

CHAMPIONSHIP DETAILS

35th FAI WORLD GLIDING CHAMPIONSHIPS

Standard, Club, 15 M Class

Location of the Event

Airfield name	<i>Lotnisko Aeroklubu Ostrowskiego w Michalkowie – EPOM</i>
Airfield Frequency	122,20 MHz
Airfield Coordinates	<i>51 42'06''N / 017 51'03'' E</i>
Elevation	142 m AMSL (QNH)
Google Maps	https://goo.gl/maps/CVNBxdjrGUm
Time zone	UTC +2h

Time Schedule

Preliminary entries due	31 March 2018
Final entries due 3.4.1	31 March 2018
Reserve Pilots Accepted	1 July 2018
Deadline for approval of new GNSS FRs 5.4a	1 July 2018
Airfield closed for training flights	Always Available
Registration period 3.5.1/ 3.5.2	4 – 6 July 2018 from 9:00 – 20:00
Technical inspection period (acceptance check) 4.1.2 b	5 – 6 July 2018
Unofficial training	1 – 3 July 2018
Official training 1.2.3	4 – 6 July 2018
Configuration change closes 4.1.2b	6 July 2018 10:00
First official Team Captains briefing	4 July 2018, 10:00
Opening Ceremony 1.2.3	7 July 2018, 18:00
Contest flying 1.2.3	8 – 21 July 2018
Farewell party	21 July 2018 20:00
Closing Ceremony and Prizegiving 1.2.3	22 July 2018 11:00

Competition Officials

Championship Director	Maciej Całka	+48 533 121 101
Task Setter & Deputy Director	Artur Rutkowski	+48 608 012 006
Championship Manager	Tadeusz Malarczyk	+48 601 688 111
Financial Director	Agnieszka Bielska	+48 504 185 672
Scorer	Wojciech Batog	
Deputy Scorer	Paweł Kaczmarek	
IT and website	Marek Naskręt	
Public relations / sponsors	Karol Skarżyński	+48 793 474 312
Meteo	Meteo Team - IMGW	
Volunteers	Marcin Wojciechowski	+ 48 784 018 783

International Jury

Jury President	Marina Vigorito (ITA)
Jury Member	Juha Silvennoinen (FIN)
Jury Member	Wojciech Ścigała (POL)
Chief Steward	Lasse Virtanen (FIN)
Steward:	Bruno Ramseyer (IRL)

Addresses for Correspondence and Entries

Website

The official Championships website is www.wgc2018.pl

Contact information

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Facebook: www.fb.com/wgc2018pl

B GENERAL

1.1 Additional objectives of the Championships

Additional objectives of this Championships are to:

- promote sport of soaring in Poland
- widen the reach of our annual Ostrow Glide competition to the international pilot community;
- promote the region as a tourist destination

1.3.1 Championship classes

Championships will be held in following classes:

- Standard
- Club
- 15 metre

1.4.2 Additional safety rules

- a) Direction of circling in thermals is determined by the first glider, which started circling in the thermal.
- b) Vehicles speed on the competition site is limited to 25 km/h, except when safety would be compromised.
- c) All vehicles entering landing area of the airfield should bear identification marks consisting of glider Competition Number, shown in a visible way. Pilots have to brief their crew about all rules while maneuvering on the airfield.

- d) The CD will ensure tasks are set to avoid unsafe conditions but Judgments affecting flight safety are the sole responsibility of the pilot in command. This includes (though is not limited to) any decision to fly into weather, over rough terrain or hazardous areas, and the evaluation of the safety of any potential landing site.
- e) Sailplanes and trailers must be tied down when unattended in the parking area.
- f) Safety comments are welcome: Comments are welcome at any time from any contest participant – pilots, crews and others. They can be directed to the Safety Committee, Championships Director, or any competition official. This can also be done anonymous.
- g) Additional safety rules may be given and announced during the briefing. Such safety rules are considered to be part of the Local Procedures.
- h) In participating the Championships all pilots, team captains and crew members commit themselves to fair sportsmanship and to the highest degree of mutual respect. Championship pilots and team members who demonstrate aggressive, abusive or disrespectful behaviour to championships organisers and/or FAI/IGC officials will be sanctioned.

1.4.5.2 Control Point file format

The official format for control point data shall be the See You .cup format. The official control points, including the current revision number and date, are available via a link on the contest website. Other formats may also be published but the official one is .cup

1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit

The forbidden airspace files will be published on the web site in Open Air format. The airspace may be published in other formats, but the official format is Open Air format.

C NATIONAL TEAMS

3.4.2 Entry fee.

Entry fee: 890 EUR

On-line registration is available for every competitor on the Championships website www.wgc2018.pl at Entries section.

However please note that Team Captain **have to send official entry form** with NAC acceptance (available on the Championships website – download section) with entry fee payment confirmation by e-mail or regular mail - if using the regular mail please send an additional email with fee payment confirmation.

Each Pilot and Team Captain will be accepted only when official entry form has been filled correctly, signed and delivered until **31st March 2018**. The date the fee is credited to the account will be the entrant's official registration date. This status will be clearly indicated next to the pilot name on the entry list.

Pilot qualification and selection to the competition is according to Annex A Part 3 and Appendix 1.

3.4.3 a. Number of allowable entries per NAC

Each NAC can enter two pilots per class.

3.4.3 b. Total number of allowable entries and number of entries per class.

Overall number of competitors is limited to 140. Number of competitors in each class is limited to 50. In case when the limits are not reached organizer may extend date of final entries. A substitute pilot can replace a nominated pilot in the case of a withdrawal, provided that the entry fee for the officially entered pilot has been received.

3.5.4 a. Additional documentation required

- I. As stated by FAI:
 - I. For all Team Members:
 - I.a) Documentary proof of personal insurance (in English or Polish languages), or medical insurance cards;
 - I.b) Citizens of the countries for which visas are required to enter Poland must obtain them by their own in due time. If invitations are needed, organizers will provide such documents;
 - I.c) For team members (including helpers) younger than 18 years: legal guardian's approval to attend the glider championships and indication of an adult team member responsible for the minor.
 - II. For the pilot:
 - II.a) Proof of nationality or certificate of residence (FAI General Section 3.7);
 - II.b) Valid Pilot License or equivalent document valid for the country in which the pilot's glider is registered and proof of qualification regarding hours and badges;
 - II.c) Valid aeromedical certificate;
 - II.d) FAI Sporting License valid for the year of the event;
 - II.e) A Therapeutic Use Exemption (TUE) (if applicable).
 - III. For the sailplane:
 - III.a) Valid Certificate of Airworthiness or Permit to Fly;
 - III.b) Third party insurance certificate for the sailplane;
 - III.c) Valid and updated weight and balance record with instrumentation as installed for WGC.
 - III.d) Flight Recorders: (Annex A, 5.4):
 - III.e) A valid calibration certificate (calibrated within the previous 5 years) must be provided for each FR.

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

- a) Contest area map (will be provided by Organizers).
- b) Pilot is responsible for carrying on board any documents required by the law of glider's country of registration or by Chicago convention whichever is more demanding. The organizer will require following documents to be carried on board the sailplane.
- c) Pilot license or equivalent document;
- d) Pilot personal ID or passport;
- e) Certificate of Airworthiness or Permit to Fly;
- f) Airworthiness Review Certificate (ARC);
- g) Aircraft Radio License;
- h) Registration Certificate;
- i) Glider flight manual;
- j) Third Party Insurance (C/VI);
- k) Any other document required by law of glider's country of registration or by aircraft operator.

3.6.1 Third party insurance cover.

1. For the glider:
 - a) Third party insurance, covering the whole contest area, with no exclusion clause for competitions, is the responsibility of the pilot;
 - b) Proof of insurance shall be provided to the Organisers in Polish or English;
 - c) Third party insurance has to be to the amount listed below, with respect to maximum take off mass (MTOM):
 - c.1. less than 500 kg – minimum 750.000 SDR;
 - c.2. 500 kg to 1000 kg – minimum 1.500.000 SDR.

* Note: SDR means “Special Drawing Right” as defined by the International Monetary Fund. To view the current conversion rates from SDR’s to other currencies see: www.imf.org. Documentary proof of insurance shall be made available to the Organizer in Polish or English languages.
2. Personal Medical insurance:
 - o Personal medical insurance is required for all pilots and crews, covering accidents and sickness, including any costs of hospitalization and repatriation to the team member’s home country.

NOTE: Pilots should ensure in particular that their insurance covers accidents and injuries sustained whilst gliding and in competition.

D TECHNICAL REQUIREMENTS

4.1.1 c,d. Additional equipment, markings.

1. Mandatory additional equipment:
 - a) Glider tie-down equipment (only if glider will be tied-down);
 - b) Audio variometer in glider;
 - c) PC connection cables and software for own GNSS flight recorders;
 - d) Team Captain’s and Pilot cellular phone.

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;
 - e) FLARM

Pilots must have their flarm registered on the OGN with the name and contest number being the same as the pilot and CN in the championships. Pilots must not turn off or in any other way restrict the performance of their flarm.
2. Glider maintenance recommendations

It is suggested to have at least 50 hours remaining to next glider maintenance.
3. High visibility marking requirements

High visibility marking are not required but highly recommended
4. Carriage of GNSS data transmitters for public displays

Carriage of GNSS data transmitters for public displays may be required.
5. Carriage of mini video recorders for promotion purposes. Carriage of up to two mini video recorders for promotion purposes may be required. Place of installation will be consulted with the pilot so the cameras would not cause any inconvenience.

4.1.2 b. Instruments that must be removed from the sailplane.

1. Instruments permitting flight without reference to the ground are not permitted, including but not limited to:
 - a) Bohli, Schanz, KT1, or other gimbaled compasses;
 - b) Turn indicator;
2. Artificial horizon (only if is an integral part of instrument may be approved if deactivation is available and activation is recorded on IGC file (LX9000,8000,8080, Zeus) – will be specified at the 1st briefing);

3. Using any instrument during flight to enable cloud flying will be considered cheating, with the penalty of disqualification. Pilots must sign the declaration that states that they will disable any devices that enable cloud flying and will not use other devices for cloud flying.
- 4.2.2 Procedures for checking aircraft mass.
1. Scrutineering (initial weighing and glider/equipment check) will take place at an announced time and location.
 2. Scales for daily weighing will be located as shown on the Weighing Location Diagram published on official board and on the website.

E GENERAL FLYING PROCEDURES

5.2 Units of measurement

Unless stated otherwise:

- a) distances will be expressed in kilometers,
- b) heights in meters Above Ground Level (AGL),
- c) altitudes in meters Above Mean Sea Level (AMSL),
- d) speed in kilometers per hour (km/h),
- e) vertical speed in meters per second (m/s),
- f) mass in kilograms (kg),
- g) headings or radials in degree true north,
- h) time will be described as a Local time (LT) - UTC + 2 hours.

5.3.1 a. Radio communication required for contact with Air Traffic Services
Usually not applicable. If so would be stated at daily briefing.

5.3.1 c. Radio frequencies to be used during the Championships.

For the championships, the following frequencies will be used:

- 122.20 MHz - Main Contest frequency - Call sign "Ostrów Radio" - Main frequency for ALL CLASSES (for all airport operations at the contest site including marshalling, launch, finish, landing, return to tie down).
- 122.70 MHz - Alternate frequency (for advising start gate opening, official announcements and for gaggle safety).
- Class Frequencies. One frequency for each class (5.3.1.b). Voice transmissions may only be made on frequencies prescribed by the organizers.

F COMPETITION PROCEDURES

7.1 e. Requirements for discharging water ballast on the grid.

No restrictions.

7.2.2 Contest site boundaries.

The contest site boundaries are the airfield boundaries. Maps will be available on the competition web page.

7.3.2 Launch procedures for motorgliders.

Launch pattern and drop zones will be published on the competition web page as an Annex to these local procedures.

All motorgliders must follow a path that enables them to stop their engine at the specified height within the nominated drop zone. Penalties may be applied in the order of 25 points per Km outside of the drop zone, at the discretion of the Championship Director.

7.3.2a Maximum altitude of climb after self launch.

Motorgliders, after self-launching, must stop their MoP not higher than 600m AGL, in the release area of the appropriate class or immediately descend to this height within the release area.

7.3.2b Inflight procedures for motorgliders

In the event that a motorglider cannot remain airborne after a launch or self-launch, pilots must land at the home airfield without the use of power and then re-launch in the sequence of the CD's auxiliary relight list.

7.3.3 Release Areas and Release Heights

Tows will be done to 600 m (2000 ft) AGL, to the area designated by the CD and described at the daily briefing.

Towplanes will monitor the official contest frequency (122.20 MHz). Radio calls should not normally be necessary, and unnecessary calls should be avoided; should you need to call your towplane, be sure to use its individual call sign (which will be visible to a glider pilot on tow). Tow Speed will be 130 kph (80 mph). At glider release, the towplane should turn left and the glider should turn right.

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

Circling in release area below altitude 850m AMSL (QNH) until the end of the launch period is prohibited.

7.4 STARTING

7.4.1 Definitions

Start Point - is the midpoint of the Start Line or center of the Start Ring.

Designated Start - is the use of a set of possible start times, beginning with the original time of opening of the Start (see 7.4.5a), and including additional times at regular intervals thereafter.

Start Time - is either: the time the competitor crosses the Start Line, interpolated to the nearest second, or if the Designated Start option is in effect, the Designated Start time immediately before the time the competitor crosses the Start Line.

A competitor's start time for scoring purposes will be the beginning of the 10-minute start interval in which he starts. For example, pilot A starts at 12:41:02 and pilot B starts at 12:47:45. Both pilot A and Pilot B are scored as starting at 12:40:00. Pilot C starts at 12:53:15 and is scored as starting at 12:50:00.

There will be a 30 second buffer immediately before the Start Interval boundary. A pilot starting in the 30 second buffer period will be scored as if he started at his actual start time. For example, Pilot D starts at 12:39:29, Pilot E starts at 12:39:31 and Pilot F starts at 12:40:09. Pilot D is scored as starting at 12:30:00, Pilot E is scored as starting at 12:39:31 and Pilot F is scored as starting at 12:40:00

7.4.2 Start Options

Start option will be announced at briefing. If designated start is used then Start Interval times are published on the Task Sheet.

7.4.3 Start geometry to be used

The Start Option for the championships is a **Start Line**. A straight line, perpendicular to the track to the first Turn Point or to the center of the first area. Length of the line will be 10 km.

7.4.5 a. Radio procedures for announcing the start

Opening of the start line will be announced by radio on 122,700 MHz

- A. **Start line for class will be open in minutes at** . - As soon as possible after launch of the last glider in the class,
- B. **Start line for class will be open in 5 minutes at** . -5 minutes before the opening of the start line for the class.
- C. **Start line for class is open now, at** - Just after the opening of the start line for the class.
- D. **The start for class is delayed for (number) minutes** – As soon as possible but earlier than the 5-minute warning of the gate being opened.
- E. **The start for class is cancelled** - As soon as possible after the cancellation of the Day.

In case of any difficulties with the transmission of announcements (e.g. frequency jam) any particular announcement may be repeated and time remaining should be adjusted to reflect actual time.

7.6.1a. Instructions pertaining to real outlandings

A competitor who has landed out shall contact his/her team captain without delay, giving them information as specified on the outlanding form.

- Pilots and Team Captains will be given a link to the Lowcrop outlanding system and pilots or Team Captains shall report outlanding using this program.
- If the Lowcrop outlanding does not function properly
 - The team captain shall hand the completed outlanding form to the Organizers (Information office) without delay.
 - The team captain may report via SMS messages in format specified before first contest day.

Non-compliance may be penalised as per SC3a 8.7.

7.6.3 Provision of and requirements for aero tow retrieves

Return on tow is possible from airports and airfields only. After returning pilot should file filled „Outlanding Report” to Outlanding Office. Only towplanes affiliated with the contest may perform such retrieves. Aero retrieves are available by arrangement with the Outlanding Office and are provided on first-come, first-serve basis. Priority is based on the time the Outlanding Office is notified. There must be ample time to complete the retrieve prior to sunset. Cost will be based on a published charge that depends on tach time. Tow pilots have the right to refuse a retrieve. A pilot who supplies incorrect information is responsible for any extra flying that becomes necessary. The pilot should have his glider in place and ready for launch when the towplane arrives. The pilot is responsible for arranging a wing runner if necessary.

7.7.2 Finish geometry to be used

The finish will be a Finish Ring of Radius 3 km or as specified at briefing.

7.7.2 a. Minimum altitude for the finish ring

The minimum height for crossing the finish ring is 100m AGL or as specified at briefing.

7.7.4 a. Finish procedures

1. Competitor shall announce his arrival 10km before the center of the Finish Ring on 122.200 MHz. It won't be acknowledged by Ostrów Radio.
2. Pilots crossing Finish Ring shall execute landing procedure described at the briefing.

Note: An exception from the required procedures may be approved by the Flight Director. Crossing of the finish ring will be confirmed by means of GNSS. The finish time will be interpolated to the nearest second between the last fix before crossing and the first after crossing.

In case of significant changes that might affect the flight safety wind speed and direction will be announced by the Flight Director on 122,200 MHz as well as other safety critical information.

7.8.1 Landing procedures

Landing procedure for the day will be announced during the 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 to land should join the downwind position and land on the active (announced on the briefing) runway unless the Flight Director orders a different procedure.

Before entering the traffic pattern the pilot should make the following announcements:

1. Distance from the airfield
2. Entry procedure for the traffic pattern (Example: "AL five kilometers inbound, joining right downwind runway 29 right.)

All landing gliders should land as long as possible and keep close to the edge of the active runway and also maintain the landing direction. The glider landing at the very edge of the runway has the right to change direction to vacate the runway (not to the tie downs or other parking position). Gliders should be removed from the runway as soon as possible to make space for the following traffic. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

Note: In case of group-landings the organiser will help to remove the gliders from active runways. In this case it's pilot's responsibility to cooperate with the driver (hook up the tow rope and walk the wing) and follow the instructions to vacate the runway as soon as possible.

7.9 Handling of flight documentation

During the training period, each competitor shall submit at least one valid flight log of each FR to the scoring system (*The proof of MoP detection must be done at least once for each FR to be used, according to Annex A*).

All flight documentation, including FR logs, shall be submitted after landing at the airfield within 60 minutes. Back-up documentation shall be handed in within 60 minutes after the pilot was notified. Non-compliance may be penalized according to Annex A

Competitors are expected to download their FRs themselves and deliver the IGC file in secure mode via online check –in.

A valid FR log must be submitted for each flight flown on each day flown, including official training days. Failure to submit a FR log may incur a penalty. If a flight log is not submitted for a flight it will be presumed that the glider infringed legal airspace and the appropriate penalty will be applied.

G SCORING

The scoring system for the championships will be:

- 1000-Points Scoring System.
- SeeYou ver. 8 (or higher) will be the official scoring software.

H PROTESTS

9.2.3 The amount of the protest fee

Protest fee is set to 250 EUR

I PRIZEGIVING

10.2.1 Requirements for flags, discs and tapes

Team Captains must supply two national flags of 1.2m X 1.8m size and digital recording of their National Anthem.

10.2.3 Additional team awards

The Team Cup will awarded and scored according the rules in the SC3a 8.5.