



Aero Club di Rieti "Alberto Bianchetti"

Aeroporto Giuseppe Ciuffelli, Rieti

Coppa Internazionale del Mediterraneo CIM 2020

3 - 13 August 2020

...from the Local Rules

The following is a partial excerpt from the Local Rules, translated into the English language for the only purpose of simplifying the understanding of the original binding document in Italian language. The binding document for all matters is the "Regolamento Particolare di Gara" as published in the Downloads section of the Soaringspot website for the same events.

Name of the event

- CIM Coppa Internazionale del Mediterraneo

Sede - Aeroporto Giuseppe Ciuffelli di Rieti, LIQN

Elevation - 390 m AMSL

Agenda

Registration period	1 - 2 August 2020, 9:30 - 18
First briefing (compulsory)	2 August, 18:30 via Zoom Conference Meeting
Competition dates	3 - 13 August

Organigramma

Competition Director / DzG	Aldo CERNEZZI
Assistenti alla DzG	Daniela SCORZA
	Enrico BAGNOLI
Task Setter	Aldo CERNEZZI
Scorer / classifiche	François Robert
Weighing / pesate	Ennio GEROMETTA
Grid Manager / Linea decolli	Ennio GEROMETTA
Meteo	Ezio Sarti meteowind.com
Secretaries	Daniela SCORZA
	Antonella DOMENICI
	Clara BARTOLINI
Capo Trainatori / Tow Chief	Enrico BAGNOLI
Press	Clara BARTOLINI
Logistica e camping	Marzio MOLTENI
CSO / Sporting Committee	Danilo SPELTA
	Roberto MANZONI
	Marco CAPPELLETTI

Classes

The CIM 2020 comprises the following classes:

- Group 1 (sailplanes with handicap not higher than 117,5)
- Group 2 (sailplanes with handicap 118 and higher)

Viral spread prevention

The organizing entity and the C.D. have adopted measures to reduce potential viral pathogen infections. The aim of such actions is the protection of the health of competitors, employees, their families and the local community as a whole. The prevention of contagions is a primary objective of these competitions, also in view of the difficulties already endured by the Italian community. Only one participant at a time will be allowed access to the offices, and they must wear a mask over mouth and nose (surgical mask or other, without valve) to minimize the possibility of direct contagion and the contamination of the premises and surfaces. Competitors are requested to respect the interpersonal distance towards anyone who is not a member of their family, cohabitant or member of the same flight crew (two-seater aircraft). The C.D. will adopt every practicable solution to minimize interpersonal proximity; in particular, daily briefings will be held in remote, via special videoconference programs.

Take-offs

If the situation calls for take-offs in direction 16 (runway 16), after having received the necessary indications and permissions by the Chief of Towing Operations, the CD may impose a limitation of the mass or of the wing-loading of the gliders.

Files (Turning points and Airspaces)

The latest updated of the files for TPs and AS, are those which are available for download from the "Downloads" section of the CIM 2020 webpage on www.soaringspot.com

Required documents

All pilots and co-pilots or passengers must hold some valid documents: the FAI sporting license, insurance, medical certificate, pilot license when applicable.

Safety equipment

All participating gliders must carry on board an emergency locator (ELT or PLB or Spot or similar). The Competition Director (from now on: the C.D.) demands all pilots to respect the Rules of the Air and of navigation; in particular, during these VFR flights the "See and Avoid" principle must be applied at all times.

FLARM, DSX or other compatible, bidirectional, traffic awareness device is compulsory equipment. The pilot shall keep it active during all phases of the flight. The C.D. reserves the right to perform software or technical checks after the flights.

Prohibited instruments

Flight in IMC conditions or below VFR minima is not allowed. The C.D. reserves the right to demand the disabilitation or uninstallation of blind-flying instruments.

Mass verifications

The C.D. will verify the overall mass of random gliders before take-off. This may happen during the gridding procedures or directly on the grid line for take-off. No glider will be allowed a launch if found above max. allowed take-off mass. Penalties apply.

Radio communications

Voice radio communications are only allowed for safety reasons, exclusively on the following radio channels:

- Take-off 118.225
- Free Flight 123.380 (equiv to 123.375 MHz) (until announcing last 10 km)
- Landing 118.225 (after announcing last 10 km)

Procedures for motorgliders

Gliders equipped with an auxiliary mean of propulsion must carry on board an IGC-approved flight recorder with a MOP sensor (activated).

Self-launching gliders must follow the same climbing flight path, and possibly flight speed, as for the towed operations. A wider flight path is also acceptable. They shall not cross the towing path.

The conclusion of the self-launch climb can be in a different place and at a different altitude than prescribed for towed gliders, but the motorized sailplane shall then immediately proceed without delay to the assigned release area, at the release altitude, and at a groundspeed not exceeding 150 km/h. No use of thermals or other dynamic lift is allowed before entering the release area.

MOP verifications

The MOP sensor shall be active at all times during the flight of a motorised sailplane. On the first competition day, an engine and MOP's test-run (or self-launch) shall be

performed by every sailplane, before the beginning of the sporting performance, and it must be clearly evident in the recorded IGC file. The test-run shall comply with the Italian sporting rules: min. duration 45 seconds, max. duration 90 seconds.

On the following competition days, an engine test-run can be performed under the same parameters, if the pilot in command wishes to do so. Every day, the scorer will check that the MOP sensor was active during the whole flight.

Release area and altitude

The release area and altitude shall be assigned and communicated from the C.D. to the pilots on the launch channel 118.225 before the beginning of launches, for each group.

Direction in thermals

Any glider joining another or more, which are already established in a thermal, shall adopt the same flight path, speed and circling direction, in the interests of safety.

Right-of-Way

All pilots shall comply to the generally known Rules of the Air. Each pilot involved in a potential Traffic conflict shall make a deviation to the right. If an obstacle doesn't allow a deviation, the other pilots shall deviate more, so that the conflicting glider can proceed without deviations. The C.D. firmly invites all pilots to use the best precautions in the interests of everyone's safety.

The circling path of a sailplane in a thermal shall not be crossed a sailplane in straight flight. If one or more gliders are circling in the proximity of an obstacle (i.e. cloud, terrain), the right of way belongs to the circling glider(s). A pilot approaching one or more circling gliders shall apply maximum caution to avoid traffic conflicts, alarm, and potential collisions.

Start

The opening of the Start Line shall be announced by the C.D. on the channel 123.380 at least 20 minutes before opening.

The interval between the beginning of the last launch of the class, and the opening of the Start Line, is not less than 20 minutes for a Start point within 15 km of the Release Area, and not less than 30 minutes for longer distances.

The Start Line is open only after the C.D. has declared it officially open on the competition frequency.

Altitude limitations may be imposed, according to national rules, and shall be indicated in written form on the task sheet or during pre-flight briefings.

Outlandings

In case of outlanding, the pilot shall inform immediately the C.D., either directly or via his ground crew. The C.D. and/or the competition secretaries must be aware of the end of flight for each participant. In the event of damage to the sailplane, other than very minor (landing gear doors, canopy, winglets), the C.D. and the National Safety Agency ANSV (ansv.it) must be notified. You'll receive instructions how to take accurate measurements and pictures of the scene, then eventually you may be authorized by the ANSV, through communication by the C.D. to move the sailplane and proceed with the retrieve. The ANSV has the authority to issue heavy cash penalties for non-complying.

Aerotow retrieves

Are possible only from airports or official airfields with adequate levels of safety. In particular, it must be possible for both aircrafts to be safely on the ground before the end of legal available time.

Finishing

During the glide to the Finish, all pilots shall follow a constantly descending path. Manoeuvres in the vicinity of the Finish Line or Circle and of the airport must be kept to a minimum in the interests of near traffics and safety. Penalties will be applied.

The Speed Finish shall not be performed below 30 m AGL min. altitude. Speed must be high enough to enable the pilot to fly an approach circuit without crossing the runways and approach paths. As a guide-line, expect to be required to fly a total circuit distance of about 3 kms from the approach for Speed Finish to the final leg. So beware of too low speeds and altitudes.

Each pilot shall call the C.D. on 123.380 announcing he's closing to the finish.

Example: "*Rieti (Contest Number) Ten Kilometres*"; the C.D. or his assistants will replay "*(Contest Number) change frequency*"; then the pilot shall switch to 118.225 and shall call ASAP describing his intentions for landing.

The C.D. may also add informations about the recommended landing procedure.

Gliders shall generally make a long ground roll towards the end of the runway, avoiding any change of direction.

After rolling to a stop, it is each pilot's first priority to make sure that the glider shall be removed from the runway in the shortest possible time in order to maximize available landing options for the following gliders.

Flight documentation

IGC files from flight recorders shall be sent or handed over to the Scorer ASAP, and not later than 45 minutes after landing. The Scorer will not accept flight recorders. The IGC files can be handed over on a USB or SD memory stick. The recommended method is however the e-mail procedure by sending them to **scoring.rieti1@gmail.com**

The minimum recording interval is 5 seconds or less.

Scoring

The "1000 points systems" will be used daily. Scoring software is the latest version of SeeYou. Handicaps may be applied according to the National rules "Allegato A", available on SoaringSpot in the Download section. For the Club Class, if present, the IGC handicap list is used.

Discussion with the C.D.

All competitors are kindly invited to discuss their remarks with the C.D. in an informal talk. 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.

First introductory Briefing

All pilots shall attend to the Introductory briefing on August 2nd, at 18:30 L.T. which will be performed online via Zoom Meeting website. Failure to attend, unless personally and specifically authorized by the C.D. after setting a private briefing, will be penalized by removing the pilot from the competitor's list. No refunds of the entry fee shall apply.