aims and objectives.

One pilot wants to be told to do something very exactly and to set off only when conditions are exactly right, and when all the rest set off at the same time, to be fair! Another wants to set off when the magic of the day begins, and then make love to it for every minute which it grants him.

One is in his expensive, difficult to derig, huge glass two seater, whose partner has never even scratched it once and doesn't want to risk landing out. Another is in his own K6 with 100 outlandings behind him, and doesn't even think of it as a risk.

In these circumstances I have had to find a formula which keeps faith with Philip, and at the same time leaves the pilots with freedom to choose how to exploit the day from each different perspective. That is the fundamental background to the idea of "no rules" when trying to set

tasks and assess scoring at the end of each day. The winner is always meant to be the one who has beaten the greatest obstacles, The task setter; The weather; The rules; Himself.

Thus, and ONLY thus is freedom maintained. BUT...Like all freedoms, it brings with it a real need to understand the division between the responsibility to one's self and the responsibility to the rest of society... or the rest of the competitors.

Again Philip summarises the situation in 'Free as a Bird,' Chapter 3:- "Liberty and Safety", after John Stuart Mills in his famous essay "On Liberty".

Today the political and sporting attitude is different from the 1970's, there is a much greater acceptance of "Directives" from our political masters and we seem less inclined to make a stand. "PC" has become fashionable but not acceptable, but the result is that even the BGA has a rulebook of great detail and complexity which the average pilot would not wish on his greatest enemy.

### **Conclusions?**

Philip's legacy of a gliding movement free of bureaucratic interference, promoting self-determination, reliance and responsibility remains even more relevant today than it was 27 years ago. Enterprise represents that philosophy and tradition, which benefits the whole gliding community. We have inspired and achieved numerous UK records; we have had innumerable adventures. We are initiating a scheme for young pilots to participate very cheaply, and we welcome BGA soaring courses.

Above all, we fly whenever possible, and have tremendous fun. Come and join us.

John Fielden

## **5 HEREFORDSHIRE GLIDING CLUB**

Situated on the Welsh border, Shobdon provides high quality soaring to pilots of all ranges of ability and experience, with almost unrestricted airspace and lovely scenery. Experienced pilots can explore thermal, ridge and wave to the west, ranging over the whole of Wales, or we can fly to the east over less daunting ground and typical English countryside. The local hills are soarable in northerlies and we are within reach of the Black Mountains with its superb ridges. We find wave in every wind direction, generated by the Welsh hills to the west and by the Malverns and Clee Hills to our east. Our soaring season is all year round and the tarmac runway and easy road access make winter flying an attractive option.

Soaring from Shobdon is endlessly varied and can provide record-breaking opportunities. We believe that Mike Costin's 33,000ft climb in 1982 is still the record for England and Wales and that Phil King's recent 503km is the longest distance ever flown entirely in Wales. We now have our eye on possibilities for a Welsh 750km.

Shobdon airfield opened in 1940 and was upgraded with a triple width runway in 1942 for Hotspur troop carrying gliders. 1,345 glider pilots trained at Shobdon during World War II. Flying ceased in 1945. Herefordshire Aero Club started using the airfield again in 1961 and the gliding club formed in 1973.

We fly every weekend and we organise soaring weeks and courses for members and visitors. We also arrange midweek flying if the weather looks good and we can get a group together. We provide an email forecast to members and non-members interested in wave prospects.

Shobdon is a friendly place with a professionally run café, bar and other ground facilities shared with all airfield users. We welcome visitors either as planned group visits or casual individuals.