
# Local Procedures

## E2GLIDE the new dimension in gliding

28. August – 5. September 2020

Flugplatz Großrückerswalde, Deutschland

# A. Organisers

**Fliegerclub Großrückerswalde e.V.**
**PSF 65**
**09496 Marienberg**

| | |
|---|---|
| **Competition Director:** | Uwe Beger |
| **Sports Director and Task Setter:** | Markus Uhlig |
| **Scoring:** | Ekkehard Straube |
| **Flight Operations:** | Lutz Kern |

# B. Time Schedule

### Time Schedule

| | |
|---|---|
| Arrival and training: | until 28.08.2020 |
| Scrutineering: | 27.08.2020 10 am to 6 pm and 28.08.2020 9 am to 4 pm |
| Opening briefing: | 28.08.2020, 6 pm |
| first day of scoring: | 29.08.2020 |
| Celebration for the middle of the competition: | 01.09.2020 |
| open discussion round for decentralized scoring concepts with electric gliders: | 03.09.2020, 8.30 pm |
| last day of scoring: | 5.9.2020 |
| Final evening and award ceremony: | 5.9.2020 |
| Departure: | 6.9.2020 |

### Daily Time Schedule

| | |
|---|---|
| Breakfast | from 8 am |
| Gridding | until 11 am |
| Briefing | at 11 am |
| First launch around | 12 am |
| Preliminary award ceremony | 15 minutes after landing from place 3 |
| Dinner | from 7 pm |

# C. Documents

The following documents must be submitted for registration:

**Pilot**

- Valid and active Gliding License
- Valid Medical

**Sailplane**

- ARC
- third party responsibility insurance
- list of equipment and valid weighing report

# D. Technical requirements

### Method of determining energy used and calibration of energy logger

There are 3 possibilities for determining the energy consumed:

The best and preferred option is to use a FES bridge from LX NAV. This bridge writes information about speed, voltage and current into the IGC file. From this the consumed energy can be determined directly.

The second possibility is a MOP2 sensor. This sensor records only the current and uses the voltage set in LX. The determination of the consumed energy is a bit less accurate, but it also works in a direct way.

As last possibility the ENL can be used. In this case the maximum current is assumed for each time with an active ENL and the energy consumed is calculated.

It is strongly recommended to use a FES bridge from LX NAV or a MOP2 sensor for the competition. The pilots can find out the installed systems themselves by reading an IGC file in SeeYou. If the information about speed, voltage and current is available in the file, the FES bridge is installed. If there is only information about the current, a MOP2 sensor is installed. If no values are displayed, it is recommended to install a FES Bridge until the start of the competition, because the energy determination via ENL can cause big energetic disadvantages.

In order to test the proper function of the loggers, a test of the loggers is carried out in a one-minute standing run with a current measurement clamp for scrutineering purposes.

## Scrutineering: location and schedule

Scrutineering and registration are possible on Thursday, 27.8.2020 from 10 am and on Friday, 28.08.2020 until 4 pm. The location for the Scrutineering is right next to the briefing hall.

## List of instruments that must be removed

All instruments that enable instrument and cloud flying must be removed or sealed before the competition.

## Requirement for High visibility markings

There are no special requirements with regard to special markings.

## Procedure for checking aircraft mass

For scrutineering a reference mass is determined in tow-out configuration. This reference mass is checked daily on each aircraft before the grid. There is a tolerance of 10kg. A further exceeding of the mass is punished according to the penalty catalogue.

## FLARM

The use of FLARM is mandatory for all participants.

# E. Scoring

### Used Indexlist for Distance Handicap and maximum wingload

The DAeC's DMSt Index List 2020 is used for the competition:
https://www.daec.de/fileadmin/user_upload/DMSt-WO_2020__final_.pdf

The wing loading is limited to 45kg / $m^2$ for all aircraft types.

Gliders that cannot meet the limit due to technical reasons get an additional penalty index of 0.4 for each kilogram of wing load.

### Handling of IGC files in electronic form

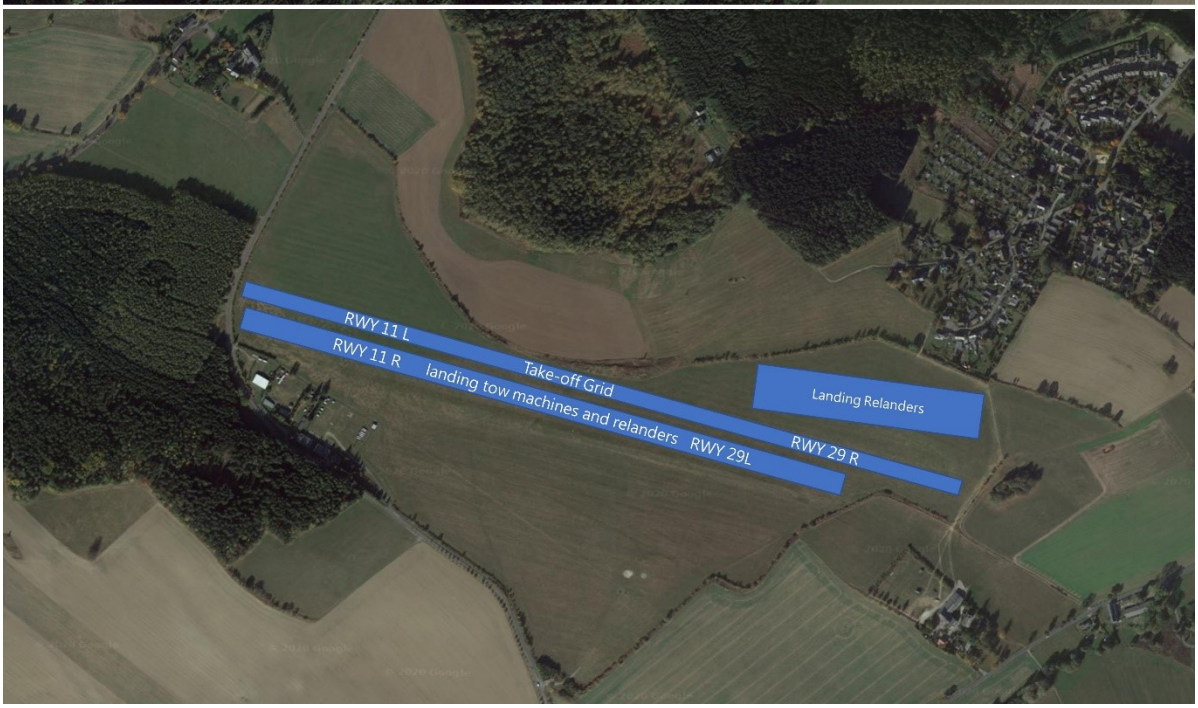
The files have to be uploaded on the internet as soon as possible after landing. The link to the upload window will be announced at the opening briefing.

### Delay for handling of flight documents

The upload must be done within 30 minutes after landing. Repeated violations after the first warning will be treated with a time penalty of 30s.

# F. General Flying Procedure

## Map of the airfield

### Units of measurement

A metric system is used in the competition:
Distances and heights: meters and kilometers
Pressure: hectopascals
Speeds: kilometers per hour

### Single Frequency to be used

The entire competition takes place on the airfield frequency 118,585 Mhz. Team flying on a secret frequency is prohibited. All participants are obliged to remain on standby at the airport frequency for the entire duration of the competition.

### Carriage of tracking units

No external tracking system is used. All participating aircraft must use a Flarm, which must remain switched on during the entire competitive flight. The use of stealth mode is prohibited.

# G. Gridding

### Organisation of the grid

The grid is built with 3 planes next to each other, extending the runway. Helpers are on site to set up and will instruct the aircraft in the correct position.

The grid position is randomly determined before the first day of the competition and then moved forward by one row for each competition day flown.

### Requirements for discharging of water ballasts on the grid

The water can be drained off in the grid.

# H. Launch procedure

### Procedure for motor gliders if they are accepted

Self-launching gliders may use the engine at their own discretion. The consumption of the energy quota relevant to the competition starts from the valid departure after the start line has been opened.

### Release areas

There is one release area on the north and one on the south of the airfield, which is defined for everyone before the first start of the day.


### Release

The towing height is maximum 600m AGL depending on the weather conditions. The towing height will be fixed at the same height for all participants before the first competition tow. The tow plane gives the signal to release by shaking the wings.

### Re-lights (re-launch)

Re-landers use the designated areas (see Part D - Map of the Airfield). Towing is done after the last take-off of the normal grid. The take-off time of the re-lander has no influence on the opening of the start line.

### Turn direction for the first kilometers

The first glider in a thermal determines the circle direction for all following gliders. There is no special circle direction near the airfield.

# I. Finish Procedure

### Mandatory Reporting points / Check Point

Depending on the landing direction, there is a fixed mandatory point 4 to 5 kilometres directly in front of the airfield, which is identical on all days. In the west the turning point is called "Wolkenstein", in the east the turning point is called "Federnwerk". The turning point areas of these checkpoints have a radius of 500m.

From the checkpoint a speed of 200km/h should not be exceeded.

### Finish Line, Minimum altitude and height restrictions

The center of the finish line is located south of the runway on the airfield and is marked with a large sand pit. The Elevation of the airfield is 670m MSL.

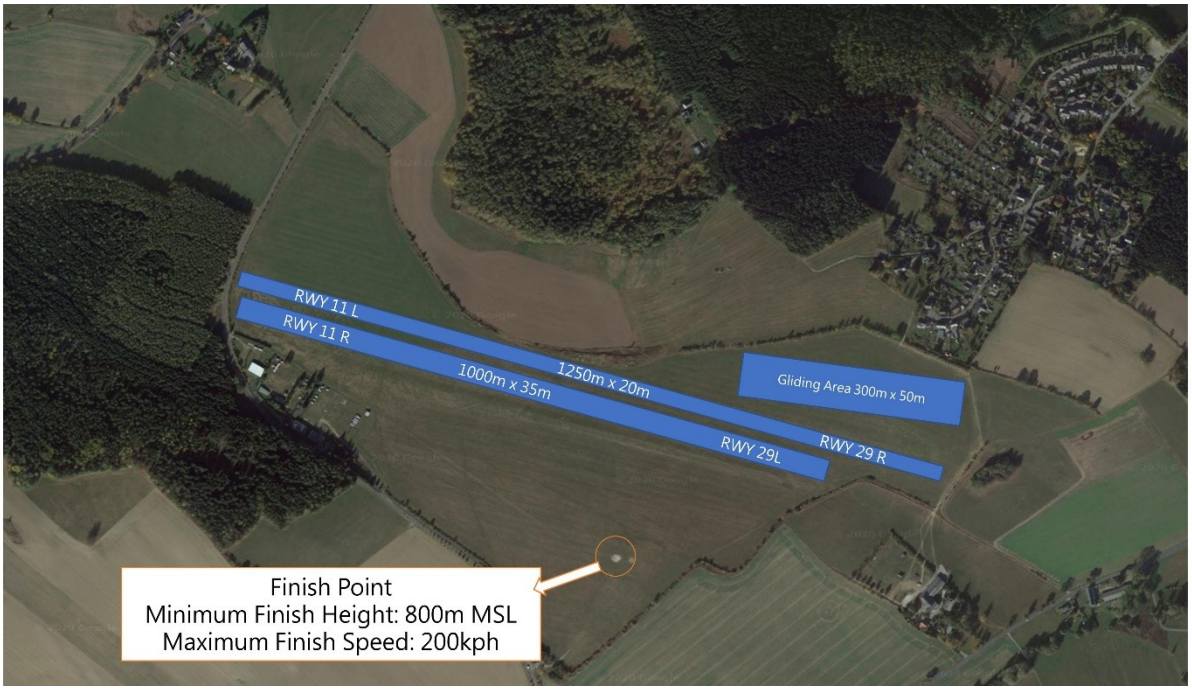
The finish line is at 800m MSL and is oriented 90 degrees across the last leg from the Check Point to the Finish Point. The total length of the finish line is 500m. The use of the engine on the last leg from checkpoint to the finish line is subject to a time penalty. The maximum speed when crossing the finish line is limited to 200km/h.

### Procedure for speed finishes

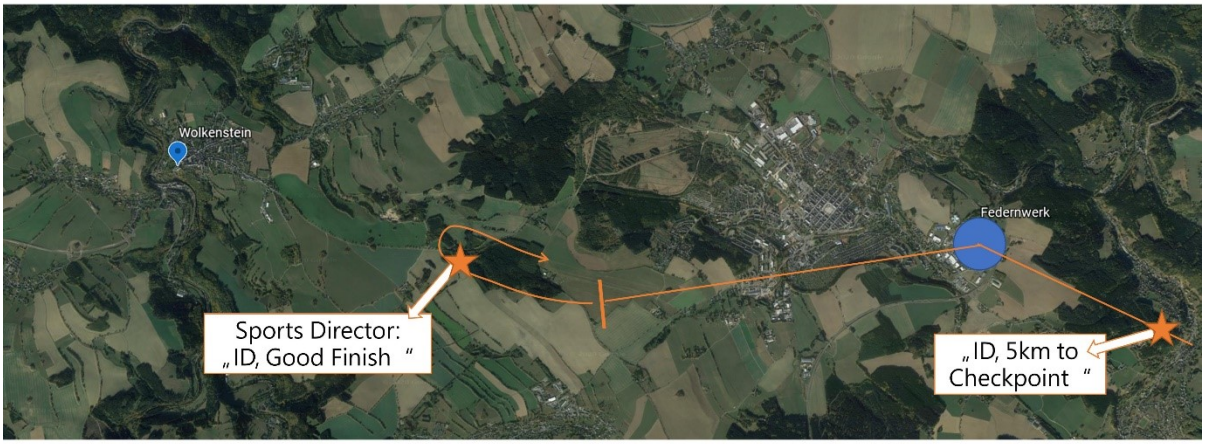
The following messages are required for a normal finish:
5 kilometers before Check Point:
*"ID, 5 km to checkpoint"*
After the finish you have to turn with a curve to the north on the runway. The flight director comments the finish with the words *"ID, good finish".* In case of high traffic volume between finish and landing, the landing order must be coordinated between the participants by radio.

After finishing, speed and height changes may only be made very evenly and carefully.

In case of high traffic volume all gliders land long through to the end of the runway.




Finish Procedure Runway 11, using Checkpoint „Federnwerk "




Picture: Google Earth

Finish Procedure Runway 29, using Checkpoint „Wolkenstein "


Picture: Google Earth

### Procedure for direct landings

In case of a too low arrival altitude, direct landing in the opposite direction to the normal landing direction must be coordinated with the air traffic controller by radio.

# J. Outlanding

### Telephone number of the outlanding office

The sports manager must be informed of an outlanding via Whatsapp, SMS or call: +49 173 88 20 60 9. Alternatively, an email can be sent to info@e2glide.de.

### Outlanding form (information to be provided)

The message should include the following information:
- Number of turning points circled
- used energy
- Glider okay?
- Crew informed?