

19.06. – 02.07.2021

Slovak
Gliding
Championship

Nitra 2021



Bulletin 1

LOCAL RULES

Competition name:

64. Majstrovstvá SR v bezmotorovom lietaní 2021 (64th Slovak gliding championship 2021)
Majstrovstvá SR v bezmotorovom lietaní juniorov 2021 (Slovak junior gliding championship 2021)

Location:

Airport: Nitra (ICAO code LZNI)
Latitude: 48° 16' 45.93" N
Longitude: 18° 07' 57.57" E
Altitude: 135m (443 ft)
Runway: 33 R / 15 L 1080 m X 50 m grass
33 L / 15 R 1080 m X 100 m grass
Frequency: 123,405 MHz

Time schedule:

Final entries closed: 19.06.2021
Opening briefing: 20.06.2021 o 10:00 (Sunday)
Competition flying: 20.06.2021 – 02.07.2021
Closing and prize giving: 03.07.2021
Reserve day: 03.07.2021

Competition officials:

Competition director: Miloš Ťapušík
Head of air operations: Dominik Jančík
Scorer: Igor Zverko
Task setters: Dominik Jančík, Miloš Ťapušík
Meteorologist: Ivan Chlebovec
Administrators: Radoslav Čagala, Jozef Dúć
President of the Jury: Will be chosen at opening briefing
Members of the Jury: Will be chosen at opening briefing

The organizer:

SNA gen. M. R. Štefánika Aeroklub Nitra

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1. GENERAL PART

1.1. The objectives of the competition

- a) Based on the overall results to determine the Slovak republic gliding champions in club, 15m and combi class for 2021, and Slovak Republic junior gliding champion for 2021;
- b) To gain competition experience to glider pilots;
- c) To promote gliding.

1.2. General requirements

The competition will be scored in accordance with the FAI sporting code, main body and section 3 (gliders and motor gliders) and according to Appendix A to the FAI sporting code of section 3. Rules not specified in these local rules are governed by the relevant rules in Appendix A.

1.3. Competition classes

64th Slovak gliding championship 2021 and Slovak junior gliding championship 2021 will be held in the following classes:

- **Club class** – The recent version of SNA INDEX LIST will be used. For sailplanes with index less than 96, will be assigned index 96.
The use of water ballast in this class is prohibited;
- **15m class** - The recent version of SNA INDEX LIST SNA will be used;
- **Combi class** - The recent version of SNA INDEX LIST SNA will be used.

Motor gliders will be admitted to competition under normally required conditions by FAI sporting code.

1.4. Safety rules

The GNSS flight recorder and other electronic devices must be located in the sailplane in such a way, that visibility from the sailplane is not restricted. In the event of a serious accident, the competitor who notices or detects any accident must immediately inform the competition director directly or through other competitors and take steps to help rescue concerned person. If the accident requires a rescue operation for one or more competitors, the competition director may, upon finding this cancel the daily task by radio. All other rules of safe flying will be defined at the competition day briefing.

According to the decision of the Transport Authority, all competition participants must have a functional on-board anti-collision system (FLARM) on board to display close flight operations.

1.5. National doping control requirements

Random doping tests may be performed in accordance with the FAI anti-doping rules at the end of the competition task. Alcohol and other psychoactive substances can be monitored continuously.

2. REQUIREMENTS

2.1. Competing pilot's minimums

- Holder of a valid SPL license;
- Holder of the FAI silver badge and at least one participation in gliding competition;
- Minimum flight time of 100 PIC hours in sailplanes;
- Know, understand, and abide by the FAI Sporting Codes and the Rules and Procedures issued for the event.

2.2. Entry fee

Entry fee for the competition sailplane is 170,- EUR when paying by bank transfer to the organizer's account which includes all operational costs during the competition except for aero-tows. When paying by cash the entry fee for the competition sailplane is 190 – EUR.

The full entry fee must be transferred to the bellow account:

Bank:	Slovenská sporiteľňa
Account number:	5154293267/0900
IBAN:	SK1109000000005154293267
Variable symbol:	Date of payment
Constant Symbol:	0308
Message for the recipient:	Pilot's name and surname

Entry fee is payable until 18.06.2021 to the bank account of the organizer, or in agreement with the organizer by cash upon competitors registration.

To minimize physical contact, the organizer recommends paying the entry fee and relevant fee for aero-tows by transfer to account. In case of notification of non-participation by 19.06.2021 20:00, Fees will be refunded in full amount.

2.3. Aero-tows

Price for a competition take-off to 600m AGL:

Club class	33,- EUR
Combi class	37,- EUR
15m class	37,- EUR
Self-launch	7,- EUR

The organizer requires payment of five aero-tows no later than at competitors registration on 19.06.2021. This deposit fee, if unused, will be refunded in full amount.

The organizer will help with the organization of aero-tows for out-landed competitors from other airport or field. Price of the aero-tow shall be done individually by agreement between tow pilot and pilot of out-landed sailplane.

2.4. Accommodation and meals

Accommodation fee:

Camping fee:	7,- EUR/pilot/ per night; 3,- EUR/every other person/ per night
Bungalows (maximum 5 persons):	40,- EUR / whole bungalow / per night

Meals: Due to the pandemic COVID-19 situation, the organizer will not provide any meals for competitors. Some packed snacks shall be available to purchase at the airport bar. The organizer upon request can provide contacts for catering services with deliveries in Nitra.

2.5. Number of entries and validity of championships

The minimum number of competition sailplanes to declare a competition class is six. The maximum number of competition sailplanes in class is not specified. The number of competition sailplanes during competition is limited to a maximum of 130.

In case of registration of a larger number of competitors than the total limited number for all competition classes, the organizer reserves the right to select those entered according to following rules:

1. Date of entry fee payment;
2. SNA member and total sailplane flight hours and km distances flown;
3. National team members.

The minimum scored competition tasks for a given class during competition period is four.

2.6. Hangar capacity

The organizer will provide limited capacity in hangar preferably for VSO-10 gliders.

2.7. Required documentation

Pilot

1. Valid identification card;
2. Proof of health insurance (except for citizens of the Slovak Republic);
3. Valid pilot license or equivalent document;
4. Valid medical certificate;
5. Valid radio operator licence;
6. Flight log or flight data sufficient to demonstrate compliance with the requirements for the privileges of the licence;
7. Current and suitable charts for planned flight area.

Sailplane

1. The certificate of registration;
2. The certificate of airworthiness, including the annexes;
3. Aircraft flight manual;
4. Aircraft logbook or the document replacing it;
5. The aircraft radio licence;
6. The third party liability insurance certificate;
7. Current and suitable charts for planned flight area;
8. Competition flight task.

The competitor is fully responsible for all personal documentation of the pilot and documentation of the sailplane. The organizer is not responsible for incorrectly stated or invalid data in the personal documentation of the pilot or sailplane and in no case is responsible for any consequences caused by such a deficiency.

3. TECHNICAL REQUIREMENTS

3.1. Mandatory equipment

3.1.1. During the competition, the glider must be equipped with following equipment:

- homologated GNSS flight recorder (FR);
- anchoring means;
- FLARM.

3.1.2. Devices to be removed from sailplane:

- Gyro devices or other devices enabling flying without a visual reference of the ground (eg. Bohli or Schanz compass);
- Other prohibited devices, if any, will be specified at the opening briefing.

3.1.3. GNSS data transmitters for public display during competition flights will be not used.

3.2. Competition numbers

The rules concerning the visibility of competition numbers will be observed. If two competition numbers are identical or easily to be confused the competitors which registration acceptance occurs later will be required to change his competition number.

The organizer will not require sailplanes to be marked for better visibility, but such marking is recommended.

3.3. Flight documentation

Documentation will be done by IGC approved GNSS FRs only.

This applies to both primary and secondary flight recorders. Please note that valid GNSS FR calibration certificate not older than 5 years for primary and secondary GNSS FRs may be required.

3.4. Procedures for checking of sailplanes mass

Procedures for checking of sailplane mass may be applied at any time during competition. Each competitor is obliged to fly his sailplane within the scope of his flight performance limits. The use of water ballast is prohibited in club class.

4. GENERAL FLIGHT PROCEDURES

4.1. Radio frequencies to be used during the competition

4.1.1. The following frequency will be used in the competition:

- FREQ 123.405 MHz, call sign „NITRA TRAFFIC“ for communication and flight control at the airport.

4.1.2. Frequencies designed for flight safety:

- FREQ 123.405 MHz, call sign „NITRA TRAFFIC “;
- International emergency frequency 121.500 MHz.

5. FLIGHT TASKS

5.1. Types of declared flight tasks

The following types of tasks will be used during the competition:

- Racing Task
- Assigned Area Task (AAT)

6. COMPETITION PROCEDURES

6.1. Standard grid layout

The principle of free grid layout will be implemented. The grid for each class will be built from backwards beginning at the marks specified by the organizer.

Sailplanes behind the marks are losing one competition take-off for day. The grid opens at 8:00 (unless otherwise specified by the organizer). The classes order on the grid will be determined by the organizer in time before grid opens.

6.2. Requirements for discharge of water ballast at the grid

The water ballast shall not be discharged at the grid. Discharge of a water ballast at the grid will be penalized.

6.3. Competition site boundary

The competition site boundary is the area of the LZNI airport, including its threshold. The competition site boundary is an area for sailplanes to land and it is still allowed to take off again for a flight task.

6.4. Launch (Take-off) procedure

6.4.1. Motorized glider

Take-off of motorized sailplanes will take a place in the same way as aero-tow take-offs, defined at briefing. Motorized sailplanes that have taken-off with aero-tow shall start their engine after being released from aero-tow no later than 5 minutes for a maximum of 2 minutes at least once before the first competition take-off, to confirm the recording of the MoP FR.

6.4.2. Release area

Thermalling in the release area and below release altitude is prohibited. Pilots returning for another start of the task at the time of mass take-offs must also respect this rule.

6.5. Starting procedures

6.5.1. Types of start

Start line – A straight line of specified length, perpendicular to the course to the first turn point or centre of the first assigned area of the task.

6.5.2. Radio procedures for announcing the start

The opening of the start line will be announced on the competition frequency 123.405 MHz using the following phrases (repeated once):

- *START LINE FOR (Club/15m/Combi) CLASS WILL BE OPEN AT (HH:MM)*
 - The announcement will be made as soon as possible after take-off of the last sailplane in relevant class.

- *START LINE FOR (Club/15m/Combi) CLASS WILL OPEN IN 20 MINUTES*
 - The announcement will be made 20 minutes before opening of the start line for relevant class.
- *START LINE FOR (Club/15m/Combi) CLASS WILL OPEN IN 10 MINUTES*
 - The announcement will be made 10 minutes before opening of the start line for relevant class.
- *START LINE FOR (Club/15m/Combi) CLASS WILL OPEN IN 5 MINUTES*
 - The announcement will be made 5 minutes before opening of the start line for relevant class.
- *START LINE FOR (Club/15m/Combi) CLASS IS NOW OPEN.*
 - The announcement will be made at the start line open time for relevant class.
- *START LINE FOR (Club/15m/Combi) CLASS IS CANCELLED*
 - The announcement will be made as soon as the start line is cancelled.

If a maximum departure height is set during the departure, this will be reported together with the start line announcement with the phrase:

- *MAXIMUM START ALTITUDE IS (QNH in meters)*

6.5.3. Requirement for time interval between start

The organizer does not set time interval between two separate starts of a sailplane during competition.

6.6. Competition Area

Boundaries of the competition area is the internal space bounded by the envelope of coordinates, which will be published together in the airspace file. For pilots who fly out of this area, the cross point of these boundaries will be taken as out-landing.

6.7. Instructions for real out-landings

If the competitor out-landed in different place than airport (Competition site boundary), the pilot /crew will contact the organizer at the telephone numbers designated at the task sheet and briefing as soon as possible or before the transport crew leaves the airport. The place of out-landing, the method of retrieve, or other requirements must be reported to the organizer.

6.8. Finish

Following task finish procedures will be applied:

- Finish ring with a radius of 3 km around LZNI 48°16'45.93" N 018°07'57.57" E without restrictions of maximum or minimum altitude.

6.9. Finish procedures

Competitors must make a radio call on the competition frequency 123,405 MHz at 10 km from the airport and 3km using competition number, distance from airport and landing procedure (direct landing or circuits). The circuit procedure will be defined at the briefing.

6.10. Landing procedures

Landing frequency is the same as finish frequency 123.405 MHz (competition number „NITRA TRAFFIC“). The organizer at landing frequency will coordinate direct landings. Everyone shall keep in mind that there can be several other sailplanes landing behind at the same time.

Sailplanes arrived at the airport first shall proceed long landing, and others shall keep a safe distance in landing pattern. Any direction changes in direct landing or taxiing during landing is strictly prohibited and will be considered as a dangerous flying with consequent penalty.

Landing instructions for glider landing from circuit will be defined at the briefing.

6.11. Heading of flight document

The competitors are obliged to hand over the flight record as soon as possible (maximum 60 minutes) after landing. The organizer accepts the following method of submitting the flight record file:

- Upload – Instructions will be announced at opening briefing.

Competitors must submit a record showing all flights of the day. The data in the FR, in which the flight records of the given competition day are stored, must not be deleted until the scoring process of the flight day is completed by the organizer.

7. SCORING

7.1. Scoring system

1000 points scoring system will be used during competition.

7.2. Team Cup Scoring

Team Cup scoring will not be scored

7.3. Penalties for out-landing

Penalties for out-landing – distance reduction for scoring in speed tasks will not be used. The coefficient $M=0$ will be used.

8. COMPLAINS AND PROTESTS

8.1. The amount of protest fee

The value of protest fee is 30,- EUR.

9. TRAINING

If interested in training at the site, coordinate arrival with the organizer in advance.

10. CONCLUSION

This bulletin will be continuously supplemented and published on the official website of PMSR 2021 <http://pmsr.sk/>.