

Local procedures

14 March 2017

LX Navigation- Alföldi cup



Competition Information

*LX Navigation- Alföldi International Gliding Championships
28 April - 6 May 2018*

*Szatymaz Airfield (LHST)
Szatymaz, Reptéri út 1.
Elevation: 80 m (262 feet)*

Necessary documents

Technical:

- All documents required for the aircraft to execute flights legally:
radio set certificate, airworthiness certificate, insurance documents,
- Data logger with tape (LX Navigation product preferably ☺ ☺ ☺*)
- USE OF FLARM IS MANDATORY

Crew:

- Valid licence and medicals
- FAI sporting licence
- Personal ID

Technical requirements

- An operating mobile phone on board, switched off when airborne, smart phone use in the air is not allowed.

Unpermitted devices:

- Bohli, Schanz, KT1 compass
- Turn and bank indicator
- Artificial horizon, smart phone applications included

Weighing procedures

Aircraft weight is continuously checked during the entire competition.

Radio frequencies

The following frequencies are used during the competition:

SZATYMAZ INFO (frequency 123.200 MHz): all competition related radio transmission to be made on this frequency

122.700 MHz: chat frequency

Tasks

The following tasks shall be given:

– Assigned Area Task (AAT) Annex A 6.3.2

Competition procedures

Ballast modification on the grid:

Not allowed due to local conditions.

Ballast cannot be released on the grid, filling is also prohibited.

Competition site boundaries:

Competition site is surrounded by the fence, the ditch and the forest.

Rules for motor gliders:

Self-launching planes shall take-off from the runway to be defined later, and shall climb to the altitude designated to the given day in the release area.

FAI logger engine start registration for motor gliders shall be conducted by one of the following methods:

Prior to take-off, when the FAI logger has been switched on, the engine shall be started and run for max. 2 minutes. Then either the engine has to be stopped and take-off by towing, or – if the type is certified to do so and the local procedures allow it – the take-off can be commenced.

In the case of gliders which do not use an engine for take off, prior to crossing the start line – in the event of a competition day – the engine shall be started within 5 minutes from release, and the engine has to be run for at least 2 minutes, and then stopped.

It is sufficient to register the engine sound only once during the competition. If the engine sound recording function of the on-board data logger is not activated, the flight is considered to be invalid, and as such, it is not accepted by the organisers.

Circling

Pilots shall mirror the circling direction of the first glider which reached the thermal.

Start line:

10 km wide start line which is perpendicular to the course leading to the first way point.

Line opening:

Information about LINE OPENING is provided on frequency 123.200 MHz as follows:

- Line shall open at xx hours xx minutes for task A/B/C. This announcement is made when the last glider which was not pushed out has taken off.

- Line shall open in 10 minutes for task A/B/C.
10 minutes prior to line opening

- Line shall open in 5 minutes for task A/B/C.
5 minutes prior to line opening

- Line has been opened for task A/B/C. When the line is being opened.

The line usually opens 20 minutes after the last glider took off, however, it can be extended to 30 minutes due to weather conditions and free grid.

Competition site:

Competition site: To be defined later.

Outlanding:

In case a glider has landed out, the pilot/team captain/ground crew shall inform the Sports Committee about the outlanding by giving co-ordinates and the last completed way point, with 20 minutes after the landing. Should the report fail to arrive by sunset and there is no news about the plane's whereabouts, the Sports Committee shall alert the SAR service. If the information is not provided within 20 minutes, on the first occasion a warning is given, and on the second occasion the individual shall be banned from the airfield by the manager.

Finish

A finish circle of 3 km radius shall be used. The circle is located south of the airfield.

Arrival procedures:

Arrival report shall be given on 123.200 MHz, 10 km before reaching the finish circle. Pilots should switch to this frequency at least 15 km before the finish circle. Message content is concise: ID, 10 km, e.g.: AA 10 km (can be in English or Hungarian).

Arrival procedures shall be outlined in a separate document, and will be announced at the briefing.

Landing:

Landing is only allowed in one direction, in harmony with the prevailing wind direction.

Landings should be as long as possible. All sudden movements during landing are considered dangerous flight except for ground turns with approval received via radio.

Tow backs shall be conducted in designated places. No cars are allowed to cross the

runway. Tow back routes shall be announced at the briefing.

File submission:

Files are exclusively accepted via email or upload to the web page. Competitors shall download their own loggers.

Scoring:

In line with valid rules.

Protests

Protest fee is EUR 200.- which is to be paid when the protest is filed. In case the protest is rejected, the Sports Committee shall withhold the amount.

Gliders can only be stored at the tie-down points or in trailers.

Only those pilots can take off from Szatymaz Airfield who have signed and confirmed that they have read any fully understand airfield rules and procedures, and agree to respect them.