



CZĘSTOCHOWA AERO CLUB



AERO CLUB OF POLAND

- 49t Polish Gliding Championship in Open class
- Qualifications for Club-A nationals. Held in gliders with water ballast. Glider handicaps range from ASW-15 up to ASW-24, including flapped gliders such as DG-200, Mini Nimbus, LS-3, ASW-20.
- National Gliding Competition, Club A class - classic Club class.
- National Gliding Competition, Class B Club - older generation gliders. E.g.: Junior, Pirat, Cobra, ASW-15.

**28.06-07.07.2024, RUDNIKI EPRU, POLAND**

## BULLETIN 1, February 2024

### 1. Place and Date

The Championships will be held on **28.06-07.07.2024**, at Rudniki EPRU airfield, situated in the Central Poland between two big cities: Łódź and Katowice and about 100 km south of Łódź.

Coordinates: N50°53'05.3" E19°12'10.8"

Radio: Rudniki-Radio 121.315

Elevation: 859 ft, 262 m AMSL

RWY: 077/2257 (08C/26C), 1800 x 60 m concrete [-0/-200], N50°53'05.3" E19°12'10.8"

Second RWY: 077/257 (08L/26R), 720 x 240 m grass, N50°53'10.5" E19°12'08.2"

Third RWY: 077/257 (08R/26L), 1800 x 140 m grass, N50°53'00.9" E19°12'06.5"

More info: <https://lotniska.dlapilota.pl/czestochowa-rudniki>

### 2. Competitions schedule

Online application & registration starts	01.02.2024
Online application & registration ends	30.05.2024
Airfield availability for training flights	20.06.2024
On site registration	27.06.2024 17:00 - 19:00, 28.06.2024 10:00 – 19:30
Acceptance checks for gliders	27-28.06.2024
First competitors briefing (obligatory)	27-28.06.2024
Opening ceremony	27-28.06.2024
Contest flying	29.06-06.07.2024
Farewell party	29.06-06.07.2024
Closing ceremony and prize giving	29.06-06.07.2024

If there have been only 2 valid championship days, the 07.07 2024 will also be a flying day. The closing ceremony and prize giving will then be held in the evening or during the night.

### 3. Organizers

- The organizer of the event is the Aero Club of Częstochowa (Aeroklub Częstochowski).
- All correspondence is to be addressed to the Organization Committee:

Aeroklub Częstochowski  
Lotnisko Rudniki  
ul Jana Pawła II 101  
42-240 Kościelec

e-mail: [info@wgc2026.eu](mailto:info@wgc2026.eu), phone: +48 730 995 769, for English : +48 502 217 403

### 4. Championships Staff

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Championships Director	Anna Messyasz
Chief Scorer	Paweł Kaczmarek
Task Setter	Jan Jawornik
Meteo	TBD
Grid / Launch / Landing	TBD

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### 5. Championship classes

- 49th Polish Gliding Championship in **Open class** with handicap index. Max. number of gliders 40.
- Qualifications for Club-A nationals. Held in **Standard B class** gliders. Glider handicaps range from 0.920 to 1, i.e. from ASW-15 to ASW-24, including flapped gliders such as DG-200, Mini Nimbus, LS-3, ASW-20. Gliders are permitted to fly with water ballast. Max. number of gliders 40.
- National Gliding Competition, **Club A class** - classic Club class. Max. number of gliders 40.
- National Gliding Competition, **Class B Club** - older generation gliders. E.g.: Junior, Pirat, Cobra, ASW-15. Max. number of gliders 40.

### 6. Terms of participation

#### 6.1 Regarding the pilot:

- valid glider pilot license
- valid aero-medical certificate
- valid FAI Sporting License
- valid radio operator's certificate
- Personal medical insurance
- minimum 200 hours of command flight time and 5000 km (applies to Open Class only)
- minimum 150 hours of command flight time and 3000 km (applies to 15m Class only)

#### Pilot current training requirements.

In the year of the competition, before the start of the competition:

- pilot with less than 500 hours total flight time on gliders must make at least 5 glider flights during at least 10 hours,
- pilot with less than 25 hours of flying time on gliders in the previous year, must make at least 3 glider flights during at least 5 hours.

#### 6.2 Regarding the glider

- Airworthiness Review Certificate (ARC)
- Certificate of Airworthiness or Permit to Fly
- Serviceable 8.33 kHz spacing-capable EASA approved VHF radio station & radio license
- Third Party Liability insurance for glider with MTOM:
  - less than 500 kg – minimum 750.000 SDR,

- from 500 to 1000 kg – minimum 1.500.000 SDR
- Flight Manual
- Gliders in all classes must be equipped with FLARM anti-collision devices.

Notes:

- a) at technical inspection, competitors will be required to demonstrate that the FLARM is operational
- b) FLARM should remain operational during all flights, in order to improve safety
- c) Random checks of function and range may be carried out to ensure that FLARM transmission and reception is satisfactory for adequate collision avoidance.

6.3 Mandatory additional equipment:

- audio variometer and FLARM must be fitted and used in all sailplanes.
- all instruments, PDA, GPS navigators etc., must be firmly mounted in the glider in such a way that the pilot's field of observation is not affected.
- high visibility markings are not required.

**7. Application for participation in the competition**

- Applications will be made online only: <https://wgc2026.eu/>
- Applications will be accepted until May 30th 2024.

**8. Entry fee and towing cost**

Entry fee is for each participating glider covers all operational costs, except aero tows. Entry fee shall be credited to organizer's bank account by May 30th 2024.

Bank account details (EUR account):

EUR **Bank Name:** ING Bank Śląski

**Bank Account Number:** IBAN: PL06 1050 1142 1000 0090 8106 8125

**SWIFT BIC code:** INGBPLPW

Reference (Transfer title): „Gliding competition – July, *class*, Name of Pilot”

Entry fees are to be paid by the bank transfer to the above give account.

- 49th Polish Gliding Championships in **Open class** - entry fee of 210 Euro
- **Standard B class** – entry fee of 185 Euro
- **Club-A class** – entry fee of 175 Euro
- **Club B class** – entry fee of 140 Euro

Towing fees are to be paid by Credit Cards or in cash.

- Towing for 600 m AGL
  - 250 PLN (Polish złoty) for Open and Standard B class,
  - 220 PLN for Club A and Club-B class.

Prepayment for 3 aero towings must be completed at the latest on the last day of registration (28.06.2024)

- Landing fee for self-launching gliders is 50 PLN (Polish złoty)
- All competitors who will need an invoice for the entry fee and towing costs, are obliged to provide, as the title of the bank transfer, the tax ID number of the institution or a company to which the invoice is to be issued

**9. Rules**

The competition scoring will use for all classes:

- POLISH RULES FOR GLIDER COMPETITIONS see [https://www.szybowce.com/wp-content/uploads/2014/04/PL\\_Rules\\_for\\_Glider\\_Competitions\\_25.04.2014.pdf](https://www.szybowce.com/wp-content/uploads/2014/04/PL_Rules_for_Glider_Competitions_25.04.2014.pdf)
- Polish handicap list – see [https://www.szybowce.com/wp-content/uploads/2021/02/ZALACZNIK\\_1\\_Tabela\\_wspolczynnikow-29.05.2023.xlsx](https://www.szybowce.com/wp-content/uploads/2021/02/ZALACZNIK_1_Tabela_wspolczynnikow-29.05.2023.xlsx).

**10. Participant skills requirements (only for 49th Polish Gliding Championship in Open class)**

Pilot must hold a Sporting License issued by NAC and obtain not less than 750 points in the IGC Ranking List in the year 2023.

### **11. Competition Area and Airspace**

The competition area and airspace will be published on the [www.wgc2026.eu](http://www.wgc2026.eu)

The competition area covers mainly flat regions of Poland.

### **12. Other conditions**

The organizer provides:

- a. Turn points and airspace data (co-ordinates of the departure, turn and control points and restricted areas) in the required formats. Loading files into their flight recorders or other navigational equipment remains the exclusive responsibility of the competitors .
- b. Airfield maintenance and ground staff
- c. Meteo service
- d. Aero towing
- e. Self Briefing file
- f. Parking for gliders, trailers and cars
- g. Water filling facilities
- h. Photocopies of tasks and meteo data
- i. Scoring service, trophies, medals, diplomas

### **13. Accommodation**

Please, see current information on accommodation options at [www.wgc2026.eu](http://www.wgc2026.eu)

Enclosed:        Handicap Index for Open Class – Appendix 1  
                      Handicap Index for Club A Class – Appendix 2  
                      Handicap Index for Standard B Class – Appendix 3  
                      Handicap Index for 15 meter Class – Appendix 4

Anna Messyasz  
CHAMPIONSHIPS DIRECTOR

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Appendix 1 - Handicap Index for Open Class

<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>	<i>Glider type and configuration</i>	<i>Handicap index fs1</i>	<i>Handicap index fs2</i>
ASW 27/ASG 29 (15m)	<b>0,870</b>	<b>0,855</b>	JS 3 (18m)	<b>0,835</b>	<b>0,847</b>
DG 800 (15m)	<b>0,870</b>	<b>0,855</b>	Nimbus 3 (22,9m)	<b>0,828</b>	<b>0,853</b>
LAK 17 (15m)	<b>0,870</b>	<b>0,855</b>	Antares 20	<b>0,821</b>	<b>0,844</b>
Ventus 2b, 2c (15m)	<b>0,870</b>	<b>0,855</b>	LAK 20 (23m)	<b>0,817</b>	<b>0,860</b>
Ventus 2a, 3 (15m)	<b>0,868</b>	<b>0,853</b>	Nimbus 3D	<b>0,816</b>	<b>0,860</b>
JS 3 (15m)	<b>0,868</b>	<b>0,853</b>	LAK 17b (21m – 600 kg)	<b>0,805</b>	<b>0,855</b>
Diana 2	<b>0,868</b>	<b>0,853</b>	Nimbus 3 (24,5m)	<b>0,803</b>	<b>0,853</b>
GP 15	<b>0,868</b>	<b>0,853</b>	ASW 22 (24m)	<b>0,803</b>	<b>0,849</b>
Ventus (16,6m)	<b>0,865</b>	<b>0,870</b>	ASH 31 (21m)	<b>0,794</b>	<b>0,844</b>
Jantar 2B	<b>0,865</b>	<b>0,885</b>	ASH 25 (25m)	<b>0,792</b>	<b>0,847</b>
LAK 12	<b>0,865</b>	<b>0,885</b>	LAK 20 (26m)	<b>0,792</b>	<b>0,857</b>
DG 600 (17m)	<b>0,858</b>	<b>0,862</b>	Nimbus 3 (25,5m)	<b>0,791</b>	<b>0,853</b>
Arcus	<b>0,856</b>	<b>0,867</b>	ASH 25 (25,6m)	<b>0,789</b>	<b>0,847</b>
ASG 32	<b>0,856</b>	<b>0,865</b>	JS 1 (21m)	<b>0,788</b>	<b>0,838</b>
Nimbus 2	<b>0,850</b>	<b>0,885</b>	ASH 25 (26m)	<b>0,786</b>	<b>0,847</b>
ASW 17	<b>0,855</b>	<b>0,870</b>	ASW 22B (750 kg)	<b>0,783</b>	<b>0,851</b>
LAK 19 (18m)	<b>0,852</b>	<b>0,887</b>	EB 28Edition (25,3m)	<b>0,783</b>	<b>0,844</b>
Ventus (17,6m)	<b>0,851</b>	<b>0,860</b>	ASW 22B (850 kg)	<b>0,783</b>	<b>0,844</b>
LS 6 (17,5m)	<b>0,849</b>	<b>0,860</b>	Nimbus 4D	<b>0,783</b>	<b>0,849</b>
LAK 17a (18m)	<b>0,849</b>	<b>0,860</b>	Antares 23	<b>0,780</b>	<b>0,838</b>
LS 8 (18m)	<b>0,847</b>	<b>0,887</b>	Quintus	<b>0,780</b>	<b>0,838</b>
ASW 28 (18m)	<b>0,847</b>	<b>0,887</b>	EB 29D (25,3m)	<b>0,778</b>	<b>0,842</b>
Discus 2 (18m)	<b>0,847</b>	<b>0,887</b>	ASH 25 EB	<b>0,777</b>	<b>0,844</b>
LS 9	<b>0,843</b>	<b>0,855</b>	ASH 25 EB28	<b>0,774</b>	<b>0,844</b>
LS 6 (18m)	<b>0,841</b>	<b>0,860</b>	ASW 22BL (750 kg)	<b>0,771</b>	<b>0,851</b>
ASH 26	<b>0,839</b>	<b>0,858</b>	ASW 22BLE (850 kg)	<b>0,771</b>	<b>0,844</b>
HPH 304S Shark	<b>0,839</b>	<b>0,851</b>	Nimbus 4	<b>0,771</b>	<b>0,844</b>
LAK 17b (18m)	<b>0,839</b>	<b>0,851</b>	ASH 30	<b>0,771</b>	<b>0,844</b>
DG 800 (18m)	<b>0,839</b>	<b>0,851</b>	EB 29 (25,3m)	<b>0,770</b>	<b>0,838</b>
LS 10 (18m)	<b>0,839</b>	<b>0,851</b>	EB 28 (28m)	<b>0,768</b>	<b>0,844</b>
ASH 31 (18m)	<b>0,839</b>	<b>0,851</b>	EB 28Edition (28,3m)	<b>0,768</b>	<b>0,844</b>
Antares 18	<b>0,839</b>	<b>0,849</b>	EB 29D (28,3m)	<b>0,762</b>	<b>0,844</b>
Ventus 2c, 2cx (18m)	<b>0,837</b>	<b>0,849</b>	EB 29DR (28m)	<b>0,762</b>	<b>0,842</b>
Ventus 2cxa (18m)	<b>0,835</b>	<b>0,847</b>	ETA	<b>0,759</b>	<b>0,844</b>
ASG 29 (18m)	<b>0,835</b>	<b>0,847</b>	EB 29D (29,3m)	<b>0,759</b>	<b>0,844</b>
JS 1 (18m)	<b>0,835</b>	<b>0,847</b>	EB 29 (28,3m)	<b>0,757</b>	<b>0,842</b>
Ventus 3 (18m)	<b>0,835</b>	<b>0,847</b>	EB 29R (28m)	<b>0,757</b>	<b>0,838</b>
Diana 3	<b>0,835</b>	<b>0,847</b>	EB 29 (29,3m)	<b>0,754</b>	<b>0,842</b>

*The handicap index fs is variable and is calculated for each competition day. It is calculated on the basis of the assessment of thermal conditions on a given day, by determining - the mean of the 5 best real speeds.*

*If the task is completed by less than 5 competitors, then for the competitors who did not finish the task, the speed is equal to 0.*

$$Vo5 = (V1 + V2 + V3 + V4 + V5) / 5$$

For  $Vo5 \leq 80$ :  $fs = fs1$ ; For  $D/a$ :  $Vo5 \geq 140$ :  $fs = fs2$

For  $D/a$ .  $80 < Vo5 < 140$ :  $fs = fs1 + ((fs2 - fs1) * ((Vo5 - 80) / 60))$

## Appendix 2 - Handicap Index for Club A Class

<i>Typ and glider configuration / Typ i konfiguracja szybowca</i>	<i>Handicap index / Współczynnik fs</i>	<i>Reference Weight / Masa ref. [kg]</i>		<i>Typ and glider configuration / Typ i konfiguracja szybowca</i>	<i>Handicap index / Współczynnik fs</i>	<i>Reference Weight / Masa ref. [kg]</i>
Cobra 15	<b>1,031</b>	<b>375</b>		Jantar 15	<b>0,985</b>	<b>370</b>
Twin Astir I	<b>1,031</b>	<b>605</b>		Krokus	<b>0,985</b>	<b>370</b>
Std. Libelle	<b>1,010</b>	<b>340</b>		DG 300	<b>0,985</b>	<b>369</b>
LS 1-0, 1a, 1b, 1c, 1d	<b>1,010</b>	<b>329</b>		H301 Libelle	<b>0,985</b>	<b>315</b>
Phoebus B3, C	<b>1,010</b>	<b>365</b>		CB 15 Crystal	<b>0,980</b>	<b>350</b>
ASW 15	<b>1,005</b>	<b>352</b>		LS 4	<b>0,980</b>	<b>356</b>
Std. Cirrus (15m)	<b>1,000</b>	<b>345</b>		SZD 55	<b>0,975</b>	<b>350</b>
DG 100	<b>1,000</b>	<b>385</b>		HpH 304C	<b>0,975</b>	<b>359</b>
Jantar Std	<b>1,000</b>	<b>366</b>		Janus C (stałe podw.)	<b>0,975</b>	<b>576</b>
Cobra 17	<b>1,000</b>	<b>385</b>		Perkoz (20m)	<b>0,975</b>	<b>569</b>
ASW 19	<b>1,000</b>	<b>362</b>		LS 7	<b>0,975</b>	<b>353</b>
Std. Astir	<b>1,000</b>	<b>380</b>		miniLAK	<b>0,975</b>	<b>300</b>
Perkoz (17,5m)	<b>1,000</b>	<b>550</b>		Janus C	<b>0,971</b>	<b>576</b>
Janus (18.2m)	<b>1,000</b>	<b>565</b>		Glasflugel 304, 304B	<b>0,961</b>	<b>365</b>
LS 1f, 1f(45)	<b>0,995</b>	<b>347</b>		HpH 304CZ (15m)	<b>0,961</b>	<b>365</b>
SZD 59 Acro	<b>0,995</b>	<b>375</b>		Mini Nimbus	<b>0,961</b>	<b>365</b>
Jantar Std2, Std3, MB	<b>0,995</b>	<b>375</b>		Genesis 2	<b>0,961</b>	<b>366</b>
Brawo	<b>0,995</b>	<b>365</b>		DG 200 (15m)	<b>0,961</b>	<b>370</b>
Jantar 15S	<b>0,995</b>	<b>370</b>		Speed Astir	<b>0,961</b>	<b>400</b>
Krokus S	<b>0,995</b>	<b>370</b>		Mosquito, B	<b>0,961</b>	<b>365</b>
Cirrus, VTC	<b>0,995</b>	<b>390</b>		Discus	<b>0,961</b>	<b>367</b>
Std. Cirrus (16m)	<b>0,995</b>	<b>350</b>		LS 3 (15m)	<b>0,957</b>	<b>377</b>
Hornet, C	<b>0,995</b>	<b>343</b>		ASW 24	<b>0,957</b>	<b>365</b>
PIK 20A, 20B, 20D	<b>0,985</b>	<b>360</b>		ASW 20, 20F (15m)	<b>0,953</b>	<b>372</b>
Pegase 101	<b>0,985</b>	<b>368</b>				

### Appendix 3 - Handicap Index for Standard B Class

Typ i konfiguracja szybowca	Współczynnik fs	Std B	Typ i konfiguracja szybowca	Współczynnik fs	Std B
Astir Std	<b>1,000</b>	x	Krokus 15	<b>0,970</b>	x
Cirrus Std	<b>1,000</b>	x	PIK 20B	<b>0,970</b>	x
ASW 15	<b>1,000</b>	x	Pegase (oprócz D)	<b>0,960</b>	x
Jantar Std	<b>1,000</b>	x	Pegase D	<b>0,950</b>	y
LS 1 (oprócz 1f)	<b>1,000</b>	x	DG 300	<b>0,950</b>	z
Jantar Std2, Std3	<b>0,980</b>	x	LS 4	<b>0,950</b>	a
SZD 59	<b>0,980</b>	x	SZD 55	<b>0,930</b>	x
Krokus S	<b>0,980</b>	x	LS 7	<b>0,923</b>	x
Jantar 15S	<b>0,980</b>	x	ASW 20, 20F (15m)	<b>0,923</b>	x
DG 100	<b>0,980</b>	x	LS 3 (15m)	<b>0,923</b>	x
LS 1f	<b>0,980</b>	x	miniLAK	<b>0,923</b>	x
Brawo	<b>0,980</b>	x	Mini Nimbus	<b>0,923</b>	x
ASW 19	<b>0,980</b>	x	Discus	<b>0,920</b>	x
Perkoz (20m)	<b>0,976</b>	x	ASW 24	<b>0,920</b>	x
Jantar 15	<b>0,970</b>	x			

*For gliders equipped with FES drive, the handicap index is increased by 0.003.  
Dla szybowców wyposażonych w napęd FES współczynnik powiększa się o 0,003.*