



LESZNO AERO CLUB



LESZNO AIRFIELD FOUNDATION



AERO CLUB OF POLAND

LESZNO CUP 2023

- 48th Polish Gliding Championship in Open class
- 25th Polish Women Gliding Championship in Club class A
- International Gliding Competition "Leszno Cup" in 15 m and Standard B class

11 - 21 MAY 2023, LESZNO, POLAND

BULLETIN 1, January 2023

Dear Friends,

On behalf of Leszno Aero Club and Leszno Airfield Foundation I am honoured to invite all glider pilots to take part in 48th Polish Gliding Championship in Open Class and 25th Polish Women Gliding Championship in Club Class A. Those championships, under the name of Leszno Cup, will be held together with International Gliding Competitions "Leszno Cup" in 15m and Standard B Classes, at Leszno Airfield (EPLS) from 11th July to 21st May 2023.

Leszno Airfield is one of the most famous sport airfield in Europe, where you can find safe area for long and fast flights (the speed record of 170 km/h on the distance 360 km was set last year!). Despite the difficult times, including the tragic conflict in Ukraine (which fortunately is more than 700 km away from us and has no impact on the operations at Leszno Airport) we believe that it'll a great, exciting and safe championship.

Moreover, participation in this edition of the Leszno Cup competition is a great opportunity to get acquainted with the area of the European Gliding Championships EGC 2023, which will take place here, in Leszno, at the turn of July and August.

Championships Director

1. Place and Date

The Championships will be held on **11 - 21 MAY 2023**, at Leszno airfield (EPLS), situated in the Western Poland between two big cities: Poznań and Wrocław and about 300 km west of Warsaw. The 100 hectares grass airfield has two parallel strips (E- W) of 920 x 100 m and two parallel N-S strips of 880 x 100 m.

- ARP 51°50'06"N 16°31'19"E, radio frequency: 122,305 MHz
- Elevation: 94 m. / 308 feet AMSL.

There is a big secured parking area for trailers and gliders, with water supply, close to the camp site.

2. Championships schedule

Deadline for approval of new GNSS FRs	11.03.2023
Airfield availability for training flights	From 01.04.2023
Online registration	15.01-11.05.2023
On site registration	09-11.05.2023
Acceptance checks for gliders	09-11.05.2023
Opening ceremony	11.05.2023 20:00 lt
First competitors briefing (obligatory)	11.05.2023 20:20 lt
Contest flying begins	12.05.2023
Contest flying ends	20.05.2023
Farewell party	20.05.2023 20:00 lt
Closing ceremony and prize giving	20.05.2023 20:00 lt

If there have been only 2 valid championship days, the 21st May 2023 will also be a flying day. The closing ceremony and prize giving will then be held in the evening or during the night.

3. Organizers

- The organizer of the event is the Aero Club of Leszno (AEROKLUB LESZCZYŃSKI).

- All correspondence is to be addressed to the Organization Committee:

AEROKLUB LESZCZYŃSKI
UL. SZYBOWNIKÓW 28
64-100 LESZNO
POLAND

- Mobile +48 505 492 178. +48 517 542 268
- e-mail: <biuro@aeroklub.leszno.pl> internet: <www.aeroklub.leszno.pl>

4. Championships Staff

Championships Director	Mariusz Poźniak
Chief Scorer	Marek Uzarowski
Task Setter	Tomasz Krok
Meteo	TBD
Grid / Launch / Landing	Adam Aschenbrenner

5. Championship classes

- 48th Polish Gliding Championship in Open class with handicap index.
- 25th Polish Women Gliding Championship in Club class A with handicap index.
- International Gliding Competitions "Leszno Cup" in 15 m and Standard B class with handicap index.

6. Terms of participation

6.1 Regarding the pilot:

- valid glider pilot license
- valid aero-medical certificate
- valid FAI Sporting License
- valid radio operator's certificate
- Personal medical insurance must be valid for Poland, Germany and Czech Republic is required for all pilots and crews, covering accidents and sickness, including any hospital costs and transport back to the team member's home country. Pilots in particular should ensure that their insurance will extend to accidents and injuries sustained whilst gliding and in competition.
- minimum 200 hours of command flight time and 5000 km (applies to Open Class only)
- minimum 150 hours of command flight time and 3000 km (applies to 15m Class only)

Pilot current training requirements.

In the year of the competition, before the start of the competition:

- pilot with less than 500 hours total flight time on gliders must make at least 5 glider flights during at least 10 hours,
- pilot with less than 25 hours of flying time on gliders in the previous year, must make at least 3 glider flights during at least 5 hours.

6.2 Regarding the glider

- Airworthiness Review Certificate (ARC)
- Certificate of Airworthiness or Permit to Fly
- Serviceable 8.33 kHz spacing-capable EASA approved VHF radio station & radio license
- Third Party Liability insurance for glider with MTOM:
 - less than 500 kg – minimum 750.000 SDR,
 - from 500 to 1000 kg – minimum 1.500.000 SDR
- Flight Manual
- Gliders in all classes must be equipped with FLARM anti-collision devices.

Notes:

- a) at technical inspection, competitors will be required to demonstrate that the FLARM is operational
- b) FLARM should remain operational during all flights, in order to improve safety
- c) Random checks of function and range may be carried out to ensure that FLARM transmission and reception is satisfactory for adequate collision avoidance.

6.3 Mandatory additional equipment:

- audio variometer and FLARM must be fitted and used in all sailplanes.
- all instruments, PDA, GPS navigators etc., must be firmly mounted in the glider in such a way that the pilot's field of observation is not affected.
- high visibility markings are not required.

7. Application for participation in the competition

- Applications will be made online only: <http://www.aeroklub.leszno.pl/index.php/registration/>
- Applications will be accepted until 11th May, 2023.

8. Entry fee and towing cost

Entry fee is for each participating glider covers all operational costs, except aero tows. Entry fee shall be credited to organizer's bank account by 09th May 2023.

Bank account details (EUR account):

EUR Bank Name: SANTANDER Bank

Bank Account Number: IBAN: PL6810901245000000136146391

SWIFT: WBKPPLPP

Reference (Transfer title): „Leszno Cup, Name of Pilot”

Entry fees are to be paid by the bank transfer to the above give account.

- 48th Polish Gliding Championships in Open class - entry fee of 200 Euro
- 25th Polish Women Gliding Championships in Club A Class - entry fee of 120 Euro

- International Gliding Competition “Leszno Cup” in Standard B and 15 m Class - entry fee of 160 Euro

Towing fees are to be paid by Credit Cards or in cash.

- Towing for 600 m AGL - 190 PLN (Polish złoty) each class. Prepayment for 3 aero towings must be completed at the latest on the last day of registration (11.05.2023)
- Landing fee for self-launching gliders is 45 PLN (Polish złoty)
- All competitors who will need an invoice for the entry fee and towing costs, are obliged to provide, as the title of the bank transfer, the tax ID number of the institution or a company to which the invoice is to be issued

9. Rules

The Rules of the International Polish Gliding Championships will be as similar as possible to those used during the 21st European Gliding Championships in Leszno. The Rules and Local procedures will be published on the web site <www.aeroklub.leszno.pl>

10. Competition Area and Airspace

The competition area and airspace will be published on the Aeroklub Leszczyński website <www.aeroklub.leszno.pl>

The competition area covers mainly flat regions of western Poland and eastern Germany and partly mountainous area in northern Czech Republic. In the mountainous area the summits are 500 m to 1600 m AMSL.

Be sure that competitor, crew and the glider are permitted to enter Poland, Germany and Czech Republic Airspace.

11. Other conditions

The organizer provides:

- Turn points and airspace data (co-ordinates of the departure, turn and control points and restricted areas) in the required formats. Loading files into their flight recorders or other navigational equipment remains the exclusive responsibility of the competitors .
- Airfield maintenance and ground staff
- Meteo service
- Aero towing
- Self Briefing file
- Parking for gliders, trailers and cars
- Water filling facilities
- Photocopies of tasks and meteo data
- Scoring service, trophies, medals, diplomas

12. Accommodation

On site and nearby Leszno Airfield you can find wide range of accommodation (among others):

- Apartments (at the airfield): www.booking.com/hotel/pl/apartamenty-lotnisko-leszno.pl.html
- Hotels (100 -200 meters from the airfield): www.achtotu.com.pl, www.mojaleszno.pl
- Campsite (at the airfield): TBA

Enclosed: Handicap Index for Open Class – Appendix 1
 Handicap Index for Club A Class – Appendix 2
 Handicap Index for Standard B Class – Appendix 3
 Handicap Index for 15 meter Class – Appendix 4

Mariusz Poźniak
CHAMPIONSHIPS DIRECTOR



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Appendix 1 - Handicap Index for Open Class

<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>	<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>
Typ i konfiguracja szybowca	Współczynnik fs1	Współczynnik fs2	Typ i konfiguracja szybowca	Współczynnik fs1	Współczynnik fs2
ASW 27/ASG 29 (15m)	0,870	0,855	JS 3 (18m)	0,835	0,847
DG 800 (15m)	0,870	0,855	Nimbus 3 (22,9m)	0,828	0,853
LAK 17 (15m)	0,870	0,855	Antares 20	0,821	0,844
Ventus 2b, 2c (15m)	0,870	0,855	LAK 20 (23m)	0,817	0,860
Ventus 2a, 3 (15m)	0,868	0,853	Nimbus 3D	0,816	0,860
JS 3 (15m)	0,868	0,853	LAK 17b (21m – 600 kg)	0,805	0,855
Diana 2	0,868	0,853	Nimbus 3 (24,5m)	0,803	0,853
GP 15	0,868	0,853	ASW 22 (24m)	0,803	0,849
Ventus (16,6m)	0,865	0,870	ASH 31 (21m)	0,794	0,844
Jantar 2B	0,865	0,885	ASH 25 (25m)	0,792	0,847
LAK 12	0,865	0,885	LAK 20 (26m)	0,792	0,857
DG 600 (17m)	0,858	0,862	Nimbus 3 (25,5m)	0,791	0,853
Arcus	0,856	0,867	ASH 25 (25,6m)	0,789	0,847
ASG 32	0,856	0,865	JS 1 (21m)	0,788	0,838
Nimbus 2	0,850	0,885	ASH 25 (26m)	0,786	0,847
ASW 17	0,855	0,870	ASW 22B (750 kg)	0,783	0,851
LAK 19 (18m)	0,852	0,887	EB 28Edition (25,3m)	0,783	0,844
Ventus (17,6m)	0,851	0,860	ASW 22B (850 kg)	0,783	0,844
LS 6 (17,5m)	0,849	0,860	Nimbus 4D	0,783	0,848
LAK 17a (18m)	0,849	0,860	Antares 23	0,780	0,838
LS 8 (18m)	0,847	0,887	Quintus	0,780	0,838
ASW 28 (18m)	0,847	0,887	EB 29D (25,3m)	0,778	0,842
Discus 2 (18m)	0,847	0,887	ASH 25 EB	0,777	0,844
LS 9	0,843	0,855	ASH 25 EB28	0,774	0,844
LS 6 (18m)	0,841	0,860	ASW 22BL (750 kg)	0,771	0,851
ASH 26	0,839	0,858	ASW 22BLE (850 kg)	0,771	0,844
HPH 304S Shark	0,839	0,851	Nimbus 4	0,771	0,844
LAK 17b (18m)	0,839	0,851	ASH 30	0,771	0,844
DG 800 (18m)	0,839	0,851	EB 29 (25,3m)	0,770	0,838
LS 10 (18m)	0,839	0,851	EB 28 (28m)	0,768	0,844
ASH 31 (18m)	0,839	0,851	EB 28Edition (28,3m)	0,768	0,844
Antares 18	0,839	0,849	EB 29D (28,3m)	0,762	0,844
Ventus 2c, 2cx (18m)	0,837	0,849	EB 29DR (28m)	0,762	0,842
Ventus 2cxa (18m)	0,835	0,847	ETA	0,759	0,844
ASG 29 (18m)	0,835	0,847	EB 29D (29,3m)	0,759	0,844
JS 1 (18m)	0,835	0,847	EB 29 (28,3m)	0,757	0,842
Ventus 3 (18m)	0,835	0,847	EB 29R (28m)	0,757	0,838
Diana 3	0,835	0,847	EB 29 (29,3m)	0,754	0,842

The handicap index fs is variable and is calculated for each competition day. It is calculated on the basis of the assessment of thermal conditions on a given day, by determining - the mean of the 5 best real speeds.

Współczynnik fs ma wartość zmienną i jest obliczany dla każdej konkurencji. Jest ustalany na podstawie oceny warunków termicznych w danym dniu, poprzez wyznaczenie Vo5 średniej z 5-ciu najlepszych prędkości rzeczywistych

If the task is completed by less than 5 competitors, then for the competitors who did not finish the task, the speed is equal to 0.

Jeżeli trasę ukończyło mniej niż 5-ciu zawodników, to dla zawodników którzy nie ukończyli konkurencji przyjmuje się odpowiednio prędkość równą 0.

$$Vo5 = (V1 + V2 + V3 + V4 + V5) / 5$$

For / Dla $Vo5 \leq 80$: fs = fs1; For / Dla: $Vo5 \geq 140$: fs = fs2

For / Dla. $80 < Vo5 < 140$: fs = fs1 + ((fs2 – fs1) * ((Vo5 – 80) / 60))

*For gliders equipped with FES drive, the handicap index is increased by 0.003.
Dla szybowców wyposażonych w napęd FES współczynnik powiększa się o 0,003.*

Appendix 2 - Handicap Index for Club A Class

<i>Typ and glider configuration / Typ i konfiguracja szybowca</i>	<i>Handicap index / Współczynnik fs</i>	<i>Reference Weight / Masa ref. [kg]</i>	<i>Typ and glider configuration / Typ i konfiguracja szybowca</i>	<i>Handicap index / Współczynnik fs</i>	<i>Reference Weight / Masa ref. [kg]</i>
Cobra 15	1,031	375	Jantar 15	0,985	370
Twin Astir I	1,031	605	Krokus	0,985	370
Std. Libelle	1,010	340	DG 300	0,985	369
LS 1-0, 1a, 1b, 1c, 1d	1,010	329	H301 Libelle	0,985	315
Phoebus B3, C	1,010	365	CB 15 Crystal	0,980	350
ASW 15	1,005	352	LS 4	0,980	356
Std. Cirrus (15m)	1,000	345	SZD 55	0,975	350
DG 100	1,000	385	HpH 304C	0,975	359
Jantar Std	1,000	366	Janus C (stałe podw.)	0,975	576
Cobra 17	1,000	385	Perkoz (20m)	0,975	569
ASW 19	1,000	362	LS 7	0,975	353
Std. Astir	1,000	380	miniLAK	0,975	300
Perkoz (17,5m)	1,000	550	Janus C	0,971	576
Janus (18.2m)	1,000	565	Glasflugel 304, 304E	0,961	365
LS 1f, 1f(45)	0,995	347	HpH 304CZ (15m)	0,961	365
SZD 59 Acro	0,995	375	Mini Nimbus	0,961	365
Jantar Std2, Std3, M	0,995	375	Genesis 2	0,961	366
Brawo	0,995	365	DG 200 (15m)	0,961	370
Jantar 15S	0,995	370	Speed Astir	0,961	400
Krokus S	0,995	370	Mosquito, B	0,961	365
Cirrus, VTC	0,995	390	Discus	0,961	367
Std. Cirrus (16m)	0,995	350	LS 3 (15m)	0,957	377
Hornet, C	0,995	343	ASW 24	0,957	365
PIK 20A, 20B, 20D	0,985	360	ASW 20, 20F (15m)	0,953	372
Pegase 101	0,985	368			

Appendix 3 - Handicap Index for Standard B Class

Typ i konfiguracja szybowca	Współczynnik fs	Std B	Typ i konfiguracja szybowca	Współczynnik fs	Std B
Astir Std	1,000	x	Krokus 15	0,970	x
Cirrus Std	1,000	x	PIK 20B	0,970	x
ASW 15	1,000	x	Pegase (oprócz D)	0,960	x
Jantar Std	1,000	x	Pegase D	0,950	y
LS 1 (oprócz 1f)	1,000	x	DG 300	0,950	z
Jantar Std2, Std3	0,980	x	LS 4	0,950	a
SZD 59	0,980	x	SZD 55	0,930	x
Krokus S	0,980	x	LS 7	0,923	x
Jantar 15S	0,980	x	ASW 20, 20F (15m)	0,923	x
DG 100	0,980	x	LS 3 (15m)	0,923	x
LS 1f	0,980	x	miniLAK	0,923	x
Brawo	0,980	x	Mini Nimbus	0,923	x
ASW 19	0,980	x	Discus	0,920	x
Perkoz (20m)	0,976	x	ASW 24	0,920	x
Jantar 15	0,970	x			

*For gliders equipped with FES drive, the handicap index is increased by 0.003.
Dla szybowców wyposażonych w napęd FES współczynnik powiększa się o 0,003.*

Appendix 4 - Handicap Index for 15 meter Class

<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>	<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>
Typ i konfiguracja szybowca	Współczynnik fs1	Współczynnik fs2	Typ i konfiguracja szybowca	Współczynnik fs1	Współczynnik fs2
SZD 55	0,930	0,925	ASW 20BL	0,880	0,915
Discus	0,925	0,925	ASW 20CL	0,880	0,925
ASW 24	0,925	0,925	ASW 12	0,880	0,930
LS 7	0,925	0,925	Jantar 1, Jantar 19	0,880	0,930
LS 3	0,912	0,925	LAK 17 (15m)	0,875	0,860
Mini Nimbus	0,912	0,923	Duo Discus	0,870	0,890
ASW 20, 20F (15m)	0,912	0,925	DG 1000	0,870	0,890
LAK 19 (15m)	0,905	0,893	S 10 Stemme	0,870	0,885
LS 8 (15m)	0,895	0,895	DG 800 (15m)	0,870	0,865
Discus 2b, 2c (15m)	0,895	0,895	Ventus (16,6m)	0,865	0,895
ASW 28 (15m)	0,895	0,895	ASW 27	0,865	0,855
Discus 2a (15m)	0,895	0,890	Ventus 2b, 2c (15m)	0,865	0,855
GP14 Velo	0,890	0,890	ASG 29 (15m)	0,865	0,855
Diana 2 (13,5m)	0,890	0,890	Jantar 2, 2a, 2b	0,865	0,910
miniLAK	0,890	0,925	LAK 12	0,865	0,910
ASW 20C (15m)	0,890	0,915	Ventus 2a	0,863	0,853
ASW 20B (15m)	0,890	0,895	SZD 56-2 Diana 2	0,863	0,853
DG 600 (15m)	0,890	0,897	JS 3 (15m)	0,863	0,853
SZD 56-1 Diana	0,890	0,893	GP15	0,863	0,853
Ventus (15m)	0,890	0,891	Ventus 3 (15m)	0,863	0,853
ASW 20L, 20FL	0,890	0,930			
LS 6 (15m)	0,890	0,892			

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If the task is completed by less than 5 competitors, then for the competitors who did not finish the task, the speed is equal to 0.

Jeżeli trasę ukończyło mniej niż 5-ciu zawodników, to dla zawodników którzy nie ukończyli konkurencji przyjmuje się odpowiednio prędkość równą 0.

$$Vo5 = (V1 + V2 + V3 + V4 + V5) / 5$$

For / Dla $Vo5 \leq 80$: fs = fs1; For / Dla: $Vo5 \geq 140$: fs = fs2

For / Dla. $80 < Vo5 < 140$: fs = fs1 + ((fs2 – fs1) * ((Vo5 – 80) / 60))

For gliders equipped with FES drive, the handicap index is increased by 0.003.
 Dla szybowców wyposażonych w napęd FES współczynnik powiększa się o 0,003.