

COMPETITION INFORMATION

1. Competition name

Räyskälä Masters 2023

The Finnish National Gliding Championships will be flown in Open and Racing classes, in conjunction with the Masters competition.

2. Competition location

Räyskälä airfield (EFRY), Räyskäläntie 311, 12820 Räyskälä

Coordinates 60 40 44 N, 24 06 40 E, elevation 124 m MSL

3. Competition classes

Open, Club and Racing class

Handicaps will be used in all classes.

4. Schedule

Entries due	31.3.2023
Late entries due	8.6.2023
Registration	8.6. at 16-19 ja 9.6. at 12-18
Safety briefing, hangar 1	9.6. at 19:00
Opening ceremony, in front of the Café	10.6. at 10:00
First briefing, after opening ceremony, hangar 1	10.6. at 10:15
Competition flying	10.6.-17.6.
Barbecue party	13.6. evening
Prize-giving ceremony	17.6. evening

5. Organisation

Organizer	Räyskälä Foundation Anu Vahteristo, puh +358 400 921 260 anu.vahteristo@rayskala.fi
Competition director	Esko Lehtonen, puh +358 400 481 675 esko.lehtonen@rayskala.fi
Start master and deputy competition director	Jani Pietilä
Task setting	Esko Lehtonen and Jani Pietilä
Scoring	Ken Eklöf
Competition office	Tuula Helve and Paula Borkowski
Jyry	President: Jarmo Forsstén Member: Pekka Ylipaavalniemi Member: Lassi Salonen

General

<p>1.1 (section of the Finnish National gliding championship rules) Goal of the competition</p>	<p>The competition will be flown to find the Finnish National Gliding Champions 2023. The competition is also an international invitational event.</p>
<p>1.4.2.1 Safety</p>	<p>The Safety briefing will be held in Hangar 1, on 9.6. at 19:00 o'clock. In addition, safety related instructions may be given at the daily briefings. Contestants should familiarize themselves with the Räyskälä standing regulations beforehand.</p> <p>All gliders are required to have a Flarm, and the Flarm ID must be identifiable to allow tracking by the organizer.</p>
<p>1.4.1.3 Communication channel used for instant communication.</p>	<p>The WhatsApp application is used as the primary communication channel.</p>
<p>1.4.5.3 Competition airspace</p>	<p>The airspace used in the competition is distributed to the competitors as a separate file. The airspace file will be published after completion and can be downloaded from the Soaring Spot https://www.soaringspot.com/en_gb/rayskalamasters2023/ . An aeronautical chart showing the competition airspace may be ordered for example from Adlibris. (Southern Finland ilmailukartta, ANC 2103cd, 20 APR 2023) Forbidden Airspace:</p> <ul style="list-style-type: none"> - The competition area and prohibited airspace are announced daily on the task sheet

Competitors

<p>3.4.2 Entry fee</p>	<ul style="list-style-type: none"> • The entry fee is 290 €. Entry time ends on 31.3. • Late entry fee is 390 €. Late entry ends on 8.6. • Entry fee recipient: Räyskälä Foundation Bank: OP Loppi IBAN: FI26 5253 1520 0119 91
<p>3.5.4 Required documents</p>	<ul style="list-style-type: none"> • Third party liability insurance (at least SRD 1.500.000 (> 500 kg) and at least SRD 750 000 (<500 kg) • Valid document showing the glider's MTOM and approved loading (Airplane flight manual, factory weighing certificate, last weighing certificate, approved weight and balance sheet) • Valid pilot's licence and medical certification • The files of the flight recorders used in the competition must be submitted via the download website mentioned in the registration form (https://digiken.fi/comp23/masters/index.php) no later than June 9. at 20:00. • It is highly recommended to deliver the primary flight recorder's calibration certificate (no older than 5 years). This will be used in case of altitude infringements. The certificate shall be delivered no

	later than at the registration deadline. If no calibration certificate is delivered to the organization, in case of altitude infringements penalties will be given directly according to the flight recorder information (no late-delivered calibration certificates will be taken into account).
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Technical requirement

4.1.2 Instruments to be removed from the glider	The following instruments must be removed from the glider, or their use inhibited by the competitor: <ul style="list-style-type: none"> • Bohl, Schanz, KT1 or any other gimbal compass and/or turn coordinator • Artificial horizon • Any other instrument enabling cloud flying
4.2.2. Weighing	Gliders may be weighed by means of spot checks. Weighing will take place during movement to the starting grid. Club class will be weighed 9.6. klo 16:00 – 18:30 to gain the valid reference weights.

Briefing

5.2. Other communication between the organization and competitors.	Daily briefing will be at 10:00 in Hangar 1. The primary communication channel of the competition is the briefing and the task sheet distributed there. Information in the briefing can be supplemented or changed while the competitors are on the ground using the WhatsApp messaging application. Via WhatsApp, you can inform about e.g. the transfer of tows, the cancellation of a day, a new briefing, etc. For information relevant to the competition performance, a confirmation is requested via WhatsApp through, and the competition office ensures that all competitors receive the information. While the competition day is in progress, the information sent on WhatsApp is also sent on the field's frequency 122.650 MHz. The organization will add the competitors to the necessary WhatsApp groups by the start of the competition.
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General flight procedures

5.3.1. Radio frequencies	Competition frequencies: <ul style="list-style-type: none"> • 122.650Mhz Tows, start line, finish line, landing. All radio traffic within 10 km radius of the airfield. <ul style="list-style-type: none"> • 122.025Mhz On task (chatter frequency)
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Flight tracking methods

5.4.D	Motor gliders whose engine can be started in the air (including return engines) must start the engine for a maximum of two minutes
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	<p>either before take-off, or within 5 minutes of release if the motor glider has been towed into the air.</p> <p>This can be done on any day to ensure engine operation, but should be done at least on the first competition day to prove the logger's ability to record the engine running sound (MoP).</p>
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Competition flight procedures

7.1. Discharging water ballast after weighing	May be discharged at the start grid.
7.2.2. Contest site boundaries	Contest site boundaries are forest, Särkijärvi (lake Särki), hangar clearing area and Räyskäläntie (road). Annex A.
7.3.2 Start procedures for self-launchers	Self-launchers shall, to the highest feasible degree, follow the same climb pattern as the towed gliders. A self-launcher's engine must be shut down inside the release area (Annex B), at or below 600 m AGL.
7.3.2B	If a powered glider needs a new takeoff, the competitor must land before the engine can be restarted. If this is not done, the competitor's points are counted up to the point of starting the engine.
7.3.3A Tow routes and release areas	Annex B.
7.3.3B Circling direction in thermals	Only counterclockwise thermalling is allowed (left turns only) inside a 10 km radius of the airfield. All turns should be avoided inside the release area below the release height (600 m AGL).
7.4.3 Start procedure	Start line, 10 km length (5 km radius). Also PEV start will be used.
7.4.5. Declaration of the start line opening by radio	Will be reported at the start of the last tow of the class in question, 5 minutes before and at the time of opening of the start line. Reports for each class will be made separately.
7.4.5C Declaration of the closure of the start line by radio	Normally the start line will not be closed. If the start line will be closed, the closure time will be announced at least 20 minutes before closure.
7.4.6A Reporting the maximum start altitude	The organizer defines the maximum starting altitude for each class. The starting altitude is announced by radio at the same time as the opening time of the starting line.
7.6.1A Informing of an outlanding	Inform primarily by WhatsApp message or phoning the competition office. The telephone number can be found in the task sheet. In case of an outlanding, the competitor should send the flight recorder file to the organisation as soon as possible.c
7.6.3 Returning home by means of air tow	Allowed. The competition director must be informed.
7.7.2. Finish type alternatives	<ul style="list-style-type: none"> • Finish ring, 3 km radius, minimum altitude 274 m MSL

	<ul style="list-style-type: none"> • Finish line, 1 km length (500 m on both sides of the finish point). After crossing the line, a direct in landing is recommended. If, after the crossing, the competitor performs a traffic circuit, the minimum finish line crossing height is 40 m AGL.
7.7.4A Finish notification by radio	A competitor must report 10km distance from finish. Landing intentions shall be reported about 3 km before the airfield. Detailed instructions in Annex C
7.7.4C Finish line closure	The finish line will be closed after the last glider has finished, outlanded or nighttime is considered to be prevailing in the competition area.
7.9.1 Landing procedures	Daily landing procedures will reported during the briefing. Illustrations of landing procedures in Annex D
7.10 Deadline for delivering flight recorder files	<ul style="list-style-type: none"> • Primary flight recorder 60 min. • Secondary flight recorder 120 min (on request)
7.10.1. Flight recorder file sending	The flight recorder file shall be sent via email to efry.scoring@rayskala.fi

Complaints and protests

9.2.3. Protest	A protest must be delivered in writing to the competition director. The protest fee is 150 €.
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Additional information

Turnpoints

Official turnpoint file is Finland2022_v2.cup (SeeYou)

Results, tasks and downloadable files.

Results, tasks and downloadable files can be found at Soaring Spot:

https://www.soaringspot.com/en_gb/rayskalamasters2023/

Räyskälä Masters
Purjelennon SM

Paikalliset menetelmät: liitteet
Local procedures: Annexes

Liite A, Annex A



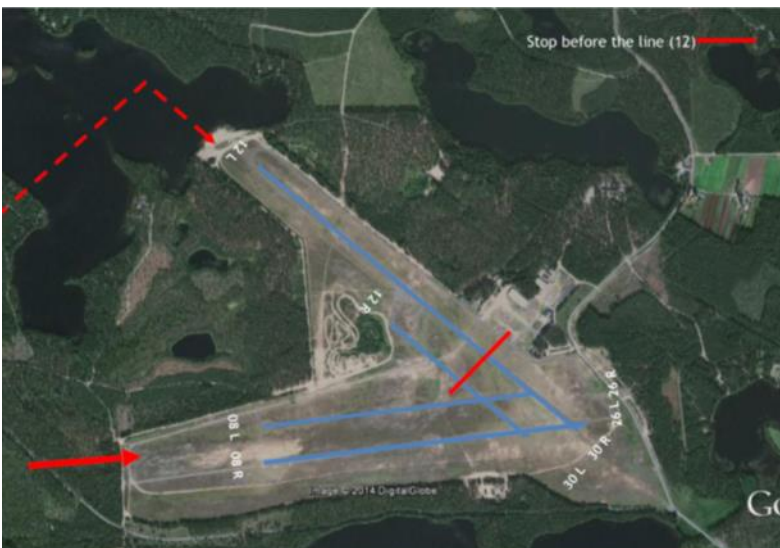
Liite B, Annex B



Liite C, Annex C
 Finnish ring



Liite D: Laskeutumismenetelmät käytettäessä maaliympyrää
Annex D: Landing methods when using the finish ring



Liite D: Laskeutumismenetelmät käytettäessä maalilinjaa

Annex D: Landing methods when using the finish line

