

LOCAL PROCEDURES

1. Championships details

1.1. Name of the event:

OSTRÓW GLIDE 2018:

1. 27th Ostrów Glide - Club class
2. 8th Polish Nationals - 15m class

1.2. Location of the Event:

Airfield name	Aeroclub of Ostrów - Michałkow Airfield (EPOM)
Airfield Frequency	122,20 MHz
Airfield Coordinates	51 °42'06"N / 017° 51'03" E
Elevation	142 m AMSL (QNH)
Google Maps	https://goo.gl/maps/CVNBxdjrGUm
Time zone	Europe/Warsaw UTC +2h

1.3. Time Schedule

	Date	Time
Start of Entries submission	01.01.2018	
End of Entries submission	30.03.2018	
Entry fee deadline	30.03.2018	
Registration	24.05.2018	10:00–20:00
Official training	22–24.05.2018	
Opening Briefing	24.05.2018	20:30
Opening Ceremony	24.05.2018	20:30
Contest flying	25.05–02.06.2018	
Reserve day *	03.06.2018	
Official closing ceremony	03.06.2018	10:00

* If there are only 2 valid competition days on the last day of regular contest flying period the reserve day will also be a flying competition day. In this case the closing ceremony and Prize giving will be held as soon as possible after the results are published.

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1.4. Competition officials

Competition Director	Tadeusz Malarczyk
Task Setter	Tomasz Krok
Chief Scorer	Wojciech Batog
Deputy Scorer	Paweł Kaczmarek
Chief of Operations & Logistic	Jacek Wasiak
Chief of Technical Staff	Antoni Kierzkowski
Chief of Administration	Agnieszka Bielska
Referee	Zbigniew Meller

1.5. Address of the organizers

Address	Aeroklub of Ostrow, Michałków Airfield PO BOX126, 63-400 Ostrów Wlkp
Phone / fax	+48 62 735 20 23 (+ fax) +48 601 688 161 (Polish only) +48 533 121 101
E-mail	info@ostrowglide.pl
Website	www.ostrowglide.pl

Bank account (PLN)	IBAN: PL 02 1090 1160 0000 0000 1600 9522
Bank account (EUR)	IBAN: PL 10 1090 1160 0000 0001 1773 9001
BIC (SWIFT CODE):	WBKPPLPP

2. General

2.1. Championship Classes and classifications.

2.1.1. Number of competitors.

The overall number of competitors in all classes is limited to **100**.

2.1.2. Contest will be held in following classes:

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Class	Maximal number of competitors	Required experience
27th Ostrów Glide - club class	50	150 flight hours as PIC on gliders 3000 km of cross country flights
8th Polish Nationals - 15m	50	200 flight hours as PIC on gliders 5000 km of cross country flights

*- Club B is a Polish recreational competition class consisting of club training gliders like Junior, Pirat, Cobra, Puchacz, Astir, etc.

In all classes a single classification will be held. It will contain both Polish and foreign pilots, competing on gliders with handicap index from Annex 1b of the polish rules "II Regulamin Zawodów Szybowcowych."

2.2. Additional safety rules

Direction of circling in thermal is determined by the first glider, which started circling in this thermal.

Vehicle speed limit on the grid is limited to **25 km/h (16 mph)**.

All vehicles entering airfield boundaries should have special identification marks consisting of glider Competition Number, shown in visible way. Pilots have to inform their crew about all rules while maneuvering on the airfield.

2.3. National anti-doping rules

In reasonable cases organizers can perform a test, according to Polish Anti-doping Rules. Every competitor asked by Competition Director has to report himself in specified time and place.

3. Entry and registration procedures

3.1. Entries

Entries will be accepted through website only.

Entries will be accepted until 30.03.2018. If there are still free slots for competitors after that date, entries can still be accepted at the organizers discretion.

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3.2. Registration procedures

During registration it is required to have on hand all the documents listed in paragraph 3.5.4.

Entry form and a statement of compliance regarding competitor and glider complying to the requirements will be presented to the competitor to sign at the competition office. Signing of this document completes registration.

3.2.1. Fees

Entry Fee has to be credited to the organizer's account until 30.03.2018, with all transfer fees covered by the competitor.

3.2.2. Entry fee

Class	Entry fee	Deadline	No refund deadline
Ostrów Glide - club	145 EUR / 600PLN	30.03.2018	30.03.2018
8th Polish Nationals	145 EUR / 600PLN	30.03.2018	30.03.2018

After 30.03.2018 entry fee will be rised to 170 EUR (700 PLN)

NOTE: For Juniors (born in 1992 and later) entry fee is reduced to 125 EUR / 500PLN

3.2.3. Towing fee

Class	Towing fee	Self launch fee
All classes	40 EUR / 160 PLN	10 EUR / 40 PLN

First 4 aerotows have to be paid in advance before registration – either by bank transfer or on site.

3.2.4. Organizers funds together with an entry fee cover:

- preparation of an airfield,
- polygraphy services,
- water for glider's ballast,
- meteo service,

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- Scoring Office costs,
- airfield operation costs,
- telecommunication services,
- Internet access.

3.2.5. Participation costs. Competitor covers following costs:

- - entry fee
- - towing fee (Any unused tow or landing fees will be refunded)
- - start fee for self launching gliders (in case of self launch)
- - transportation of gliders to the grid and after landing,
- - transportation of gliders from outlanding site,
- - accommodation and phone connections costs,
- - aero towing after outlanding – 30,00- PLN per minute of total tow plane flight,
- - maps.

3.2.6. Additional documentation required:

For the pilot:

- valid Pilot License or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered;
- valid FAI Sporting Licence;
- Medical Certificate (valid until the reseve day at least);
- valid Radio Licence.

For the glider:

- - Aircraft certificate of release to service (CRS)
- - Aircraft Radio License;
- - Certificate of Airworthiness or Permit to Fly (ARC);
- - Maintenance Statement (MS)
- - Glider (Flight) Manual and Log Book;
- - Registration Certificate;
- - Third Party Insurance.

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3.2.7. Pilot experience

Mandatory pilot experience level:

Class	Pilot skill requirements
Ostrów Glide - club class	150 flight hours as PIC on gliders 3000 km of cross country flights
8th Polish Nationals - 15m	200 flight hours as PIC on gliders 5000 km of cross country flights

Additional current practice requirements for all pilots

For pilots that have less than 500h cumulative flight hours on gliders it is necessary to perform at least 5 flights of at least 10h cumulative duration in 2018 before the competition

For pilots that have less than 50h cumulative flight hours on gliders in 2017 it is necessary to perform at least 5 flights of at least 10h duration in 2018 before the competition.

3.3. Insurance

Third party insurance, covering the whole contest area, with no exclusion clause for competitions, is the responsibility of the pilot. Documentary proof of insurance shall be provided to the Organizers in Polish or English.

- Third party insurance has to be to the amount of listed below, regarding maximum takeoff mass:
- less than 500 kg – minimum 750.000 SDR;
- 500 kg to 1000 kg – minimum 1.500.000 SDR.

3.4. Qualification procedures.

Order of qualifications for the competition:

1. 8th Polish Nationals – 15m class
2. 27th Ostrów Glide – club class

3.4.1. Polish Nationals - 15m

Pilots allowed to participate in National Championships or National Gliding Contests

1. Medalists of the previous Polish Nationals

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2. Last season 1st place and 2nd place holders of CZS (Polish All-year Gliding Contest)
3. Pilots that scored more than 800 points in the Polish Ranking List
4. Pilots that have a valid Sport License issued by a NAC other than Poland that have no less than 750 points in the IGC ranking list between the 30th September of the previous year and the day of the qualifying deadline.

3.4.2. Qualification procedures

1) Pilots that submitted an entry and paid the entry fee before deadline (as specified at the beginning of bulletin) qualify in the following order:

a) pilots that placed higher on the Polish Ranking List for the previous year – this applies to the first 35 qualifying pilots

b) last season 1st place and 2nd place holders of CZS (Polish All-year Gliding Contest)

c) pilots that placed higher on the IGC ranking list from 1st of march of the current year (Approved and accepted by the Polish Gliding Commission)

2) After deadline pilots that placed lower than 50th place will be assigned the status of “reserve pilots”, their position on the list assigned as for the paragraph a)iii. Pilots that submit an entry after deadline will be assigned “reserve pilot” status, their placing determined by the entry fee submission date in case of equal date criteria from paragraph 1). Will be used. Reserve pilots can qualify if one of the pilots previously qualified resigns from competing.

3) if after deadline competitors limit is not on the day of the qualifying deadline met organizer will accept entries submitted at a later date. Their placing depending on entry fee submission date (in case of the same date qualifying criteria from paragraph 1) will be used.

4) if the current Polish champion in a given class is assigned reserve pilot status he or she qualifies as an extra competitor and is not counted among the 50 competitors limit. It is an individual privilege of the Polish Champion and is not passed on to other pilots in case of his withdrawal

5) if the competitor withdraws before deadline the organizer returns the entry fee in full. If the competitor does not qualify the organizer returns the entry fee in full.

4. Technical requirements

4.1. Mandatory additional equipment

- A Parachute valid for the whole competition period
- Glider's time before overhaul is recommended to be at least 50h

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- Glider tie-down equipment (only if glider will be tied-down);
- GNSSFR certified by IGC no later than **20.05.2018** and PC connection cables and software for own GNSS flight recorders (if applicable)
- FLARM device
- GNSS FR and other electronic equipment should be fixed to glider's structure. Devices should be mounted in the instrument panel, instrument panel cover or canopy in the way not obscuring outside view;

4.2. Instruments that must be removed from the sailplane

- Instruments permitting flight without reference to the ground are not permitted, including but not limited to:
- Bohli, Schanz, KT1, or other gimballed compasses;
- Turn indicators may remain in the glider but must be covered and then sealed by the Scorer)
- Artificial horizon (if it is an integral part of instrument it may be approved by organizers if deactivation is possible and activation is recorded on IGC file (LX9000,8000,8080, Zeus))

4.3. Procedures for checking aircraft mass

Weighing of the glider can take place on the road to the grid.

5. General flying procedures

5.1. Units of measurement

Distances will be expressed in kilometers and meters, altitudes in meters Above Mean Sea Level (AMSL), speed in kilometers per hour (km/h), vertical speed in meters per second (m/s), mass in kilograms (kg) and headings or radials in degree true north.

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL and ft MSL) for that day will be printed on the task sheet.

Local Time (UTC + 2 hours) will be used for all procedures.

5.2. Radio frequencies to be used during the championships.

For the competition the following frequencies will be used:

Flight safety purposes	122,500 MHz
For all airport operations at the contest site	122,200 MHz

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Start Line opening announcements

122,200 MHz

5.3. Safety frequency

In order to increase safety in gaggles, all pilots have to stay tuned to 122,200 MHz whenever within 20 km radius from the Start Point.

Before and during launch, until leaving release area, or within 10 km radius to finish point (on final glide), pilots have to stay on 122,200 MHz.

During ground operations, within airfield boundaries 122,200 MHz shall be monitored.

6. TASKS

6.1. Possible tasks:

- Racing task (RT)
- Assigned Area Task (AAT)

7. Competition procedures

Every day at 08:15 LT, on Official Notifications Board a “Grid order” will be published. Grid Order will specify Grid Time, launch direction and order of classes as well as the number of rows per class. It will also assign competitor to a given row. This assignment will change after each valid competition day. Competitors coming to the grid should refer to a grid row assigned to them. Gliders arriving first at the grid take position furthest from parking areas in assigned row. Further gliders take next available spot until the row is full.

10 min before expected launch Grid Director will announce by radio information about first launch or delay message.

All cars and additional equipment should be removed from the grid to assigned parking area at the latest 10 minutes prior take offs.

7.1. Rules for water ballast dumping on the grid.

No restrictions.

7.2. Airfield Boundary.

Airfield Boundary is defined in Appendix 2 of Local Procedures.

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7.3. Areas, where continuous circling is prohibited or permitted in one direction only

Circling in release area below altitude 942m AMSL (QNH) until the end of the launch period is prohibited.

7.4. Start options to be used and Start geometry.

Start Line – straight 10 km line (with start point in the middle), perpendicular to the first leg (line between the Start Point and the Turning Point or the Center of the First Assigned Area).

7.5. Radio procedures for announcing the start line opening.

Announcing of opening the start line will take place by radio on frequency 122,200 MHz:

As soon as possible after launch of the last glider in the class,

Start line for class will be open in minutes at

5 minutes before the opening of the start line for the class.

Start line for class will be open in 5 minutes at

Just after the opening of the start line for the class.

Start line for class is open now, at

7.6. Altitude and speed limit at start line

Altitude limit procedure „Between opening of start line and your own start time glider should find themselves below specific altitude set at briefing or before first take off”). That limit – if used - will be set at the briefing and published on the task sheet in meters AMSL (QNH).

7.7. Event Marker

Event Marker procedure will be used in 15m class

If event marker is used minimal interval between declared starts is 15 minutes

A start is valid if Event Marker was recorded by the GNSS recorder before crossing of the start line.

Subsequent start is not valid if:

- a) only one start is allowed

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b) Event Marker was not recorded by the GNSS recorder.

If the interval between start is less than the minimal interval the scored time than a penalty is applied:

- scored time is increased by: 10 minutes - time between previous declared start and the next start.

If the interval is less than two minutes then the last start is valid (this is to ensure that the competitor can restart the flight if he is not sure if the previous flight was valid.

If no start using Event marker is recorded then a penalty is applied:

- for first instance - scored flight time is increased by 5 minutes
- for subsequent instances - scored flight time is increased by 10 minutes.

If the last start of the competitor fulfills all the requirements for a valid start yet no EM was used a penalty of 5 minutes will be applied to the scored flight time.

If a recorder with no EM capability is to be used it has to be declared in writing before a competition day - in this case the last valid start will be used.

7.7.1. Start Slots

Start slots may be used.

7.8. Contest Area Boundary

The file with electronic form of the Contest Area Boundary will be on the Organizer's website.

7.9. Outlanding procedures

When landing out the pilot shall - without delay - inform the Outlanding Office passing all the information as in the "Outlanding Form" (delivered to the pilots during opening briefing). This can be done by phone or helper can pass his Outlanding Report to the Outlanding Office before leaving the airfield.

7.10. Procedure for aerotow retrieves

Return on tow is only possible from airports and airfields. After returning you should deliver a filled „Outlanding Report” to the Outlanding Office.

7.11. Finish Option to be used and Finish Geometry

Finish Ring of 3km radius will be used radius from the Finish Point - EPOM Aerodrome Reference Point).

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7.12. Finish Procedure

Pilot's announcement of the arrivals will be done on the airport frequency 122.200 MHz 10km before the center of the Finish Ring. For announcing of arrivals the following phrases shall be used at the place specified at briefing: Competition number, distance to airfield in kilometers.

Pilots crossing Finish Ring shall join landing procedure described on the briefing.

Note: An exception from the required procedures is possible after the approval from the flight director. Crossing the finish line will be controlled via GNSS. The finish time will be interpolated to the nearest second between the last fix before crossing and the first after crossing.

The pilot who will not finish before the finish line closing time will be scored for the distance to the last fix before the finish line closing time.

Wind speed and direction will be announced by the flight director on 122,200 MHz in case of significant changes that might affect the flight safety.

7.13. Landing Procedures

The landing procedure will be announced during the morning briefing.

The frequency 122.200 MHz is mandatory for the landing procedure.

Pilot who hasn't finished the task or for some other reason is planning on landing should enter the downwind position and land on the active (announced in the morning briefing) runway unless the flight director requests a different procedure. Before entering the traffic pattern the pilot should make the following announcements:

Distance from the field

Entry procedure for the traffic pattern

Example: "Alpha Lima inbound ten kilometers, entering right downwind runway 27 right"

First gliders landing should perform a long landing at the edge of the active runway and maintain the landing direction during roll out. The glider landing at the very edge of the runway has the right to change direction to vacate the runway. The direction can be changed only to the side and in the area of the runway which was specified on the briefing. If possible pilots should remove the gliders from the runway as soon as possible to create space for the following traffic.

Note: In case of group-landings the organizer will support removing gliders from active runways. In this case it's pilot's responsibility to cooperate with the driver (hook up the tow

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rope and walk the wing) and follow the instructions to vacate as soon as possible. The glider will be removed outside the landing area (not to the tie downs or other parking position)

8. Flight Documentation

8.1. Flight Recorders

8.1.1. For 15m classes

A Flight Recorder approved by the IGC before 20.05.2018 with a valid calibration certificate must be used. It is recommended to have backup GNSS FR. Backup recorder can be a non IGC-approved unit.

8.1.2. For Club class

A non certified Flight Recorder is allowed as the main recorder. Although a Flight Recorder approved by the IGC before 20.05.2018 with a calibration certificate is strongly recommended. It is also recommended to have backup GNSS FR. Backup recorder can also be a non IGC-approved unit..

8.2. Flight documentation delivery

The pilot has to deliver the Flight Documentation to the Scoring office in maximum of 45 minutes after landing disregarding if the pilot has completed the task, turned back or the task has been canceled. If the pilot is using a non-certified flight recorder accepted by the chief of scoring and will not deliver the flight log in the 45 minutes time window, the documentation will be considered as not valid.

In case of outlanding GNSS FR must be delivered as soon as possible after arrival at Michałków airfield. If pilot is using GNSS FR not certified by IGC and will not deliver it to the scoring office immediately after arrival, recorded flight data will not be valid.

In case that the scoring office requests the backup Flight Recorder, pilot is obligated to deliver it in 60 minutes after being notified. Notifying should be done personally or using mobile phone by the scoring office.

Flight data files downloaded from GNSS FR's must be saved in IGC format to a clearly marked memory card, which will be accepted by the scoring office or delivered via e-mail. Markings should contain contest numbers and competition class designator as minimum.

Pilot is obligated to keep his IGC files until time of official results publication.

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9. Scoring

9.1. Scoring system

1000-Points Scoring System will be used.

9.1.1. Handicaps List.

Handicap indexes from Annex 1b and 1c of the polish rules

“II Regulamin Zawodów Szybowcowych.” will be used

9.1.2. Outlanding penalty.

Not applicable.

10. Protests

The amount of the protest fee.

Protest fee is set to 400 PLN.

11. Prizegiving

Will be announced on opening briefing.

Competition Director

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