



LOCAL PROCEDURES

1. Purpose of this document

This document contains the local procedures of the international Stendal-Glide gliding competition. It represents the local rules that apply to all international participants of the competition. Pilots participating in the German Nationals must refer to the according document “Ausführungsbestimmungen”, which will be published in German language.

Any changes to rules and announcements given in this document will be announced during the opening briefing.

Detailed information on ground procedures will be announced in a self-briefing document until June 30, 2019.

2. Championship details

2.1 Purpose of the event

The competition serves the purpose to

- a) determine the German champions in Open and 20m Doubleseater class
- b) provide participants of the WGC2020 at Stendal-Borstel an opportunity to familiarize themselves with the venue of WGC2020, as guests in German Nationals Open and 20m class and in a dedicated 18m training-class
- c) provide the organizers of the WGC2020 the chance to better prepare for the event in 2020

2.2 Location of the event

Airfield name	Stendal-Borstel
ICAO-Code	EDOV
Airfield frequency	122.405 (8.33kHz channel separation)
Airfield coordinates	52° 37,65' N; 11° 49,11' E
Airfield elevation	184ft AMSL
Time zone	CEST (UTC + 2h)

2.3 Schedule (all dates are 2019)



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End of entries submission	March 31 st
Training days	July 3 rd – 7 th
Welcome party	July 6 th , 20h00
Opening briefing	<i>July 7th, 20h00</i>
Contest period	<i>July 8th – 19th</i>
Closing party	<i>July 19th, time to be announced</i>
Closing ceremony	<i>July 20th, 10h00</i>

Appointments marked in italic letters are considered mandatory for all participants.

2.4 Competition Officials

Competition director	Henning Schulte
Task setting / deputy CD	Christoph Barniske
Scoring	Jan Braune
Meteorologist	Walter Hermann
Flight line management	Dennis Krull
Financial director	Wolfgang Paepke
Jury	will be announced at the opening briefing

2.5 Address of the organizers

Address	AERO-Club Stendal e.V. Osterburger Strasse 250 / Flugplatz 39576 Stendal Germany
Phone	+49 163 6230507 (competition office) +49 3931 713279 (official airfield phone, German language only)
Fax	+49 3931 796787
Email	info@segelflug-dm.de
Official website	https://segelflug-dm.de



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3. General information

3.1 Championship classes and qualifications

CLASS	# OF PARTICIPANTS	REQUIRED QUALIFICATION
18M	40	Appointment by your NAC German competitors based on their “Deutsche Rangliste” ranking
OPEN	10 plus 25 (German Nationals)	Appointment by your NAC Qualification per German rules
20M DOUBLESEATER	10 plus 30 (German Nationals)	Appointment by your NAC Qualification per German rules

3.2 Competition Rules

The competition will be held in accordance to the latest version of the German national gliding rules, documented in the Segelflugwettbewerbsordnung (SWO). This document is available for download at <https://www.daec.de/sportarten/segelflug/download/#c174>.

20m Doubleseater class will be scored based on the handicap list in its valid version at the time of the competition (SWO Annex E).

Any deviations from these rules will be announced at the opening briefing.

3.3 Additional safety rules

3.3.1 Cloud Flying

Cloud Flying is prohibited.

3.3.2 Circling in thermals

The direction of circling will be determined by the first glider to start circling in a thermal. Gliders joining another glider must:

- Circle in the same direction as the first glider



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- Join the thermal in such way that they can be seen by the pilot of the circling glider
- Join the thermal from outside

In case several gliders are joining a thermal at the same time, the highest glider determines the direction of circling for this thermal.

Violating these common circling rules in a particularly dangerous manner may be considered as unsporting behavior by the contest direction.

3.3.3 Airfield flight operations

Stendal-Borstel is a publicly operated airfield with regular opening hours from 9h00 – 19h00 local time. At any times, approaching and departing traffic has to be expected. Such traffic will be advised by the local flight information service on radio channel 122.405. Relevant NOTAM will be published in advance in order to inform others of the competition.

3.3.4 Vehicle usage at the airfield

Vehicle speed limit on the airfield is 25kph. All vehicles entering the airfield must have visual identification marks, containing the competition ID of the glider.

3.3.5 Emergency plan

An emergency plan will be announced during the opening briefing.

3.4 National anti-doping rules

In reasonable cases, a doping test can be performed by authorized staff of the German national anti-doping agency NADA. Every appointed competitor has to report to the specified date and time for such a test.

General statement: In accordance to the anti-doping rules of the German national aeroclub (DAeC) ADO, any kind of doping is prohibited. Further information can be found at <https://www.daec.de/fachbereiche/anti-doping-sport/>.

4. Entry and registration process

4.1 Entries

Entries will be accepted through the official website only. Deadline for submitting entries is March 31st, 2019. In case there are free slots available after that deadline, entries may be accepted at the organizer's discretion.



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4.1.1 Order of entries

Entries of international participants will be accepted based on the time of their submission – first come, first served. Only entries confirmed by the relevant NAC will be accepted. In accordance to the purpose of the event, entries of WGC participants will be preferred.

Entries of participants of the German nationals follow the qualification scheme

Entries of German participants in the 18m class are prioritized based on the “Deutsche Rangliste” rankings of the applicants.

4.2 Registration procedures

All dates are 2019.

End of online entries submission	March 31 st
Online registration	May 1 st – June 30 th
Registration at the site	Upon arrival, no later than July 7 th , 18h00 local time
Scrutineering	July 3 rd – 6 th , timeslots have to be reserved online

4.3 Fees

All dates are 2019.

FEE	AMOUNT	DEADLINE	NO REFUND DEADLINE
ENTRY	300€	March 31 st	March 31 st
CAMPING	200€ per team (up to 4 persons) 50€ for each additional person	July 20 th , 12h00	-
TOWING (600m AMSL)	50€	July 20 th , 12h00	-
SELF-LAUNCH FEE	8€	July 20 th , 12h00	-



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The entry fee only covers airfield usage from July 3rd onwards. Additional charges for camping and flight activities apply in case of an early arrival. All participants arriving earlier than July 3rd are requested to request additional information via email to info@segelflug-dm.de.

4.3.1 Entry fee coverage

The following costs are covered through the entry fee:

- Airfield preparation and usage
- Grid preparation
- Competition office: task setting, scoring, briefing
- Meteo service
- Towplane availability
- Water ballast
- OGN live-tracking
- Internet access through Wifi, no bandwidth guaranteed

4.4 Payment

Payment of the registration fee must be done via bank-transfer prior to the deadline mentioned under 4.3.

Camping fees and 5 aerotows / self launches have to be payed during registration. Debit cards, credit cards (Visa, Mastercard only) and cash in EUR are accepted.

4.5 Insurance

Third party liability insurance, covering the whole contest area with no exclusion clause for competitions is the responsibility of the pilot. Documentary proof of insurance shall be provided to the organizers in German or English.

4.6 Required documentation

During the registration, the following documents will have to be provided by the participants.

For the pilot:

- valid pilot license or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered. The license must include the chosen take-off method (aerotow or self-launch).
- valid FAI sporting license for the non-German participants



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- medical certificate (valid at least until July 20, 2019)

For the glider:

- valid certificate of registration
- valid certificate of airworthiness (ARC) or permit to fly
- aircraft radio license
- glider manual and log book
- proof of 3rd party liability insurance

4.7 Pilot experience

Pilots will have to fulfill the requirements for their respective pilot license to be valid, including the relevant take-off methods.

In addition to that, the following minimum pilot experience is required:

- At least 5 flights in gliders in 2019 before the competition
- At least 10h of gliding in 2019 before the competition

5. Technical requirements

5.1 Mandatory additional equipment

In addition to the basic instruments required by the flight manual or type certificate, all gliders must be equipped with the following pieces:

- 8.33kHz capable radio equipment approved for flight operations
- Electronic variometer with audio output
- Parachute valid for the whole competition period
- GNSS flight recorder certified by IGC no later than May 20, 2019; in case of gliders equipped with any kind of engine (self-launcher or sustainer), the flight recorder must be equipped engine noise level recording (ENL); the recording interval of the flight recorder must be 1 second
- FLARM device

5.2 FLARM status

The general FLARM policy for the contest is based on these requirements:

- collision avoidance functionality must be fully in use by all participants during the competition
- transmission and receiving range shall be covering at least the minimum recommended distance as defined by FLARM in the range analysis tool (see <https://flarm.com/support/tools-software/flarm-range-analyzer/> for details)



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FLARM must not be used in any of the following modes:

- STEALTH
- NOTRACK (only allowed in case an OGN tracker is permanently mounted to the glider)

The latest available software must be installed on each FLARM device.

5.3 Live-Tracking

A live-tracking policy will be announced before the competition.

5.4 Scrutineering procedures

5.4.1 Determination of reference weight

The reference weight of each glider is measured as follows:

- Pilot and co-pilot weight is measured
- Glider is brought to take-off configuration (with parachutes & drinking water in the cockpit), ballasted to maximum allowed take-off weight (MTOW) minus pilot weight. MTOW is measured through addition of the weight measured at the tail and main wheel. MTOW is defined as the lower of the following values:
 - 1) maximum take-off weight as defined by the gliders type certificate
 - 2) maximum take-off weight allowed for the respective class of the glider
- Glider is attached to the car in the configuration being used to tow the glider to the grid (ground handling configuration).
- Weight of the glider on the main wheel is determined and recorded in the ground handling configuration. If the participants desires to use covers during ground handling, the glider has to be measured with and without covers. The weight of the glider without covers must represent its MTOW.

5.4.2 Additional procedures during scrutineering

- The wingspan will be determined for gliders of 18m- and 20m- Doubleseater classes in order to define wing span penalties, if required
- Contest ID will be checked for visibility. If several gliders use the same contest number, the glider with a valid registration in the German contest number list may keep the contest ID. Other gliders with the same ID will have to modify theirs in a way that allows clear visual identification.
- FLARM software version will be checked
- FLARM-ID will be noted



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6. General flying procedures

6.1 Units of measurements

Distance	kilometers, meters
Altitude	meters above mean sea level (AMSL)
Speed	kilometers per hour (km/h)
Vertical speed	meters per seconds (m/s)
Mass	kilograms (kg)
Headings / radials	degree true north
Time	Local time (UTC + 2h)
Air pressure	hPa

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL, ft MSL) for that day will be printed on the task sheets.

6.2 Radio frequencies

Airport operations, towplane coordination, finish approaches, coordination of landings	122.405
Flight safety purposes, announcements of the contest directors	122.305

7. Tasks

7.1 Task types

Possible tasks are:

- Racing tasks
- Speed Assigned Area Tasks (AAT) with a defined minimum duration

7.2 Start line

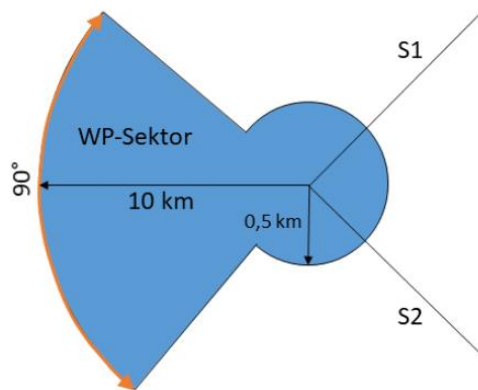
Unless otherwise defined during the daily briefing, a start line of 20km total length will be used, placed perpendicular to the track from start point to first turn point of the task. Each class will have its own start point.



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7.3 Observation sectors for racing tasks

In accordance to the German national gliding rules, observation zones of turn points are defined as follows (S1 / S2 being the track to the previous and following turn points):



7.4 Finish ring

Unless otherwise defined during the daily briefing, a finish ring of 6km radius with a minimum altitude of 300m GND / 355m AMSL will be used. In case of strong wind or approaches from southeasterly directions crossing the city of Stendal, the minimum altitude may be increased during the daily briefing.

8. Contest area, turn point and airspace information

8.1 Contest area

The borders of the contest area are defined as follows:

North	54° N
West	9° E
South	51° N
East	16° E



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8.2 Airspace restrictions

Unless otherwise defined during the daily briefing, the following rules apply to airspace usage:

Upper limit of contest area	FL95
Airspace classes free to use	E, G, RMZ, ED-R declared as not active on daily task sheet
Restricted airspace classes	C, D, TMZ, ED-R

Restricted airspace classes C and D may be entered with approval of the relevant air traffic control service for the purpose of a landing at the controlled airfield. The point of entering the restricted airspace will be considered the point of a virtual outlanding.

Valid airspace information for the contest area is covered by the 2019 edition of the aeronautical charts Berlin, Rostock and Hannover as published by the German Airspace Agency (DFS).

Contest participants are requested to familiarize themselves with the German airspace structure as published by the DFS:

https://www.dfs.de/dfs_homepage/de/Flugsicherung/Luftraum/luftraumstruktur_092016.pdf.

8.3 Turn Point & airspace files

A catalog of valid turn points will be published on the website of the scoring system "scoring StrePla". For scoring purposes, an airspace file will be published on the website of the competition in open airspace format. Files will not be published in other formats.

9. Contest procedures

9.1 Daily briefing

The daily briefing will be at 10:00 in the briefing hangar. If there is a delay or an earlier briefing, this will be announced through WhatsApp or text messaging upfront.

9.2 Grid

Runway direction (08 or 26), grid times and grid orders will be announced each morning before 08:00. Grid orders will be published on the website and at the briefing hangar.



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9.3 Weighing procedure

Each day of the competition, all gliders will be weighed in their reference weight configuration. Water ballast may be jettisoned on the scale until MTOW is reached as defined in 5.5.1.

A change of the co-pilot in a doubleseater must be announced before passing the scale. The pilot has to make sure that the lower figure of either MTOW and the maximum weight in the class is not exceeded through changing the co-pilot.

Water ballast must not be added on the scale.

The weight of the glider including equipment must not be changed after it passed the scale. Gliders in the grid must not be filled with ballast or fuel.

9.4 Start

Launch is possible through aero-tow or self-launching. Any engine in a glider must be turned off below the maximum allowed towing altitude + 50m. The maximum allowed towing altitude is 600m unless otherwise communicated.

The contest director will announce a time of the first launch. At this point in time, each glider has to be ready for launch. All cars must be removed from the grid and placed in the parking area before starts begin.

9.4.1 Documentation of engine noise levels

Gliders with engines (sustainer or self-launchers) will have to document the ENL recording of their GNSS flight recorder at least once at the beginning of the competition or during the training days. In case of an aerotow, this documentation will have to be done within 2min after the release from the tow. The engine must be shut down in below the maximum allowed towing altitude + 50m.

ENL documentation may also be performed on the ground if the GNSS FR creates a valid ENL reading in the same IGC file used for documenting the flight. The ENL documentation may also be done daily. In any case it must be done upon request of the contest director.

9.4.2 Release area

Each class will be towed to a release area specified on the task sheet. This release area may be changed before the first start of a class. Self-launchers must turn their engine off in the release area of their respective class.



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9.4.3 Re-starts and use of sustainer engines

Gliders may land on the re-starting area to the north of the concrete runway. The grid manager will decide when another aerotow can be made.

Gliders with engines may use their engine a designated re-start area after passing the re-start field in downwind. In case of a re-start using an engine, the start line must not be crossed before 20min after the engine has been shut down.

9.4.4 Start line opening

Unless otherwise announced during briefing and on the task sheets, the start line will be opened 30min after the last glider of the class has left the runway.

9.4.5 Designated start

A designated start interval may be announced by the contest director during the daily briefing. Start time intervals will be published on the task sheets.

9.4.6 Pre-Start altitude limitation

A pre-start altitude limitation may be announced by the contest director during the daily briefing.

9.4.7 Pre-Start speed limitation

A pre-start speed limitation may be announced by the contest director during the daily briefing. The pre-start speed is defined as the average speed measured between 8 seconds before and after crossing the start line.

9.4.8 Start line closing time limitation

A start line closing time limitation may be announced by the contest director during the daily briefing. If the start line is crossed after the closing time, the closing time will be the valid time for the start of the task.

9.5 Approach & landing

9.5.1 Announcements

Gliders shall announce their approach 10km before the finish ring on the airfield operations frequency 122.405 in German or English language (e.g. "Glider XY 10 Kilometers"). These announcements will not be confirmed. Communication on this frequency shall be as reduced as possible in order to avoid clutter.



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9.5.2 Air traffic/meteo information

Air traffic or meteo information during approaches and landings may be limited in order to avoid clutter on the frequency.

9.6 Flight documentation

9.6.1 Number of flight recorders

Up to two IGC approved GNSS flight recorders may be used for flight documentation (see also 5.1 for details). If two GNSS flight recorders are used, flight logs of both recorders have the same priority.

9.6.2 Flight recorder registration

The type of GNSS flight recorders being used have to be announced during the registration. IGC files of these flight recorders will have to be provided to the scoring office during the registration.

9.6.3 Change of flight recorder

Any change of flight recorder has to be announced to the contest director before the next flight.

9.6.4 Flight log delivery

Flight logs have to be uploaded to a dedicated website within 45min after the landing.

9.7 Outlanding

9.7.1 Reporting of outlandings

Any outlandings must be reported to the competition office, either by phone, SMS or using an online outlanding system (lowcrop.aero).

9.7.2 Return after outlandings

After an outlanding, the pilot may choose to take a start in order to return to the contest airfield.

9.7.3 Virtual outlandings

A flight may be cancelled through a virtual outlanding. The position of the virtual outlanding will be determined from the flight logs based on the fix providing the maximum scoring distance. After a virtual outlanding, the pilot has to return to the contest airfield immediately.



International Stendal-Glide 2019

18m-Class

German nationals 2019

20m Doubleseater & Open class

July 8 – 19, 2019

Stendal-Borstel airfield

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9.8 Scoring

Guests in 20m Doubleseater and Open Class will be included in the scoring, being marked with "HC". Guests will not be considered for titles and national ranking in these two classes.