



MIDLAND GLIDING CLUB 2022



Welcome

To most of you it will be welcome back. For those who we are coming for the first time, welcome to the glorious Welsh Marches.

It is the fourth time we have been given the chance to enjoy the company of the Enterprise family, and we are looking forward to joining into the spirit of Enterprise.

The Mynd enjoys an enviable position, with beautiful views out across the Welsh countryside, with Snowdon being visible on a good day. The flatter English countryside sits out to the East giving us the options for exciting tasks out over the Welsh mountains when the thermals are high or the wave sets up, but also opportunities for flights of 750 km out across more comfortable terrain. The weather can be interesting and challenging, as is common at a ridge site, but we know that the Enterprise bunch, together with the help of your experienced weather forecaster and task setters, and with our local knowledge, will ensure you make the most of it.

We have some social activities to keep you amused in the evenings, and we hope you will join us for these. Helen's catering is excellent, but if you do decide to venture out to the local Inns, there is good food to enjoy in the locality as well.

All we need to do now, is to hope that our sacrifice to the weather gods pays dividends.

A warm welcome to you all, whatever the weather.



Who's Who

Competition Director	Rose Johnson
Competition Organiser	John Randall
Enterprise Lead	Andrew Cluskey
Met Forecasting	Dave Masson
Task Setting	Andrew Reid/Dave Crowson
Scorer	Mark Corrance
Winch Master	Geoff Dailey
Control	Hazel Turner
Safety Officer	Mike Greenwood
Ground operations lead	Pete Turner
Office	Martin McCurdie/Eddie Humphrey
Catering	Helen Crowson
Social Events	Eddie Humphrey



Key Information

Dates

Practice Day

Friday 1st July
Site checks available if required

Contest flying

2nd July – 8th July

Fly home – for the adventurous

Sunday 9th July

Venue:

Midland Gliding Club
Long Mynd
Church Stretton
SY6 6TA

Number for office/clubhouse and kitchen

01588 650206

Email

office@midlandgliding.club

Competition Enterprise website

www.compenterprise.uk

Radio frequency

129.980

Booking In

Pilots should book in at the office on arrival: the club flying is available on the day before the competition. You will be required to complete a Temporary membership form if you haven't already done so

Entry Fee

£190 per glider
£95 juniors under 21, or under 25 if still in full time education

Payment Method

We ask competitors to pay for a minimum of 5 launch vouchers at registration. Separate vouchers will be required for winch launches and aerotow. An appropriate vouchers should be placed in the box at the launch point before taking a launch each day. Any unused vouchers will be refunded. Additional vouchers are available as required from the office.

Key Information - continued

Launch Fees

Winch launch

£11

Aerotow launch

£48.00 to 2,000 ft
(for non comp launches £1.00 per additional 100ft
or part thereof)

Nature of Tasks

Tasks will be set in the spirit of Competition Enterprise, including alternatives for pilot choice. Scoring will be handicapped and based on OLC distance with bonuses for getting back, number of turn points achieved, height etc. Other bonuses as briefed. Please see separate document if you want more details on the types of tasks to be set.

Prize Giving

An "end of contest" Prize-giving will take place as soon as possible after flying/scoring on Saturday, and "daily awards" will be presented at each briefing.



Pilot information

Task Briefing will normally be held at 10:00am each morning in the old MT shed, although this may be delayed due to weather conditions. If the weather looks promising for an earlier start, an earlier briefing will be advised at the previous days briefing. All changes will be notified by WhatsApp and notice at the main entrance. Task sheets will be provided at briefing. Please ensure you have WhatsApp available on your phone and advise the office of mobile number for messaging at booking in.

Gridding will be under the control of the Launch marshal. Instructions about If the weather is favourable, it will be possible to grid before briefing. There is no formalised grid order. Gliders will be gridded in order of arrival at the launch point.

Launching will take place in gridded order, under direction of a launch marshal. Aerotows will be interspersed with winch launches as launching allows.

If competitors do not want, or are not ready, to launch, they must pull off and go to the back of the grid. Self-launchers must stay in the grid until it is their turn to launch, however, they may pull out of the grid to launch for operational reasons, under the direction of the launch marshal. In the case of any launch failure the competitor will be offered another launch as soon as possible.

Start zone is normally a 4k radius from the Mynd BGA TP (Clubhouse). Gliders will be towed to 2000ft QFE or to cloud base if lower. If they are towed out of the start zone, they must re-enter the zone to generate a valid start for SeeYou. Start height, gliders must stay clear of cloud inside the zone.

Engine (ENL) tests. All pilots with engine equipped aircraft must run their engine before they start on the first day of the competition to demonstrate that their ENL system is working correctly. This may be done outside the start zone if there is clearly no competitive advantage. 30sec. maximum clean engine run.

Self-launcher task starts. Pilots self-launching may go out of the start zone but must not go above 2000ft QFE while using their engine. They must re-enter the start zone to generate a valid start, not above 3280ft QFE (1,000m).

Relights. Competitors who land back, or who have been retrieved, may queue for a relaunch.

Turbo / Self Launcher Relights. To count as a 'relight', engines may only be started within the 4k start zone, self-launcher task start rules then re-apply. If the engine is restarted outside the zone, except for an ENL test (see above), the flight will be classed as a land out. Flights continuing after an engine start outside the 4k start zone are then eligible for the Sam Witter Trophy, so don't give up!

Pilot Information - continued

Observation zones. Defined on task sheet, but usually:

Start zone:	4km radius round home airfield. However, a remote start point may be employed
Turn point:	1 km radius
Finish zone	Safe landing within the home airfield boundary

Scoring. Points are awarded for multiple criteria which will be described on the daily task sheets. These are likely to include points for distance flown together with bonus points for turn points reached, sectors visited, height gained over 5000ft QNH, coast zones crossed, foreign parts visited, land back at home airfield and possibly others.

IGC Loggers are required for all flights and if a glider has an engine, the logger should record either engine noise or Means of Propulsion (MOP) as appropriate. After each flight, the IGC logger files should be submitted to the scorer, together with the self-scoring sheet (see below), within 30 minutes of landing and clearing the landing area. The IGC file should be submitted with on a labelled SD card, USB stick or via e-mail to enterprisetraces@gmail.com

The pilot is responsible for downloading the IGC file from their logger.

Self-scoring sheets (SSS) should be filled in as a log of the flight with all scoring events noted. These will be handed out each morning. Take it with you in the aircraft. These should be handed in to control within 30 minutes of clearing the landing area, fully completed with pilot information, flight details and IGC file. Provisional score calculation and engine use or airspace entry comments, together with the electronic flight file. Pilots who submit SSS and traces more than 1 hour after clearing the landing area out will incur a penalty.

Outlanding. Please let control know as soon as possible after you have landed out – either by phone or by email. You should also let control know when you have met up with your crew. Pilots who land out, must send a photo of their SSS or text their claim details to control within 30 minutes of landing.

control@midlandgliding.club

Direct Tel: 01743 636579

Airspace. Any excluded airspace in addition to normally regulated airspace will be described in the daily briefings. If permission is required to enter airspace, full details must be given on the back of the self-scoring sheet. Penalties will apply depending on the severity of any airspace infringement.

Flarm is recommended, not set to Stealth mode and ideally registered on the OGN for the duration of this competition. Information derived from the OGN will be published during the competition.

Site Facilities & Accommodation

Camping is available on site £50 for the duration of the competition. Electricity is charged as extra. Please inform the office if you are camping for the week. Showers and toilets are available in the clubhouse.

There is accommodation in the bunkhouse but this is nearly fully booked – phone the office urgently if you are still hopeful of a bunk bed!

Catering

We are very fortunate to have an excellent catering facility available on site, run by Helen Crowson.

Catering will be available daily for the duration of the competition including breakfasts, lunches and dinners, sandwiches, drinks, and sweets.

Arrangements have been made for the restaurant to be open for breakfast from 0800.

Evening meals will be available daily. A menu will be put out each morning for the evening meal and it will help tremendously if you book by lunchtime at the latest.

Supper will be available in the Club on Friday 1st July evening until 21.00 hours. Please give Helen a ring if you are arriving later than this and would like a late supper and she will do her best to accommodate you.

For the kitchen telephone 01588 650206 and select the appropriate option.

The Bar will be open every evening after launching has finished. Even if you aren't staying on site, please come and join us for a drink and enjoy some of the local beer. The Director has been known to be amenable to bribery and the scorer quite possibly may be as well!

Please note that both the bar and the “kitchen” are cash only.

Battery Charging

Facilities for battery charging will be advised on arrival.

Oxygen

No Recharging available – come with enough!

Water Ballast

To be advised on arrival

Site, Facilities & Accommodation - continued

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. A few new maps are available in the office.

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.



Local facilities

Shops

Food shops, post office facilities, and chemists are available in both Church Stretton and Craven Arms.

Fuel

Applegreen fuel is available at the A49 junction in Church Stretton (no longer 24 hours), and two service stations are available in Craven Arms.

Pubs and restaurants

Whilst fantastic food is available on site, we are also blessed with some excellent local hostelrys.

Local recommendations include:

The Kings Arms in Church Stretton – traditional local with local real ales and guest beers. Bar snacks available as well as restaurant.

The Ragleth Arms, Little Stretton – good food, reasonable priced.

The Inn on the Green, at Bishops Castle - good traditional pub grub.

The Bridges at Ratlinghope.

The Lion at Leintwardine – further afield but great food and lovely setting by the river.

Indian restaurants

Jaipur lounge, Church Stretton - fixed price set meal £18.95/head, BYO alcohol – see website for details.



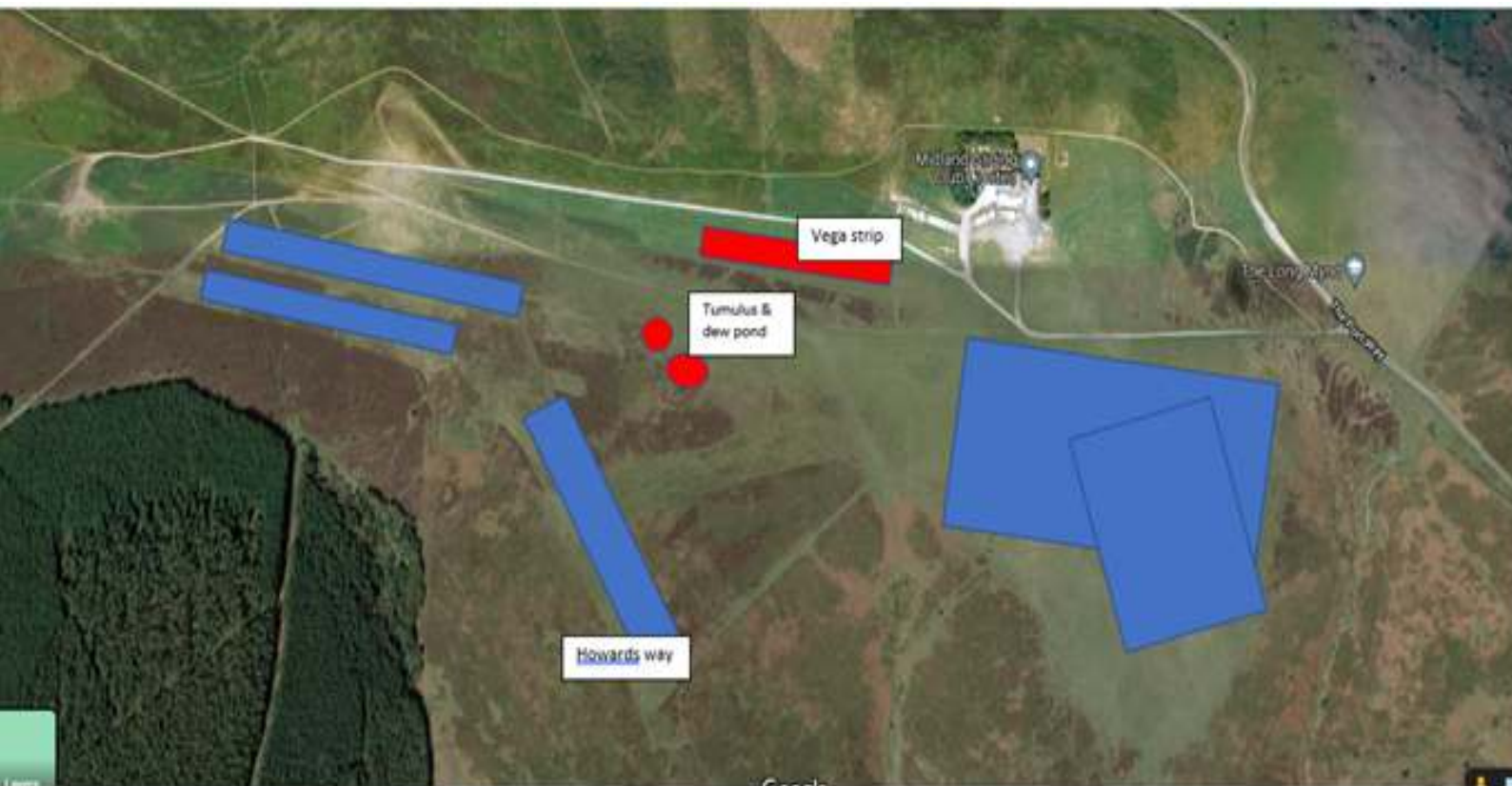
Raza's – pizza and Indian BYO alcohol.

Airfield/Flying notes for Visiting Glider Pilots

These notes are intended to help brief you on flying at our particular site. They are not intended as a substitute for formal training or a detailed instructor/site briefing. You should have read the standard operating procedures before flying, available from our website.

I. The Site

The airfield is a large grass field with various slopes along its length and width, situated on top of the Long Mynd at approx. 1400 ft above sea level. In particular, this means that when on the ground aircraft, vehicles and people can become invisible due to the field undulations. Please note, that due to the natural nature of the site, the airfield surface is rough in places, although, in theory, the whole of the airfield is landable except for the Dew Pond and Tumulus marked on the site map. However, there are also preferred landing areas which are also marked in blue and, which, you will receive day-specific information at the morning briefing held on each flying day, usually in the clubhouse meeting room/bar area or in the front of the hangar.



Airfield/Flying notes for Visiting Glider Pilots - continued

When landing to the West, there is a slight uphill slope but a wide area is available. Landing in a Southerly direction gives the longest landing run but beware of a downhill component if you land beyond the retrieve winch.

When we launch to the North, we use two strips cut into the heather. These strips are shorter, downhill and more challenging, so you should have a check flight if landing in the Northerly direction for the first time, unless the Duty Instructor (DI) has specifically agreed otherwise.

Beware the Tumulus and Dew Pond if overshooting on these strips but there is an option to taxi off up Howards Way, if necessary.

The Vega strip is NOT recommended for visitor use.

You must be aware that there are two footpaths that cross the thresholds of these runways and cyclists in particular can suddenly appear out of the wooded area. Therefore, make sure you come in on a steep approach, to stay well above head height until you are past the footpaths. (You may find it helpful to aim for the lighter green section (bottom of and crossing the first slope).

2. Gliding operations/launching

MGC uses a retrieve winch system, with which, you may not be familiar. The important point is that there is a cable running or lying between the main winch and the retrieve winch at all times. There is a movable protective yellow fence in front of the retrieve winch to protect you from the cable suddenly recoiling back if it breaks.

DO NOT approach the cable until it has come to a halt and **DO NOT attempt to move the cable** unless you are certain that the cable is "dead". If in doubt, check with the retrieve winch driver.

You should also be aware that the cable may well drop well to the left or right of the cable run if we are operating in a cross wind.

You may not drive the retrieve winch unless you have received appropriate training to do so. There is a video that explains how to operate it if you are going to be at the club for more than a few days and are interested to learn.

Please note: because of the retrieve cable, our normal practice is to start lowering the nose as the power comes off at the top of the launch and **WAIT FOR THE CABLE TO BACK RELEASE.**

Airfield/Flying notes for Visiting Glider Pilots - continued

3. Landing

You will be briefed on the circuit direction at the morning briefing. However, please be aware that gliders may approach from unusual directions, especially after medium height cable breaks, and may undertake both left and right hand circuits, or approach straight-in at low level on “final glide” from cross country flights. Please keep a good look out when walking or driving across any part of the active airfield.

You are requested to give a downwind radio call on 129.980 wherever possible.

e.g. **Long Mynd – Glider XX – downwind right hand to land to the west.**

Normally circuits are right hand when landing to the West. When launching to the South or North they will usually be on the upwind side of the airfield.

4. Cable break options

Launching to the South – straight ahead onto the two strips mentioned above where possible, but do not overshoot the left hand strip, as you are likely to break your glider. Beware the Tumulus on the undershoot.

If too high to go straight ahead, a modified circuit to the left is usual with the option to land across the field if need be.

Launching to the North – land straight ahead where possible

- 270 to the right and land across the field
- Modified circuit and land down the field if enough height



Airfield/Flying notes for Visiting Glider Pilots - continued

5. Hazards

Beware the curl over when the wind has a strong Easterly or Westerly component and modify your circuit to give you plenty of height for your final turn. We rarely fly in significant Easterly winds, but if you think the curl over on the West side is bad, the curl over in a strong Easterly is eye-watering!

As we are on the top of the hill, cloud base can suddenly drop quite dramatically, so don't get caught out on the ridge with a rapidly lowering cloud base.

Landing into sun: flying late into the afternoon/evening on the ridge can be beautiful but be aware you may well be landing into the sun.

We love the Mynd but so do walkers, cyclists, horses, and sheep. Any of them can be anywhere on the airfield, so keep a good look out at the launch point and a very good look out when landing. Sheep can jump to a surprising height vertically, so don't overfly them if you can help it and please help to keep the landing area clear of them, if you are at the launch point.



6. Driving on the airfield

The airfield height and the sheep make it a harsh environment for the grass and in winter it can be very wet. Keep vehicle movements on the airfield to a minimum (to avoid damaging the grass), keep a good lookout and keep your speed down.

Airfield/Flying notes for Visiting Glider Pilots - continued

7. Ridge flying at Long Mynd

Standard ridge soaring rules are as follows:

- Always turn away from the ridge
- Always overtake between the glider and the ridge, so you know that the glider you are overtaking will not turn into the ridge
- If you are head on to another glider, the glider with the ridge on the left gives way (the glider with the ridge on the right cannot turn right, as it would be turning into the ridge)

In addition to this we operate a lane system

Aircraft on a **Northerly heading** fly closer to the ridge (i.e. maintain a track to the East of the line of the road at the foot of the hill)

Aircraft on a **Southerly heading** fly further out (i.e. maintain a track to the West of the same line). This means you must turn away from the ridge at the South end to turn back onto the ridge.

The line that divides the traffic lanes is the road at the foot of the ridge, where there is moorland on one side and fields on the other. In case you're still not sure, have a look at the map on the last page and remember that your left wingtip must never go over this line, ensuring that you can't collide with anyone who is also following the rules. The reason for the traffic lane system is that the glider heading South is on the outside of the ridge so can give way easily without cutting across other traffic. If you are sinking slowly and worry that there will be less lift on the Westerly run to the South, **then land before you get too low.**

Remember that you MUST turn away from the ridge to start your circuit and any judgement of a safe height to start the circuit must take that into account. It is NOT acceptable to decide that you are too low to conduct a safety turn away from the ridge and as a result turn towards the ridge onto your circuit.

Any pilot soaring the ridge at a low level shall not fly in a way which conflicts with flying operations of hang gliders, parascenders and model aircraft, which also share the ridge with MGC.

- Keep well clear of the areas in which any hang gliders and/or model gliders are operating.
- Keep well clear of the area in front of the bungee point so as not to conflict with gliders being launched and powered aircraft departing.
- Do not fly near to persons walking, cycling or horse riding.

Airfield/Flying notes for Visiting Glider Pilots - continued

The Civil Aviation Authority permits, under an exemption to 'SERA.3105 Minimum Heights' and SERA.5005(f) 'VFR Flight Minimum Height', a glider to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is hill-soaring. In doing so, pilots must comply with 'SERA.3101 Negligent or Reckless Operation of Aircraft', which states that an aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

This exemption is effectively a privilege that is dependent upon all pilots taking a responsible attitude to maintaining safety. At the Mynd, there is a risk from flying low over walkers and horse riders in particular and pilots must be mindful of their responsibilities towards other users of the ridge.



Getting here

The Long Mynd

For those of you who may not have been here before. the Midland Gliding Club sits on a range of hills just west of Church Stretton in the middle of Shropshire. The word Mynd in Welsh means “hill” so you can see we are not far from the Welsh border country or “Marches”. The Mynd is 1450 feet high, and the roads to the club are steep and sometimes very difficult, if not impossible, to negotiate. If in doubt, we strongly recommend bringing your trailer up via Ratlinghope.

Location

Post Code: SY6 6TA

Grid Ref: SO403915

X: 340300m Y: 291500m

Lat: 52:31:07N (52.5186)

Lon: 2:52:51W (-2.8808)

Driving up the Mynd

There are three roads up the Mynd to the Gliding Club. These are:

- from the west, via **Ratlinghope**. Longer than the others, but not so steep.
- from the east, via **Church Stretton**, up the Burway. Steep.
- from the west, up **Asterton**. Short, but very steep.

All the roads, once you are on the Mynd, are narrow, and single track in places, with plenty of potholes. If you have a good tow vehicle, all are possible (assuming good driving conditions!). Some are easier than others, though.

Route 1: Ratlinghope

This is the easiest route for a trailer.

It uses our local main road west of the Long Mynd. The road runs from Shrewsbury to Bishops Castle, lying between the Long Mynd and Stiperstones hills. Being classed a C road its number does not appear on signposts, but is a good normal road in a large area of single-lane roads. Not to be confused with the official A road route (A488) between Shrewsbury and Bishops Castle, which is west of the Stiperstones. From the North At the A5 and A49 junction south of Shrewsbury (roundabout with traffic lights) turn into Shrewsbury. Keep in the left-hand lane, straight-on at retail park entrance roundabout, keep LH lane at the second roundabout (with traffic lights) and take 2nd exit, signposted Nuffield Hospital, and B4380 (the old A5), heading west towards Oswestry. Keep in the left-hand lane, keeping left after 150 yards, following B4380/Nuffield Hospital sign. At the next roundabout turn left, signed for Nuffield Hospital and the village Longden. This is our local main road. Follow this main road (variously signed to villages Longden, Pulverbatch, Ratlinghope and Wentnor). After Pulverbatch it climbs the Long Mynd to reach Ratlinghope. After approx 10 miles at the sign for Bridges Pub on a bend (was Horseshoe Inn at Bridges) turn left off the main road. Signed for Church Stretton.

Getting here - continued

This turn should have a Gliding sign at it. (Don't be tempted by the earlier left turn for Picklescott which is soon after the Ratlinghope village sign.) The single-lane road with passing places starts here. After approx 1 mile (over a bridge, round a sharp left turn and past a couple of houses) turn right at a T-junction following sign for Church Stretton (and another Gliding sign). This takes you up onto the Mynd (over a cattle grid) on the gentlest gradient road. At the T-junction on top of the Mynd turn right. After about two miles on the hill top the gliding club will appear on the left.

Map: <https://drive.google.com/open?id=1Vt45s4jL324VdkHrzCMgBJ6O2rd9eykg&usp=sharing>

From the South From A49 one mile north of Craven Arms turn left on A489 to Bishops Castle. Keep on this road past the south end of the Long Mynd until just past (about 500 yards) the Bishops Castle turn. Turn right (off a sharp left-hand bend). Signed for Wentnor, and should have a Gliding sign. This is the start of our local main road. After approx 5 miles (past More, Norbury and Wentnor) turn right at the Bridges pub (was Horseshoe Inn), signed for Church Stretton. There should be a Gliding sign. Then as directions from North (single-lane road with passing places starts here).



Social Events

Saturday 2nd July - MGC traditional Sat night dinner

Get the weeks social events off to a great start by joining us for the Mynd traditional Saturday night dinner – be warned - you may have to stand up on the benches and introduce yourself! - book before lunchtime on Sat at the kitchen.

Monday 4th July - Quiz night

Eddie's dastardly quiz – show us you aren't just a speedy glider pilot!

Wed 6th July – Scrapheap Challenge Mynd Style

What ? – brains, brawn and technical skills? – who knew you had it in you

Friday 8th July

Party, Buffet and Band

Winding the comp down with some Oomph!

Local options for nights out and scrub days

- Walks – lots of them, Cardingmill valley is the closest and very lovely. Ask Eddie for other local walk ideas.
- Ludlow Fringe festival runs until 10th July -see website for details of events: ludlow.sshoxoffice.com/events/
- Ironbridge Gorge Museum
- Severn Valley Railway
- Gardens: Hergest croft is my particular favourite, but Woolerton Old Hall gardens in North Shropshire, are stunning and the Dorothy Clive garden is also worth a visit.
- Shrewsbury town is lovely for a day out, and stop by the Dingle in the park – designed by the late Percy Thrower.
- Ludlow is similarly worth a visit and the Fish House for lunch is great for fish lovers if you can get in!
- Cinema's – Shrewsbury or Telford.



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The Airfield
Longmynd
Church Stretton
SY6 6TA

01588 650206
office@midlandgliding.club