

Local Procedures

SMPO and Leszno Cup 2023

A. Championships details

COMPETITION NAME and classes:

SMP:

- 48 Polish Open Class Gliding Championships (SMPO)

Leszno Cup 2023:

- Qualifying Gliding Competition for SMP Club A in **standard B** class (QZS)
- National Gliding Competition in the **15m** class (OZS)

PLACE OF THE COMPETITION:

- Leszno Strzyżewice EPLS
- ARP 51°50'06"N 16°31'19"E
- Radio frequency 122.305 MHz

COMPETITION SCHEDULE

Start of accepting applications	15/01/2023
Deadline for accepting applications	10/04/2023
Deadline for class change	11/05/2023
Approval of the participation of substitute competitors	11/05/2023
Deadline for approval of new GNSS FR	11/03/2023
Airport Closure for Training Flights	NOT FORSEEN
Unofficial Training	06-11/05/2023
The deadline for arrival at the competition	11/05/2023
Registration of competitors	09-11/05/2023 at 10:00 - 20:00
Technical verification of the equipment	09-11/05/2023 at 10:00 - 20:00
Opening ceremony	11/05/2023 at 20:00
Official initial briefing	11/05/2023 at 20:20
Contest flying	12/05 – 20/05/2023
Prize Giving and Closing Ceremony	20/05/2023 at 20:00
Deadline for submitting appeals to the Glider Commission:	28/05/ 2023

1. Registration of competitors will be completed on May 11, 2023 at 20:00 local time. Competitors who do not register within the above deadline will not be allowed to start in the competition and will not receive a refund of the entry fee.
2. If, after 20.05.2023, 1 task missing for the competition completion, 21.05.2023 will be utilized as reserve competition day and an attempt will be made to fly the third task on this day.
3. The final date and time of the official closing ceremony of the competition will depend on the date of the last task and the statutory time necessary to announce the official results of the last task of the competition

COMPETITION STAFF

Competition Director	Mariusz Poźniak (+48 505 492 178)
Sporting Director, Task Setter	Tomasz Krok
Grid Director	Adam Aschenbrenner
Meteorological Office	TBD
Chief Scorer	Marek Uzarowski
Substitute Chief Scorer	Zbigniew Meller
Administration, Registration	Wiktoria Zawadzka
Competition Commissioner	Wojciech Batog
Security Inspector	Michał Graczyk
Head of the Technical Committee:	Dariusz Stranz

ADDRESS OF THE COMPETITION ORGANIZER

Aeroklub Leszczyński, ul. Szybownik 28, 64-100 Leszno
Phone: +48 505 492 178,
E-mail: biuro@aeroklub.leszno.pl www.aeroklub.leszno.pl
Bank account: PLN SANTANDER 65 1090 1245 0000 0000 2400 9789

B. GENERAL PART

1.1 ADDITIONAL COMPETITION OBJECTIVES: none

1.3.1. CLASSES AT THE COMPETITION:

- a. **SMP in the open class** - one classification taking into account Polish and foreign pilots, on gliders included in the open class in accordance with the currently applicable table of handicaps constituting Appendix No. 1 to the II Regulations of the Gliding Competitions (issue date 01-01-2023). Current limit of participants: 40
- b. **Leszno Cup Gliding Competition: Qualifying Gliding Competition for SMP Klub A in standard B class (QZS)** in accordance with the currently applicable table of handicaps constituting Appendix 1 to the II Regulations of Gliding Competitions (issue date 01-01-2023). Current limit of participants: 40
- c. **Leszno Cup Gliding Competition: National Gliding Competition in the 15m class (OZS)** in accordance with the currently applicable table of handicaps constituting Annex No. 1 to the II Regulations of Gliding Competitions (issue date 01-01-2023). Current limit of participants: 40

1.4.1 Additional Safety Conditions

The direction of circling in the thermal is determined by the glider that first started circling, regardless of the location of the thermal stack relative to the airfield.

All additional security information, including movement information, will be included in the "SELF BRIEFING" file

1.4.3 National Doping Testing Requirements

The Organizer may carry out an inspection in accordance with the requirements of Polish anti-doping regulations. Persons indicated by the Competition Director must appear for the control at the specified place and time.

C. APPLICATIONS AND REGISTRATION

3.1. SUBMISSION OF APPLICATIONS

- Applications will only be accepted via the website: <http://www.aeroklub.leszno.pl>. ("Competitions" tab).
- Applications will be accepted until April 10, 2023. If there are still free places available after this date, the Organizer will accept pilots registered at a later date.
- The order is valid according to the date of receipt of the entry fee on the organizer's account (in the case of the same date, priority will be given to the competitor ranked higher in the IGC Ranking List on April 10, 2023).

3.1. ENTRY FEE AND PARTICIPATION COSTS

a. SMP open class:

- entry fee: PLN 850 payable by April 10, 2023 (after April 10, 2023, the entry fee increases to PLN 900)
- costs of the aero-towing: 190 PLN*, 600 meters AGL
- launch fee for self launchers: PLN 45 for one start

b. Leszno Cup QZS standard B

- entry fee: PLN 700 payable by April 10, 2023 (after April 10, 2023, the entry fee increases to PLN 750)
- costs of the aero-towing: 190 PLN*, 600 meters AGL.

c. Leszno Cup OZS 15m:

- entry fee: PLN 700 payable by April 10, 2023 (after April 10, 2023, the entry fee increases to PLN 750)
- costs of the aero-towing: 190 PLN*, 600 meters AGL
- launch fee for self launchers: PLN 45 for one start

*Note: prepayment for 3 aero-tows / 3 starts is required at the latest on the day of registration (11/05/2023)

Procedure for registration and technical verification of gliders:

- Registration can start after preparing all the documents listed in points 3.2.3.1, 3.3 and 4.1.2 of Regulations No. II.
- As first the competitor has to pay for 3 aero-tows.
- With the confirmation of payment for the tows, with the glider's documents and the completed registration form (Annex 1), please report to the office of the Technical Committee (western entrance in the concrete hangar, first floor, from 10 to 11.05.2023 from 10:00 to 20:00. On the same dates, the mandatory technical verification of gliders participating in the 48 SMP in the Open class will take place (wingspan measurement, equipment and weighing of gliders). Slots will be available on the competition page.
- After verification of documents, weighing and inspection of the glider, the signature of the Chief of the Technical Committee must be obtained, allowing the glider to participate in the competition (this applies only to the open class).

- Then, report to the Competitors Registration Office with the personal documents specified in point VI-6.7.8.9. The registration process can be considered completed when the form is accepted and signed by a member of the registration section.

3.2.4 Additional required documentation

The printout of the range of the Flarm device used during the competition must be delivered to the organizer as an attachment to the registration form. In the absence of a printout before the end of registration, it is allowed to deliver a printout after the first flight during the competition.

Link to the page where you can upload your Flarm file to generate a range printout:

<https://www.flarm.com/support/tools-software/flarm-range-analyzer/>. It is best to use the window: "Classic Range Analyzer". At the request of the organizer, the competitor will provide a file with the range of the Flarm device in a digital version.

D. TECHNICAL REQUIREMENTS

4.1.1 Obligatory additional equipment

It is recommended to place strobe lamps in the glider to increase the visibility of the glider during the flight. Lamps should be on from take-off to landing.

4.1.2.b. Instruments to be removed from the sailplane

The following devices enabling flights without sight: Bohli, Shanz, KT 1 compasses and artificial horizons must be removed / obscured / permanently disconnected.

4.1.2.3 NOTES: affixing markings on sailplanes to increase visibility in flight

Not required

4.2.2. Sailplane weight verification procedures

The glider weighing procedure will only apply to SMP in the Open class. Every day, before towing the glider to the "grid", go to the glider weighing point to verify the weight of the glider. The reference weight will be checked in the configuration in which the glider was weighed during the technical verification. If the weight is exceeded, it will be possible to drop the water ballast to reach the reference weight. The tolerance is plus 5 kg.

MTOW is defined as the lower of the following values:

- the maximum take-off weight specified in the sailplane type certificate
- the maximum take-off weight allowed for the relevant class of sailplane

Determination of the reference weight. The reference mass of each sailplane is determined as follows:

- a. The weight of the pilot and possibly the co-pilot is measured
- b. The glider is brought to take-off configuration with all replaceable equipment on board (parachutes, permanent ballast, batteries, oxygen equipment, anchoring equipment, additional clothing, radio and flight instruments) and ballast to the **MTOW** less the weight of the pilot(s). Up to 3 liters of drinking water may be excluded from this limit. Alternatively, the sailplane may be ballasted to the MTOW with the pilot(s) on board.
- c. The attached glider tail pole for towing the sailplane is then attached to the hook of the towing vehicle in the configuration used to tow the sailplane to the ground launch site (Ground Towing Configuration). The ground towing configuration may include glider covers, wing braces with wheel, tail brace with wheel, etc.
- d. The main wheel load of the glider in the ground tow configuration is the reference weight.

E. GENERAL FLIGHT PROCEDURES

5.2. BRIEFING

- Briefings will be conducted in the adapted part of the hangar of the Leszczyński Aeroclub
- The announcement containing the start time of the check-in on each day will be published via WhatsApp messenger, in which a group will be created under the name LESZNO CUP 2023. The same message will be reproduced on the website. competitions and at the SoaringSpot.Com.

UNITS OF MEASUREMENT USED IN COMPETITIONS:

Distance:	[km] and [m]
Height (AMSL):	[m]
Weight:	[kg]
IAS speed:	[km/h]
Wind speed:	[m/s]
QNH pressure:	[hPa]
Temperature	[°C]
Local time:	[hh:mm] (UTC+2 hours)

5.3.1.a. RADIO COMMUNICATION WITH AIR TRAFFIC SERVICES

- **When flying within the MTMA and MCTR**, all pilots must listen on the following frequencies:
MTMA EPPW (Powidz) – 129.675 MHz,
EPPW MCTR (Powidz) – 119.000 MHz,
MCTR EPMI (Mirosławiec) – 128.475 MHz,
MTMA EPMI (Mirosławiec) – 126.575 MHz,
MCTR EPLK (Łask) – 133.075 MHz,
MTMA EPLK (Łask) – 125.350 MHz,
MCTR EPLY (Łęczycza) – 128.025 MHz,
MTMA EPLY (Łęczycza) - 119.750 MHz and strictly follow the controllers' instructions.
- **When flying in the Radio Mandatory Zone (RMZ)**, all pilots shall maintain a continuous watch on the following frequencies:
RMZ EPZG (Babimost) - 118.755 MHz
RMZ EPBY (Bydgoszcz) - 131.005 MHz

5.3.1.b. data transmission requirements

None

5.3.1.c. RADIO FREQUENCIES USED IN COMPETITION

- Safety frequency 120.705 MHz
- Operating frequency "Leszno Radio", Take-offs, towing, finish, landing 122.305 MHz
- From the start of the ground launch until leaving the release zone and from 10 km before the finish line until leaving the landing runway, each pilot must remain on the frequency of 122.305 MHz
- Backup frequency (if "Leszno Radio" is blocked): 120.705
- Announcing the opening of the 120.705 MHz flying start times
- During the task, circling, approach to landing in unconventional terrain and after landing, one should listen to the frequencies applicable in individual AIRCOM sectors
(https://www.ais.pansa.pl/vfr/pliki/EP_ENR_2_6_en.pdf) shown in " Self Briefing" MAP 14
 - AIRCOM C - 123.815 MHz;
 - AIRCOM D - 125.115 MHz;

5.3.1.d. FREQUENCIES assigned for security purposes

Safety frequency 120.705 MHz applies:

- over the airfield from releasing to start on start line
- within 20 km from the departure point

G. COMPETITION PROCEDURES

7.1 The announcement containing the grid order for each class, the grid time and the starting direction will be published via WhatsApp, in which a group will be created under the name LESZNO CUP 2023. The same the message will be reproduced on the website www.competitions and at the soaringspot.com

- When placing the glider on the "grid", it is important to take a seat in the correct row. The glider arriving first in the row must occupy the furthest position in its row counting from the glider parking lot. The next gliders take the next places in the row from furthest to nearest.
- No later than 10 minutes before the start of ground starts, information will be provided confirming the start or postponement of starts. No later than 10 minutes before the start of the start, cars, bicycles and other auxiliary equipment should be removed to the designated place.

Water ballast discharge regulations at start

- Dropping water ballast at the start ("grid") is allowed without restrictions, unless stated otherwise during the briefing.

7.2.2. Airport boundaries

- A diagram of the airport's boundaries can be found in "Self Briefing" MAP 2.
- In the case of landing within the boundaries of the airport during ground take-offs, the organizer will pull the gliders beyond the landing strip with his means of transport. The pilot's duty is to cooperate with the driver of the pulling vehicle (attaching the rope and guiding the glider by the wing) and to follow the organizer's instructions in order to leave the landing strip as soon as possible.

7.3.2. Ground launch procedures for motor gliders

- After take-off, the powered glider is obliged to make an ascending flight along the route designated for towing aircraft according to the scheme contained in the "Self Briefing", MAP 8 and MAP 9, specified at the briefing as valid on a given day.

- The end of the climb and the engine shutdown should take place in the release zone specified in the "Self Briefing" file MAP 8 and MAP 9 specified at the briefing as valid on a given day.

7.3.3. Notes: Areas where continuous thermalling is prohibited or turning in one direction is allowed:

- Thermalling is forbidden in the towing and release zones below 900 m AMSL (QNH). The ban applies from the beginning to the end of take offs - "Self Briefing" MAP 8 and MAP 9

7.4.2. TYPES AND DEFINITIONS OF THE LAUNCH TYPES TO BE USED

- **START LINE** - A segment of a straight line with a length of 10 km (measuring 5 km from the departure point defining the start line), located perpendicularly to the line leading to the first VP or to the center of the Designated Area.
- **START CYLINDER** - the Sports Director in the task of the day will mark if the departure zone is valid on a given day
- **STARTING SLOT** - The organizer allows the use of starting slots.
- **START MARKER** - The Organizer allows the use of the Event Marker to determine the moment of departure for the task.

7.4.4.a. Start line radio procedures

The opening of the start line (zone) will be announced by radio on the frequency of 120.705 MHz in Polish and English.

The following announcements will be made:

- After the take off of the last glider in the class: Start line for class...will open in...minutes...at.....
- 5 minutes before the start line for class... will open in 5 minutes at... / Start line for class... will open in 5 minutes at
- At the time of opening: Start line for class... was opened at (since)

7.4.4.b. Start line procedures for altitude limit

Start line procedures related to the altitude limit may be used in the competition and will be specified at each briefing and on the daily task sheet.

7.6.1. The boundaries of the competition area will be defined in a text file and published at:

- www.aeroklub.leszno.pl
- <http://soaringspot.com>
- graphically in the "self briefing" file as MAP 15

7.6.2.a. Real outlanding - rules of conduct

- After landing in the field, the competitor is obliged to notify the landing office as soon as possible by reporting the landing outside the airport via the "Lowcrop" application or by phone on +48 602111161
- The report can be given to the crew, but in this case the crew must pass the information to the Landings Office before leaving the airport.

7.6.4. Retrieve by towing aircraft from outlanding field - conditions and requirements:

Retrieve by the towing plane is possible only from airports and landing sites.

7.7.1.a, b Intersection of the finish CIRCLE - minimum and maximum heights:

Finish line in the shape of a circle with a radius of 3 km around the End Point of the Route, which will be point 108 Leszno with coordinates 51°50'06"N, 16°31'19"E.

To improve safety, the organizer may increase the finish ring radius.

7.7.4.A. FINAL PROCEDURES

- The competitor must report arrival on 122.305 MHz when within 10 km of the center of the EPLS aerodrome.
- Pilots crossing the finish line circle below 195 m AMS - land straight ahead "Self Briefing" Maps 12a, 12b, 13a, 13b.
- In the case of a straight landing, the pilot should report as follows: Contest marks and distance from the airport.
Example: "AL. The tenth kilometer" (we provide the distance from the center of the EPLS airport)
- Pilots crossing the finish line circle above 195 m AMSL with a reserve of energy guaranteeing safe maneuvering land in accordance with the procedure discussed during the pre-flight "Self Briefing" Maps 12a, 12b, 13a, 13b.
- In the case of landing with a maneuver, the pilot should report in the following way: competition signs, distance to the finish line and the slogan "speed finish";
Example: "AL. Ten kilometer speed finish" (we provide the distance from the center of the EPLS airport).

Note: Deviation from the prescribed procedures is possible after obtaining permission from the flight information. The

direction and speed of the wind can be obtained on the radio frequency 122.305 MHz and will be provided by the flight information on the frequency 122.305 MHz in the event of expected or occurrence of significant meteorological phenomena that may affect flight safety.

From the distance of 10 km from point 108 Leszno until the end of the landing roll, it is forbidden to perform sudden maneuvers in the field of changing the direction and altitude of the flight.

7.8.1 LANDING PROCEDURES

- Landing procedures in variants corresponding to the traffic situation will be published in the "self briefing" files on the organizer's website and on the SoaringSpot.com website as MAPS 8 to 11, and in the case of using an alternative variant of flight organization as MAPS 20 and 21
- The variant of the landing procedure applicable on a given day will be announced at the pre-flight briefing.
- During landing, communication on the frequency of 122.305 MHz is in effect.
- A pilot who has not completed the task or intends to land at the aerodrome for any other reason should join the aerodrome traffic circle to the downwind position and land on the landing runway indicated during the briefing, unless the air traffic controller gives a different instruction.
- Before joining the aerodrome circuit, the pilot should give the following information via radio:
 - Distance from the airport
 - How to join the aerodrome circuitExample: "AL. Ten kilometer, downwind, right circle to runway two-three right.
- Gliders landing on an empty airfield should touch down as close to the edge of the runway and land as long as possible.
- Keep straight ahead during the landing roll.
- Only a sailplane landing directly along the edge of the runway defined during the pre-flight briefing has the right to change direction. The direction can be changed into the side specified at the pre-flight briefing and only in the designated area.
- Immediately after completing the landing roll, pilots should push their gliders off the landing strip, if possible, or group gliders to make room for other landing gliders.

Note: In the case of landing a large number of gliders in a short period of time, the organizer will pull the gliders off the landing strip with his means of transport. The pilot's duty is to cooperate with the driver of the pulling vehicle (attaching the rope, guiding the glider by the wing) and following the Organizer's instructions in order to leave the landing strip as soon as possible. Gliders will be pulled by the shortest route only beyond the landing runway.

7.9. FLIGHT DOCUMENTATION

- The pilot must electronically submit the flight record from the GNSS FR flight recorder to the Scoring Office after landing at the airport within a maximum of 45 minutes from the time of landing, even if the competitor did not depart or returned from the task, and also when the competition was cancelled.
- In the case of landing outside the boundary of EPLS, the flight record should be sent electronically or immediately after arriving at the airport the competitor transfers the flight record from the FR GNSS recorder to the Office of the Ground Jury.
- In case the Scoring request a backup flight recorder device, the pilot must comply with the request within 60 minutes of being notified. Notification means informing the competitor by a member of the scoring either directly or by mobile phone.
- The above documentation must be delivered to the Scoring Office or to the place indicated by the Chief Scorer.
- GNSS records on storage media shall be in IGC format. The carrier must be clearly marked. The contest number and the "main" or "backup" status of the device are considered the minimum description of the medium.
- It is the responsibility of the pilot to provide the necessary equipment for reading the recorders and carriers.
- The pilot is obliged to keep the GNSS record until official results are announced.

H. SCORING

8.1. Scoring system

Classic 1000 points

I PROTESTS

9.2.3. The protest fee (deposit)

The amount of the deposit is PLN 400

J PRIZE GIVING CEREMONY

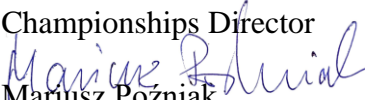
10.2.1. Ceremonial requirements for displaying flags and playing anthems:

- In SMP, the flag is raised and lowered by the current Polish champion during the opening and closing ceremonies

- During the opening ceremony, the national flag will be hoisted and the Polish national anthem will be played.
- From the beginning of the competition until the end of the awards ceremony, the following flags should be hoisted on the masts: of the Polish Aeroclub and of all represented countries.
- During the closing ceremony, the national flag will be lowered from the mast and the national anthem of Poland will be played. The standard bearer will consist of the current medalists of the Competition.
- All competitors are required to attend the championship opening and closing ceremonies. Absence will be treated as a manifestation of behavior unworthy of an athlete

K DEVIATIONS FROM THE REGULATIONS

None

Championships Director

Mariusz Pożniak