



E6Glide

Aero Club "Adele Orsi" Varese

Varese, June 29th – July 5th, 2025
Briefing, 29th June 2025

Address for Correspondence
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Benvenuti a Varese!

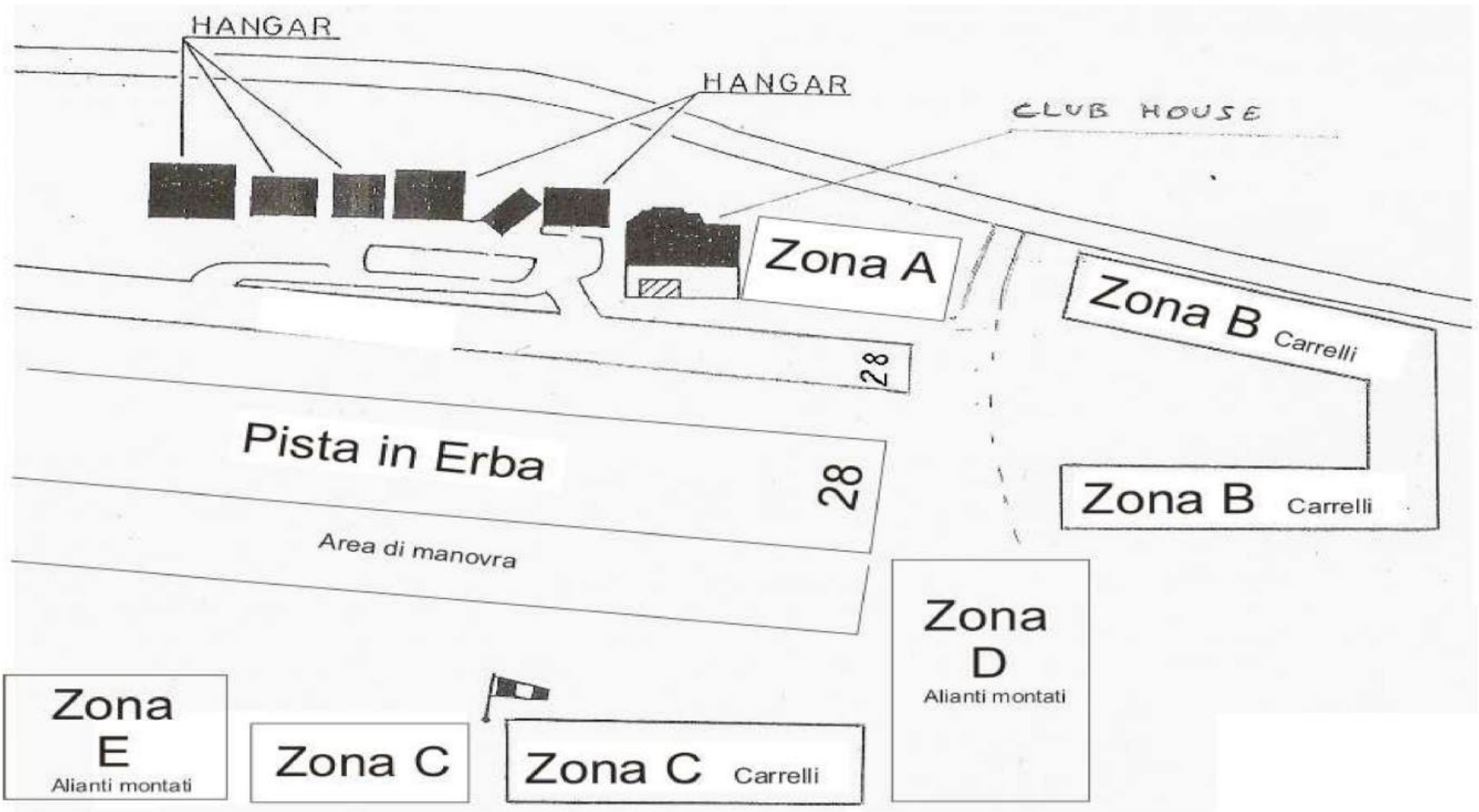
Time Schedule

Arrival and training:	from June 24th till the 28th
Scrutineering:	June 27-28th, 9 to 17.00
Opening briefing:	June 29th, Saturday, 11 am
Competition starts:	June 29th, Saturday
Special evening, Press Conference:	TBD
Competition ends:	July 5th, Saturday
Closing party and award ceremony:	July 5th, Saturday

Daily Time Schedule

Gridding:	until 11.45 am
Briefings via ZOOM:	at 11.00 am, or as communicated
First launch:	around 12.30 am, or as indicated
Daily results, award ceremony	daily, approximately at 6.30 pm

Parking Areas



Aeroporto "Adele & Giorgio Orsi"

General information for the pilots and their families/friends

Please take care when walking or driving on the airfield. Watch out for obstacles and air-traffic. Beware of the *cable release area* (grass, approx. threshold 28). **Do not cross the runways.**

Runway **10 - 28 Grass**

Take-off **QFU28 ONLY** (10 is forbidden by AIP)

Landing **QFU10 Glider circuit:** Left hand downwind (ie North of the field)
 QFU28 E3Glide circuit: Left hand downwind (ie South of the field)

Always Long Landings, or vacate the grass runway towards the lake, for the safety of those landing after you.

SoaringSpot.com

https://www.soaringspot.com/en_gb/e6glide-calciate-del-pesce-2025/

Official files

AIRSPACE: https://www.soaringspot.com/en_gb/download-contest-file/4925-36937 [E6Glide AS.txt](#)

TPs: https://www.soaringspot.com/en_gb/download-contest-file/4925-36936 [E6Glide TP.cup](#)

TP file includes some landables. We have NOT performed any inspections. You are responsible for the careful planning of your flight path and the selection of an appropriate and safe landing field.

Aerotow retrieve is possible only from official airfields and airports, provided that safety is guaranteed as well as the return to LILC before the end of legal daylight.

When compiling the Airspace File we haven't respected the official ICAO CLASS designations.

BEWARE: information about the actual Airspace Classes is NOT PRESENT in the official TXT/CUB airspace file; for this, please refer to the maps published by Jeppesen and/or other providers.

Airspace notes:

“Varese Hospital” (Helicopter Operations) is **ALWAYS PROHIBITED from **GND** up to **650 m AMSL****

All Airspaces are **ACTIVE, unless explicitly “Not-Active” as reported in the daily task sheet.**

All **ACTIVE airspaces are **PROHIBITED**.**

(Outlanding at the point of entry, up to disqualification for serious infringements)

All involuntary violations while being towed won't be penalized

Self-launch: violations within 3 minutes after take-off won't be penalized

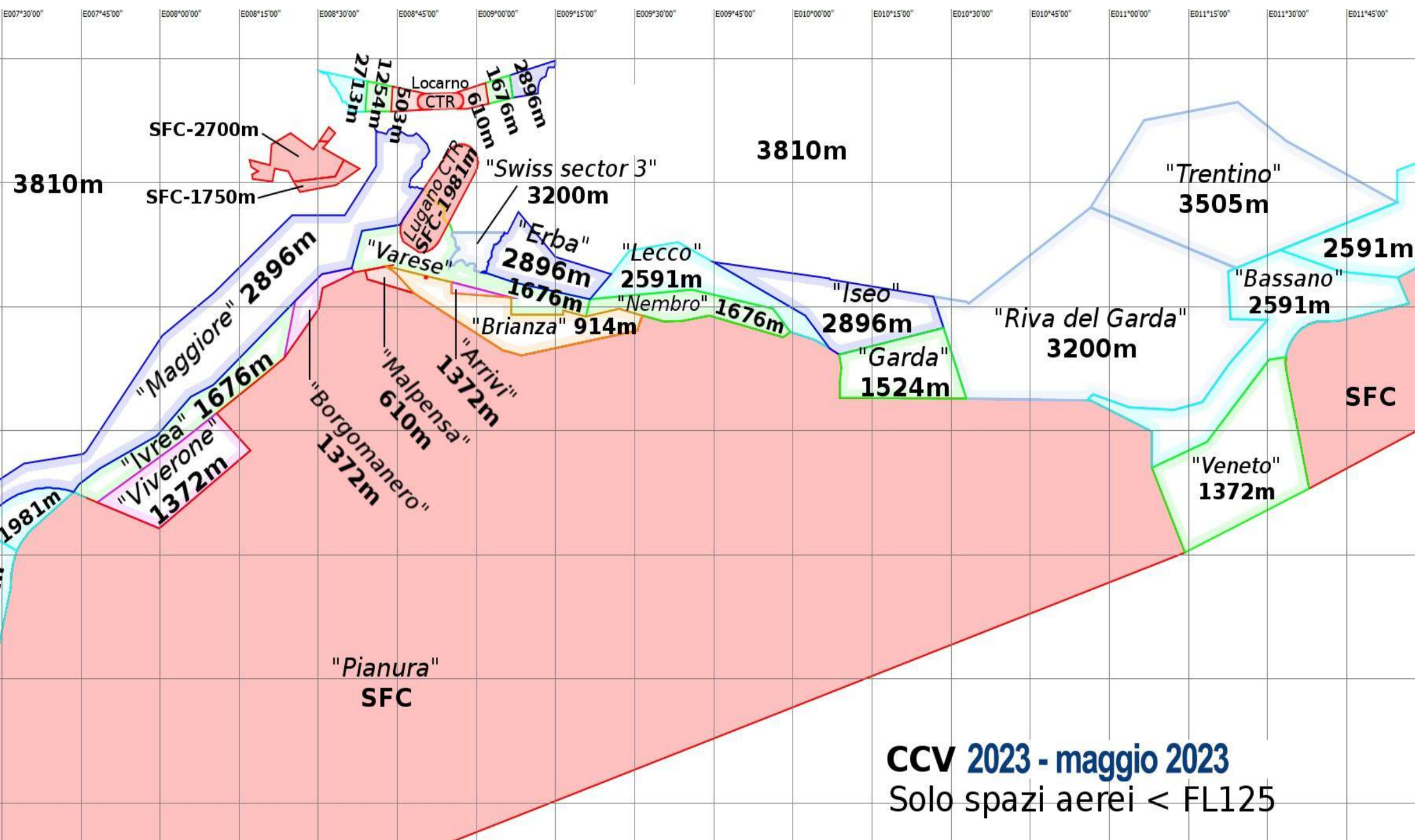
Airspace details overview:

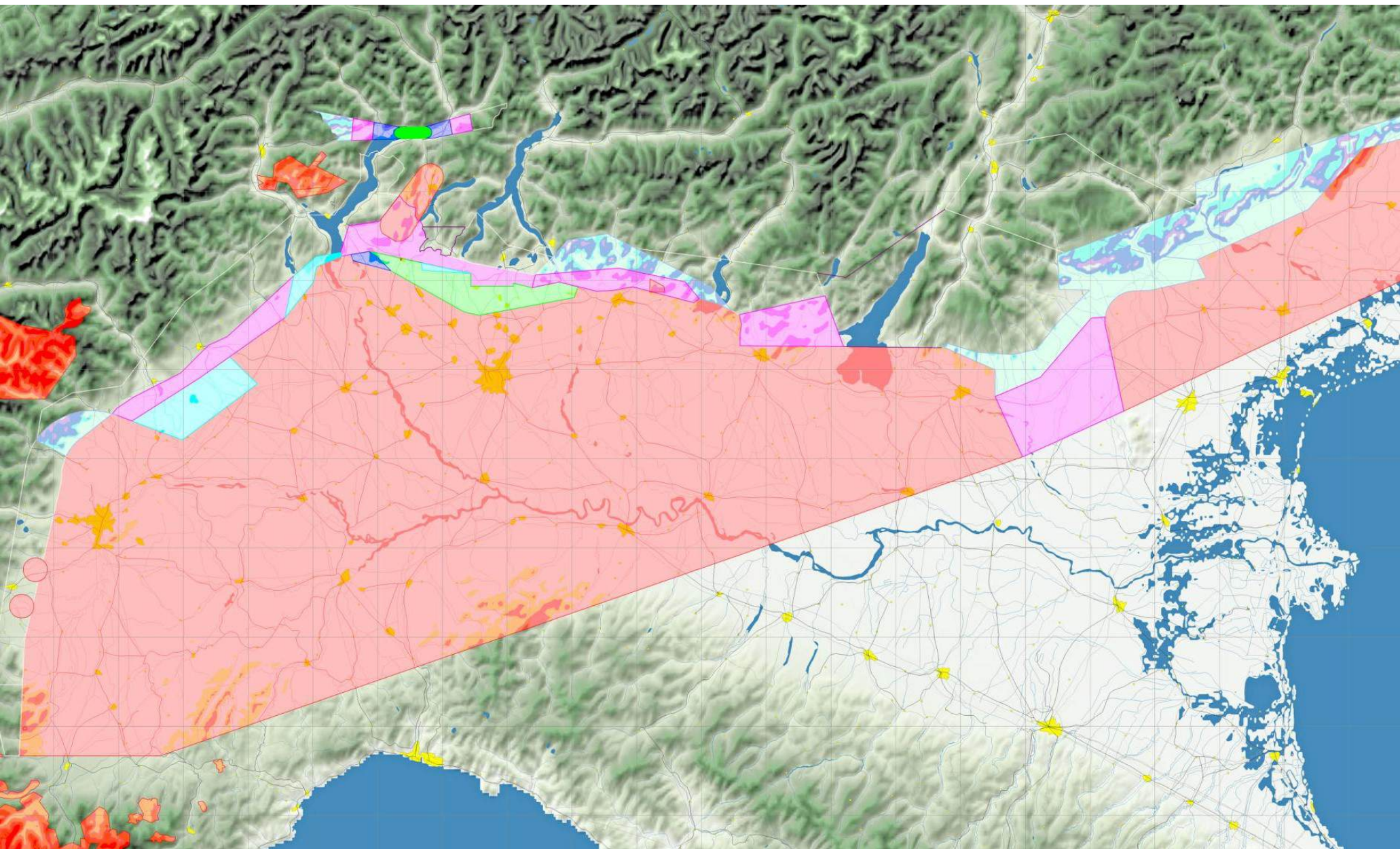
ALTITUDE LIMITS

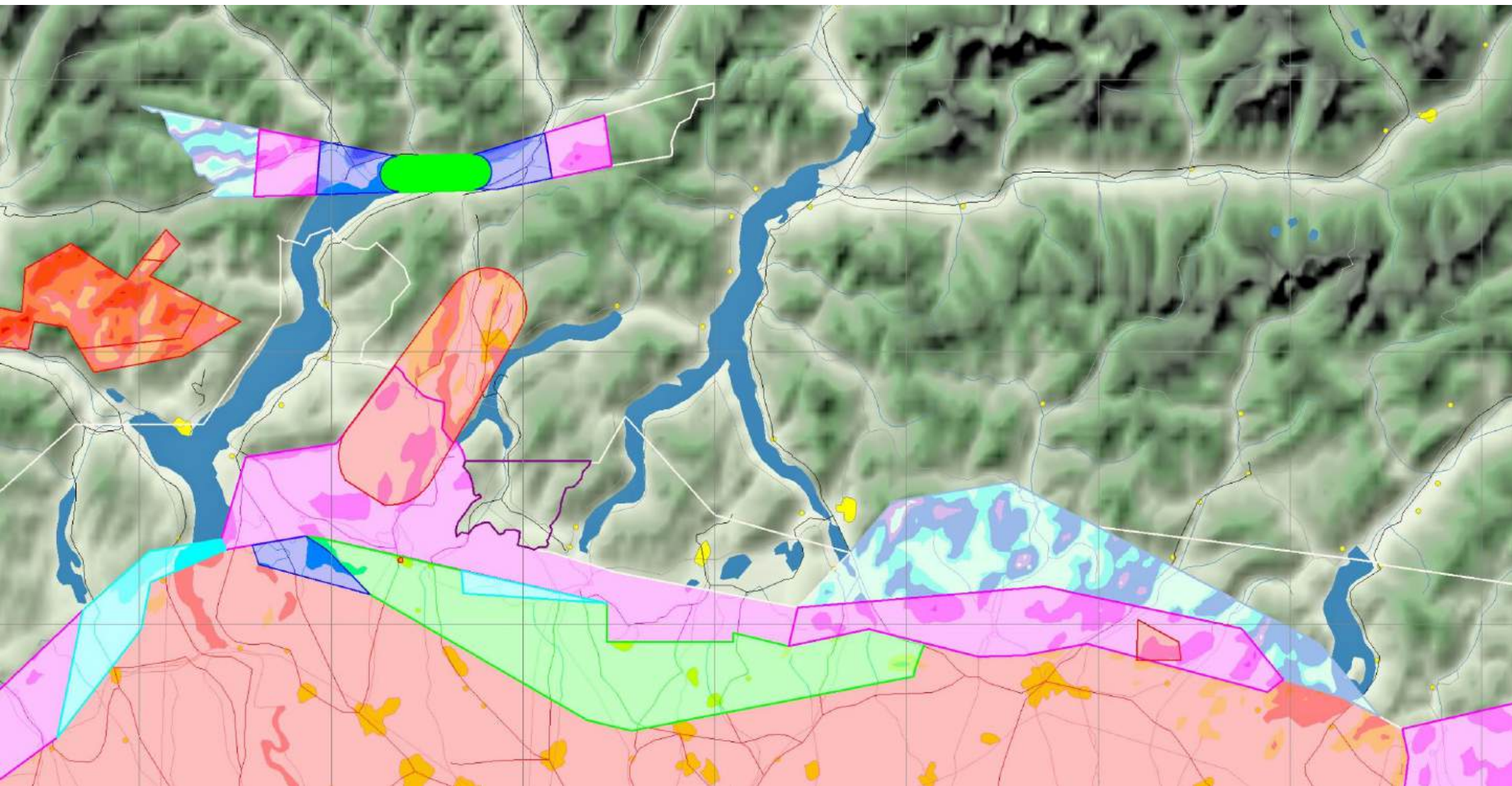
Maximum absolute altitude limit:

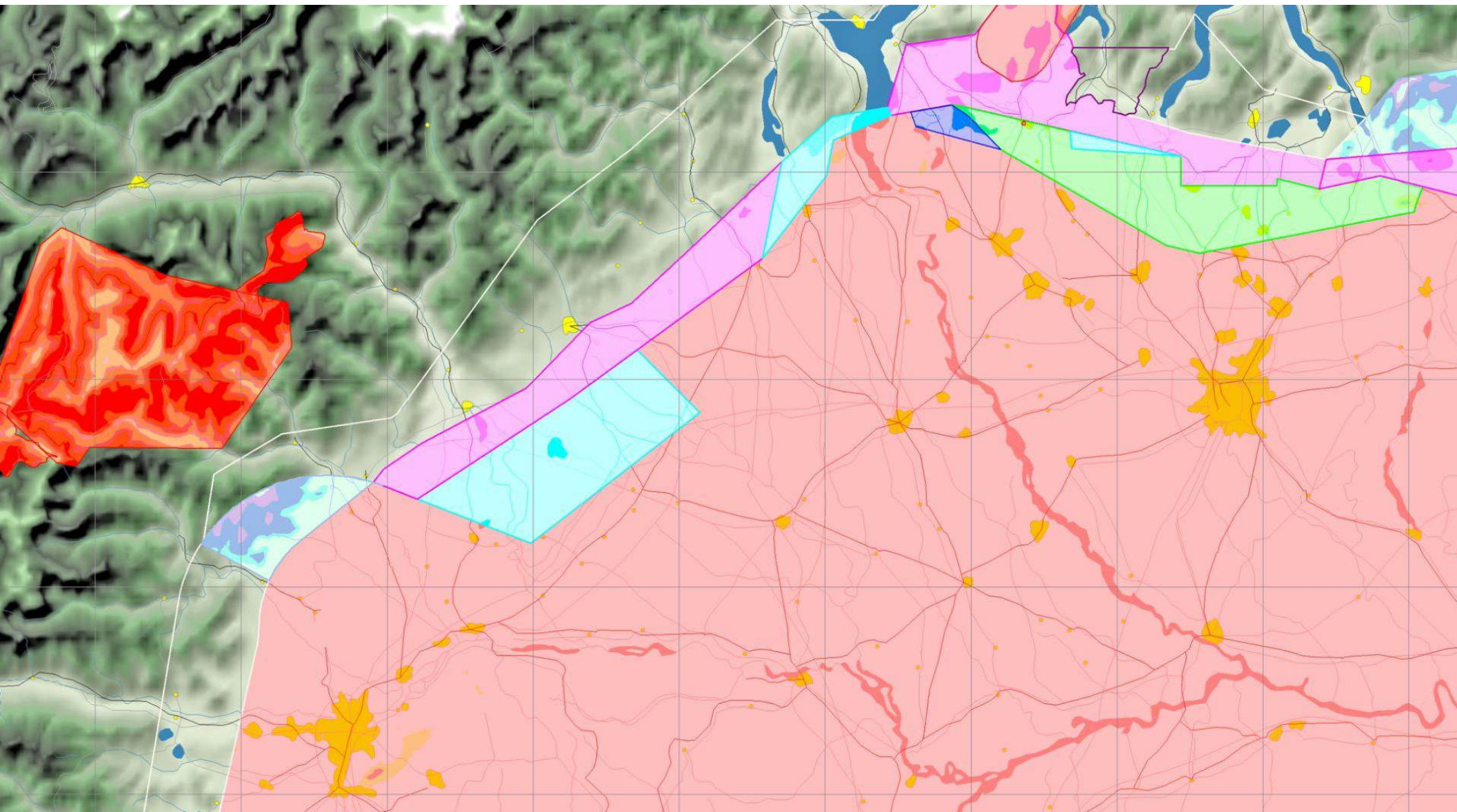
3810 m AMSL. (= 12,500 ft).

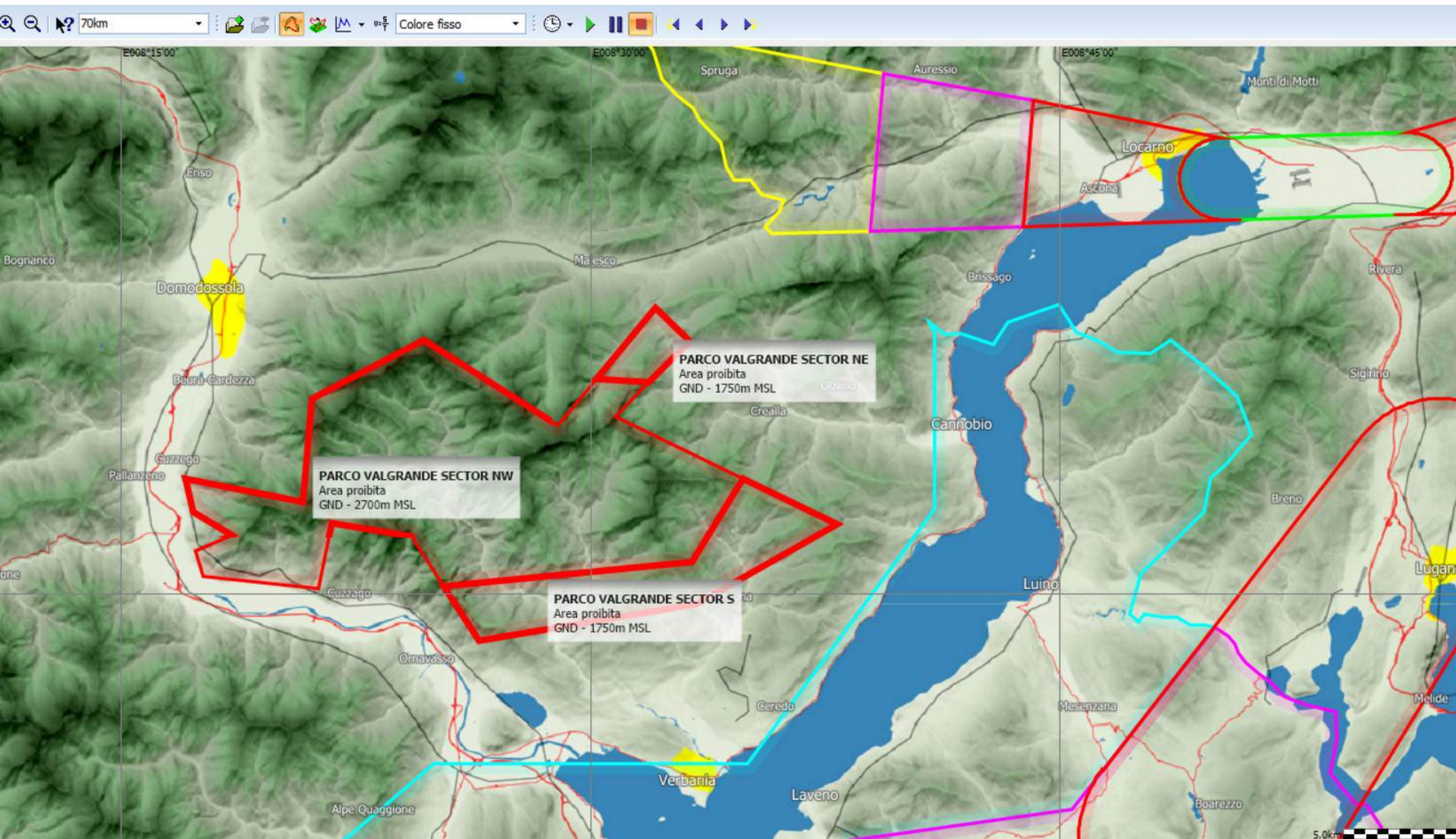
Varese airport elevation: 243 m AMSL

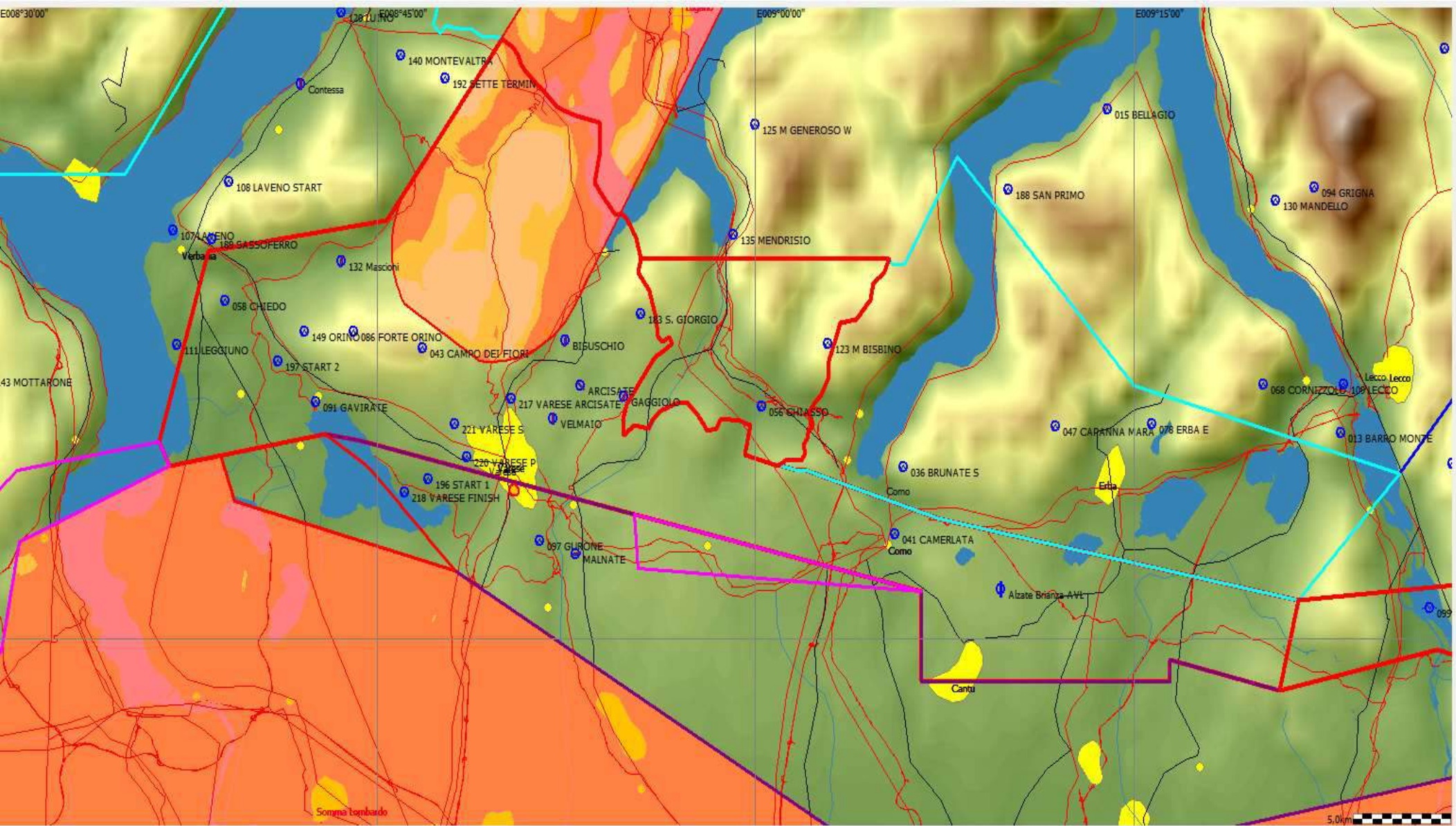


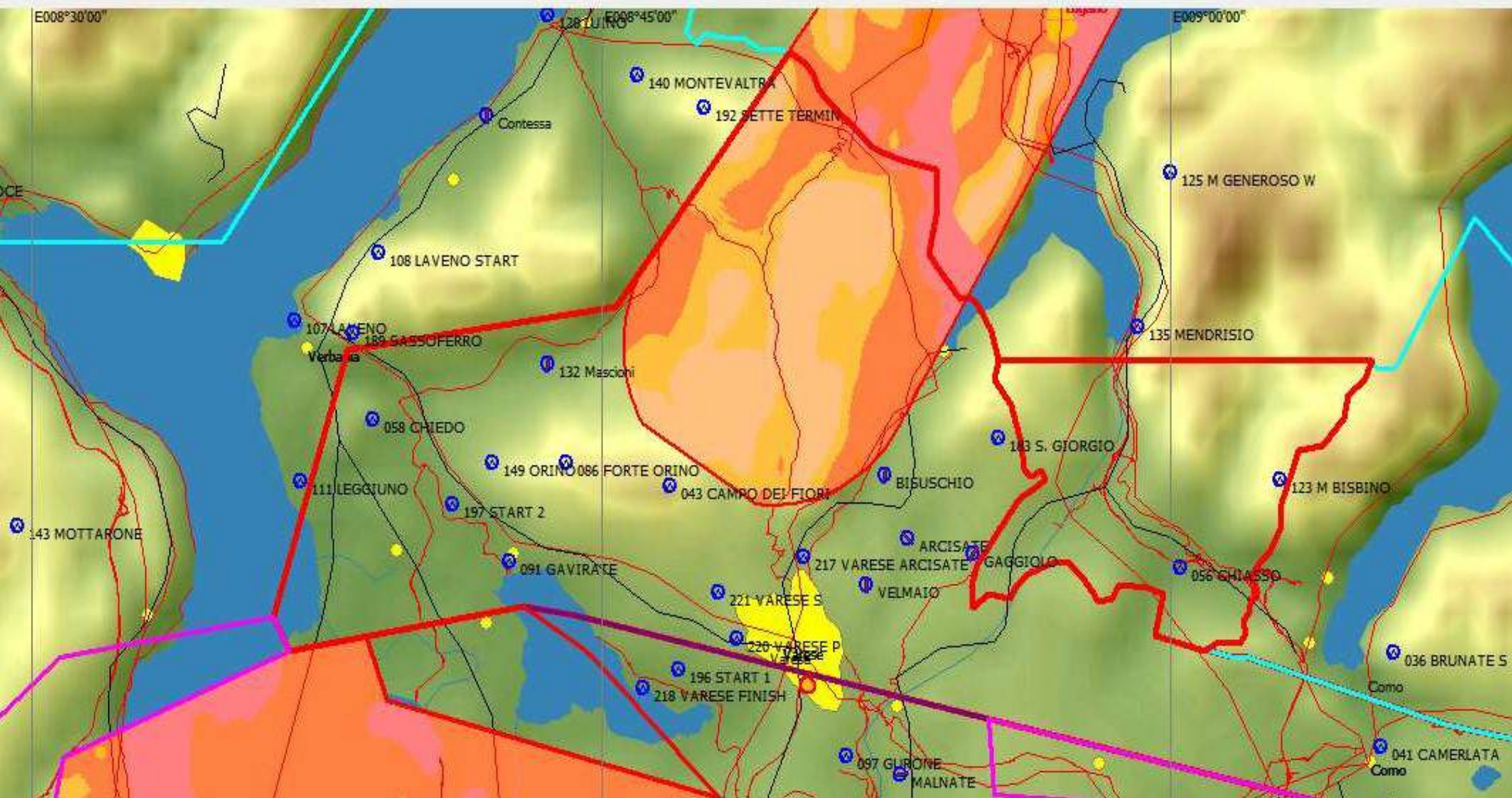




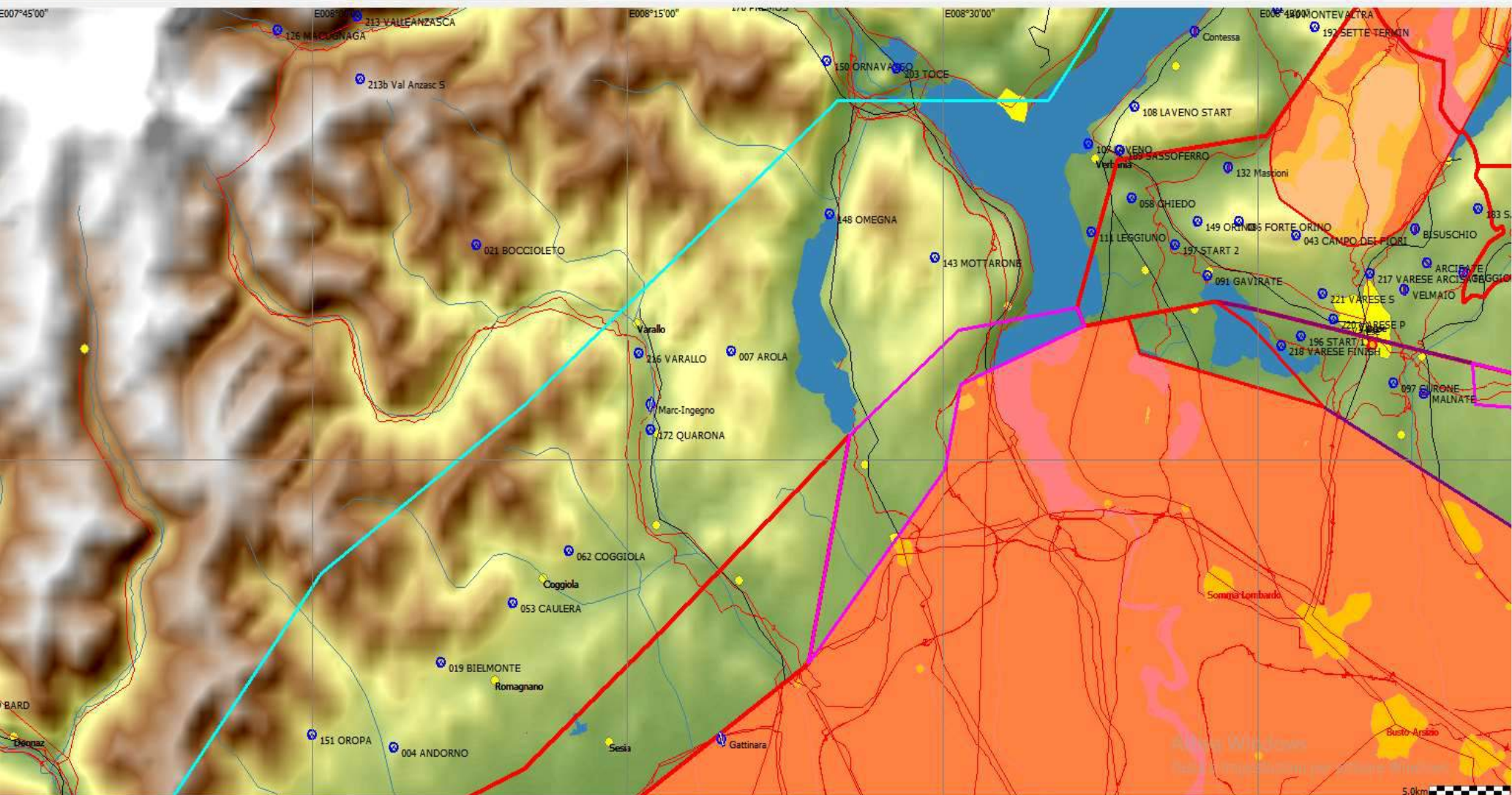


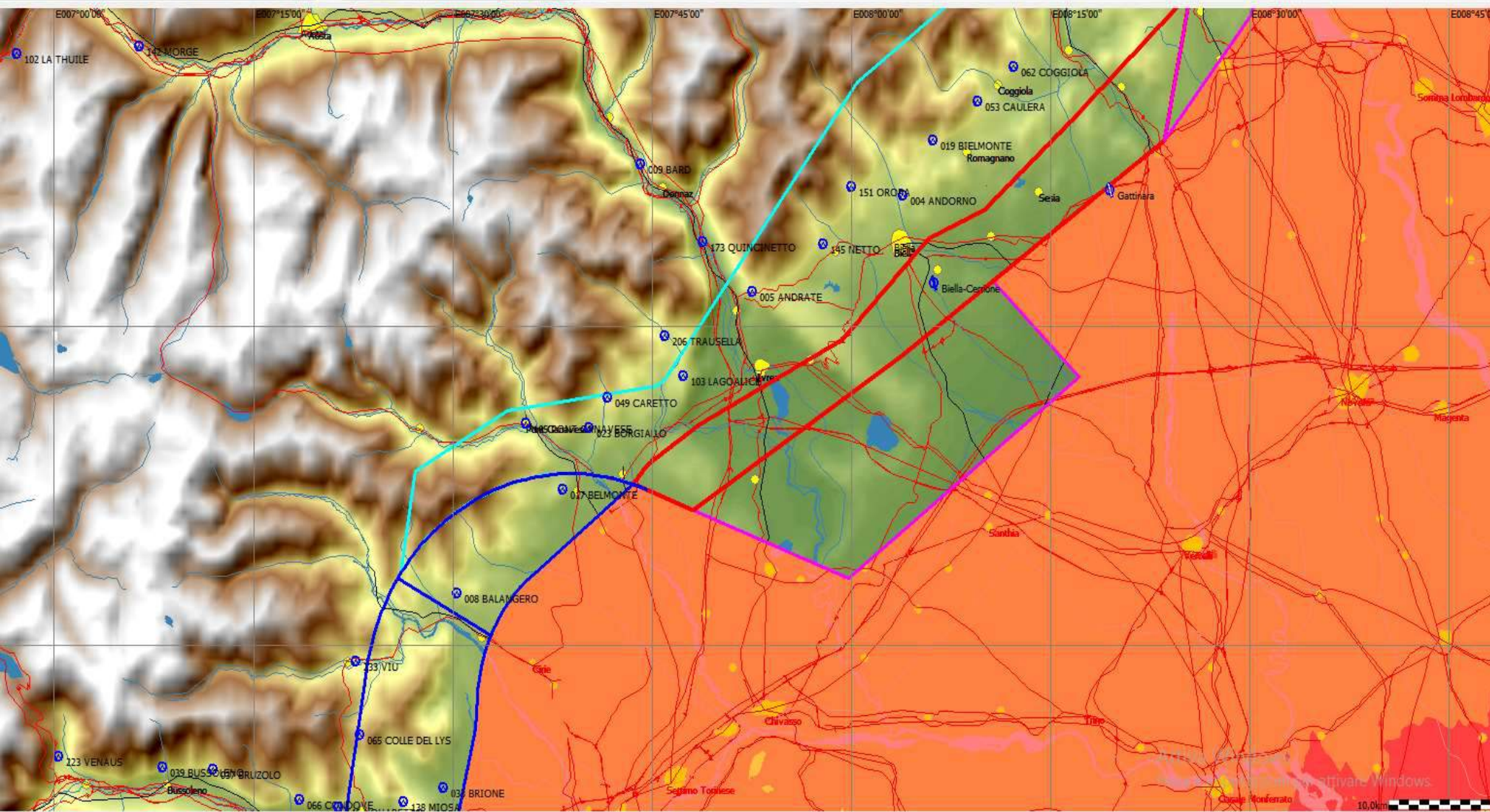


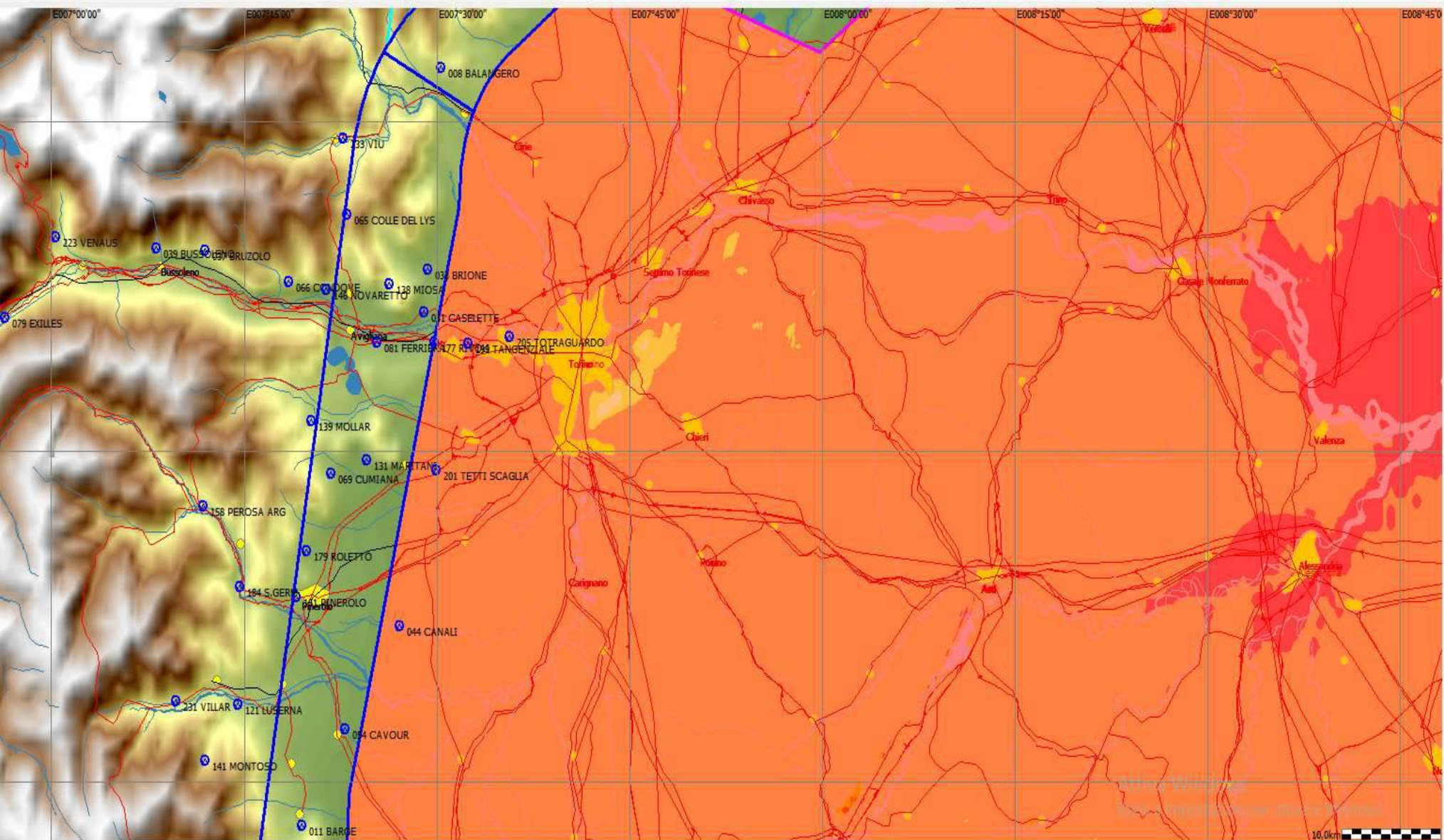




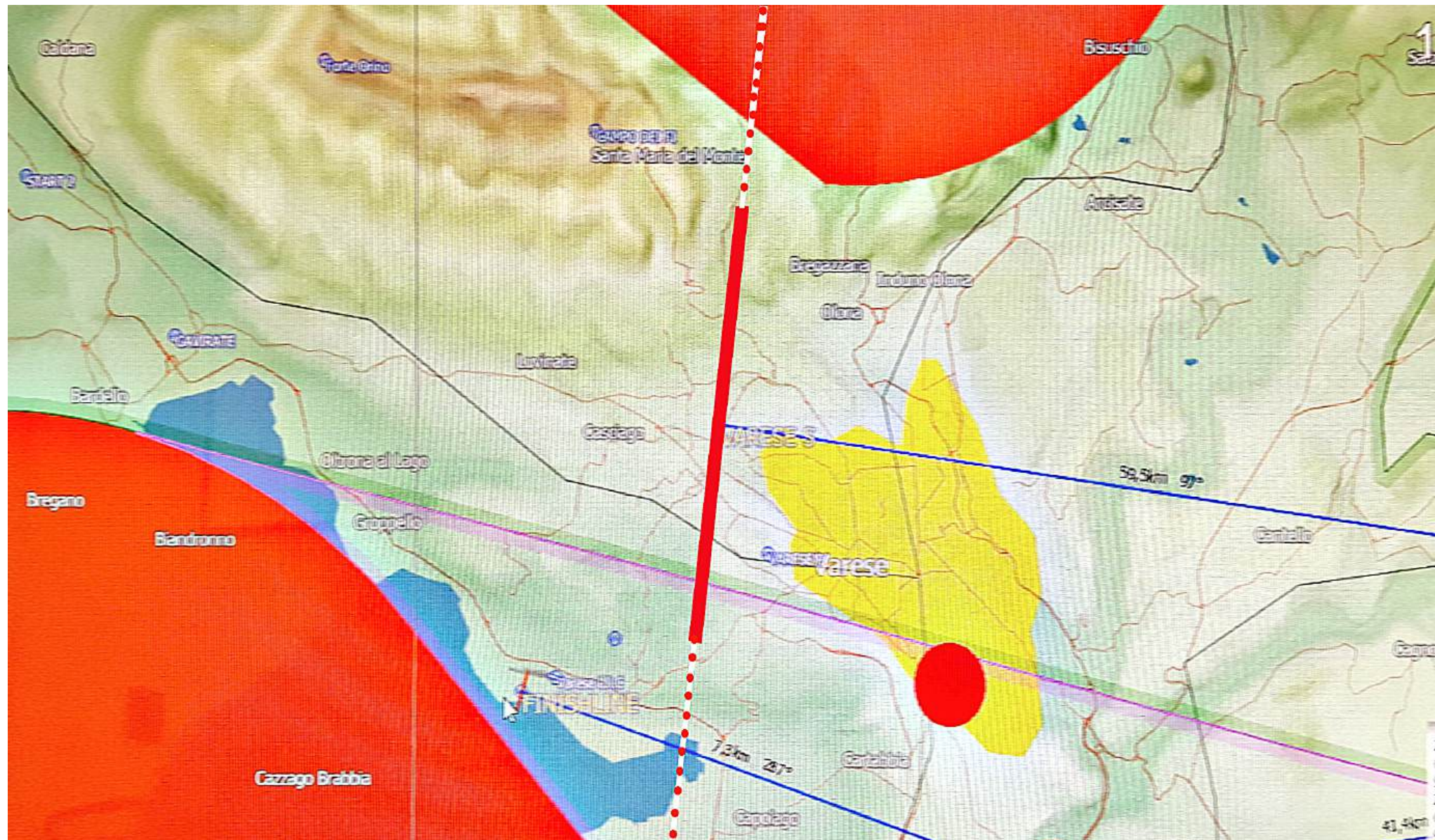


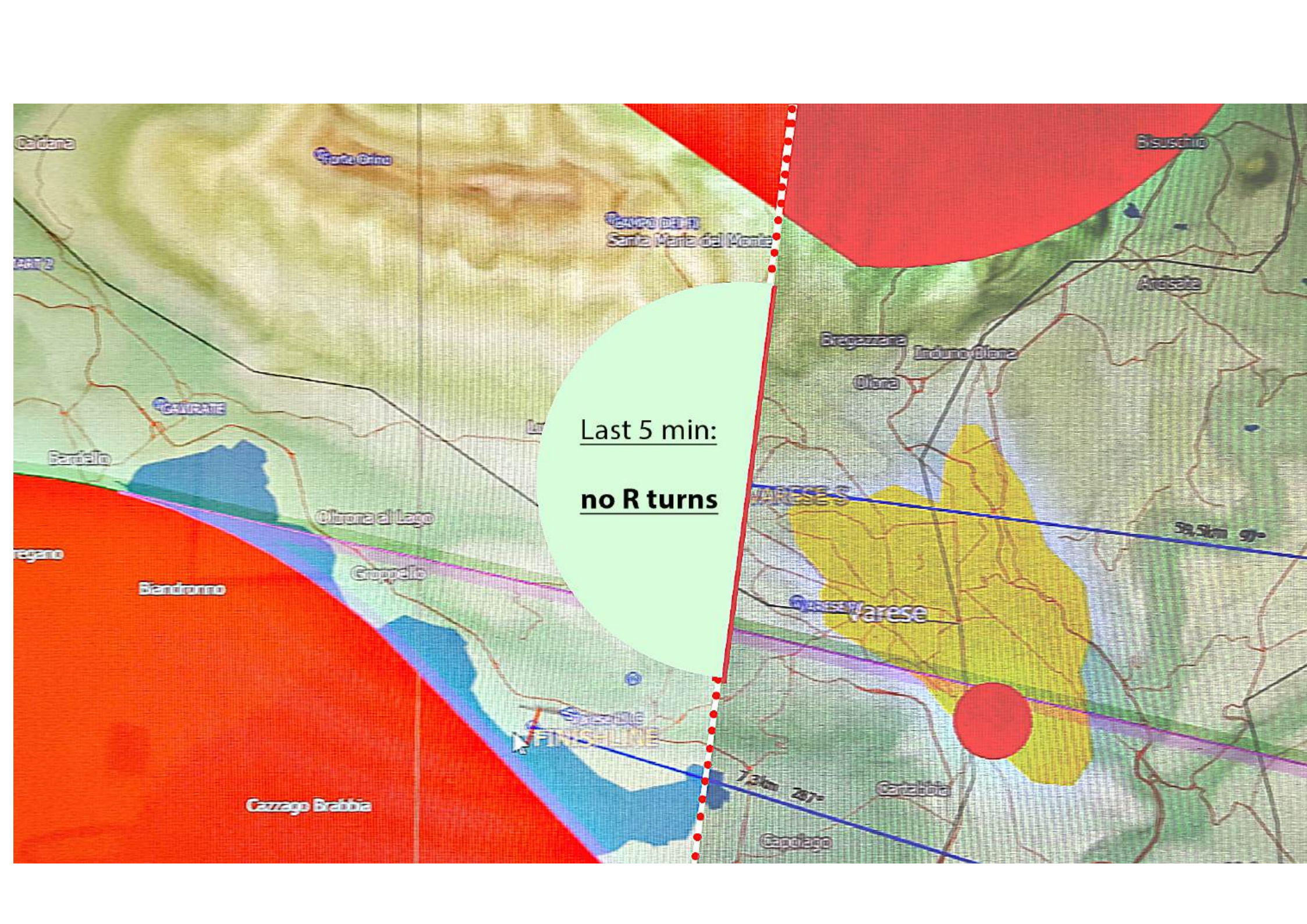






The Start_Line and the Extended Start_Line





A topographic map of the Varese region in Italy. A red dashed line runs diagonally from the top center towards the bottom right. A green circle is centered on this line, containing the text 'Last 5 min: no R turns'. The map shows various towns including Gallarate, Oleggio, Varese, and Cazzago Brabbia. A red dot is located near Varese. A blue line labeled 'FINISH LINE' is visible near the bottom left. The map also shows the Varese-S region and the Varese-S area. A red dot is located near Varese. A blue line labeled 'FINISH LINE' is visible near the bottom left. The map also shows the Varese-S region and the Varese-S area.

Last 5 min:
no R turns



Social Media

Facebook feed

<https://www.facebook.com/search/top?q=aero%20club%20adele%20orsi%20acao>

Instagram

<https://www.instagram.com/aeroclubadeleorsi/>

Interviews and comments

Live Tracking via OGN and Glide&Seek / SoarScore

Loggers: minimum recording interval = 2s

Start your loggers at least 3min before launch, to provide ground reference elevation (243m AMSL)

All flight documentation, including GNSS records shall be handed in immediately after landing

scoring@acao.it

Grid order (for the 1st Race) will be drawn by lot

Lines will be rotated, 2 lines for each day (4 gliders)

Organisation of the grid

The launch grid on the tarmac runway hosts two gliders on each row, next to each other.

The number of each row will be indicated by signposts.

On each and every row, the first glider coming to the grid will take position on the North (right) side of the runway, the undercarriage about 2m from the tarmac edge; the second glider will take position on the South (left) part of the runway, about 2m from the southern tarmac edge.

Helpers will be on site to help pilots and crews during gridding operations, and will provide instructions about the correct positioning of the gliders.

Grid position will be drawn by lot before the first competition day, and then rotated forward by the same number of rows on each valid competition day.

TASKS

The Organisers shall set a Task, which will consist of:

- a)** A number of Turnpoints in a sequence. All participants receive the same turn points. The different task lengths for compensation are realized by different turn point radii. A radius is assigned to each turn point for each handicap value.
- b).** A value of Maximum Energy Allowed (MEA) for the day, in kWh.
- c).** An initial Start Line opening time and Start Height/Speed limits, if any.

After the opening of the Start Line, the competitor shall cross the Start Line and complete the race by passing through these turn points, in the sequence designated by the Organisers, and the finish line.

Start

Regatta Start:	Countdown, last 20 min & 10s
COMM channel:	123.380
Line:	8 km (4 km radius)
Max Start Altitude:	as indicated on task sheet
Max Speed upon crossing:	170 km/h (+10% tolerance)
Extended Start Line:	stay behind it, in the last 60s

In the Start Area:

no turns to the Right ($>90^\circ$) during the last 5 minutes before the opening of the Start Line

**No opposite or perpendicular direction
in the first 3min after the opening of the Start Line**

A pilot manoeuvring in such a way as to fly in the opposite direction or perpendicular to the track of the other pilots, within three minutes from the opening of the start line, shall be disqualified for the day. (The intent of this rule is to penalise for turning back in the first few moments after the start which could create a risk of head-on conflict with the other gliders). Circling to climb is excepted from this rule.

Finish circle

Minimum Altitude

indicated for the Finish, applies to the full length of the last leg (from last TP)

Radius: 3 km

Landing

Roll to a stop at the end of Runway 10.

Vacate to the South only with greatest caution.

**Remove your sailplane from the landing area
immediately**

LANDING TRAFFIC PATTERNS

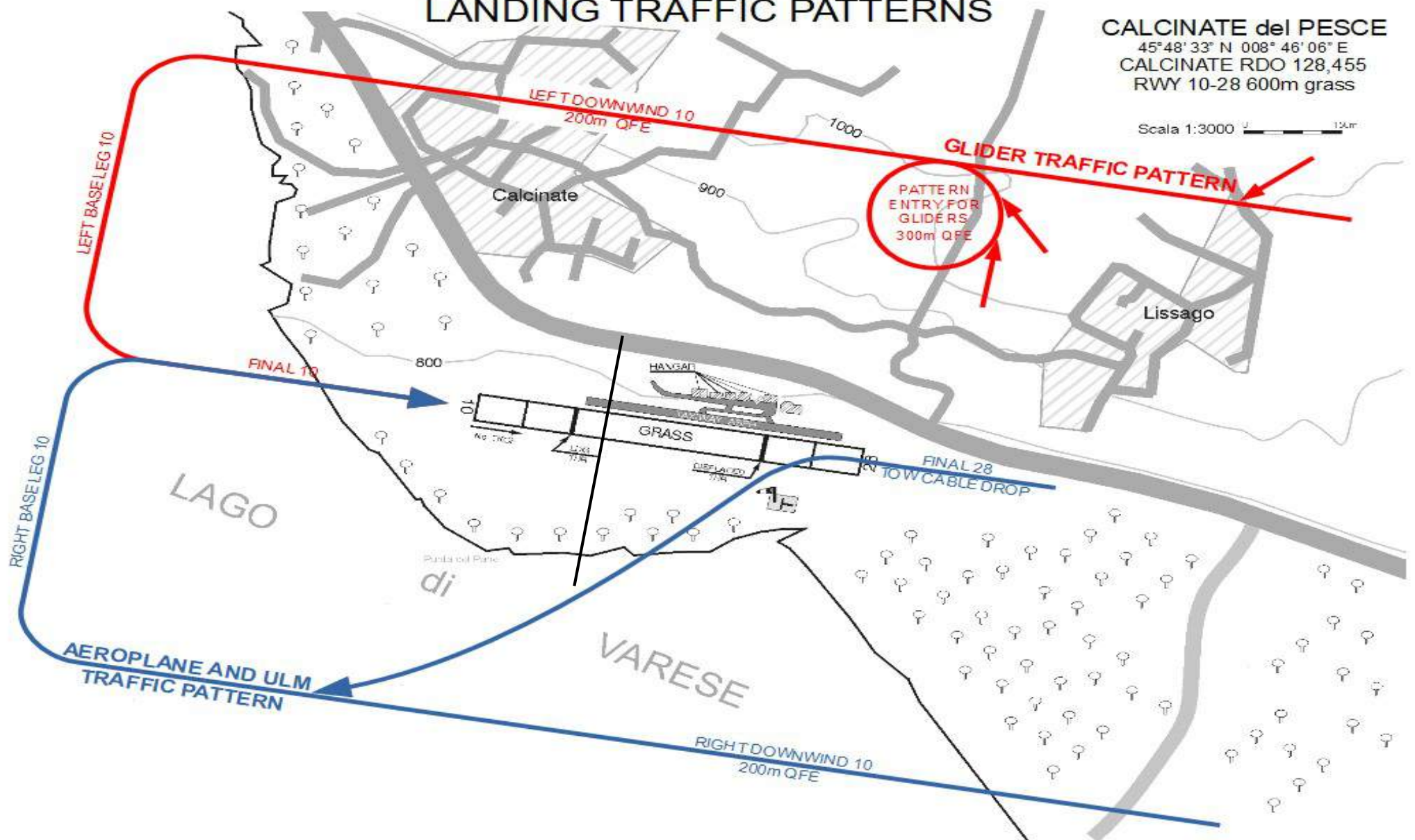
CALCINATE del PESCE

45°48'33" N 008°46'06" E

CALCINATE RDO 128,455

RWY 10-28 600m grass

Scala 1:3000



Arrivals and Finish

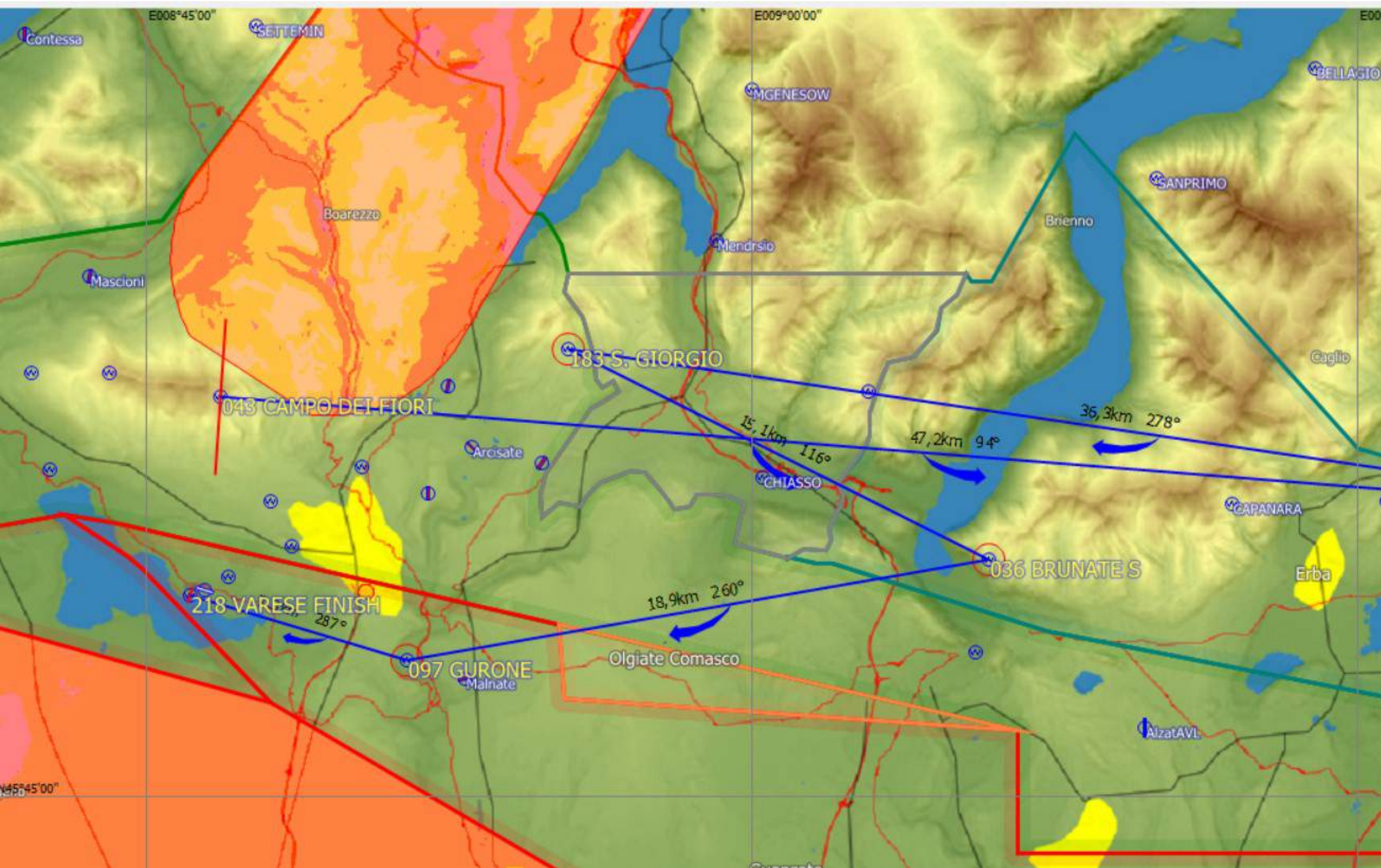
Airport elevation: 243 m AMSL

City of Varese: average elevation 400 m AMSL

Hospital: no overflying below 650 m AMSL

Checkpoint from EAST: 097GURONE, elevation 287m

Maintain minimum finish altitude from Checkpoint to the Finish Circle ("Hard Deck rule"). Penalties apply.



Radio Communications

Launch, landings: 128.455

(from 15 minutes before indicated time for the 1st launch)

Free Flight, 123.380

(from the Release, to your own announcement of:

"Varese, *your_callsign*, 10K)

Radios are for voice transmissions between team members and between them and the Organisers only. Any other data transmission between competitors, or between them and the ground, is prohibited except as required:

- by the organisers
- for safety purpose
- for anticollision warning

All pilots shall remain on the channel 123.380 frequency.
Non-compliance may be penalized.

Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task must land or return to the ELGC site without delay and may not lead, guide or help other competitors in any way.

According to e-Concept Rules, we are using:

- . the DHT Distance Handicap task setting,
- . the ETS Elapsed Time scoring.

The German DAeC Index List 2025 is used for the competition:

www.daec.de/media/files/Dateien/Sportarten/Segelflug/Downloads/DAeC_Indexliste_Wettbewerb_2025.pdf

Maximum wingload

The wing loading is limited to **47 kg/m²** for all aircraft types.

The individual handicap value of any gliders that, for technical reasons, cannot comply with the maximum allowed wing loading will be increased by 0.4/kg in excess maximum allowed wing loading.

DEFINITIONS AND PARAMETERS

Finisher: A finisher is a competitor who crosses the start line (with or without penalty), achieves all the assigned Turn Points in the correct order (with or without penalty) and crosses the Finish Line (with or without penalty).

Valid Day: a day shall be counted as an ELGC race day if a launch opportunity has been given to each competitor, and at least one competitor is a finisher.

MEA= maximum energy allowance for the task between start and finish line in [Wh]

UE= real used energy between start and finish line [Wh]

PTE= time penalty for exceeding MEA between start and finish line

PT= normal penalty time

TS= start time -the time of day at which the start line was opened

TF= competitors finish time

ET= time elapsed between the start and the finish time for an individual competitor

CET= corrected elapsed time: ET plus the penalty time PTE due to exceeded MEA

CETO= minimum CET (i.e. CET of the first place finisher)

dT= maximum time difference to the first place finisher = 20 minutes

DET= daily elapsed time: time with adjustments and penalties for the final scoring

TET= total elapsed time: the sum of each competitor's DET over all competition days

8.1 OVERVIEW OF SCORING

On days on which there are one or more finishers, all competitors will receive a Daily Elapsed Time (DET). In order to keep the overall race interesting, the difference between each competitor's elapsed time and that of the first place finisher will be limited. There are 5 steps to scoring each day:

A) **Convert exceeded MEA to penalty time (1 Wh is equal to 1s) and add the penalty time to elapsed time (ET).** The new time is named corrected elapsed time (CET).

B) **Record the actual CET of each finisher** and sort them from lowest to highest.

C) **For the first place finisher, the Daily ElapsedTime (DET) is equal to CET.** Limit the DET of each finisher to the first place finisher's DET plus dT (defined below). All "slow finishers" receive the same DET.

D) **Give all non-finishers a DET of the first place finisher's DET plus dT.** All non-finishers receive the same DET.

E) **Apply any penalties to the DET.** The application of penalties may causes the difference in elapsed times between pairs of competitors to exceed the "limit."

The finisher with the lowest DET after adding the penalties is the day winner.

SAFETY FIRST

. FIRE PREVENTION: apply maximum care in the handling and charging of the batteries

. Self-EVALUATION: be sincere to yourself about your currency, recent activity, knowledge of your instruments and your sailplane systems (especially engine and fuel management)

. please make it a very safe and fun contest

. safety in the air:

by applying sportsmanship and airmanship

for any situation requiring analysis and discussion, please take note of the exact time. We'll examine the situation and discuss the matters with all the people involved, with the aim of learning how to improve the competition safety records and promote a SAFE AND JUST CULTURE

. safety on the ground:

Pay attention to obstacles, pot-holes, children, cyclists etc.

always use Ground anchors, Wheel chocks, Ties on both glider AND trailer keep your pets under strict control

drive very slowly (max 30 km/h on tarmac, max 10 km/h in the camping area)

. safety upon landing:

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LONG LANDINGS

REMOVE YOUR GLIDER FROM THE RUNWAY

NO RUNWAY CROSSING

KEEP CAR WINDOWS OPEN

LOOK OUT AND ASK FOR ADVICE BEFORE MOVING

Discussion with the C.D.

All competitors are kindly invited to discuss their remarks with the C.D. This may proceed to a more formal Complaint in accordance to the national rules, which will then require the down-payment of 100 euros for each complaint. The amount will be refunded if the reasons of the participant have been accepted. The Jury members will decide on the matter.

E-Concept is a Work-In-Progress

All competitors are kindly invited to bring their advice and evaluations of the organisers' performance, of the rationals of the Local and Official Rules. Any ideas and proposals can be analysed and eventually tested during the competition. The IGC's E-Concept committee is always looking for hints and initiatives which may provide a positive outcome for the Future of Gliding.