

2020 Cambridge Cloud Rally

Saturday 8th to Sunday 16th August 2020

General Information and Rules

The Cambridge Cloud Rally is an unrated competition held by the Cambridge Gliding Centre. It is intended to be a sociable and fun week with some competitive flying for all CGC & CUGC members, families and friends.

The competition element of the Cloud Rally is aimed at offering something to club members that gives a taste of a Regionals without the more daunting aspects, and to encourage less experienced or less bold pilots to do some cross-country flying.

The Cloud Rally operates using CGC standard operating procedures with some additions as explained below. It is normal club operations “*on steroids*”.

The 2020 Cloud Rally director is Chris Lewis, with the role of coordinating the competitive aspects of the Cloud Rally including task setting and airspace briefing. Richard Baker is the weather forecaster and Bob Pursey is the scorer.

Entry Procedure: Entry is open to all CGC/CUGC members and the entry form can be completed online on the club website. Once the form is completed the office will charge £20 to your club account.

Entries from pilots from other clubs, especially past CGC members, are welcome and should be made by email to the Cloud Rally director. As priority has to be given to current CGC members then there are a limited number of entry spaces for non-CGC members, and these will be accepted at the Cloud Rally director’s discretion. Normal club charges for non-members apply.

Club Two-Seater Flying: Due to COVID, there will be no club 2-seater flying this year

Accommodation: An area is set aside to the North of the western trailer park for tents and caravans. All camping and caravan charges are waived during the Cloud Rally (with the exception that use of the daily caravan pitches in the caravan park are charged at normal rates). Do not obstruct any in-use trailers. Don’t forget our bedrooms which, subject to availability, can be booked through our club office.

Catering and Bar: Special arrangements have been made to fit in with the COVID situation. These are set out in Appendix 2 below.

‘Beer-and-Briefing’ Sessions: Due to COVID, there will be no Beer-and-briefing sessions

Cleaning: During the Cloud Rally there will be some cleaning, but everyone – without exception – is requested to keep the clubhouse and surrounding areas clean and tidy.

Retrieves: All competitors, including those with engines, are expected to join in a mutual retrieve pool. If you are skilled or fortunate to land back at the airfield, then please make yourself available for a retrieve as soon as possible. If you do land out and need a retrieve crew of more than one, do make absolutely sure this is known when phoning in.

Lorna will be co-ordinating retrieves and can be contacted on 07976 200412

COVID precautions: Due to the heightened precautions and government advice **ALL** members must have face coverings available. Please bring your own if you can, otherwise one can be purchase from Control. **ALL members MUST** wear their face coverings when inside any building or within 2 metres of another person not part of their “bubble”. Wearing a mask is discretionary in other circumstances, but it sends a good message and should be done where reasonable. If you are uncomfortable seeing someone who is not wearing a mask - tell them!

Daily Briefing: Held daily in front of the Control Caravan around 10 am unless advised otherwise.

To limit numbers, there will be separate briefings for Racers and Funsters. These will be limited to PILOTS only - no crew or hangers on. Timing details will be circulated by text message each morning.

Weather profiles and Task Sheets with airfield frequencies, contact telephone numbers and NOTAM information will be available in advance of the briefing.

The briefing will involve domestic info, previous day prize giving, and a review of the weather forecast, the day's tasks, and NOTAMed airspace, with an opportunity for questions at the end.

Please bring your own paper and pen for notes, and don't forget your face covering.

Rig before briefing? Unless the briefing board outside Control says don't, please get rigged and ready to go before briefing.

Tasks & Task Groups: There will be two task groups to allow pilots of varying experience and confidence levels a choice of task distance, Racer and Funster. Pilots must elect which group they wish to fly in, prior to the competition

Tasks will be distance handicapped tasks, a race around a closed circuit course with one or more turnpoints, with the turnpoint barrel radius depending on handicap. Pilot are advised to familiarise themselves with the DHT format, and how to enter and fly these tasks with their glider's avionics. The competition director may include one or two tasks of other sorts, depending on conditions.

Turn Points: Those used will come from the latest version published **2020 BGA List**. A very convenient way to obtain them in a format to suit your device is by using the TP-Select program found at:

<http://www.newportpeace.co.uk/tpselect.htm>

At briefing you will receive, in addition to a task sheet, a list of glider handicaps and corresponding distances in kilometres. From this, competitors will determine how close to the task turn point they must get to achieve a rounding.

In addition to the above variable size turn points, **Control Points** will sometimes be used to bring all finishers in from the same direction or bend a task leg around airspace. These are 500 metre circles for all gliders regardless of handicap. In addition to the 500 metre circle, they include a 90 degree 20km arc opposite the inbound and outbound leg bisector. Using this will involve flying a bit further but can prove helpful if there's a shower blocking the control point.

Cloud Flying: Prohibited prior to starting the task and/or anytime within 10km of the start point.

Airspace: The place of entry into any unauthorised airspace entry will be scored as your landing point. Parachuting zones at Chatteris, Peterborough Sibson, Weston-on-the-Green, Hinton-in-the-Hedges, and Langar are deemed active no-go airspace throughout the competition. Other parachute zones may be added at briefings on a day to day basis. Class D airspace and ATZs at aerodromes with positive air traffic control may be entered subject to obtaining a clearance. Prior to entering any other ATZs a call is to be made on the promulgated frequency.

An airspace file may be provided before the start of the competition to include known temporary airspace such as RA(T)s. However it is easy to construct your own airspace file using the ASSelect online application at <https://asselect.uk>. It is the responsibility of individual competitors to verify that all airspace is appropriately displayed on cockpit navigation devices.

Pilots are encouraged to communicate by radio with Air Traffic Units when near any busy airfield including Cambridge, Lakenheath-Mildenhall, Marham, Wittering and Cranfield.

Pilots should be aware that powered aircraft may use Visual Reporting Points for joining airfields with controlled airspace. Some VRPs such as Olney, are also BGA waypoints. A VRP list (similar to the BGA Waypoint List) is available for download at <http://www.newportpeace.co.uk/tpselect.htm>

Launching: Will be by aerotow or winch at pilot's discretion with no priority over non-competition club launches. There will be 3 tugs available during the Cloud Rally. Gliders waiting for an aerotow launch on runway 22 should bend around the corner towards the threshold of runway 16.

Please don't delay others by towing above 2,000'. The tuggie will not be waving you off like other competitions as he/she won't know whether or not you're a competitor.

We will have dedicated Launch Marshalls at both Aerotow (Ollie Bosanko) and Winch (Chris Sykes) launch points, plus some cadets to help at the aerotow. Please make their life easier by following instructions!

Self-Sustainers: Prior to starting the task on the first competition day, run your engine for a period not exceeding 30 seconds to satisfy the scorer that the ENL is operating. You may make a similar engine run on other days to check its operation. Thereafter, a second engine run will be treated as your landing point for the day's task. The most favourable logged point prior to starting the engine will be scored as your landing place. Whilst running the engine please be aware and avoid the noise sensitive areas that surround: the Gransdens, Caxton and the Hatleys. You should aim to perform engine tests well away from the airfield and above 2,000'.

Self-Launchers: Follow an approved tug tow-out route and stop the engine not above 2,000'. The same rules as above apply to a subsequent engine operation.

Starting: Unless briefed otherwise, all starts will be made from **GRL** using a 10km start-line (5km either side) orientated at 90 degrees to the first leg track. There is no held start so go when you like. The only start height restrictions are provided by airspace and cloudbase. Please make a start call on the Gransden frequency soon after you depart. It helps those new to competition, improves general situational awareness and is interesting for those on the ground.

Restarting: Any pilot flying around the task for a second time will be awarded points based on their fastest flight so you may attempt the task multiple times.

Finishing: This is achieved by crossing a 3km ring centred on **GRL**. The finish ring should be crossed at a height sufficient to enable a safe landing on the airfield – anything too low that does not demonstrate good airmanship or adequate levels of safety may incur penalties at the discretion of the Cloud Rally organising team. There is not a universal minimum finish height (see appendix for more explanation why this is not possible).

Pilots may wish to refer to the BGA Competition Rules 2019 rule 5.9.5 about safety and airmanship at the finish. Pilots are also reminded that there may be large agricultural machinery operating in the adjacent fields (including runway undershoots) or moving around the airfield peritrack, and they take due care to remain well clear.

Scoring: Done using Flight Recorder .igc files. To enable the provisional scores to be got out promptly the first thing pilots should do after their gliders are removed from the runway is to hand in their flight recorder file. Anyone landing out should provide their GPS landing point co-ordinates and number of turning points rounded when phoning in. Adjustments to their score can be made when their file is handed in on return. If you are able to download your flight to an SD card or USB stick, this is the preferred medium. If not, you will need to hand your flight recorder. Arrangements may be made for emailing flight recorder files.

Scores will be calculated based on 1,000 points for the day winner and pro rata for the rest. Less good days, with for example few finishers, will result in a devaluation of everybody's points.

For those unable to fly during the week, cumulative scores and prizes will be provided for results achieved only on weekend days.

Live Tracking: Each day there will be live online tracking with a leaderboard available on the public and members' website. Pilots must enable *Tracking* in their FLARM units.

Safety: It is important that pilots don't allow the competition element of flying in this rally to erode normal safety margins. Field landings have historically increased the risk of a mishap. Everyone please view the BGA info at <https://members.gliding.co.uk/library/safety/field-landing/>

Another part of a competition flight which has caused unnecessary excitement is the lack of thought about what happens after crossing the finish line. This needs a degree of planning prior to arrival to

ensure fitting in with others including finishers and particularly non-competition circuit traffic. The use of a finish ring is to discourage pilots from racing up to and over the airfield and instead to stop racing after crossing the finish ring and concentrate on fitting in with other traffic and making a safe approach and landing.

During the Cloud Rally there will be a lot of gliders flying in the same task area. Everyone should maintain a good lookout, with FLARM only as a secondary warning system.

Gransden Lodge will be especially busy. Everyone is reminded that the airfield – including all runways and the diamond – should be considered active in daylight hours. Gliders may land on any runway, not just the one being used for launching. Closed hangar doors is not a reliable indication of end of flying as a late aerotow retrieve may not return until close to sunset. Cars should only use the peritrack, and are not allowed to use the tracks alongside or crossing the runways. During previous Cloud Rallies there have been repeated runway incursions by people walking and driving – runway incursions are safety infringements.

Dangerous and/or marginal flying or any other safety infringement is likely to result in a meeting with the CFI, and there won't be any tea or biscuits provided.

A plea: The airfield is for aircraft. Unless you are towing a glider, please do not drive on the airfield grass. It compacts the clay soil so making drainage worse, and worst case, could result in an incident with a landing glider or aircraft.

The Cloud Rally is primarily a SERIOUSLY FUN EVENT relying on everyone mucking in to make it a thoroughly enjoyable gliding holiday for all.

Appendix 1 : Finish Ring

It is individual pilot's responsibility to conduct their flight safely and not to allow any reduction in normal safety margins.

What is a safe minimum height at a 3km radius finish ring? It depends...

- What glider are you flying? An Oly 2B flying at 50kts needs much more height than an ASH25 finishing at 150kts.
- What is the wind? A 25kt headwind will need more height than calm conditions.
- Are there any gliders on the runway that might mean needing flexibility to change landing runway?
- Are there other gliders or tugs in the circuit that may have priority on landing?
- Is the farmer harvesting the fields under the approach? In a collision between a combine harvester and a glider, the glider is not going to win.
- What is your experience and ability and currency? A low hours pilot flying in the Funster Class should need higher safety margins than a very experienced and very current pilot.
- What speed are you finishing at? A major element of gliding is energy management and obviously a high speed finish has more energy and therefore more options than a low speed, low energy approach.
- Do you have full water ballast? Might you want extra time to dump water before landing, knowing that some gliders have slow dump rates at high flying speeds?

In international or national competitions there is a limited spread of glider performance and all pilots are expected to be experienced. The IGC guidelines and BGA rules are to set a minimum finish height based on a zero wind, low energy, direct landing by the highest performance glider. This means that anyone landing back on the airfield will have cleared the minimum finish height (unless they do something crazy like fly in ground effect).

In the Cloud Rally there is a great diversity in pilot experience, pilot currency and glider performance. What makes a sensible minimum finish height for an Oly 2B with a best glide of 1:25 is utterly different to an ASH25 with a best glide of 1:60. This makes it an impossibility to rigidly apply a universal minimum finish height. Therefore, the principle is that that a pilot will not be penalised if there is a safe landing on the airfield after finishing, but penalties may (or more likely will) be applied if there is an unsafe landing or outlanding after finishing or a clear demonstration of poor airmanship. This requires an element of judgement by the competition organisation and the consequent goodwill of all the competitors.

Pilots might want to determine their own minimum finish height but remember that – although it might seem counter-intuitive – a high minimum finish height is not necessarily safe because then the pilot may concentrate on exceeding the minimum finish height rather than looking ahead and judging a safe approach towards the airfield.

Remember - The idea of the finish ring is to slow down to circuit or approach speed after finishing to maximise time for decision making and give more space for a safe approach and landing. Continuing to fly at V_{NE} after finishing is contrary to this – it might look exciting and spectacular, but it does reduce safety margins, whether you are a novice or a world champion.

COVID Catering arrangements

We are doing the best we can to provide catering and refreshments under extremely unusual conditions. Emily Nutt and Alice Drury have kindly agreed to give up their time to provide you with what you need for breakfast and lunch; they are volunteers and not professional caterers, if you have any useful suggestions during the week please do let us know.

Breakfast

Breakfast will be available from 7.45am to 10am daily

Please sanitise your hands on entering the clubhouse and wear a face covering when inside any building at the club.

Place your order at the serving hatch, outside the kitchen - you will be given a number and called when your order is ready. Please then collect your order when called.

Please leave dirty dishes/cutlery etc. on the table located outside the kitchen.

Please pay for your food using your flying account.

Lunch

Sandwiches/rolls and snacks (crisps/chocolate bars) will be available from 10am onwards.

Please place your order as early as possible especially if you are likely to want to collect your lunch immediately after briefing.

There will be a menu for both breakfast and lunch on the board outside the kitchen daily and further information given at briefing.

The weather is looking promising; wherever possible please eat your food outside, maintaining a safe distance (2m) from anyone not in your support bubble.

Current government guidelines restrict numbers allowed inside buildings to 6 people.

Evening Catering

There will be no regular evening catering but on Saturday 8th Aug and Sat 15th Aug we have mobile caterers coming in to provide take away food.

Galley Slaves are coming on 8th with their excellent Fish and Chip Van – good quality food at normal chip shop prices. They have successfully managed many events during the COVID crisis and are fully equipped to adhere to current social distancing regulations – you will need to pay by contactless card.

Outside caterers will provide a wide range of tasty Mexican food at a reasonable cost on 15th. We will update further regarding this during the week.

If the weather stays fine we will barbecue during the week and again will update at briefing.

Tea/Coffee/Water

Tea and Coffee making facilities will be set up in the clubhouse. In order to make these COVID safe, we have had to ensure everything is disposable. For a nominal fee of £10 per person you will be entitled to unlimited tea and coffee throughout the event. This can be charged to your flying account.

There will be a list next to the urn in the clubhouse for you to complete should you wish to make use of this offer.

Bottled water will be available as usual and can be purchased from the office. In addition, there is a drinking water tap located in the disabled toilet – this is clearly marked.

Bar

The bar will be open, after flying every day. There is a screen at the bar and stickers on the floor, reminding you to keep a safe distance from one another. This is to protect you and bar staff. Please do not queue at the bar and move away, preferably outside, when you have been served.