Local Procedures

E6GLIDE

(27-28) 29. June – 5. July 2025

Calcinate del Pesce, Varese - Italy

A. Organiser

AeroClub Adele Orsi

21100 Calcinate del Pesce, Varese

Italy

Competition Director: Aldo Cernezzi, Marco Cappelletti
Sports Director and Task Setter: Aldo Cernezzi, Marco Cappelletti
Scoring: François Robert
Flight Operations: Alberto Balducci

B. Agenda and time schedule

Time Schedule

Arrival and training: from June 26th till the 28th 2025
Scrutineering: June 27th, 10 am to 5 pm, and June 28th, 9 am to 5 pm
Opening briefing: June 27th, 7 pm
Competition starts: Sunday, June 29th
Evening party: date to be defined
Competition ends: Saturday, July 5th
Closing party and award ceremony: Saturday, July 5th

Daily Time Schedule

Gridding, time and directions to be distributed daily via messaging app.
Daily briefing, TBD with announcement on Telegram Group. (Generally, 11.15am LT)
First launch, around 12.30 am or as indicated at briefing
Daily results and daily award ceremony approximately at 6,30 pm
Dinner, from 7 pm

C. Documents

The following documents must be submitted for registration:

Pilot

- Valid and active Glider Pilot License
- Valid Medical Certificate

Sailplane

- ARC valid at least until July 6th
- Third Party Responsibility insurance certificate
- list of equipment and recent weighing report

D. Technical requirements

Method of determining energy used and calibration of energy logger

There are three alternative methods for determining the amount of used energy:

The best and preferred option is to use a FES-Bridge from LX NAV. This bridge writes information about speed, voltage and current into the IGC file. In this case, the total amount of energy used can be determined directly from the file.

The second option is an MOP2 sensor. This sensor records the current only, and then power is calculated by using the uses the voltage as set in LX. The determination of the consumed energy is a bit less accurate with this option, but it also works.

As last option, the ENL recording can be used. In this case, for the calculation of the amount of energy used, it will be assumed that the maximum current was used for the whole duration of the high-ENL values which show that the engine was being used.

It is strongly recommended to use a FES bridge from LX NAV or an MOP2 sensor for the competition. The pilots can easily check which system is actually installed in their glider, by reading an IGC file in SeeYou. If the information about speed, voltage and current is available in the file, the FES bridge is installed. If the IGC file only shows information about the current, an MOP2 sensor is installed. If no values are displayed, there's no device installed, and we recommend to upgrade the system by the installations of the FES Bridge before the start of the competition, as the energy calculation via ENL may be a disadvantage for the competitor.

In order to test the proper function of the devices, a test of the loggers is carried out in a one-minute engine test run, while a current clamp is temporarily applied to the wirings for scrutineering purposes.

Scrutineering: location and schedule

Scrutineering and registration are possible on Friday June 27th from 10 am till 5 pm, and on Saturday June 28th, until 5 pm. The location for the Scrutineering is the central hangar.

List of prohibited instruments

All instruments that enable instrument and cloud flying must be removed or sealed before the competition.

Requirement for High Visibility markings

There are no special requirements with regard to special markings.

Procedure for checking aircraft mass

For scrutineering, a reference mass is determined in tow-out configuration. This reference mass will be checked daily for each aircraft, while the sailplanes are being towed to the grid. There is a tolerance of 10kg. If the measured check weight is found in excess of the tolerance, penalties apply.

FLARM

The use of FLARM is mandatory for all participants. Either the Flarm-ID or a .ifg file or flarmdev.csv file from the Flarm logger shall be delivered to the Organizer in advance of or at the opening briefing.

E. Scoring

Index list for Distance Handicap

The Italian Gliding Race Index List 2024 is used for the competition:

https://www.aeci.it/upload/files/Allegato_A_-_HP_Unica_2024%20ver1.pdf

Maximum wing loading

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.

Handling of IGC files in electronic form

The files shall be delivered to the scoring office via email, or on a clean SD card, as soon as possible after landing. The email address of the scoring office will be announced at the opening briefing.

Delay for handling of flight documents

The delivery of IGC files must be effectively completed within 45 minutes after landing. Repeated violations after the first warning will be treated with a time penalty of 30s.

F. General Flying Procedure

Units of measurement

The metric system is used in the competition:
Distances and heights: m, km
Pressure: hPa
Speeds: km/h

Radio Communications

The competition will use 2 radio channels:

128.455 (Varese Ground) for towing, take-off, landings and taxying (gliders and vehicles);

123.380 (Competition and national gliding Air-to-Air) from release (start of soaring flight) to "10km before finish or landing".

Communications on any other channels during soaring flight are prohibited, and the offenders shall be penalised according to the Rules of the E-Glide Concept. All participants must actively listen to the airport frequency for the entire duration of the competition.

Carriage of tracking units

A tracking system may be used. All participants must accept to carry the tracking devices provided by the organisers. Intentionally interfering with the tracking system may be penalised. All participating aircraft must be equipped with a Flarm, which must remain switched on during the entire duration of the flight. The use of stealth mode is prohibited

G. Gridding

Organisation of the grid

The launch grid on the tarmac runway hosts two gliders on each row, next to each other. Each row will be assigned a number as 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 2 meters from the tarmac edge; the second glider will take position on the South (left) part of the runway, about 2 m 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.

The 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.

Requirements for dumping of water ballasts on the grid

Ballast water may be dumped on the tarmac (grid) if necessary. We recommend dumping ballast while moving the glider away from the grid.

H. Launch procedure

Procedure for self-launching

For the purpose of scoring, the calculation of the energy used will only start from the last valid crossing of the start line.

Release areas

The release areas are all situated North of the airfield. Release point and altitude will be indicated either during the daily briefing, or before the first launch.

Release

The release height varies from 500 to 1000 meters Above the Elevation of the departure airfield LILC, depending on the weather conditions. The release height will be the same for all participants as per the first launch. It is the responsibility of the competitor to release from tow, or end the powered climb, at the correct height.

Re-lights (re-launch)

In case a competitor demands a second or a third launch, this shall happen as soon as technically possible after all gliders on the competition grid have been launched. The time of the second or third launch shall not be taken into account for determining the opening time of the Start Line.

Turn direction for the first kilometers

The first glider in a thermal determines the circle direction for all following gliders. There is no specific circle direction near the airfield.

I. Finishing Procedure

Mandatory Reporting points / Check Point

For each landing or approach direction, there will be a fixed mandatory report point 5 to 10 kilometres before reaching the airfield.

Finish Line, Minimum altitude and height restrictions

The Elevation of the airfield is 243m AMSL.

The geometry of the finish line and the minimum height while finishing, will be defined every day at the briefing in accordance with safety and operational considerations based on the forecasted weather conditions and the assigned task. The use of the engine on the last leg from report point to the finish line is subject to a time penalty.

Procedure for direct landings

In case of a too low arrival altitude, direct landing must be announced as early as possible and carefully coordinated with the ground operations manager by radio.

J. Outlanding

Telephone number of the outlanding office

The Competition Director must be informed of any outlanding via Telegram messenger or SMS at: +39 347 5554040. Or call the AeroClub: +39 0332 310073.
The message shall include the following information:
- Number of turning points rounded
- amount of used energy
- Glider okay?
- Crew informed?