2nd FAI World 13.5 metre Class Gliding Championship

Local Procedures

A Championships Details

Name of the event	2nd FAI World 13.5 metre Class Gliding Championship
Location of the Event	Szatymaz Airfield (LHST)
GPS	N46:19:30 E020:03:08
Elevation	81 m AMSL
URL	goo.gl/zIdOkh
Time Schedule	
Final Entries Due	15 May
Entry fee payment deadline	15 May
Reserves accepted	15 Jun
Practice Days‡	29 Jun – 1 Jul
First Team Captain's briefing	1 Jul at 7 pm
Opening ceremony	2 Jul at 5 pm
First official briefing	2 Jul at 10 am
Contest flying period	3 Jul – 15 Jul
Farewell party	15 Jul at 9 pm
Reserve day	16 Jul
Prize giving and closing ceremony	16 Jul at 11 am
Organizer and Officials	
Organizer	AEROCLUB ALFÖLDI
Address	Szatymaz Repülőtér, 6763 Szatymaz, Reptéri út 1.
E-mail	info@wgc2017.hu
Chief Organizer	Péter SZABÓ
Competition Director	András Zénó GYÖNGYÖSI
Chief Scorer	Gergő NOLL
Task Setter	István RUMPLER
Jury President	Bob BICKERS
Remote Jurors	Marina VIGORITO
	Peter ERIKSEN
Chief Steward	Brian SPRECKLEY

B General Competition Rules and Local Procedures

1.3.1 Championship Classes

The 2nd FAI World 13.5-metre Gliding Championship will be held in the following class described in the main body of Section 3 of the Sporting Code, Chapter 6.

- **13.5metre class – 5.5.5** limitation is a maximum span of 13 500 mm, amended by the IGC Plenary decision: The maximum wing loading will be limited to 35 kg/m^2.

1.4.2 Additional safety rules (1.4.2)

‡ Official Training, Registration and Technical Inspection (scrutineering) will be at the same period during practice days.

The FAI Sporting Code General Section and Section 3 with its Annexes will apply.

Functional traffic awareness instrument (FLARM) with OGN registration is mandatory for all competing gliders.

In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director directly or through other competitors, and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.

1.4.3 National requirements concerning doping test

The tests for doping will be conducted in accordance with FAI Rules and can be performed during the competition period.

1.4.5.2 Control points

Control Point file will be published at wgc2017.hu in SeeYou (cup) format.

C National Teams

3.4.2 Entry Fee

Entry Fee: €790 per Competitor Pilot. Shall be paid until 15 May. Please indicate the name of the Competitor Pilot(s) in the comment field of the transfer.

Bank Transfer Details

Account holder name	HUNGARIAN GLIDING ASSOCIATION
Address of account holder	1138 Budapest, Dagály u. 11.
Name and address of Bank	CIB Bank Zrt, H-1027 Budapest, Medve u. 4-14.
Account Number (IBAN)	HU92-1070-0361-4361-5401-5000-0005
SWIFT	CIBHHUHB

3.4.3.a Number of allowable entries per NAC

1. Each NAC may enter up to 4 pilots and 1 substitute pilot.

2. Substitute pilot can replace a nominated pilot in case of a withdrawal provided that the final entry form has been submitted by 15th May, 2017 and the entrée fees for the officially entered pilots have been received.

3.4.3.f Total number of allowable entries

Not applicable.

A competitor must be citizen or resident of the country of entering NAC and meet all conditions of the Sporting Code, Section 3, Annex A, Part 3, Subpart 3.2.

3.5 Registration

3.5.4.a Additional documentation required

The Organiser will require following additional documents:

For Captains, pilots and team members:

- Countries that require visas to enter Hungary must organize them by their own means in due time. If invitations are needed, organizers will provide such documents.
- Documentary proof (in English) of personal medical insurance (see 3.6.2) For pilots Proof of nationality or certificate of residence (FAI General Section 3.7); FAI Sporting Licence valid for the year of the event.
- Valid Pilot License or equivalent document.
- A Therapeutic Use Exemption (TUE) if the pilot is taking any medicines that are on WADA's prohibited list.

For a sailplane:

- Documentation of GNSS FR calibration not older than 5 years.
- Third party insurance certificate (see 3.6.2)
- Each competing sailplane must have been issued a valid Certificate of Airworthiness or Permit to Fly.

3.5.4.b Documents required to be carried on board the sailplane

The organiser will require following documents to be carried on board the sailplane:

- Certificate of Airworthiness.
- Certificate of Registration.
- Flight manual.
- Proof of third party insurance coverage.
- Pilot licence or equivalent document.
- Photo ID or Passport

3.6. Insurance

3.6.1 Third Party Insurance coverage

Third party insurance is required for each participating sailplane. The required coverage must comply with EU Regulation 785/2004 which states the following limits: – MTOM <500 kg 750000 SDR limit. - Documentary proof of insurance shall be made in English.

3.6.2 Personal Medical Insurance

Personal medical insurance is required for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence.

D TECHNICAL REQUIREMENTS

4.1.1 c,d Additional equipment, marking

Acoustic vario, PC connection cables for own GNSS Flight Recorders and for Team captain serviceable cellular telephone (GSM 900/1800 standard) with Hungarian SIM card are mandatory. All instruments, PDA, GPS navigators etc. must be firmly mounted on the instrument panel or the canopy in such way that the pilot's vision is not affected. The installation and use of a proximity warning device (FLARM) is mandatory.

4.1.2.b Instruments that must be removed from the sailplane

The following instruments shall not be carried on board:

• Bohli, Schanz, KT1 or other gimballed compass

• Turn indicator

• Artificial Horizon Software artificial horizons integrated with FR (fly compiuters) must indicate in their IGC files that AH function is disabled. Further instruments not allowed – if any – may be specified at briefing.

4.1.2 High visibility marking requirements

Not applicable.

4.2.2 Procedures for checking aircraft take–off mass

Wing Loading

The maximum wing loading will be limited to 35 kg/m^2. Gliders not able to fly at or below the 35kg/m^2 limit will not be able to compete.

The wing loading shall be calculated by dividing the take off mass of the glider by the sum of the wing areas. The area of each wing shall be taken as the plan form area of the wing outside the fuselage, including control surfaces in the neutral or retracted position, plus the area of the extension of the inner major trapezoid to the longitudinal axis. *The geometry of wing root fillets and other treatments of the wing-fuselage junction are not included in the determination of wing area.*

At scrutinizing, the pilot must present satisfactory documentation of the wing area of the glider to be used. Normally, this will come from the manufacturer.

For a list of wing areas refer to Annex 1. of this document. Any competitor not on the list or have any disagreement shall contact the Organizers in advance with a manufacturers statement of the wing area.

Procedures for checking aircraft mass

A check of the glider mass is intended to verify that the take-off mass will not exceed the MTOM corresponding to a wing loading of 35kg/m^2 or the maximum certified mass of the sailplane if less than this value.

Initial Weighing

The organizer will initially provide the following weighing operation during the scrutinizing. The results of this operation will be recorded and made available to the pilot concerned:

a) Glider at max take-off weight with pilot and parachute, loose items such as thermos, drinks, tie-down equipment, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight.

b) Reference main wheel weight in towing out configuration and all removable equipment on board.

Regular weighing

a) On all competition days all gliders will be weighed in their towing out configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutineers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.

b) A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added. Re-ballasting the aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

E GENERAL FLYING PROCEDURES

5.2 Units of measurement

Unless otherwise stated the following units will be used:

- **Distances** will be expressed in kilometres (km)
- **Heights** will be expressed in metres Above Ground Level (AGL), Altimeter setting for QFE
- **Altitudes** will be expressed in metres Above Mean Sea Level (MSL), Altimeter setting for QNH
- **Flight Levels** will be expressed in meters Standard (STD). Altimeter setting for 1013.25 hPa
- **Speed** will be expressed in kilometres per hour (km/h)
- **Vertical speed** will be expressed in metres per second (m/s)
- **Mass** will be expressed in kilograms (kg)
- **Tracks and radials** will be expressed in degrees from True North.

5.3.1.a Radio communication required for contact with Air Traffic Services

Each sailplane must be equipped with radio, capable to communicate at aviation frequencies with at least 25 kHz spacing.

Communication through the radio is allowed only with organizers and team members.

Communication with Air Traffic Services is allowed only for safety reasons.

5.3.1.b Data transmission requirements

Transmission may only be made on frequencies specified by the Organisers.

5.3.1.c Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

Call sign COMPETITION INFO (FREQ 123.200 MHz) - for all airport operations at the contest site;

TEAM FREQUENCIES (The list of FREQ will be announced before the training period), assigned team frequencies for all team communication related to the contest.

Frequencies allocated for flight safety

Frequency 122.700 MHz (Call sign GLIDER SAFETY) will be used for flight safety purposes.

All competitors should have frequency 123.200 MHz selected from:

- The beginning of take off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish circle, and
- During landing – from the moment they join the circuit until they have left the runway.
- The team frequencies will be published later.

F COMPETITION PROCEDURES

7.1 The Launch Grid

The grid order will be allocated for rows

7.1.e Requirements for discharging water ballast on the grid

The water ballast is NOT allowed to be discharged on the grid.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries.

7.3.2 Launch procedures for gliders and motor gliders

Launch procedures for gliders and motor gliders will be provided at first official briefing.

The requirements of Annex A para. 5.4d will be implemented for motorgliders, regardless of the type of power plant. Jets and electrics especially must provide evidence of MoP detection to the satisfaction of the Organizers.

7.3.3 Areas where continuous circling is prohibited or permitted in one direction only

Not applicable.

7.4.5.a Radio procedures for announcing the start

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- **THE START FOR 13.5 metre CLASS WILL BE OPENED IN 20 Minutes AT (time hh:mm)**, – As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- **THE START FOR 13.5 metre CLASS WILL BE OPENED IN 5 MINUTES**, – 5 minutes before the opening the start for the class
- **THE START FOR 13.5 metre CLASS IS OPENED NOW**, – Just after the opening the start for the class
- **THE START FOR 13.5 metre CLASS IS DELAYED FOR (number) MINUTES** – As soon

as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed

- **THE START FOR 13.5 metre CLASS IS CANCELLED**, – As soon as possible after the cancellation of the Day.

7.6.1.a Instructions pertaining for real out landings

A competitor who has landed out shall contact his/her team captain by telephone without delay giving them information as specified on the outlanding form. The team captain shall hand the completed outlanding form to the Organizers (Information office) without delay.

Non-compliance may be penalised. Outlandings can also be reported via SMS messages in format specified before first contest day.

7.6.3 Provision of and requirements for, aerotow retrieves

Aerotows from the fields are permitted if sailplane has landed on a suitable field. All aerotows of the competing gliders shall be provided only by the organizer.

7.7.2.a Minimum height for the finish RING

Minimum height for crossing the finish ring is 380 m QNH.

7.7.4.a Finishing procedures

Announcing of the arrivals will be done on the airport frequency 122.500 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- **(Competition number), (distance to finish line in km),** – As soon as possible at the place specified at the briefing.

7.8.1 Landing procedures

The landing frequency is the same as the finish frequency - 123.600 MHz (call sign COMPETITION INFO). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing sailplanes shall normally continue as long as possible landing to allow other sailplanes to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

7.9 Handling of flight document

All flight documentation, including GNSS records, list of reached Turn Points, and out landing certificates shall be handled in after landing within 45 minutes. Back up documentation shall be handled in within 60 minutes after the pilot was notified.. Non-compliance may be penalized.

Competitors are expected to download their FRs themselves and delivered the IGC file in secure mode as follows:

- via online upload (address will be announced later), or

- via email (address will be announced later)

During the training period, each competitor shall submit at least one valid flight logs of their primary *and* secondary FRs to the scoring system (*The proof of MoP detection must be done only once, according to* ***SC3A***).

The flight logs, covering all flights made during the day, shall be kept in the FR until the flights have been evaluated by the Organizers.

G SCORING

8.2.4 Use of Handicaps

Handicaps will not be used.

H PROTESTS

9.2.3 The amount of the protest fee

The amount of the protest fee is 250 EUR.

I PRIZE GIVING

10.2.1 Requirements for flags, anthem disc or tapes

Every team shall bring the same number of flags for the closing ceremony as the number of team's pilots in the class. Every team shall bring one copy of their national anthem on CD disc or audio file. The required material has to be supplied upon registration.

Annex 1. List of wing area

Glider	Wing Area [m^2]
GP 14	7.00
Mini Lak	8.41
Versus	8.39
Sparow Hawk	7.10
Silent 2 Targa	9.00
Silent 2 FES	8.90
Albastar A-13.5m	8.58
AS 13.5m	9.00
AS 5M	8.00
AC4 DU	8.00

Entry Form

Signed and stamped copy shall be sent to info@wgc2017.hu

Country

NAC

Team Captain Name

Team Captain e-mail

Pilot	Name	Glider	Lauch method	Contest ID
1				
2				
3				
4				
Reserve				

Provide preferred launch method: self-launcher or aerotow

The NAC warrants that each nominated entrant meets requirements Sporting Code Section 3A, 3.2 Qualifications	
Date:	signature and stamp of NAC

Provide name, position and email address of the person who signs the Entry Form.