23rd – 30th August 2026

WOLDS GLIDING CLUB

POCKLINGTON

Competition Information

Competition Rules & Site Information

Wolds Gliding Club
The Airfield
Hodsow Lane
Pocklington
East Yorkshire
YO42 1NP

WELCOME

Dear Competitors, Crew, and Guests,

A warm welcome to the **40th Two-Seater Competition**, proudly hosted by Wolds Gliding Club!

The competition team are excited to support you throughout your time with us —whether you're flying, crewing, or simply enjoying the social events. Our aim is to ensure you get the most out of your time with us.

We're proud of this competition's long-standing reputation for camaraderie and fun, and we're committed to continuing that tradition. At the end of this document, you'll find a full schedule of social events and evening entertainment. We encourage everyone to join in and enjoy that time together after flying.

Of course, safety remains our top priority, both in the air and on the ground. To that end, we've introduced a new **mandatory safety briefing**, which will be held during the first morning briefing on **Sunday, 23rd August**. All competing pilots must attend this session before flying in the competition. If you're unable to make it, please contact the Wolds Gliding Club office as soon as possible so that we can arrange an alternative briefing.

Throughout the week, we'll remain approachable and available. If you have any questions or concerns, please do not hesitate to come and speak to us. Our contact details will be shared during Sunday's briefing.

We look forward to a fun, safe, and memorable week together.



COMPETITION TEAM

Directors	Steve Ruffell, Jonathon Richardson & Dick Midwinter
Meteorology	Mike Fox
Task Setter(s)	Finlay Ledger
Scorer(s)	Dick Midwinter
Airspace	Anthony McDermot (Mac)
Launch Marshall	Matt Roberts & Neil March
Grid Marshall	Charlie Krajewski
Tug Master	Steve Wilkinson
Start/Finish Line	Bernie Svenson
Catering	Keren Svenson & Team
Technical	Bob Kirbitson
Estates	Andy Thornhill & Trev Chrimes
Office	Sue Room
Registration	Bev Chrimes & Kirsty Bennett

Pilot Safety Committee: To be assigned on 23rd August.

VERSION	
V.2.0	August 2026

SPONSORS


BEVERLEY
RACECOURSE
SkySight
Soaring Weather
THOMAS
DEFENCE SYSTEMS
KAVANAGHS
BEVERLEY
BURNBY HALL
Gardens & Museum
HOWDEN
S R
CRAFTS
Tate Smith
LIMITED
ESTD 1827
THEAKSTON
LEGENDARY ALES
DRIFFIELD GOLF CLUB
CENTENARY 2021
All Things
PERSONALISED

CHARITIES

YORKSHIRE AIR AMBULANCE

DementiaUK

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REGISTRATION

Competitors may register in the Control Office from 1700 to 2000 on Saturday 22nd August 2026, and prior to the mandatory safety briefing on Sunday 23rd August. **All registrations must be completed by 0945 on Sunday 23rd August.**

All teams (and individual glider-owners) must have documentation with them as below and are entrusted that the following requirements are met. However, we will not ask you to produce this documentation during registration.

These include:

- **Aircraft Copy of ARC, Insurance**
- **Logbooks and required medicals**
- **Navigation aids such as in date maps (Northern and Southern) as well as current Airspace files.**

The registration process will require the following:

- All contact details of pilots and crew must be inputted onto the Wolds Gliding Club App, including Emergency Contact information (this is mandatory).

- All pilots need to complete and have signed an Application Form (unless they are already a member of the Wolds Gliding Club). *You will find the form on the TSC competition site. https://www.wolds-gliding.com/tsc2026*

- Confirmation that a primary logger trace has been sent to scoring@wolds-gliding.com to verify our scoring system can read your traces.

- Crews that intend to fly their own gliders **must also** sign a form and state the registration of their gliders and to which 2 seat Glider account its flying must be allocated against. *You will find the temporary membership form on the TSC competition site. https://www.wolds-gliding.com/tsc2026*

All P1 pilots must have recent experience of launching by aerotow and conducting field landings. Recency in field landings can include 2 real field landings or refresher training in the last 12 months)

COMPETITION FEES

Competition entry fee: **£250**

The launch fee will be approximately **£50** for an aerotow to 2000ft during the Competition. While every effort will be made to keep any increase in the launch fee to a minimum, WGC reserve the right to alter it at short notice depending on the current price charged for fuel. All launch fees will be added to the Gliders account.

Accounts will be emailed at the end of the competition and must be paid within 14 days of receipt.

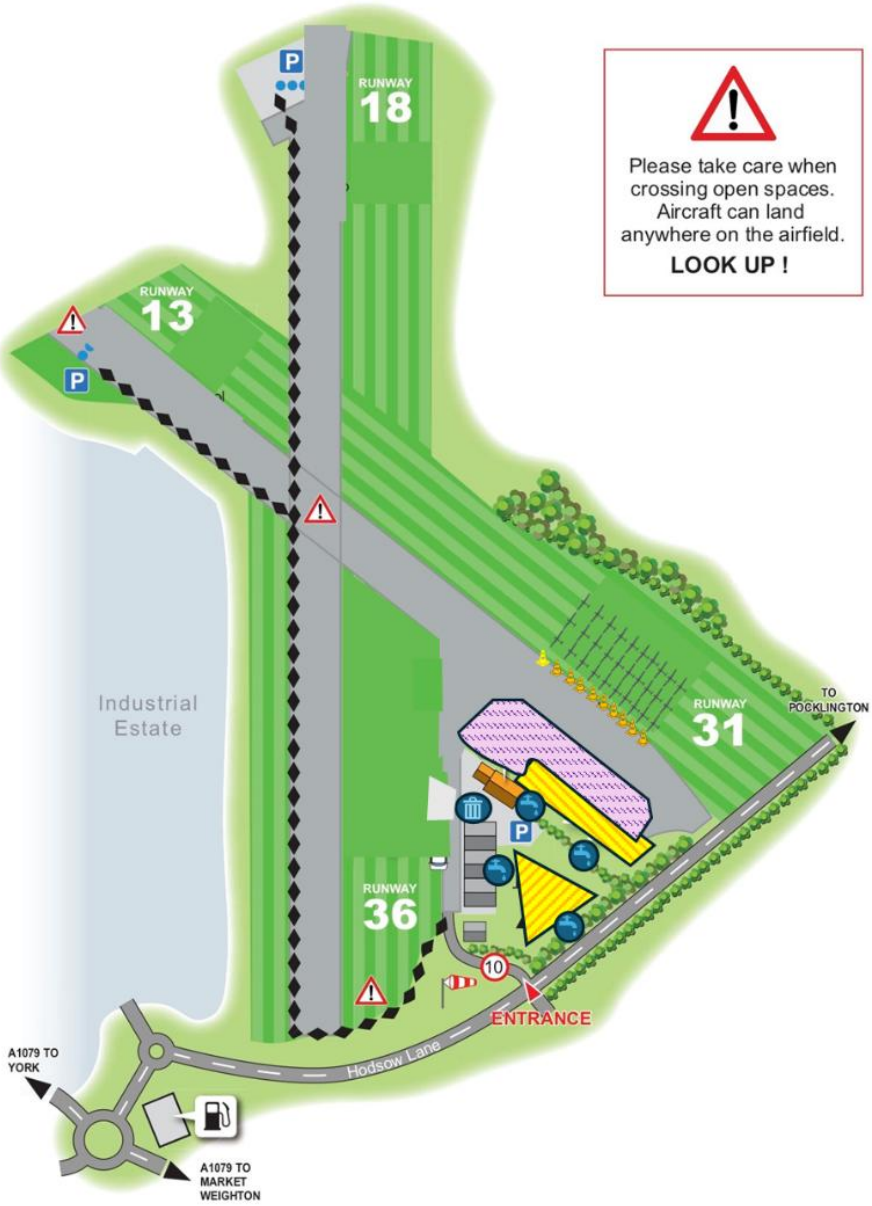
MANDATORY SAFETY BRIEFING & DAILY COMPETITION BRIEIFNGS

There will be a mandatory safety briefing at the first briefing on Sunday 23rd August 2026 at 10:00. All pilots flying as **P1** (Pilot in command) **MUST** attend this briefing, and a roll call will be taken. Any pilot who does not attend this briefing will not be allowed to fly until they have received the briefing.

Thereafter briefing and grid location will be announced by 0900 each day via Tannoy, WhatsApp, and a briefing board outside the Control Office.

AIRFIELD LAYOUT & GRIDDING

Airfield layout

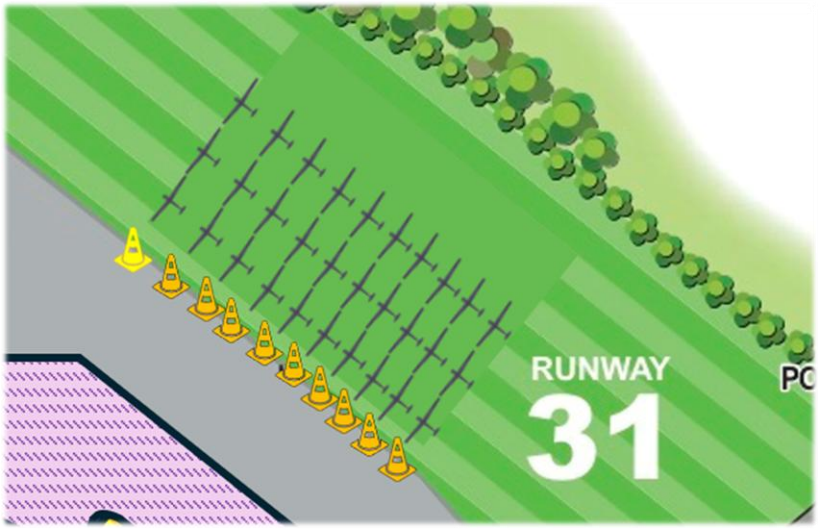


Gridding

The competition grid will be 3 gliders wide. Each glider will be allocated a row number, and this number will be retained for the whole competition. The first glider to arrive at the grid area is to be positioned on the appropriate side of the numbered row marker, close to the marker, or as directed by the Grid Marshal.

Subsequent gliders in the same row arriving at the grid are to be positioned outboard of the previous glider in each row.

The grid will be compressed at a specified time by closing up rows towards the rear row positioned just inside the perimeter track or boundary. This is done for flight safety reasons to maximise the take-off distance available.



Once the grid has been compressed; any competition gliders arriving at the grid are to be positioned to one side and will be launched after the main grid. The Launch Marshal will select the order of launching of gliders in each row depending on which tug is available with consideration to Glider type and tug capability. All competitors are to ensure that release checks are carried out before the rope to be used for the launch is given to the pilot's crew for hooking on.

FLYING INFORMATION

TWO-SEATER COMPETITION INFORMATION

The Two-Seater Competition is a unique competition. Please take note this competition is run in accordance with the BGA 2026 competition rules with exceptions listed within this document.

- There is no Held Start after launching.
- Weather permitting a range of tasks will be set each day. Task selection is at the discretion of the pilot and does not have to be pre-declared. Tasks will normally be a simple Out/Return to the nearest TP, or continuation to additional set TPs in a specific order as defined by the Task.
- Scoring uses the well proven TSC ladder type scoring system, so it is the only competition where you can get more than 1000 points per day.

TASK STARTS

The Start Zone type will be a semi-circle as defined in the 2026 rules for BGA Rated Competitions with the Start Point centred on the BGA Turn point POC (53 55.559N – 000 47.687W). The radio frequency for both task starts will be **130.405**. Start heights will be relative to airfield QFE.

Start calls must be made when crossing the start line accurate to within 2 mins and made within 30 mins of a start.

RELIGHTS

Relights

Relights following a landing at Pocklington Airfield.

All relights are to make an advisory call downwind on 122.915MHz if it is safe to do so and then vacate the landing area as soon as possible. **Further information will be briefed daily regarding airfield operations and runway usage.**

! Crews must be readily available to retrieve gliders that relight.

Relights for engine-equipped gliders.

Engine starts should be made in the POC 3Km Radius Restart Zone. Competitors should then fly out to the designated drop Zone A – D. Max 2300ft QFE.

Self-launchers lose a lot of height shutting down. Should we change the rule so that engines may be shutdown 300ft above launch height but a point must be logged under launch height within the drop zone afterwards.

Relights following a landout, aerotow retrieve or technical landout

Relights following a road retrieve

Competitors should inform the Competition Director or nominated official if they intend to relight once the competitor's glider has been fully rigged and independently inspected for safe rigging. **1-hour should elapse following the complete rigging of the glider before launching.**

Relights following an aerotow retrieve

Competitors who choose to use an aerotow retrieve to facilitate a relight should come back into the POC 3Km Radius Restart Zone which is the same as the finish ring at or below 2000ft QFE. Competitors should report their intent to restart the task and state their intentions on 130.405MHz. **Competitors should wait 1 hour before restarting the task.**

Relights following technical landout

Competitors who choose to relight following a technical landout out should fly to the POC Restart Zone, and state intentions on 130.405MHz and fly to the designated drop zone not above 2000ft QFE. **Competitors should wait 1 hour from returning to the drop zone before restarting the task.**

TASK FINISHES

Finishing will be controlled by entering a **Finish Ring of 3Km radius centred on POC** (53 55.559N – 000 47.687W). **NOT BELOW 600ft QFE**

Finishers are asked to call when 10km out from the finish ring, and again at 3km out on 122.915MHz

This finish ring allows gliders to land direct or go around if required.

Competitors are reminded of the requirements to fly within the law namely the UK implementation of SERA (Standardised European Rules of the Air) and its associated UK exceptions regarding low flying and reckless or negligent endangerment of any person or property

Landing Conventions

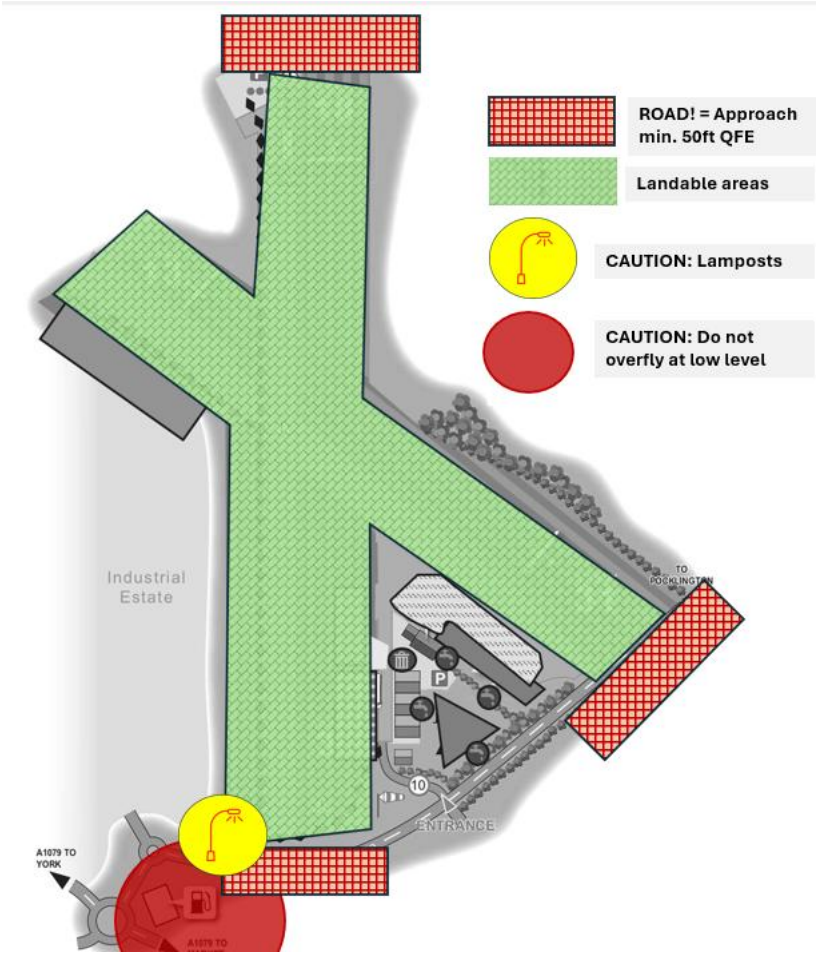
Gliders that choose to land on a runway that is not the nominated **ACTIVE RUNWAY** are requested to stop short of the intersection and **must not** cross the active runway.

Gliders should always land and roll out in a straight line, do not taxi as this may conflict with another landing glider

Due to the nature of the Two-Seater Competition, approaches may be made from different directions. Good lookout is essential.

Approaches to the airfield from the North, Southeast and South are over public highways. The **MINIMUM** height is 50ft over the roads.

Crews must be available to remove landed gliders as soon as possible.



LANDINGS & LANDOUTS (INCL. AEROTOW RETRIEVES)

The competition organisers must be informed of **ALL LANDINGS** whether a task has been completed or not. Logger traces should be emailed to scoring@wolds-gliding.com within 1 hour of landing.

Landouts

THE PROCESS OUTLINED BELOW ENABLES THE COMPETITION ORGANISERS TO EXERCISE THEIR DUTY OF CARE. PLEASE ABIDE BY THE SHARED INSTRUCTIONS.

When a landout occurs, the occupants of the glider must call the designated number (07503 164031) **within 10 minutes** of landing. You must confirm:

- Injury status – Injuries
- Glider status - Damage
- Location of land out
- Crewing status – it is the competitor's responsibility to arrange/inform their crew.

The competition organisers require that both pilots are spoken to during this phone call. Thank you for supporting this request.

Once returned to the airfield, please report in person to the day's competition director. If you are going to return very late then share this information via phone call or SMS **only**. Ensure that your trace is emailed ASAP.

Aerotow retrieves

Competitors making requests for an aerotow retrieve must **first** receive the landowner's permission prior to asking the competition organisers to liaise with the Tug Master (Steve Wilkinson). The total cost of the aerotow retrieve will be priced per tacho hour for the total retrieve sortie. The Wolds Gliding Club reserves the right to set and amend their prices at short notice. The Tug Master or nominated person will inform the competitors of the expected costs on the phone prior to the retrieve sortie.

AIRSPACE

Competitors will receive a daily airspace briefing.

Pocklington Airfield is situated within a large area of Class G airspace. There are many airspace users and operators that fly in proximity to Pocklington and the surrounding areas. This includes fast jet activity. Please ensure that you always maintain a good lookout when flying and give due consideration to all aircraft that you see.

A Parachute Zone exists at Hibaldstow (4nm SE of Scunthorpe) and is permanently active unless notified as inactive at briefing.

SECTORS, SCORING & GLIDER HANDICAPS

Task sectors (Starts, Turn points and Finishing sectors)

The start lines, (enhanced) sectors and finish ring that will be used at Two-Seater Competition are identical to BGA 2026 Rules "Conduct of the Competition" Section 5 5.1-5.22. Glider Index will be as per Section 7.3.

Turn Points will be taken from the current BGA 2026 Turn point List

Scoring and Traces

Traces should be emailed to scoring@wolds-gliding.com as soon as possible with the Glider registration or Comp Number as the subject.

Important Note:

To setup the scoring system in advance of the competition, please send an example trace from your primary logger to scoring@wolds-gliding.com

THE DIRECTOR'S CHALLENGE

We encourage all teams to participate in The Director's Challenge; a new challenge competition that will run in parallel to the Two-Seater Competition this year.

RATIONALE



The Director's Challenge has been created to make the most of the flying opportunities available during the Two-Seater Competition week. We recognise that there have been occasions when a TSC competition day has not been set, only for several gliders to go on and complete short cross-country flights. Through this supplemental competition, we aim to recognise and celebrate those achievements, whilst also encouraging pilots to maximise every flyable day.

Please take this opportunity to fly with your friends and crew. We look forward to seeing who makes best use of the week. This is a great opportunity to different types of glider with visiting pilots. For this informal competition, points will be awards to the glider, and daily prizes will be given to the pilots.

HOW CAN I SCORE POINTS?

The Director's Challenge will award points based on a self-declared task. Points will be scored for task distance and height gained, with additional bonus points available for turning a range of unique attractions. These may include castles, minsters, racecourses, stately homes, landmarks, and bridges.

As with the Two-Seater Competition, pilots will score additional points for successfully returning to the airfield at the completion of their task.

Teams may only score Director's Challenge points on days when the Two-Seater Competition cannot set a suitable racing task. All results will be recorded on a separate leaderboard from the main competition standings.

The Director's Challenge is intended solely as an opportunity to recognise flights completed on TSC "scrub" days. Participation in this supplemental competition is entirely optional, and teams who choose not to take part will not be disadvantaged in the overall Two-Seater Competition results.

LOGGING FLIGHTS

Teams will self-score their flights using OLC tasks distances. A full scoring matrix and turnpoint file will be provided prior to the commencement of the competition.

FLYING ‘HORS CONCOURS’

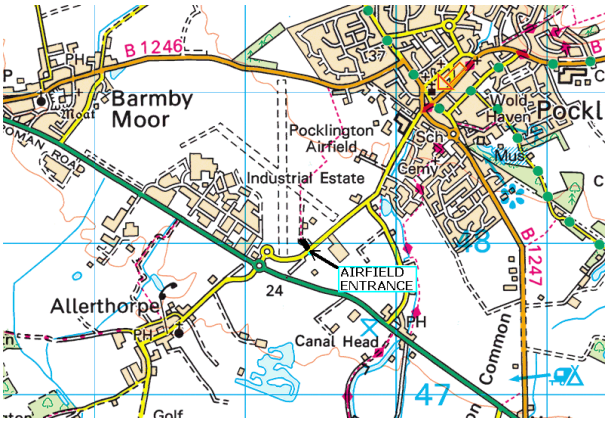
Pilots wishing to fly from Pocklington Airfield *hors concours* after the competition grid has launched will do so at the discretion of the Competition Director. The decision will be made based on the pilot’s demonstrated experience and capability to fly in both high-traffic and competition environments.

Minimum experience required: Pilots must be holding an SPL (equivalent to the BGA Bronze **and** Cross-country qualification), with at least 1 experience flying in a competition at local, regional or national level as Pilot-in-command or Pilot-under-training.

If you would like to fly in this capacity, please report to the competition director following the daily competition briefing to state your flying intentions and receive a personalised briefing.

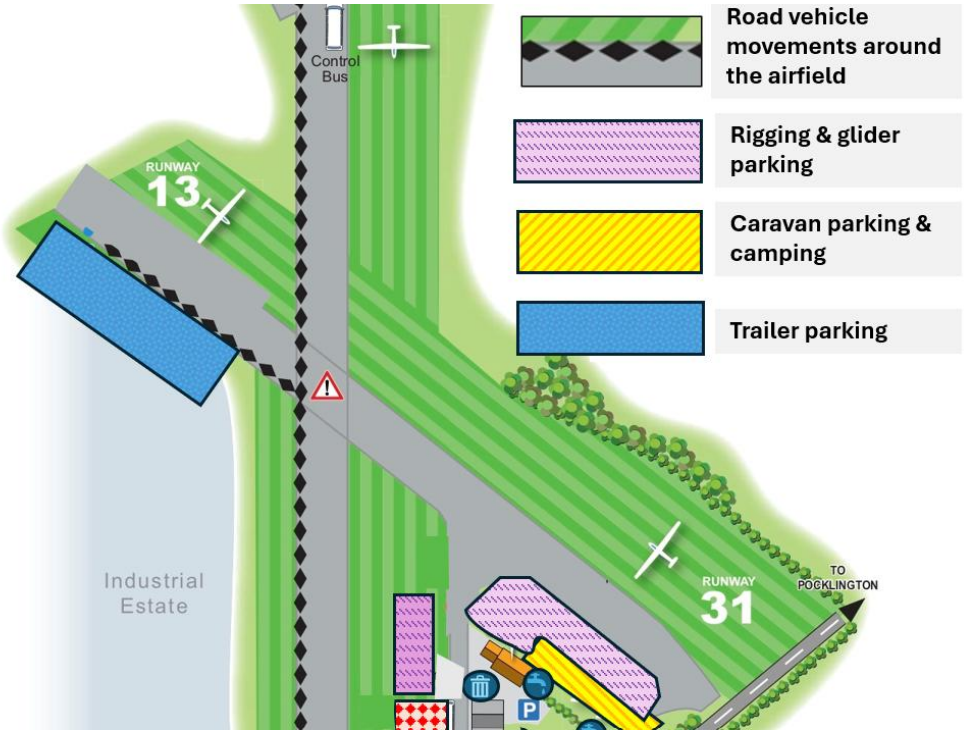
AIRFIELD, DOMESTIC INFORMATION & CATERING

The Airfield, Hodsow Lane, Pocklington, YO42 1NP



Trailer Parking

Trailers should be parked on the grass on the West side at the Northwest end of runway 31 as indicated..



It should be considered that the airfield is active all the time and winch cables may be deployed.

The route indicated ♦ should be used to deposit trailers area indicated. Be aware of Aircraft/Glider activities especially if needing to cross the runways

Gliders may be rigged and Parked in the area near to the clubhouse and trailers deposited on the trailer park.

Gliders parked overnight as shown but do not restrict access to the Fuel pump or hangars.

Camping and Caravans

Camping and caravans should be set up in the caravan site or along the hedge to the east of the caravan site.

To meet Health and Safety and Fire regulations, caravans and tents are required to be separated by a sensible distance (to allow an awning and vehicle) and to give access to emergency vehicles.

Use of Electricity & Charges

Caravans are welcome to arrive during the week before the competition. Although in previous years electricity has been kindly provided for free by the organising club, due to the rapidly increasing energy costs a **£25** surcharge towards your energy usage will be added to each entrant's account (unless you already pay for your club energy usage).

YOU MUST NOT PLUG INTO WGC MEMBERS PRIVATE CARAVAN SUPPLIES WITHOUT PRIOR AGREEMENT.

Markers will be set out on the Sunday of the weekend before the competition. The Tow hitch/Jockey wheel should be placed on the marker.

Caravans may remain after the end of the Competition but must be removed by the following Sunday. If this cannot be complied with then permission must be sought, this may be chargeable.



All Wolds Gliding Club Static/Touring sites have their own meters and pay for electricity.

DO NOT attach to or disconnect any of the Wolds members facility unless you have prior approval of the owner and their specific permission.

Water and Waste disposal

Several Drinking Water taps are around the site as indicated above.

One waste disposal point exists near to the clubhouse. Do not use this tap to take on water. Also 'bio friendly" toilet fluids should be used so it does not kill the digester bugs in the septic tank.



Rubbish

Please dispose of rubbish in the blue skip near to the clubhouse entrance.

Animals

Please ensure that dogs are **always** kept on a lead. Do not let dogs loose on the airfield or the caravan park. Please do not walk your dogs on the airfield as we have problems with locals thinking they can do the same. Limit your pets to the area shown in yellow.



Finally ensure you clear up any deposits and dispose of it accordingly

Speed Limits

Max speed around the campsite, Hangars and clubhouse is 5 MPH.

Max speed on the airfield is 10MPH.

Broadband

There is Broadband on the Caravan site (WoldsWL) encrypted and on a separate (unencrypted) Wi-Fi in the Club Room.

The Broadband is limited (2 x 36Mbit) and will not cope with up to 200 devices, so will create problems which cannot be solved.

Therefore, all visitors are asked to restrict Wi-Fi usage and only use it when it's essential and preferably turn it off on any devices when not needed.

Please refrain from watching YouTube/ Catchup TV/ Streaming Video etc.

And please restrict your devices from constantly updating and downloading

Catering

As usual we have excellent catering supplied by Keren Svenson.

Breakfast will be available in the clubhouse from 0730.

Snacks and sandwiches will be available during the day.

Child Safety

During the competition there is likely to be a number of young children on site, it is **everyone's responsibility** to not endanger others so please keep your speed to a sensible pace. Parents and guardians are reminded that children must be **always supervised** as airfields are places with multiple hazards, and they must not go airside without being accompanied by an adult.

EMERGENCY LIFE SAVING EQUIPMENT LOCATION

A cabinet containing fire extinguishers is located in the middle of the main caravan site along with a FIRE ALARM warning triangle.

An AED DEFIBRILLATER and FIRST AID KIT are in the **main clubhouse entrance**.

What 3 Words

In the event of an emergency on the airfield, please direct emergency services to the What 3 Words location:

///airfields.speak.petulant

This is the location of the main entrance gate

SOCIALS & ENTERTAINMENT

DATE	FOOD	ENTERTAINMENT (From 20:00)
Sunday 23rd August	Roast Dinner & Dessert	Chat with friends in the bar
Monday 24th August	No evening meal	Steve Wilkinsons famous Play Your Card Right
Tuesday 25th August	Pizza Van	John '*Quiz master*' Norman's Quiz Night
Wednesday 26th August	No evening meal	The Red Sky Ukuleles Local Ukulele Group
Thursday 27th August	Pie & Pea Night. Selection Of Desserts Available.	Steve Ruffell's famous Horse Racing Night*
Friday 28th August	The Devon and Summerset Gliding Club present: The infamous Paella Night *Returning by popular demand!* *Serving time TBC*	
Saturday 29th August	Pulled Pork, Brisket Rolls, BBQ Jackfruit Roll (Vegetarian), Assorted Salads. Selection Of Desserts	The Mixtapes band will perform during our party night. Socialise with friends and dance the night away.

The Wolds Gliding Club Bar will be staffed on all nights. Last orders will be taken at 22:30, with a closing time of 23:00.

Prizes to be awarded for Best Dressed and Best Hat during the Race Night.

Morning breakfast and daytime food services are available on all days.