



Long Mynd Soaring Club

COMPETITION BOOKING FORM

PLEASE COMPLETE AND RETURN WITH YOUR CHEQUE FOR THE SUM OF £100 TO:

Long Mynd Soaring Club
*c/o David Lock,
Hitterhill
Dry Mill Lane
Bewdley
Worcestershire, DY12 2LF*

Name of competition:	
Name and contact details of organiser/meet director:	
Dates required for Long Mynd sites:	
Number of entrants:	
Local base for competition:	

Summary of condition (see attached sheet for more detailed information, including site suitability):

- No bank holiday weekends are available for competitions. This applies to all our sites, not just the Long Mynd.
- We will provide you with a liaison/contact person during the competition.
- Because of safety issues, meet directors must be available on site during the competition – i.e. they must not fly in the competition. This is not negotiable.
- The competition organisers are responsible for paying parking and/or access fees to the farmer or landowner as currently agreed with the club – principally site fees at Bache, and parking fees at the Lawley. Please check the current situation with the club prior to the competition. Bache fees are £2 per person per day (excluding LMSC members who are in the comp).
- Parking is a problem at the Long Mynd and at Corndon, and we would like organisers to minimise the number of vehicles. In the case of Corndon, it is absolutely essential that gliders and pilots are shuttled up, and that vehicles, other than shuttle vehicles, do not proceed beyond the second gate.
- To reduce overcrowding around launch at the Long Mynd, we strongly recommend that a first turnpoint is set along the ridge, away from launch (and also avoiding the modellers' bowl to the north of launch).
- We will endeavour to make free flyers aware of the turn direction on each day at the Long Mynd.
- The payment will be refunded if the booking is cancelled more than 1 week before the competition date.

Please make all cheques payable to Long Mynd Soaring Club. Please note that bookings will not be confirmed until payment has been received.

THANK YOU

Liaison and contact person

We will provide you with a liaison person during the competition. You **MUST** consult with them before choosing your site for the day, and ensure that they are kept informed about all events, including accidents, any incidents with landowners or locals, etc. Where appropriate, they will provide your competitors with a site briefing on the day, and you must make the time available for this.

(You should also buy them a few beers, preferably after flying, not before).

Meet Directors

You must provide a meet director for the competition, and that person **MUST NOT FLY** during the competition. It is essential they are on the ground, for safety reasons, and to deal with any other issues (for example, making sure that people are aware of the landing fields, etc.). **This is a non-negotiable condition.** For larger events with over 50 competitors launch and safety marshalling should also be provided.

Site information

This is to give some general guidance for competition organisers on site suitability for competitions, and goes through all our sites as listed on the online site guide. For up to date, and much more detailed, information, with maps and diagrams, refer to the site guide at http://www.longmynd.org/site_guide.

Corndon (N - E, with small SE face)

One of our main sites. This is a good XC site, but can be a surprisingly difficult soaring site. Top and bottom landings are quite easy (though there is no bottom landing on the SE face). **However, some fields are not available for bottom landing** – see the site guide for information on this. Slope landing is possible in most places, but beware of hidden rocks.

Because the hill has a number of slightly differently oriented faces, in certain circumstances rotor can be an issue if you end up low on the wrong face.

Parking is a problem, and organisers must minimise the number of vehicles. It is essential that gliders and pilots are shuffled up, and that vehicles, other than shuttle vehicles, do not proceed beyond the second gate.

The Wrekin (SE and NW)

Not suitable for comps, launch areas too small.

Bache Hill (SE – SSE)

Popular with comps. Easy bottom (and slope) landings, top landing a little technical for HGs, but shouldn't be a problem for experienced pilots. Bache fees are £2 per person per day (excluding LMSC members who are in the comp). These must be collected by the competition organiser, and taken to the farm for payment.

Camlo (S to SSW)

Rarely flown, not recommended for comps.

Clatter (SSW - SW)

A small and technically difficult site, but has great XC potential, and is used quite often by comps, particularly HG comps. It is members only, but this is relaxed for competitions. Bottom landings, especially for PGs, can be a little tricky. There is no official PG bottom landing. Slope landings are almost impossible because of tree planting. Comp organiser **MUST** take responsibility for ensuring the access gate is kept closed and locked.

Shepherds Tump (SSW - SW)

Rarely flown, not recommended for comps.

Long Mynd (WSW – WNW)

The reason comps come here, of course. Over crowding and parking are issues, as are top and bottom landings, in terms of making sure you are aware of field restrictions. For parking, shuttle people up, minimize the number of cars used. At weekends, site fees are payable for non-members, but these are waived for competition entrants – however, comp followers who are NOT in the comp MUST pay the site fee.

To reduce overcrowding around launch at the Long Mynd, we strongly recommend that a first turnpoint is set along the ridge, away from launch (and also avoiding the modellers' bowl to the north of launch – some of their models are very large!).

Meet directors should set a turn (when thermalling) direction for each day, and we will endeavour to make free flyers aware of it.

See the online site guide for information on landing fields, plus make sure you read the notices at the entrance gate.

DO NOT climb over the fence to get into the field. Use the gate.

Llandinam (W – WNW)

Excellent XC potential, and is a good alternative to avoid crowds at the Long Mynd. Shuttle gliders up.

The Lawley (W – NNW)

A spine back ridge. Excellent XC potential, but gets quickly blown out, and can be dangerous for that reason – getting blown over the back of a spine back, with very few landing fields, is an issue. No official bottom landing for PGs, but slope landing is easy. There is an HG bottom landing, but this is too far for PGs going down. Parking is available, but has to be paid for by the comp organisers. See the online site guide for information.

Lan Fawr (W – NW)

Rarely flown, not recommended for comps - too small.

Caer Caradoc (W – NNW)

In spite of being in our site guide, this is never flown, and isn't suitable for comps.

Clunbury (WNW – NNW)

Rarely flown, but a site with good XC potential. However, parking is almost impossible, and so should not be used for comps.

Sarn (NNW – N)

A good site, with easy top, and slightly trickier bottom, landings. The main disadvantages are some very tall trees which can create rotor, and gullies which make it quite a small ridge. Parking is available but limited, so shuttling is essential. Comps do use this site, which is normally members only (waived for comps). It is not a heavily used site – locals tend to go to Llangollen, which is much larger and friendlier.