



LOCAL RULES

SMP 15m 2022

A. COMPETITION DETAILS

COMPETITION NAME

12 Szybowcowe Mistrzostwa Polski w klasie 15m
12-th Polish Gliding Championships 15m

COMPETITION PLACE

Leszno Strzyżewice EPLS

ARP 51°50'06"N 16°31'19"E

COMPETITION SCHEDULE

End of accepting applications: 02.05.2021

Training days for competitors: 02-03.06.2022

Participants reception and registration : 03.06.2022 at 10:00 – 20:00 hrs

Official opening briefing (online - if necessary): 03.06.2022, 20:00 hrs

Official opening ceremony: 03.06.2022, 20:00 hrs

Contest days: 04.06 – 11.06.2022

Official closing ceremony: 11.06.2022, 20:00 hrs

Deadline for submitting any appeals to the Polish Gliding Commission: 25.06.2022

Participant registration must be completed on 03/06/2022, 20:00 local time.
Competitors who do not register within the above deadline will not be allowed



COMPETITION OFFICIALS

Competition Director: Mariusz Poźniak
Administration, PR: Wiktoria Zawadzka
Task Setter: Mariusz Poźniak
Grid, Launch and Landing Operations, Outlanding: Adam Aschenbrenner
Meteo: Zbigniew Siwik
Chief Scoring: Marek Uzarowski
Steward: Wojciech Batog

CONTEST ORGANIZERS ADDRESS

Aeroklub Leszczyński

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<http://www.aeroklub.leszno.pl/>

B. GENERAL

CONTEST CLASSES

- 15m – common classification taking into account all polish and foreign pilots, flying on 15m class gliders, in accordance with the actual table, to be found on the contest website

ADDITIONAL SAFETY RULES

- Turning direction in the thermal is determined by the sailplane that started turning first.
- Maximum speed for vehicles traveling on the premises of the airport should not exceed 25 km/h.



Only vehicles with an identifier in the form of a sailplane competition sign exposed in a visible place and equipped with orange beacons are allowed to enter the take-off and landing area. It is the responsibility of the pilot to train the crew in the principles of safe movement in the take-off and landing area.

NATIONAL REQUIREMENTS FOR ANTI-DOPING TESTING

- The organizer may conduct an inspection in accordance with the requirements of Polish anti-doping regulations. Competitors indicated by the Competition Director must appear at the specified place and time.

C. APPLICATION AND REGISTRATION

SUBMISSION OF APPLICATIONS

Only electronic application via the website by 02/05/2022:

<http://www.aeroklub.leszno.pl/index.php/rejestracja/>

PARTICIPATION COSTS

The competitor covers the following costs:

- entry fee: 650 PLN*, to be paid up to 02.05.2022
- towing during the competition: 1 aerotow for 600 meters of AGL, PLN 170 **
- costs of transport to and from the competition site
- daily transport of the glider to the place of take-off and landing,
- costs of retrieving from outlanding fields,

* after 02/05/2022 the registration fee increases to PLN 700,-

**prepayment for 3 aerotows is required on the day of registration, at the latest

TERMS OF PARTICIPATION

Relating to pilots

- valid pilot license
- valid medical certificate
- valid FAI Sports License
- valid radio operator certificate



Insurance policy against accidents

minimum total of 200h of PIC flights and total of 5000 km flown

Relating to current training requirements:

1. A pilot with a total flight time on sailplane of less than 500 hours must complete at least 5 sailplane flights, with a duration of at least 10 hours, during the year before the competition starts.
2. A pilot who, in the previous year, flown on gliders less than 25 hours, must, before the start of the competition, make at least 3 sailplane flights lasting a total of at least 5 hours.

INSURANCE

It is the competitor's responsibility to agree the terms of the damage compensation with the insurance company. The organizer will not mediate in matters related to insurance

- Each pilot must be insured against accidents, without excluding the risk of gliding and competing, for the amount, at his own discretion;
- Each glider must have a third party liability insurance policy. Each sailplane certified for a maximum take-off weight below 500 kg must be insured for 750,000 SDRs, and each sailplane certified for a maximum take-off weight of 500 kg to 1,000 kg must be insured for 1,500,000 SDRs

D. TECHNICAL REQUIREMENTS

Each competing sailplane must be operated in the manner permitted by its Certificate of Airworthiness or Permit to Fly and must be valid until the last day of the competition:

- Airworthiness Review Certificate (ARC)
- Certificate of Airworthiness or Permit to Fly
- Registration Certificate,
 - Radio Licence
 - Weighing protocol,
 - Flight Manual



- Glider logbook

Competitors are required to arrive at the competition on the date specified in the organizational letter, equipped with:

- *technically approved sailplane with appropriate confirmations in the technical documentation,*
- *parachute with a valid inspection covering the duration of the competition,*
- *IGC approved GNSS Flight Recorder (with valid pressure probe scaling),*
- *technically correct on-board fixed radio,*
- *technically correct FLARM device supporting collision avoidance, with software updated for a given year,*
- sailplane tie-down equipment,
- the following devices must be removed / obscured from the sailplane: compasses; Bohli, Shanz, KT 1 and any artificial horizons.

E. GENERAL FLYING PROCEDURES

UNITS OF MEASURE

- Distance will be displayed in kilometers and meters, altitude in meters relative to mean sea level (QNH pressure), weight in kilograms, courses and radials in degrees.
- The QNH pressure (hPa) and altitude limits will be shown on the task sheet for the day.
- All times will be given according to the local time in Poland (UTC + 2 hours)

RADIO FREQUENCIES USED IN COMPETITION

- Safety frequency (including outlanding) 120.705 MHz
- Take-off, towing, finish, landing 122.305 MHz
- Start line time opening - 120.705 MHz



To increase the level of safety while thermalling with other sailplanes and within 20 km from the departure point, all pilots should remain on the frequency of 120.705 MHz.

- Each glider must stay tuned on 122.305 MHz:
 - since take-off time to leaving the aertooing release zone
 - since the distance 10 km to the finish area (on the final) until leaving the landing area (runway and designated immediate proximity)

F. TASKS

TASK SORTS

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

G. COMPETITION PROCEDURES

- Every day, until 08:15 local time, the "Grid Order" and Grid Time will be published on the official board, located at the door of Aeroclub's hangar.
- The sailplane must be placed in the row indicated on the Grid Order, the position in a row is indicative only. The glider entering as first to the empty row must take the most far position looking from the tie-down area. The next gliders take the next most far places until in the row is full.
- Not later than 10 minutes before the indicated first launch:
 - the confirmation or postponement of the first launch will be given
 - cars, bikes and other auxiliary equipment must be removed to the designated area.
- Each day, competitors will be provided with the information related to flight safety or a safety briefing will be carried out by 10:00 am local time at the latest.
- Dropping water ballast on the grid is allowed without restrictions, unless otherwise agreed during the briefing.



AIRFIELD BOUNDARIES

A map of the airport boundaries is on the main information board. In the case of landing inside the airport boundaries during ground take-offs, the organizer will retrieve gliders of the landing place itself. The pilot's only duty, in order to leave the landing place as quickly as possible, is to follow the organizer's instructions and to cooperate with the driver of the organizers vehicle (attach the rope and guide the glider by the wing).

LAUNCH PROCEDURES

Aerotow release / engine shutdown altitude will normally be 700m AMSL.

In justified cases, aerotow release / engine shutdown altitude may be reduced to 600 m AMSL. Information about this fact must be announced by radio on 122.305 MHz 10 minutes before the first launch, at the latest.

In each starting round, all pilots of a given class must have the aerotow release / engine shutdown altitude for self-propelled sailplanes..

THERMALLING RESTRICTIONS

It is forbidden to climb in the towing and release zones of the sailplanes below the altitude of 900m AMSL (QNH). The prohibition applies from the beginning to the end of launching time..

EVENT MARKER (EM)

Mandatory, except for tasks with a start line slot set. The time interval is 15 minutes.

START LINE SLOT

The organizer considers the usage of start line slots.

TASK START FROM THE START ZONE

In the Task Sheet of the day, the Task Setter will indicate if the Start Zone will be in use.



GLIDER WEIGHT CONTROL

The organizer allows the possibility of weighing gliders.

Checkweighing during the competition.

- Weight control may be performed on each day of the competition. The measurement can take place in the hangar, on the way to the grid and on the grid. It can also take place after the task has been canceled.
- For each flying day, the Chief Scoring will make a (secret) draw of at least 5 gliders, which will be weighted. Additionally, the Organizer has the right to weigh other selected gliders (e.g. top competitors in the overall classification). The organizer may refrain from weighing on a given day without giving any reason.
- The pilot or the crew member appointed by the pilot must be present during the weighing process.
- Simplified weighing (only on the main wheel) may take place only after initial weighing. Otherwise, the sailplane is weighed with two scales, at two points of support - on the main wheel and the second wheel (or skid) - the covers and transport accessories (wing ring, tail clamp, drawbar) should be removed. Weighing is made with full equipment for flight, including all batteries, electrical and electronic equipment, equipment placed in luggage compartments, permanent ballast. Drinking water in the amount not exceeding 3 liters, food for the flight, GNSS recorders not installed permanently, documents will be not taken into account.
- If the measured weight of the sailplane exceeds the limit values for the Maximum Take-off Weight of the sailplane, penalty points will be given: 1 penalty point for each 0.2 kg of exceeding the Maximum Take-off Weight. The measurement tolerance is + 5 kg. The glider may fly the task only after the mass has been reduced to the permissible value. If the exceedance occurs on a day that does not count as a flying day, the penalty points will be applied on the next flying day. Organizers should take into account possible unsuitable weather conditions and will not do weigh control in strong wind or rainfall conditions.
- Attention: The organizer may order the weighing of all sailplanes in a given class. The information about this procedure will be distributed together with Grid Order. During weighing, the glider may weigh more than the permissible mass - it is then corrected to the permissible value - penalties for exceeding the mass do not apply.



USE OF FLARM DEVICES

FLARM anti-collision device with software valid for a given year is mandatory and:

- **Stealth Mode** must be active in the device (saving in the configuration file: \$ PFLAC, S, PRIV, 1),
- **No Track** function must be active (saving in the configuration file: \$ PFLAC, S, NOTRACK, 1),
- **Competition Mode** is recommended to activate (write in the configuration file: \$ PFLAC, S, CFLAGS, 2)

The competitor, on request, will provide the recorder to the Chief Scoring with the Stealth Mode (Priv) enabled. It can also be the main recorder record or a separate record from the backup or other recorder. If the competitor is unable to obtain an igc file with the Stealth Mode recording, he will present the contents of the FLARM configuration file in a manner and in a place determined by the Chief Scoring, upon his request.

LIST OF PENALTY POINTS:

- Bad, late or insufficient information, no FLARM Stealth Mode (Priv) function active

The first violation - 25 points

Next violation - 50 points

Maximum penalty - 100 points

- No FLARM „NoTrack” function active
 - The first violation - 25 points
 - Next violation - 50 points
 - Maximum penalty - 100 points P



OUTLANDUNG PROCEDURES

After outlanding, the competitor is obliged to notify the outlanding office in the shortest possible time. The report may be given to the crew, but in this case the crew must pass the information to outlanding office prior to leaving the airport.

OUTLANDING AEROTOW RETRIEVING

AEROTOW RETRIEVING is possible only from airfields and landing sites.

FINISH TYPES AND DEFINITIONS TO BE IN USE

The finish line in the shape of a circle with a radius of at least 3 km around the End Waypoint, which will be point TP108 - Leszno, with the coordinates 51 ° 50'06"N, 16 ° 31'19 "E. For safety reasons, the organizer may increase the radius of the finish circle.

FINAL AND FINISH PROCEDURES

The competitor, when he is 10 km ahead of the airport must report "long final" on 122.305 MHz

- Pilots crossing the finish line below 100m must land straight. I
 - In case of planned straight landing, the pilot should should announce by the radio as follows: contest number and distance from the airport, „straight landing”.
 - *For example: "AL, ten kilometers, straight landing".*
- Pilots crossing the finish line above 100m, with high energy guaranteeing the safe execution of the maneuver, do landing in accordance with the procedure discussed during the pre-flight briefing.
 - In case of landing with a planned maneuver, the pilot the pilot should should announce by the radio as follows: contest number and distance from the airport, "speed finish”,
 - *For example: "AL, ten kilometers, speed finish".*

Note: Deviation from the prescribed procedures is possible after obtaining permission from the Flight Controller. The direction and speed of the wind will be given by the



Flight Controller on the frequency 122.305 MHz in case of forecast or occurrence of significant meteorological phenomena that may affect the safety of flights

LANDING PROCEDURES

The landing procedure will be specified at the pre-flight check-in. During landing, communication on the frequency of 122.305 MHz is obligatory. A pilot who did not complete the task or who intends to land at the airfield for any other reason should join the airfield traffic pattern in the "downwind" position and land on the landing lane indicated during the check-in, unless otherwise instructed by the Flight Controller. Before joining the airport traffic pattern, the pilot should provide the following information by radio stations:

- Distance to the airport
- The way of joining the airfield traffic pattern

For example: "AL, ten kilometers, take the downwind position to runway two six right"

Gliders landing in an empty aerodrome should touch down as close as possible to the edge of the landing runway. Keep straight ahead during the slow down. Only the sailplane landing directly along the edge of the runway, in order to live the runway, has the right to turn. The turn direction, specified in the pre-flight briefing is mandatory and possible only in the designated area. Immediately after the glider stopped, pilots should either push their gliders beyond the landing runway as far as possible or group them together to make room for other landing gliders.

Note: In the case of landing a large number of gliders in a short time, the organizer will pull the gliders outside the landing strip with his means of transport. The pilot's duty is to cooperate with the driver of the Organizers' vehicle (attach the rope, guide the glider by the wing) and follow the Organizer's instructions in order to leave the landing strip as soon as possible. Gliders will be taken out the shortest route only beyond the landing strip.



FLIGHT DOCUMENTATION

The flight record from the GNSS FR flight recorder, after landing at the airfield, must be submitted electronically to the Scoring Office within a maximum of 45 minutes from the time of landing time, even if the competitor has not departed or turned back from the task, and also when the task has been canceled.

If a pilot uses uncertified GNSS FR and fails to deliver it within 45 minutes of landing, the records therein will not be treated as valid as defined in the competition documentation. If the Chief Scoring requests a backup flight recording device, the pilot is required to comply with this request within 60 minutes of notification. Notification

shall be understood as informing the competitor by a member of the Scoring Office, either directly or via a mobile phone.

FLARM Stealth Mode - The competitor will provide the Scoring Office with a flight record showing that Stealth Mode (Priv) has been activated. It can also be the main recording device record or a separate record from the backup or other recorder. If the competitor is unable to obtain an igc file with the Stealth Mode recording, he will present the contents of the FLARM configuration file in a manner and in a place determined by the Chief Scoring, upon his request.

In case of landing outside the EPLS boundaries, immediately upon arrival at the airport, the competitor delivers the flight record from the GNSS Flight Recorder to the Scoring Office.

If a pilot uses uncertified GNSS FR and fails to deliver it within 45 minutes of landing, the records therein will not be treated as valid as defined in the competition documentation. If the Chief Scoring requests a backup flight recording device, the pilot is required to comply with this request within 60 minutes of notification. Notification shall be understood as informing the competitor by a member of the Scoring Office, either directly or via a mobile phone.

The above documentation should be delivered to the Scoring Office or to the place indicated by the Chief Scoring. The GNSS recordings on data carriers must be in IGC format. The carrier must be clearly marked. The competition number and the "main" or "backup" device status designation are considered as the minimum of the media description. Provision of the necessary equipment for reading Flight Recorders and data carriers is the responsibility of the pilot. The pilot is responsible for keeping safe the GNSS record until the official results are announced.



SCORING

The "1000 points" system applies.

TABLE OF HANDICAP FACTORS

The table of handicap factors published on the competition website <https://www.aeroklub.leszno.pl> applies

COMPLAINTS

The deposit for lodging a protest has been set at PLN 300.

OPENING CEREMONY, PRIZE GIVING

During the opening ceremony, the national flag will be hoisted and the Polish national anthem will be played. The flagship team will consist of the winners of the previous year Competition

During the closing ceremony, the national flag will be pulled from the mast and the national anthem of Poland will be played. All competitors are required to participate in the opening and closing ceremonies of the championship. The competition winners in each class will be selected in accordance with the provisions of point 1.2.2. II of the Competition Regulations.

H. DEROGATIONS FROM THE REGULATIONS

No derogations.

Championship Director

Mariusz Poźniak