



LOCAL PROCEDURES

FOR THE 3th BALTIC SEA COUNTRIES GLIDING CHAMPIONSHIP (Named Baltic Cup)

Kaunas Gliding Club
Airfield Pociunai
3 to 11 August, 2019

Local procedures – May 01, V02

This is the Local Procedures for all Baltic Sea countries Gliding associations and all IGC members concerning the 3th Baltic Cup gliding competition.

Location of the Event

Airfield POCIUNAI (EYPR)
54° 39,40' N and 024° 02,00' E, WGS 84
Elevation MSL 65m.

Time Schedule

Entries due	1 May - 21 July 2019
Unofficial training	28 to 31 July 2019
Official training	1 to 3 August 2019
Registration (11 a.m. to 8 p.m.)	1 to 2 August 2019
Registration (8 a.m. to 10 a.m.)	3 August 2019
Opening Ceremony	11 a.m., 3 August 2019
Contest flying	3 to 11 August 2019
Closing Ceremony and Prize giving	11 August 2019 at 20 p.m.
Farewell party	11 August 2019 at 20 p.m.

Competition Officials

Director of the championship

Vytautas Sabeckis, vytas@pociunai.lt

The competition results of Mix class will be sent to FAI/IGC and will be included in Glider Pilot Rankings calculations.

Competition Classes

Competitions will be held in **Mix** (Old standard (current Club class but with water ballast), Standard, 13.5 meter, 15 meter, 18 meter and 20 m. double seater class) and **Retro** (mainly old wooden gliders, L-13 Blanik and others) classes.

The Competition in MIX class will be held with the handicaps from 99 to 119. Lithuanian national handicaps will be applied which are developed per years of competition experience in Lithuania. For not included gliders in the handicap list it handicaps will be added. The gliders will be allowed to fly with water ballast, so the handicaps are adjusted to MTOW. The competition tasks for MIX class will be selected based standard class (H=110) gliders capability to complete the task in predictable weather conditions.

Retro class will be held with handicaps. The tasks will selected not going away from airfield, with Minimum Handicapped Distance to validate the Day equal to 15 km.

Total number of allowable entries

The number of entries will be limited as maximum number of gliders - total 150 pilots.

Competitors

A competitor must satisfy the conditions of the Sporting Code, Annex A, Section 3.2 with no modifications.

- Hold a gold badge, or hold a silver badge and have competed in at least one National Championship;
- Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in gliders;
- Hold a valid FAI Sporting License;
- Hold a Pilot license or equivalent document issued or validated by the authorities of the country in which the sailplane is registered.

Insurance

The glider shall be covered by third party insurance in conformance with **EU Regulation 785/2005**.

Personal medical insurance is required for all pilots, covering accidents and sickness, including any local hospital costs of transport back to the team member's home country. Documentary proof of the insurance shall be made in English.

General Flying Procedures

Radio communication required for contact with Air Traffic Services

Each sailplane must be equipped with a radio able to communicate at aviation frequencies with 25 kHz spacing (8.33 kHz spacing are not mandatory required).

Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

Call sign POCIUNAI (FREQ 119.000 MHz) – for all airport operations at the contest site;

TEAM FREQUENCIES (The list of team frequencies will be published later if will be needed) - assigned team frequencies for all team communication related to the contest.

Frequencies allocated for flight safety

Frequency 119.000 MHz (Call sign POCIUNAI) will be used for flight safety purposes.

All competitors should have the frequency 119,000 MHz selected from:

- The beginning of take-off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish ring, and
- During landing – from the moment they join the circuit until they have left the runway.

Competition Procedures

Requirements for discharging water ballast on the grid

Water ballast may be discharged on the grid with the permission of the competition management or one of the stewards at any time.

Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps with the data will be provided.

Launch procedures for gliders and motor gliders

The requirements of Annex A para. 5.4d will be implemented for motorgliders, regardless of the type of power plant. In particular, competitors with jet or electric engines must provide evidence of MoP detection to the satisfaction of the organizers.

Maximum altitude of climb after self launch

Motorgliders, after self-launching, must stop their MoP not higher than 600 mAGL, in the release area of the appropriate class.

Inflight procedures for motorgliders

Motor gliders (SLG –SSG) that require a second (or even third) launch must land prior to taking the new launch. A new launch has to be approved by the organizers on the frequency 119.000 MHz.

Release areas and release heights

The release areas of each class will be announced at the daily briefing. The release height is 600 m AGL.

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

Circling direction limitations may be imposed.

Types and definitions of starts that will be used

The Start Options for the championships are:

- **Start Line.** A straight line, perpendicular to the track to the first Turn Point or to the center of the first area. Length of the line will be 10 km.

Radio procedures for announcing the start

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- **THE START FOR THE (XX) CLASS WILL BE OPENED IN 20 Minutes AT (time hh:mm),** - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- **THE START FOR THE (XX) CLASS WILL BE OPENED IN 5 MINUTES,** - 5 minutes before the opening the start for the class
- **THE START FOR THE (XX) CLASS IS OPEN NOW,** - Just after the opening the start for the class
- **THE START FOR THE (XX) CLASS IS DELAYED FOR (number) MINUTES** – As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed
- **THE TASK FOR THE (XX) CLASS IS CANCELLED** - As soon as possible after the cancellation of the Day.

Instructions for real out landings

A competitor who has landed out shall contact organizers by telephone without delay, giving them information about outlanding place and pilot/glider status. Outlandings can also be reported via SMS messages in format specified before first contest day.

Provision of, and requirements for, aero tow retrieves

Aero tows from the fields are permitted if the sailplane has landed on a suitable field. All aero tows of the competing gliders shall be provided only by the organizer.

Minimum altitude for the finish ring

No minimum height for crossing the finish ring will be used. Radius of the ring is 1.5 km (or 3.0 km in case of large number of participants) and it practically covers airfield and its surroundings.

Finishing procedures

Arrivals should be announced on the airport frequency 119.000 MHz about 10 km before the airfield.

The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing.

Landing procedures

The landing frequency is the same as the finish frequency – 119.000 MHz (call sign POCIUNAI). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first

finishing sailplanes shall normally continue as long as possible landing to allow other sailplanes to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing following a circuit will be specified at the briefing.

The IGC files after flight should be sent to igc@pociunai.lt in 60 min after the flight. Wireless internet connection is available at the airfield.

Scoring

The scoring system for the championships will be:

- 1000-Points Scoring System.
- The competition scoring software is SeeYou Competition (<https://www.naviter.com/>).

Official Home Page

All Bulletins and information concerning 3th Baltic Cup gliding competition will be available on the Internet. The address of the home page is <http://www.pociunai.lt/baltic-cup-2019/>

Entry Fee and Charges

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|-------------------------|---|
| 1. entry fee per pilot: | 200,- EUR MIX class, 100,- EUR Retro class |
| 2. towing charges: | 38€ up to 600 meters |
| 3. camping charges: | 10€ for tent or caravan per day |

The entry fee must be paid in full by bank transfer to:

Beneficiary's Bank	AB bankas "Swedbank",
Bank Address	Savanoriu 19 Vilnius,
	SWIFT: HABA LT 22
Beneficiary's Account (IBAN)	LT437300010002246869
Beneficiary	Kauno apskrities aviacijos sklandymo klubas,
Address:	Sklandytoju 7, Pociunai, Prienų raj., Lithuania

By July 30 2019 at the latest.

Entries

The on-line registration will start at 1 May- till 21 July 2019. You must to fill the form which you will find on competition web-site <http://www.pociunai.lt/baltic-cup-2019/>.

Prizes

In case of a valid competition, there are following financial awards in Mix class. The prizes value depends of the quantity of participants: 50% of the entry fee will go to the prizes fund. In any case the minimum of the prizes are:

- 1st place - 1500 €**
- 2nd place - 1000 €**
- 3rd place - 500 €**

In case of a valid competition, there are following financial awards in Retro class. The prizes value depends of the quantity of participants: 50% of the entry fee will go to the prizes fund. In any case the minimum of the prizes are:

- 1st place - 750€**
- 2nd place - 500€**
- 3rd place - 250€**

Every day a winner in class will get one free towing!
The competition is valid if the 3 task will be completed in class.

Handicaps list (preliminary, other glider will be added if available)

Handicaps for Mix class*:

Jantar St, Cirrus	99
Jantar St2,3, LS1f	100
Pegase	102
LS4, PIK 20D	104
LS3	105
mini LAK, GP-14/13,5m	108
LAK-19/15m, LS8, Discus 2a, Duo Discus	110
HpH 304CZ, 17.4m	111
LS6, Ventus a,b,c/15m	111
LAK-17a/15m	112
LAK-12 (250l), Jantar 2b	112,5 (113,5)
LAK-19/18m, ASG29/15m, Ventus 2b,c/15m,	114
LAK-17a,b/18m, Ventus 2a, Diana 2, GP-15/15m	115
JS-1,3/18m, Ventus 2,3/18m, ASG29/18m, Diana 3, LAK-20	119

*for gliders with FES the handicap will be reduced by 1 point.

Handicaps for Retro class:

Ka 7	54
Bergfalke III	76
Ka 8	76
Blanik L-13	78
L-Spatz 55	78
Ka 6	82
Puchacz SZD-50-3	84
PW-5	85
Ka 6E	85
Pirat SZD-30	86
SIE 3	86
Foka	88

The END of Procedures