

Date: 2024-05-15

Issued by: Börje Eriksson

Revision: A

Local procedures for Uppsala Masters and Swedish nationals in Open Racing 2024

Competition details

Name of the event: Uppsala Masters
8 June – 15 June, 2024
Uppsala - Sundbro, Sweden

Location of the event: Sundbro Airfield, ESKC, Sweden
Pos. N59 55 12, E017 37 07
Elev. 18 m MSL

Competition officials: Contest Director: **Börje Eriksson**
Meteorolog: **Emil Björck**
Task setter: **Thomas Jobs**
Chief scorer: **Pall Einarsson**
Safety officer: **Thomas Jobs**
Public Relations: **Odd Wikner**

Time Schedule:

Registration at: 16:00 – 21:30 hrs 7th June
Training date 6 - 7 June
Mandatory briefing: 20:00 hrs 7th June
First contest briefing 09:30 hrs 8th June
Contest flying: 8 – 15th June
Closing Banquet 15th June 19:00 hrs
Prize giving Ceremony: 15th June 19.00 hrs

Briefing will be held daily at 10:00 hrs, except the first competition day 09.30. Grid time, grid order will be announced in morning normal at 7.30 in What's App.

Official Communication

In addition to the Briefings the official communication channel used will be "What's App". Each competitor is required to have a smartphone with data connection to be able receive official information from the organizer using WhatsApp software (www.whatsapp.com).

Addresses for correspondence and Entries

All correspondence is to be addressed to the Organization Committee:
Uppsala Masters

c/o Thomas Jobs
Nyodlarvägen 38
S-743 82 Stockholm
Sweden

Mobile: + 46 70 690 58 81

E-mail: thomas.jobs1@gmail.com

Facebook: <https://www.facebook.com/UppsalaMasters>

1) General

These rules complement the competition announcement.

The following rules are valid in this order:

- Announcements in the opening briefing/safety briefing and in the daily briefings
- This local rule document
- Competition Announcement
- SHB Tävlingsregler för SM i segelflygning
- FAI sporting code. general part, part 3 with annex A in the latest version
- All laws that are connected to air traffic rules are applied
- Each pilots' responsibilities for their aircraft and his/her acting while flying is not affected by the rules of the competition. This applies in particular for the validity and legitimacy of all document's Local rules and licenses, the safety condition of the aircraft, not exceeding the limits of the aircraft, accepting the limits of the class, the documentation of their flights and fulfilling all the applying laws
- When taking part in the competition, every pilot commits him/herself to highest fairness, attention and respect to all participants. Safety has the highest priority under all circumstances.
- The competition is registered at IGC for the IGC ranking list

2) Competition Classes

Uppsala Masters will be held in Open Class, Racing and Club. In addition, a Swedish Nationals will be held in Open Racing class

Club class

The coefficients must be adjusted individually per aircraft according to the applicable Sporting Code 3 Annex A, "IGC Procedures for Handicapped Classes".

The adjustment is based on actual flight weight in relation to the IGC reference weight. The actual empty weight of the aircraft is determined for flight in Masters as a rule by using the information from the aircraft's current weighing protocol. However, the competition organization has the right to determine at any time the actual empty weight of the aircraft through a control weighing. The pilot's actual weight including personal equipment on board is determined by on-site weighing.

Checking the take-of weight will be done in random spot checks. (take-of weight in competition configuration including pilot and equipment)

Open

Index will be used by DMSt Indexliste 2023

Racing

Index will be used by DMSt Indexliste 2023

3) Self briefing

A self-briefing showing Operational Procedures will be released and published on the website.

4) Additional safety rules

- FLARM is mandatory
- Any necessary additional safety rules for each competition day will be announced at briefing and will be provided in writing on the task sheet.

5) Control points

A control point file will be presented on the web site. Please note that the turn point list can be changed.

6) Airspace

An airspace file will be presented on the web site. Please note that the air space file can be changed.

7) National requirements concerning doping testing

Doping testing may be performed at any time during the competition in accordance with the FAI Anti Doping Rules.

8) Championship officials

International Jury

Each participating Swedish gliding club may nominate one person as a member of the jury. For international pilots each country may nominate one person as a member of the jury. The jury will appoint their own chairman within the jury.

All outstanding costs for aero-tow or camping must be settled directly at the end of the competition.

Account name: SEGELFLYGARNA UPPSALA FLYGKLUBB

c/o Fredrik Jaresved

Nergårdsvägen 16

SE-743 81 Bälinge

Sweden

PlusGiro: 416557-7

Bank name: Nordea Plus

Account no: 9960 3404165577

IBAN: SE25 9500 0099 6034 0416 5577

BIC-kod: NDEASESS

Number of allowable entries per NAC

There are no limitations to the number of entries per NAC.

Total number of allowable entries :

The total number of entries will be limited to 60.

Registration

Requirements for participating in the Uppsala Masters Gliding Competition are for:

Pilots:

- a valid Glider Pilot Licence, LAPL gliders, or equivalent document
- a valid Medical Class II or LAPL, as appropriate
- FAI Sporting License.

Aircraft

- a valid Certificate of Airworthiness or Permit to Fly,
- a valid third party insurance certificate according to 3.6 below
- approved equipment including FLARM, see tech requirements E
- Weight form sheet (club class)

Insurance

Third party insurance – not excluding competitions – is required for each participating sailplane. The required coverage must comply with **EU Regulation 785/2004** which states the following limits:

- Certified MTOM < 500 kg, minimum Limit SDR 750 000
- Certified MTOM < 1000kg, minimum Limit SDR 1 500 000

Personal medical insurance is required for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence.

9) Technical requirements

Mandatory additional equipment

- All instruments, PDA, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected.
- The FLARM must remain operational during all flights in order to improve safety
- Following FLARM settings is mandatory and **MUST NOT** be changed during flight **COMPETITION MODE OFF, PRIVACY OFF, NO TRACKING OFF**
- The organization will use a variety of checking procedures to verify that FLARM transmission and reception is functioning. This may require pilots to submit a FLARM log file or validation from FLARM radar.
- Non-functioning FLARM may be penalized as a safety breach
- For tracking purposes every pilot **MUST** have registered the FLARM device with correct CN via OGN Network (<http://wiki.glidernet.org/ddb>)
- Radio transmitter: 8,33kHz channel spacing radio **MUST** be used only
- Competitors are expected to download their FRs themselves and hand in the IGC file (in secure mode) to the competition office on a memory card, memory stick or

equivalent. Each competitor must have a serviceable mobile telephone.

Instruments permitting pilots to fly without visual reference to the ground.

Cloud flying is strictly prohibited and all instruments - fixed or loose - permitting cloud flying must be reported to the organizers at check in.

High Visibility markings

No requirements, but the use of color markings or strobe light is highly recommended.

Contest Numbers

Contest numbers must be displayed for each sailplane as follows:

- On both sides of the tail fin and/or rudder.
- On the glider trailer and crew car.

The organizers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with the rules above.

10) General flying procedures

General

Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

11) Units of measurements

Unless otherwise stated the following units will be used:

- Masses will be expressed in kilograms (kg).
- Distances will be expressed in kilometers (km).
- Speeds will be expressed in Kilometers per hour (km/h).
- Vertical speeds will be expressed in meters per second (m/s).
- Tracks and radials will be expressed in degrees true north.
- Coordinates will be expressed in degrees, minutes and seconds (DD MM SS).
- Altitudes will be expressed in meters above Mean Sea Level (MSL). Altimeter setting QNH
- Flight Levels will be expressed in meters Standard STD Altimeter setting 1013.25

12) Data transmission requirements

- A mobile telephone may be carried on board the sailplane. It is encouraged to leave the telephone switched on during flight since it will help us to locate you in case of search and rescue.

13) Radio frequencies to be used during the Competition

- Stated in self-briefing and/or task sheet.

14) Control procedures

- FR recording intervals shall be set to 1 seconds. Non-compliance may be penalized.
- FRs shall be switched on for at least two minutes before first take off to

establish an altitude baseline.

- All motor gliders being launched by aerotow must carry out the following procedure during the practice period or on the first competition day:
 - After release the engine must be started at least 10 minutes before crossing the start line and run for at least 5 seconds and a maximum of one minute to provide a positive MoP record on the Flight Log. They have to turn off their engines max. 50 m above the releasing height that's in the release area valid for the day

15) Tasks

Types of tasks that will be set

The types of tasks will be set are:

- **Racing Task (RT)** (Annex A 6.2.1)
- **Assigned Area Task (AAT)** (Annex A 6.2.2)

16) Competition procedures

Launch grid

- No grid order within the classes will be imposed.
- Each class will grid front to back or vice versa according to the grid personnel's directions.

Requirements for discharging water ballast on the grid

- The discharging of water ballast on the grid is allowed only after permission has been obtained from the competition management.

Contest Site Boundary

- Stated in self briefing.

Launch procedures for motor gliders

- Stated in self briefing.

Relaunch of SSG/SLG

- For Uppsala Masters:
 - Self launch gliders/Turbos (Re-launch in the air): Instead of landing, motorized gliders can re-launch in the air while passing the airfield at about 200 m GND in downwind position. They have to turn off their engines max. 50 m above the releasing height that's in the release area valid for the day. Start is only allowed >20 min. after turning off the engine.
 - For Swedish Nationals in Open and Racing. SHB 737 (relanding required)

Areas where continuous circling is prohibited or permitted in one direction only

- Stated in self briefing.

Types and definitions of starts that will be used

- a. **Start Line.** A straight line, perpendicular to the track to the first Turn Point or the center of the first area. Length of the line will be 6 km.
- PEV start will be used.
- Multiple start points will be used to separate the competition classes.

Radio procedures for announcing the start

- Stated in self briefing.

Altitude procedures for the start's and startspeed

- For exceeding the maximum altitude of the Start Line: 1 penalty point per meter unless there was a previously valid start which can be taken into account.
- For crossing the start line with a ground speed higher than 170 km/h groundspeed: 1 penalty point per 1 km/h.

Instructions for out landings

- Call Rikard on + 46 704 566158, give position and status (pilot ok, glider ok, normal retrieve). If you have purchased retrieved services from Master Organization, request Rikard to send a retrieval team.
- Own retrieve crew - call and arrange retrieve.

Aero Tow Retrieves

- Aero tow retrieves are permitted – either by the organizer's facilities or by private arrangements. Intention to make an aero tow retrieve by private arrangement must be reported to the organizers before commencing the retrieve.

Finish procedures

- **Finish Ring** will be used. The ring radius will be specified on the task sheet and will normally be 3 km

Minimum altitude for the finish ring

- The minimum finish altitude will be specified on the task sheet and will normally be 200 MSL (QNH). Crossing the finish ring below the minimum finish altitude will be penalized according to the penalty list. There is no warning for a first offence.

Landing procedures

- Stated in self briefing.

Handling of flight documents

- All flight documentation – including GNSS flight records and out landing certificates (if applicable) – shall be handed in at the scoring office within 45 minutes after landing (as soon as arriving at the field, if retrieving by car).
 - Send the log file by e-mail to: scoring@telia.com
 - Outlanders are encouraged to send email asap.
- If back-up documentation is required, it must be delivered to the competition office within 2 hours after the pilot was notified.

17) Scoring

- **Type of scoring system**
 - 1000 point Scoring System will be used in the contest.
 - SeeYou will be the official scoring software.

18) Protests

The value of the protest fee

- The value of the protest fee is: 100 €

Protest language

- The protest may be written in Swedish or English.

19) Revision history:

A – First edition