



COMPETITION ENTERPRISE
50th Anniversary 1974 - 2023
NORTH HILL 2023

CONTENTS

Contents	2
Foreward	3
Welcome to Competition Enterprise 2023	4
Competition Officers	5
Information	6
Timetable of Events	7
Competition Enterprise Rules	8
List of Competitors	9
List of Sponsors	10
Local Radio Frequencies	10
Local Airspace Rules	11
North Hill Site Map	12
Local Amenities	13

FOREWORD

Competition Enterprise is more than just a gliding competition, it's an ethos and way of flying. Conceived by Philip Wills in 1974, the approach of looking to make the most out of every soaring day was continued by John Fielden up to his death in 2002. Since then the Enterprise Club has ensured the success of the competition which continues to be held every year at a variety of gliding sites around the UK.

The primary aim of Enterprise is to maximise the day, making the most of all types of lift, exploring the countryside and generally encourage an 'enterprising' approach to your day's flying.

It is open to any pilot with a Silver C and tasks accommodate all types of glider – glass and wood, small and big wings, with or without engines. From first timers to world champions, all are welcome and all compete as equals.

Competition Enterprise is not just a gliding competition, it's a family. Be part of it.



WELCOME TO COMPETITION ENTERPRISE 2023

Welcome everyone to the 50th Competition Enterprise with particular emphasis on new participants who we hope will enjoy the experience as much as we do.

There are not many of us left who attended the first few comps but although the aircraft have changed over the years, I hope the challenges and the enjoyment of flying the tasks are just as rewarding.

Come and find me if you have a problem, in the early days the issues were "where can I get my car fixed", "can you straighten my trailer", "where can I stay"! We are here to make sure you have a great time, now it's fingers crossed for the right sort of weather!

See you at North Hill.

Regards

Nick

Chairman DSGC

COMPETITION OFFICERS

COMPETITION DIRECTOR	Ron Johns
DEPUTY DIRECTOR	Nick Jones
COMPETITION SECRETARY	Jill Harmer
TASK SETTER	Phil Morrison
MET FORECASTING	Phil Morrison
AIRSPACE	Pete Harmer
SAFETY OFFICER	Pete Harmer
SCORER	Marc Corrance
(Scorer's Helper)	Jill Harmer
TUG MASTER	Ian Mitchell
LAUNCH MARSHALL	Gordon Hutchinson
Airfield Helpers	Rob Hender, Dave Perriam
LogKeeping	Sally Hender
CFI	Mark Courtney
DCFI	James Flory, Mike Sloggett
STEWARDS/ARBITERS	Pete Harmer
	TBA
	TBA
CONTROL/RETRIEVE TELEPHONE	Jill Harmer / Steph Heide
CATERING	North Hill Cafe

INFORMATION

DATES:	Saturday 1st July to Saturday 8th July 2023 inclusive. Sunday 9th July will be a "Fly Home Day".
VENUE:	Devon & Somerset Gliding Club North Hill Airfield Sheldon Honiton Devon EX14 4QW
TELEPHONE:	Control: 01404 841845 (backup 07964 693311) Clubhouse: 01404 841386 Launchpoint: 07743 200902
BOOKING IN:	Pilots should book in on Friday 12:00 to 18:00 hours or on Saturday before flying, at Control
ENTRY FEE per glider :	Adults £200 per glider DSGC Members £150 per glider Juniors under 25 on 1st January 2023 £100 per glider
LAUNCH FEES:	Competition Aerotow £45.00 to 2,000ft Competition Self-Launching £10.00 Competition Winch launch £10.00 (All fees will be charged to accounts to be settled prior to leaving)
CLASS OF ENTRY:	All sailplanes and gliders, single class with appropriate B.G.A. Speed Index Handicaps. Pilots with minimum Silver "C".
NATURE OF TASKS:	Tasks will be set in the spirit of Competition Enterprise, including alternatives for pilot choice.
PRIZE GIVING:	Saturday 8th July 2023 from 18:30 during Final Party
SITE FACILITIES	There are drinking water taps at various places around the clubhouse and hangar. There is ample space for tent, trailer, and caravan parking in the Paddock at the East end, please purchase a camping ticket £25 for the week,. Electricity hookups are available at £25 for the week, please register and purchase both from Control.
SHOWERS	Modern shower block is situated behind Control. Toilets are available in the Clubhouse, behind Control and in Camping field and at west end. There is a toilet waste facility near the shower entrance, Eco-chemicals only please.
CATERING:	Breakfasts, sandwiches, drinks, sweets and light meals will be available during the day The Club will be running a bar on account. A welcome supper will be available in the Clubhouse on Friday 30th June evening until 21.00 hours, - please book in advance.

TIMETABLE OF EVENTS

(other events may be added and will be notified at briefing)

Friday 30th June	09:00 - 12:00 – 19:00 19:00 - 21:00 Evening	Arrivals Registration Evening meals available Bar open
Saturday 1st July	09:00 -10:00 10:00 Marquee Evening	Registration open Opening Ceremony & Briefing Daily Quiz Bar Open
Sunday 2nd July	10:00 Marquee Evening	Briefing Daily Quiz Bar Open
Monday 3rd July	10:00 Marquee Evening	Briefing Daily Quiz Bar Open
Tuesday 4th July	10:00 Marquee 17:00 - 20:00 Evening Evening	Briefing Daily Quiz Devon wood fired pizza Bar Open Model Flying (subject to weather)
Wednesday 5th July	10:00 Marquee 18:00 -21:00 Evening Evening	Briefing Daily Quiz North Hill cafe evening meal Bar open Model Flying (subject to weather)
Thursday 6th July	10:00 12:00 Marquee Evening	Briefing Last chance to purchase Saturday party tickets Daily Quiz Bar Open
Friday 7th July	10:00 Marquee Evening	Briefing Daily Quiz Bar open
Saturday 8th July	10:00 Marquee 18:30 - Midnight	Briefing Daily Quiz Final Party with free bar, Paella supper, ice cream and Prizegiving (Sir Chris Coville)
Sunday 9th July	10:00	Briefing and fly-away day

COMPETITION ENTERPRISE RULES

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 gaggling 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.

LIST OF COMPETITORS

	First	Surname	Jun	Glider	Comp no	Reg	Handicap
1	Jules	Anderson		Discus BT	DC	G-CKJZ	98.5
2	Mike	Armstrong		Ventus 2CT	JVA	G-CJVA	109.5
3	Bob	Bromwich		Ventus 3	VF	G-CLYB	
4	John	Burrow		Eagle	BBB		68.0
5	Guy	Corbett		Lak 17AT	170	G-CKOI	109.0
6	Marc	Corrance		Discus BWL	AC	G-CJBR	98.5
7	Andy	Davey		Libelle	M	G-CKCM	89.0
8	Wyn	Davies		LS7 WL	W7	G-CLPL	97.5
9	Tom	Edwards		Ka8b	JOB	G-CJOB	69.0
10	Chris	Fox		Duo Discus W	563	G-CIGLI	101.5
11	Alex	Gibbs		Lak 19T	FA	G-CJCH	106.0
12	Chris	Gill		LS4	449	G-CKKX	96.0
13	Pete	Goodchild		PIK 20E	PG	G-OPIK	96.0
14	Dan	Hender	J	DG200	JDP	G-CJDP	97.0
15	Robert	John		ASH 26	26E	G-CCLR	
16	Ron	Johns		ASH25 B	711	G-CHXO	113.0
17	Adrian	Loening		LS8-18	790	G-CJKN	106.0
18	Tony	Maitland		Duo Discus T	DD2	G-ODDZ	101.0
19	Philip	Morrison		Duo Discus XLT	DD3	G-CIKB	102.0
20	Matthew	Morrison		LS4	S5	G-CHXZ	96.0
21	Andrew	Mugleston		LS7	973	G-CFPD	97.0
22	Andrew	Reid		Grob 102	DKR	G-DDKR	85.0
23	Jordan	Richards		LS6b	X6	G-LSXG	101.5
24	Philippa	Roberts		Duo Discus	620	G-JIFI	102.0
25	Pete	Startup		Discus B	230	G-CFTW	98.0
26	Team	Seahawk 1		DG505	N57	G-CKOX	92.0
27	Team	Seahawk 2		Junior	N56	G-CFTC	83.0
28	Robert	Vaughan		Duo Discus	FZ	G-CKKE	101.0
29	Mike	Weston		Arcus T	CUS	G-RCUS	107.0
30	Rod	Witter		Arcus M	OEL	G-MOEL	107.0

LIST OF SPONSORS

DSGC and Competition Enterprise would like to thank the following organisations and individuals for their assistance and contributions to the 2023 Competition Enterprise at North Hill.

LOCAL RADIO FREQUENCIES

129.905	North Hill Gliding and Dunkeswell DZ
123.480	Dunkeswell Radio
128.980	Exeter Radar
119.330	Exeter ATIS
123.010	Eglescott Radio
127.350	Yeovilton Radar
130.805	Yeovil Radar
130.105	Gliding

LOCAL AIRSPACE RULES

Details of local airspace rules are available on DSGC website including agreements for operation within Dunkeswell ATZ and Drop Zone, Exeter, Yeovilton and Cardiff airspace.

Please read:

<http://www.dsgc.co.uk/docs-and-policies/local-airspace-rules>,

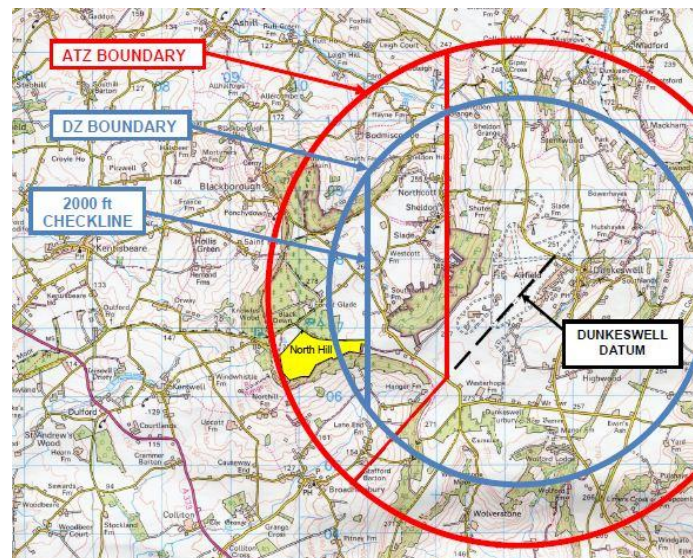
http://www.dsgc.co.uk/pdf/documents/dsgc_guidance_to_visitors.pdf

There is ongoing discussion with Exeter regarding a proposal for a change of local airspace to Class D. It is critical that all pilots conduct themselves to avoid Airprox events. There will be an update to this at Competition Briefing.

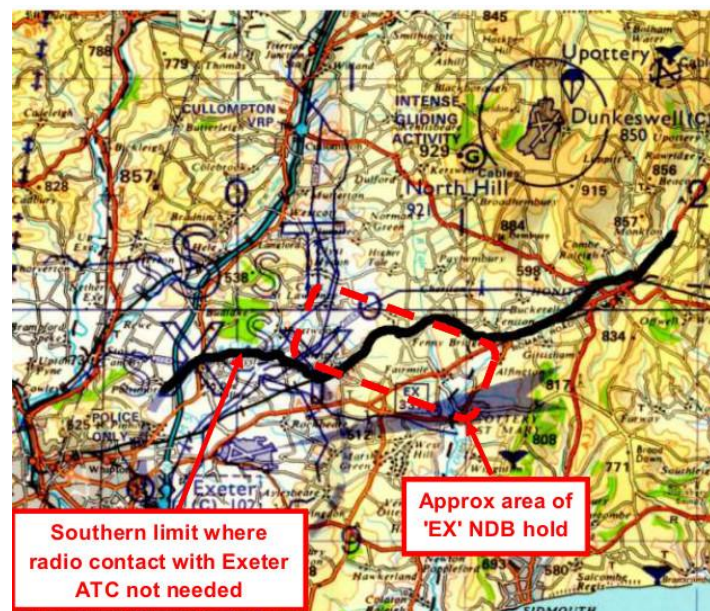
The map below outlines the local agreement with Dunkeswell's ATZ and Dunkeswell Parachuting Drop Zone.

<http://www.dsgc.co.uk/docs-and-policies/local-airspace-rules>

Dunkeswell ATZ & DZ



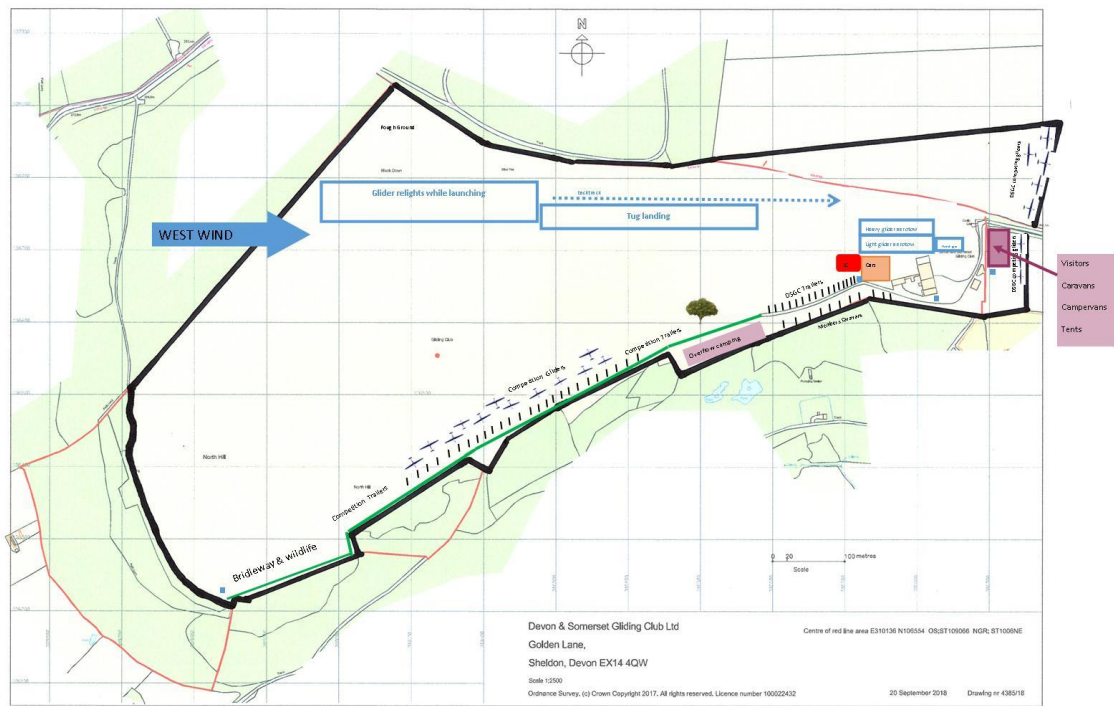
Exeter LoA



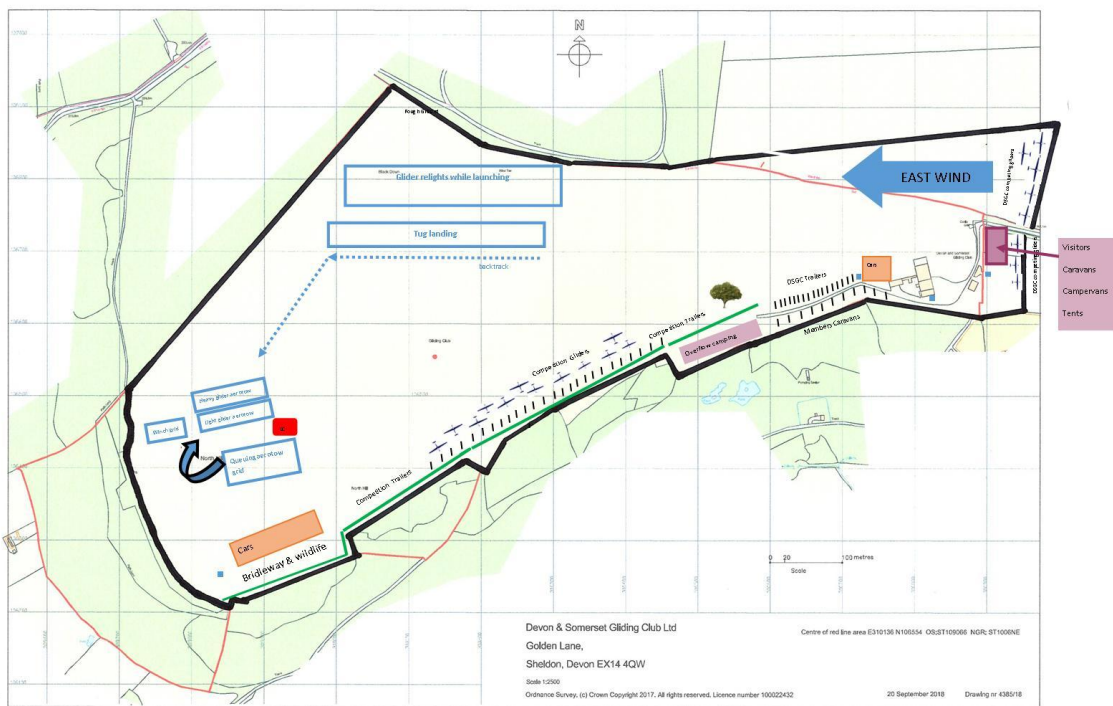
NORTH HILL SITE MAP

Satnav please use postcode EX14 4QW, **what3words** ///farmer.overlooks.apron

Airfield Layout West Wind



Airfield Layout East Wind



LOCAL AMENITIES

Health	GP Surgery	Blackdown Practice , Dunkeswell
	Minor Injuries	Honiton or Tiverton
	Walkin Clinic	Exeter RD&E
	A & E	Exeter RD&E
	Dentist	Call 0845 002 0034 for emergency appointment
Shops	Local	Forest Glade Campsite (camping gaz) (sauna & swimming pool)
		Premier Dunkeswell (Cashpoint & Post Office)
	Supermarkets	Tesco Honiton & Cullompton (fuel at both))
		Lidl, Coop, Honiton
Banks		Honiton
Places to eat		Viceroy, Dunkeswell
		Keepers Cottage, Kentisbeare
		The Aviator, Dunkeswell Aerodrome
		Lakeview Manor, Dunkeswell
		The Ashill Inn, Ashill
		The Drewe Arms, Broadhembury
		The Wyndham Arms, Kentisbeare
		CulmValley Inn, Culmstock
Church Services	1100	St Nicholas, Dunkeswell
	0930	St James the Greater, Sheldon

.....any questions please ask at Control

We hope you enjoy the Competition.

DSGC