

LOCAL PROCEDURES

FOR THE QUALIFYING SAILPLANE GRAND PRIX POLAND

ZAR-POLAND' 2010

A) CHAMPIONSHIP DETAILS

Name of the event: QUALIFYING SAILPLANE GRAND PRIX POLAND

Location of the Event: Zar airfield EPZR
ARP Latitude 49° 46' 16" N Longitude. 019° 13' 05" E
Elevation: 375 m. / 1230 feet AMSL.

Time Schedule:

1.	Final Entry Forms	10 th April 2010
2.	Entry Fee due	15 th April 2010
3.	Deadline for approval of new GNSS FR's	28 th February 2010
4.	Unofficial training	25 th – 28 th April 2010
5.	Registration	25 th – 30 th April 2010
6.	Official training	29 th – 30 th April 2010
7.	First Competitors briefing at 20:30 hrs.	30 th April 2010
8.	Configuration Change closes at 19:30 hrs.	30 th April 2010
9.	Acceptance checks for gliders	25 th – 30 th April 2010
10.	Opening Ceremony at 19:00 hrs	01 st May 2010
11.	*Contest flying	01 st April – 08 th May 2010
12.	Closing Ceremony and Prize giving at 20:00 hrs.	08 th May 2010

* If there was only 2 valid championship days, the 09th May 2010 would also be a flying day. In this case the closing ceremony and Prize giving will be held as soon as possible in the evening.

Competition Officials:

1.	Championships Director	Jacek DANKOWSKI
2.	Deputy Director	Bogdan Drenda
3.	Referee	Artur Rutkowski
4.	Chief Scorer	Marek UZAROWSKI
5.	Task Setter	Jacek Dankowski
6.	Operations	Roman Kata
7.	Meteorology	Krzysztof Jania
8.	Administration	Wojciech Bidziński
9.	Secretary	Aleksandra Popielarz

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Addresses for Correspondence and Entries:

The organiser of the event is the Mountain Gliding School Zar (Górska Szkoła Szybowcowa Zar). All correspondence is to be addressed to the Organisation Committee:



Gorska Szkoła Szybowcowa AP Zar
Miedzybrodzie Zywieckie

UL. Górska 19
34-312 Międzybrodzie Bialskie
P O L A N D



Fax + 48 33 866 10 90 or +48 33 862 14 77

e-mail: zar@onet.pl

internet: www.sgppolska.pl

B) GENERAL

1.3.1 Championship classes:

The Qualifying Sailplane Grand Prix Poland competition will be held in **club class gliders with handicap index 101 only. ASW 19, B ; Cirrus CS 11-75 L; Cirrus G(w); Cirrus; Cirrus B(w); DG 100; Hornet (w); Jantar std 2 i 3; Brawo; Ls 1f, 45; Std Libelle 17m; SZD 59;**

1.4.1 Additional safety rules;

- a. Direction of circling is determined by the first glider commencing circling in the thermal (Excluding zones where circling to the left is obligatory - pt. 7.3.2 c). Circling in opposite direction is allowed when altitude difference between respective gliders is not lower than 300 m. When altitude difference between gliders circling in the same thermal is decreasing below 300 m, all gliders must assume direction of circling of the lowest glider.
- b. All vehicles maneuvering at the airfield shall not exceed speed of 25 km/h.
- c. Only vehicles which have been issued an identification tag by the organisers may enter the airfield property (the area is defined in Appendix 8, Map 1). The tag shall be attached to both sides of the vehicle. It is the pilots responsibility to train the crew in safe operation of the vehicle.

1.4.2 Official Operational Publications

Official promulgation site is „Official board” located on the wall at the briefing room of the Mountain Gliding School hotel . Official information will be also pinned to the „Info table” on the backside of the lower hangar and published on the official championships webpage www.sgppolska.pl. Decisions regarding briefing time and preliminary time of commencing take-offs or about canceling the task will be published every day before 08:15 LMT.

- 1.4.3 During the Championships doping controls will be performed randomly according to the Polish Anti Doping Committee Rules, which fully apply the FAI Anti Doping Rules.

C) ENTRY AND REGISTRATION PROCEDURES

3.2 Entries

Entry form (providing that it contains all required information) shall be send before deadline of 10th April 2010 (the application form must be received by organisers not later than this date). Following application methods are accepted:

A. Electronic application via online, internet form

or

B. Sending filled Pilot Entry Form (Annex 1 to the Bulletin 1) by post, fax or e-mail (scan) zar@onet.pl

Accepting of the entry is confirmed by placing the name of applying participant on Pilot's

Entry List available on competition website <http://www.sgppolska.pl> look at Pilot's Entries - Pilot's Entry List. Placing the date in "Acceptance date" column of the table confirms that organizers have received correct pilot's entry and entry fee in full.

In case of resignation after accepting an entry, we kindly ask to inform organisers about such a case as soon as possible.

Please fill all the application form fields carefully. All information provided is necessary for successful conduct of competition and will be used only for its purposes.

Organisers reserve the right to create a "reserve list of participants". Pilots placed on the reserve list may be accepted to the competition in the case of a cancelation by one of the previously accepted pilots.

Entry fee:

The Entry Fee per participating glider is **150 EURO**, which covers all operational costs during the Championships but excludes aerotow fees. The full amount of 150 EURO is to be paid to the organizer's account, with all transfer fees covered by the competitor separately.

The organiser's bank account is:

Bank Name: Pekao S.A

Bank Account Number: PL-72 1240 4881 1111 0000 5338 9158

Swift Code: PKO PPL PW

◆ The aerotow to 600 m AGL is 90 PLN

Aerotows and landing fees may be deposited together with the entry fee, if desired. Any unused tow or landing fees will be refunded.

3.4 Registration

Registration Procedures:

Please make sure that all documents are ready before beginning the registration procedure. To begin the registration present all documentation detailed in the registration form. Please present the receipt for payment for four aerotows (360PLN) to the Registration Office along with the fully completed registration form. Once the form has been accepted by the registration staff the process is complete.

GNSS Flight Recorders:

Any declared GNSS FR that is not permanently mounted in the gliders instrument panel must be delivered to the scoring commission by 19:00 of April 30 2010 for evaluation of the declaration. Each competitor shall declare the competitors name, glider type and contest numbers in the GNSS FR.

3.4.3 Additional documentation required:

Team members from countries that require visas to enter Poland, Slovakia or the Czech Republic must organise them by their own means in due time. We are planning to use Slovak and Czech airspace when setting the tasks. Also, all the team members involved in retrieves after outlanding, as well as the pilots, must possess Slovak and Czech visas if necessary.

For the pilot:

- Valid Pilot License or equivalent document issued or endorsed by the authorities of the country in which the sailplane he/she is to fly is registered and proof of qualification regarding hours and badges.
- Valid Medical Certificate
- Valid Radio Licence.
- Personal medical insurance certificate.

For the sailplane:

- Flight recorder calibration certificate for primary and secondary FRs.
- Aircraft Radio License.
- Certificate of Airworthiness or Permit to Fly.
- Sailplane (Flight) Manual and Log Book
- Registration certificate

Assistants:

- Personal medical insurance certificates.

For Cars and Trailers:

- International insurance policies for retrieve cars and trailers must be valid in Poland, Slovakia and Czech Republic.

Documents required to be carried on board the sailplane:

The following documents valid in Poland, Slovakia and Czech Republic shall be carried on board the glider.

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- Glider's Certificate of Airworthiness or Permit to Fly.
- Sailplane (Flight) Manual and Log Book.
- Copy of Third Party Insurance Document.
- Pilot License or equivalent.
- Aircraft Radio License.
- Passport or equivalent document.

3.5 Insurance

a. Third party insurance cover:

Third party insurance covering the whole contest area (Poland, Slovakia and Czech Republik) is the responsibility of the pilot with no exclusion clause for competitions. Documentary proof of insurance shall be provided to the Organisers in Polish or English .

Third party insurance has to be to the amount of:

Sailplane's Maximum Take Off Mass	<500 kg	500-1000 kg
Minimum Third Party Liability	750.000 SDR	1.500.000 SDR

b. Medical insurance cover:

Personal medical insurance is required for all pilots and crews, covering accidents and sickness, including any hospital costs and transport back to the team member's home country. Pilots in particular should ensure that their insurance will extend to accidents and injuries sustained whilst gliding and in competition.

Documentary proof of medical insurance shall be provided to the Organisers in Polish or English.

D) TECHNICAL REQUIREMENTS:

4.2.1 Procedures for checking aircraft mass:

Maximum take-off mass of the glider must not exceed maximum certified take-off mass and the reference mass as stated in IGC handicap list, whichever is lower.

Weighing will be performed randomly on the aprons in front of hangars.

- **NOTE:** Every pilot must check connections and freedom of movement of all control surfaces, as well as rigging of the glider, immediately before take-off, regardless of previous checks.
- GNSS Flight data recorders and other equipment must be mounted in a way which prevents their removal but does not restrict visibility.

Instruments that must be removed from the sailplane:

The following instruments may not be fitted:

- Bohli, Schanz, KT1 or other gimballed compass
- Turn indicator
- Artificial Horizon

Further forbidden instruments – if any – will be specified in briefing.

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4.4 Carriage of GNSS data transmitters for public displays:

Organisers may use gliders, airplanes and helicopters for photo and video documentation purposes as well as data transmission, during every competition day. Pilot may require the organiser's aircraft to move but may not cease photographing, filming nor transmitting the data.

E) GENERAL FLYING PROCEDURES:

Units of measurement:

Units of measurements used on the pilot briefing sheet. Unless stated otherwise, distances will be expressed in kilometres, altitudes in metres Above Mean Sea Level (AMSL) and headings or radials in degree true.

Radio frequencies to be used during the competition:

Transmissions may only be made on the following frequencies prescribed by the organisers:

The official radio frequency used at the Championships is:

Common pilots radio frequency	122,800 MHz
Zar Radio (Aerotow, Landing, Finish Line):	122,800 MHz;
Start time announcements:	122,800 MHz;
Alternate radio frequency	122,400 MHz;

F) TASKS

All turn points will be located within the contest area (Appendix 3). Championships area is designated by the line joining given points in Polish, Czech and Slovak airspace. Crossing the border of championships area inside Czech or Slovak airspace is recognised as infringement of the prohibited airspace.

All turn points will be located within the contest area (appendix 3). The contest area is defined by straight lines joining the provided coordinates located in Polish, Czech and Slovak airspace. Violating the prescribed areas in the Polish, Slovak and Czech airspace will incur the same penalties as violating closed airspace.

G) COMPETITION PROCEDURES:

Grid order announcing methods:

Briefing and grid time (time until which all the gliders shall be ready for take-off) will be published every day until 08:15 LMT. Because of limited space available at Zar airfield take-offs order will be set randomly according current positions of the gliders.

10 minutes before scheduled take-off time at latest, the information confirming or postponing the take-off time will be issued. At this time, all the vehicles and other auxillary equipment must be removed and parked in the designated area.

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Contest site boundaries:

The contest site boundaries are the airfield boundaries as in Appendix 8 (Map 1).

In case of landing of the glider within contest site area during take-offs, the organisers will remove the glider from landing strip by its own means. The pilot shall cooperate with the driver in this concern (by attaching the rope and supporting the wing) and follow the organisers instructions in order to vacate the landing strip expeditiously.

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

Continuous circling is prohibited below the release altitude inside the aero tow area and within the release area.

Aerotow take-off procedure:

The typical release altitude shall be 975m AMSL. Under certain circumstances the release altitude may be either increased or decreased by 100m. The alteration of the release altitude will be announced on the contest frequency of 122,800MHZ at least 10 minutes before the first launch. The release height or engine shut-off in the case of a self launcher must be the same for every competitor in a given class. A glider may release after the towplane gives the signal by rocking the wings. In case of an aborted launch the glider will be launched as soon as possible. While the launch is in progress a person or a vehicle may only enter the take off area after being granted permission to do so by the Chief of Flying Operations.

Launch procedures for motor gliders:

Motor gliders, including gliders with sustainer engines, shall comply with all the requirements for gliders and carry FR's that have an IGC approved MoP function.

Self launched motor gliders shall follow the same general climb out path as the aero towed gliders in their Class and shall shut down their MoP in the designated release area below the maximum release altitude.

Departure gate opening confirmation:

L-shaped sign made of white canvas will be displayed to confirm departure gate opening. Sign will be located 50 m north-west from the higher hangar.

Instructions for real outlanding

A competitor who has landed out shall contact his/her Crew or outlanding office by telephone without delay giving them information as specified on the **outlanding form Appendix 7**. The Crew shall hand the completed outlanding form to the Organizers without delay. Non-compliance may be penalised.

Provision of and requirements for aero tow retrieves:

Aero tow retrieves will be permitted provided the glider has landed on an airfield that is safe to tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight.

Types and definitions of Finish line that will be used:

The finish line is a 380 m long straight line, bearing 012°/192°, located along rails of cable railway to the top of Zar Mountain – Appendix 10. Finish point is situated in the middle of the finish line at **N49°47'06" E019°13'29"**, 715 m AMSL. Northern end of finish line – lower end of platform of the top station of cable railway, position N49°47'12" E019°13'31", altitude 755 m AMSL. Southern end of finish line – first lamp-post below lower station of the ski winch at N49°47'00" E019°13'27", altitude 685m AMSL.

7.6.2 Finishing procedures:

Competitors shall announce their arrival on the finish line frequency of 122,800 MHz when they are 10 km before the finish line on a final glide.

Competitors shall provide the following information:

their contest number and distance to the finish line only:

e.g. "AY" TEN KILOMETERS

Competitors shall only cross the finish line if completing their nominated task. They have to remain on that frequency for the remainder of the flight.

Procedures for crossing of the finish line will be announced at the Briefing. Competitors crossing the finish line should make the ordered circuit and land in the ordered area. Non-compliance will be penalised.

Crossing of the finish line will be controlled by the GNSS FR and visually by the finish line officials.

The finish time shall be interpolated to the nearest second, from the last GNSS fix prior to the finish line and the first fix after the finish line. If the primary and back-up GNSS unit both fail to record the finish, then the manual timing of the finish line crossing shall be used.

Competitors still on task after closure of the finish line will be considered as outlanded at the last valid GNSS fix immediately preceding the closure time.

In case of actual or forecasted significant meteorological phenomena, which may affect safety of flight operations, wind direction and strength will be announced by marshaller on frequency 122,800 MHz.

7.7 Landing procedures:

Landing procedures will be announced at the briefing. The official competition radio frequency (122.800 MHz) will be used for landing as well as for the finish line.

Competitors rejoining the circuit to land shall join downwind.

Competitors shall provide the following information:

- If rejoining the circuit - their contest number, distance to the airfield and their intention to join downwind: e.g. "AX" NINE KILOMETERS, JOINING RIGHT/ LEFT DOWNWIND or BASE LEG
- In case of multiple landings at a time, bearing in mind a limited size of the Zar airfield, it is assumed that the first landing glider will extend its flare and ground roll as far as possible and will land at most eastern side of the landing strip. Consecutive gliders shall land on the left side and below preceding gliders.

- Gliders landing on a airfield free of other gliders are expected to land close to the eastern edge of landing strip and to extend their landing towards the end of the strip. Gliders shall keep straight on their ground roll. Changing of the ground roll direction is approved only for glider landing immediately along eastern edge of landing strip. This direction may be changed according instructions given at the briefing and within designated area only. All pilots shall move their gliders out of landing strip immediately after landing or put their gliders together to free up space for another landing gliders.
- In case of multiple landings at a time, the organisers will be removing the gliders from the landing strip by its own means. The pilots shall cooperate with the drivers in this concern (by attaching the rope and supporting the wing) and follow the organisers instructions in order to vacate the landing strip expeditiously. The gliders will be moved out of the landing strip only, the shortest possible way.
- Gliders which are able to catch a lift after finishing the task shall remain airborne until previously landing gliders are removed from the landing strip. Consecutive landings shall be performed in sequence coordinated with marshaller.

7.8 Handling of the flight documents:

All flight documentation, including GNSS Flight Recorders, and outlanding certificates shall be handed in at the scoring office within 30 minutes of the gliders landing time at the contest site even if the task was cancelled and the competitor didn't make a valid start. In the case of an outlanding the flight documentation must be handed into the competition office immediately when the glider returns to the contest site. The Organizers may also require back-up documentation. This must be delivered to the competition office within 30 minutes of the pilot being notified that the backup GNSS FR is required. Non-compliance may be penalised.

H) PROTESTS

9.2 The value of the protest fee:

The amount of the protest fee shall be 200 PLN.

I) PRIZEGIVING:

1st place – 5000 PLN

2nd place – 3000 PLN

3rd place – 2000 PLN

Appendixes:

Appendix 1 – Registration Form

Appendix 2 – Turning Points List

Appendix 3 – Contest Area Boundary

Appendix 4 – CTR inside Contest Area

Appendix 5 - TMA inside Contest Area

Appendix 6 – Restricted, Prohibited & Dangers Areas inside Contest Area

Appendix 7 – Outlanding Report

Appendix 8 – Airfield Map

Appendix 9 – Trailers Parking Map

Appendix 10 – Aero towing & landing procedures

- END -