

Implementation regulations for the 61st International Hotzenwald Gliding Competition from 23.05.-30.05.2026

1. Organizer and host

Luftsportgemeinschaft Hotzenwald e.V. (<http://www.lghotzenwald.de>)

2. Date and Location

The international sporting event will be held at the airfield Hütten Hotzenwald (EDSF) from **May 23 to May 30, 2026**.

Registration opens	Sunday	February 1, 2026
Entry Deadline	Friday	May 15, 2026; 12:00 AM
Arrival	From Friday	May 22, 2026
Training possibility (by arrangement)	From Saturday	May 16, 2026
Document check/waiver*)	From Friday	May 22, 2026 from 8:00 PM
Opening briefing and first day of competition	Saturday	May 23, 2026 at 9:00 AM
Last day of competition	Saturday	May 30, 2026
Closing ceremony and award ceremony	Saturday	May 30, 2026 from 7:00 PM

*) at the latest before the first scoring flight

3. Rules

The conditions stated in the announcement for the 61th International Hotzenwald Competition 2026 and the conditions stated in these implementation regulations apply, as well as the current FAI Sporting Code Part 3 Annex A and the DAeC Competition Regulations.

The DFS regulations and those of the daily briefing are binding for all participants.

Reference is made to the Sporting Code and the new DAeC competition regulations. These can be downloaded [under this link](#). We expect every participant to behave in a fair sporting manner and to always take care of their own safety and that of others!

4. Flight Documentation

Competition flights are recorded using the “GNSS-Flight Recorder System”. Only loggers approved by the IGC may be used. The recording interval must be less than or equal to 12s. It is recommended to use a logger interval of 4s or less.

For sailplanes with retractable engines, an engine run recording must be guaranteed. Each pilot is responsible for the proper functioning of his GNSS system and for the correct recording of the turn point coordinates, if input by himself is possible or necessary

The airfield altitude is fixed at 873m above sea level. The evaluation is based on this altitude.

The FLARM recording can also be recognized as a backup, provided that the engine running time is recorded for powered aircraft.

5. Regulations for Powered Gliders

The engine zone (climbing area) is defined at the briefing. The self-launchers may only exceed the tow height of the gliders by the amount necessary for the retraction of the engine. The transition to pure gliding flight may not take place above the towing height of the gliders. This also applies to “Turbos”.

A restart for motorized gliders can take place in the air. For this purpose, the engine must be started up in the specified restart area. Starting the engine outside the restart area is considered an outlanding.

The lower limit of the restart area is 1150m above sea level (approx. 300m GND). A restart of the engine below this altitude will be penalized with 1 penalty point per meter up to 1050m above sea level. A restart below 1050m above sea level (approx. 200m GND) will be penalized with a daily disqualification.

6. Participants, Aircraft and Equipment

The pilot in command confirms by signature during the document check, for which documents 1-7 must be kept ready, that the following documents relating to the aircraft and pilot(s) are complete:

1. Registration of the glider
2. Current inspection certificate
3. Airworthiness certificate
4. Proof of liability insurance at the legal minimum level
5. Certificate of approval from the air traffic authority
6. Parachute inspection certificate, packing book
7. Valid glider pilot license recognized in Europe with F-tow or self-launch authorization and valid medical.

The logbook, flight manual, and aircraft flight log must be carried on board.

A permit must be available for the ground radio stations.

An FAI IGC ID is required to take part in the competition, which can be [created for free via the FAI](#).

The glider must be equipped with:

- Approved rescue parachute
- Radio
- IGC-approved documentation system that meets the requirements of Annex B Sporting Code (<https://www.fai.org/page/igc-approved-flight-recorders>)
- FLARM

In addition, the pilot in command assures that the glider will only be operated within the permitted operating limits. This applies in particular to the maximum permitted take-off masses.

7. Instruments for IFR and Navigation

Instruments that enable flying without visual reference are generally allowed, if they are not used for cloud flying (see also SWO, paragraph 9.1).

8. Radio frequencies and procedures

- | | |
|---|-------------------|
| ▪ Launch Frequency | will be announced |
| ▪ Departure, en-route and arrival frequency | 125.815 MHz |

The final frequencies will be announced at the opening briefing. During the gridding phase until the launch sequence starts, pilots must remain on 125.815 MHz for any announcements.

During the launch phase and for towing the launch frequency (to be announced) must be set.

The tow plane signals that the release area has been reached and is to be released by rocking the wings. After release, switch immediately to the departure frequency 125.815 MHz.

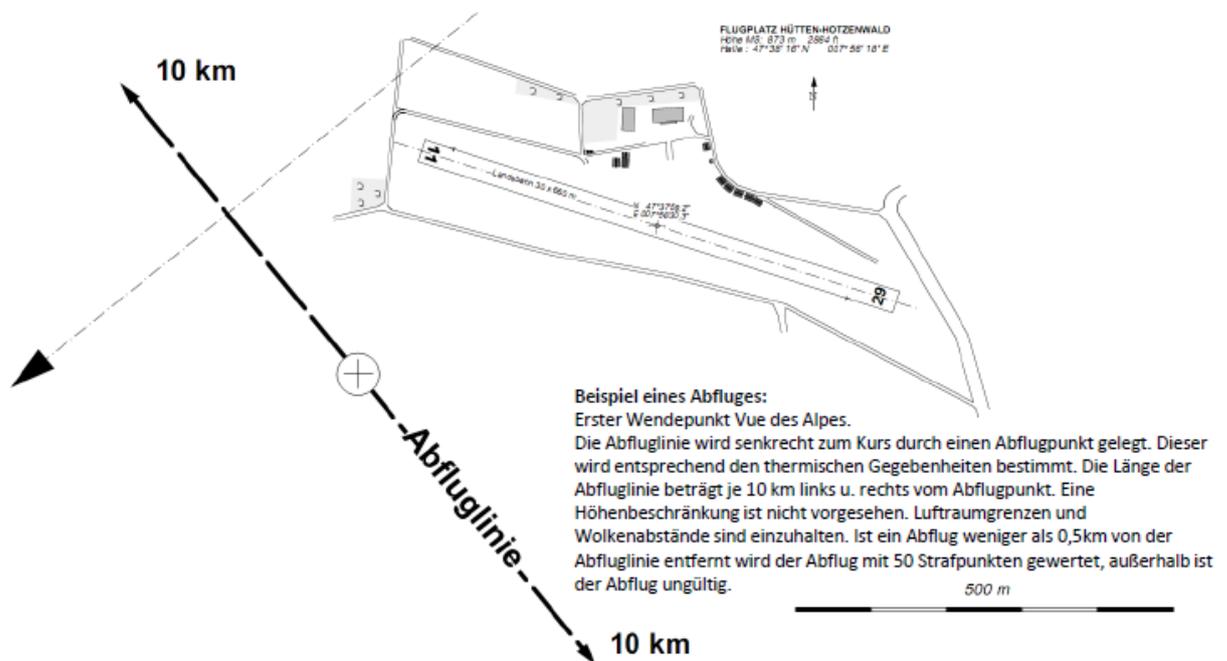
If there are several aircraft in the competition field in the immediate vicinity, for safety reasons you must be on standby on 125.815 MHz.

9. Flight documentation

9.1. Departure

The opening of the start gate for the individual classes is released 15 minutes after the take-off of the last aircraft in the class and must be confirmed by the pilot representative of the respective class. The opening of the start gate will be announced by the sports director 15 minutes, 10 minutes and 5 minutes in advance by radio.

Departure direction is the course line to the first turning point over an (imaginary) departure line of 20 km width (see sketch). There is no altitude limit for the start. Caution! Legal cloud clearances and airspace restrictions must be complied with!



There are various start points (see turnpoint list). The overflight of the starting line is documented by the GNSS system. If the start is less than 0.5 km from the starting line, the start is assessed with 50 penalty points. Outside the start line and its tolerance (0.5 km), the start is invalid.

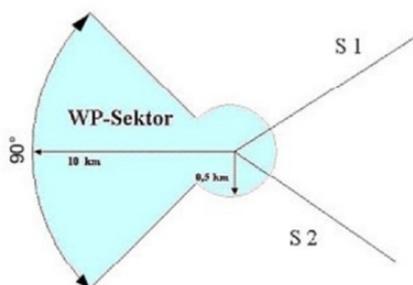
9.2. Task setting

Depending on the number of flyable days and the prevailing weather conditions, the following tasks are planned:

Speed task with fixed turnpoints (Racing Task RT):

This is the classic task with defined turnpoints. The turn sector must be entered.

Unless otherwise specified during the briefing, the turn sector for the Racing Task consists of a cylinder with a radius of 0.5 km around the turnpoint and a 90° circular segment with a radius of 10 km from the turnpoint. See sketch:



Speed task with assigned areas (Assigned Area Task AAT):

Area task with a minimum time. The score is based on the ratio of distance to time. If the minimum time is undercut, the minimum time will apply. Outlandings are scored with distance points.

Handicapped Distance Task (HDT):

A Racing Task with the special feature that the cylinder diameter at the turn point depends on the aircraft index. The smaller the index, the larger the cylinder diameter. Accordingly, the length of the route depends on the index. Example: For a distance of 100 km, the radius of the turn points for an LS1-f with an index of 100 would be chosen so that the total distance is 100 km. For an Arcus with an index of 120, the turn point radius would be correspondingly smaller, so that the distance for the Arcus is 120 km (+20% compared to the LS1-f). The index is applied prior to the start. The actual time required to complete the distance is counted.

9.3. Penalties

Missing a turn by up to 0.5 km will be penalized with 50 penalty points.

Airspace violations, whether horizontal or vertical, will be penalized as follows:

- First offense: virtual outlanding,
- Second offense: disqualification for the day,
- Third offense: disqualification from the competition

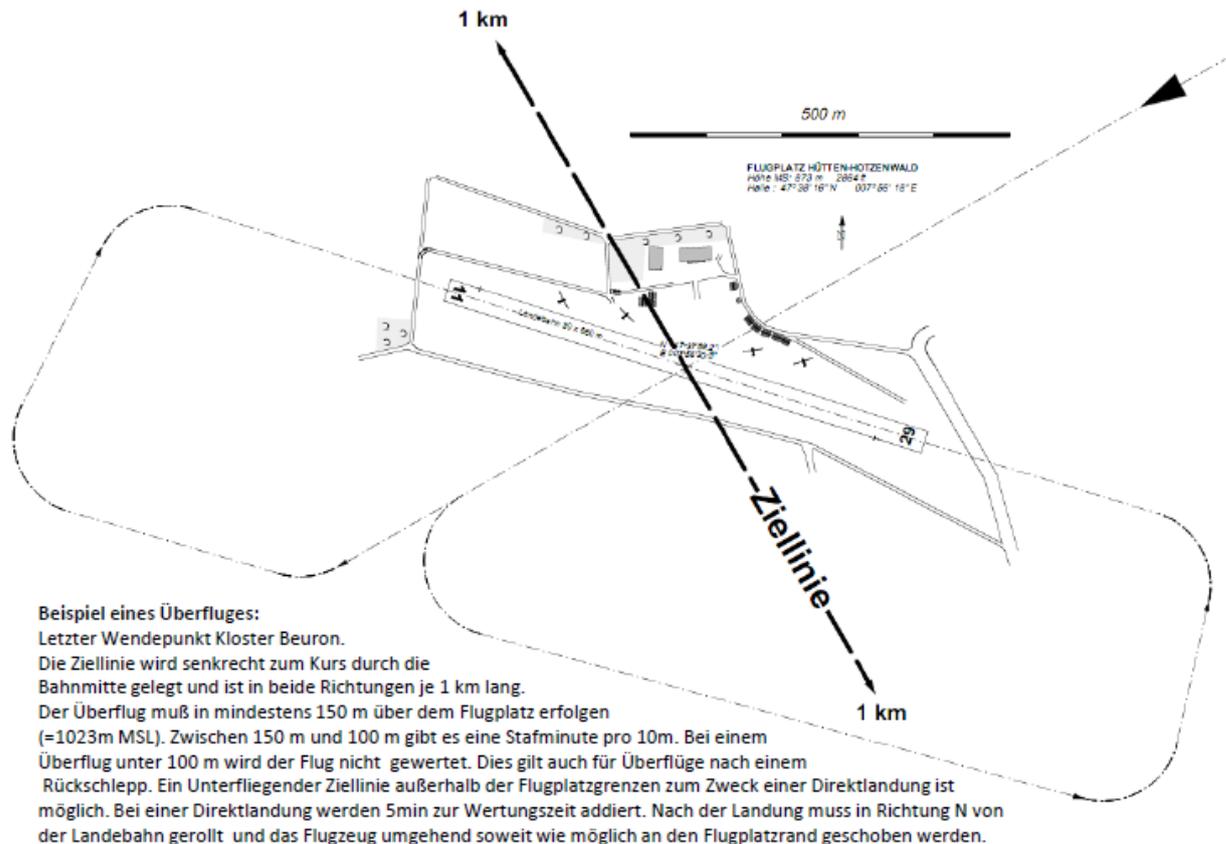
9.4. Scoring

The scoring is based on the 1000-point scoring system.

9.5. Finish and Arrival Procedure

The finish line is perpendicular to the course from the last turnpoint through the center of the runway, with a width of 2 km (see sketch). The minimum crossing altitude is 150 m GND (equivalent to 1023 m MSL). Between 100 m GND and 150 m GND, a penalty of 1 minute per 10 m applies. If the crossing altitude is below 100 m, the flight will not be scored. For a direct landing without crossing the finish line, 5 penalty minutes will be added to the scoring time.

The announcement of the finish crossing or direct landing must be made at least 3 minutes before crossing the finish line.



The traffic pattern and landing direction will be communicated by flight operations. When landing on runway '11' with strong easterly winds, attention must be paid to the lee effect during the approach. When landing on runway '29,' the road must be crossed at a minimum height of 15 m. After landing, aircraft must always roll off the runway to the north. Once stopped, the aircraft must be pushed as far as possible to the edge of the airfield without delay.

The competition frequency must remain tuned until the aircraft has been removed from the runway.

IGC files must be submitted to the competition management no later than 30 minutes after crossing the finish line. Accepted submission methods include standard storage devices and email to hw@hotzenwaldwettbewerb.de. The competition management will not download data from loggers. In the event of an outlanding, the coordinates must be reported to the competition management via standard communication channels. This allows for a provisional scoring.

10. Protests

Protests may be submitted for a protest fee of 300 Euros.

The names of the jury members will be announced during the opening briefing.

11. Outlanding

After an outlanding, the landing field must be cleared immediately to allow other aircraft to land without issues. The frequency 125.815 MHz must be tuned to make contact with other pilots if necessary.

The competition management must be informed of the outlanding by phone as soon as possible.

Return towing will be charged at 5 EUR per minute for transfer and 5.50 EUR per minute for towing.

11.1. Wehr 2

The landing field Wehr 2 is located on the Dinkelberg, west and above the village of Wehr.

- Coordinates: 4738.317N, 00753.217E
- Altitude: 454.0m
- Length: 260.0m
- Notes: The terrain rises slightly to the north. There are 3 windsocks in the field. After landing, roll to the side.

Wehr 2 is the motorized paraglider flight area of a professional motorized paraglider school. Flight operations take place regularly, even during the week. The **radio frequency for Wehr 2 is 122.555 MHz**.

The **landing must be announced on 122.555 MHz** at least 5 minutes in advance. Even if no flight activity is visible or no one is on the radio, a blind call must be made.

The motorized paraglider needs a few minutes to clear the field (folding the wing, etc.). After landing, the field must be cleared. It can be rolled off easily to the side.

After landing, please immediately contact Christoph Nägele (owner and operator of the motorized paraglider field) at +49 151 1078 1915!



12. Phone number

- Competition director +49 7765 8588 and +49 7765 918 9300

- Outlandings +49 7765 8588 and +49 7765 918 9300

13. Mailing address

Flugplatz Hütten
Hotzenwaldwettbewerb
Rüttehof 3
79736 Rickenbach
Germany

14. Wettbewerbsgebiet/Kartenmaterial

Current valid map material must be used (2026 edition).

The competition area includes the regions of the ICAO maps 1:500,000 Stuttgart and Switzerland. The gliding map of Switzerland is recommended. A [free digital version of the Swiss gliding map](#) is available, and personal prints can be made.

The turnpoint catalog can be downloaded in any common format from [Soaringspot](#).

The competition software includes the current airspace structure of the competition area and automatically detects airspace violations. Please take note!

Map material can also be pre-ordered from the Volk bookstore in Wehr, Tel: +49 7762 51166: <http://www.buchhandlung-volk.de>.

15. Accommodation and Food

Each participant is responsible for their own accommodation and catering, as well as for their team. Nearby guesthouses and designated camping areas at the airfield are available for accommodation (Camping 10 EUR/day per person over 14 years old). A breakfast roll service is offered. Unfortunately, the on-site restaurant is not open continuously by the tenants (generally from Thursday through Sunday). During opening hours, à la carte meals can be ordered. If interested, please check the opening hours daily, as they vary greatly.

16. Competition Management Team

- Competition Director: Lucia Liehr
- Sports Director: Marc Wielscher
- Weather & Briefing: Marcus Neubronner
- Flight Operations: Johannes Michalski, Christoph Schäufele
- Press: Ramona Riesterer
- Jury: Will be announced during the opening briefing

If any changes to the competition rules or these terms and conditions are necessary, they will be announced at the latest during the opening briefing and will therefore be binding for the competition.

Hütten, **January 21st, 2026**

gez. Lucia Liehr, Marcus Neubronner

Changes to previous years are marked yellow.