

# Contest Rules



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## 2 General conditions

### 2.1 *Versioning*

**This is version number, 1.0 the final version** that corresponds with the Dutch version number 1.0. In case of contradiction, the Dutch version of the rules is definite.

### 2.2 *Legal liability Euroglide organisation*

The organisation of the Euroglide nor the Aero Club Eindhoven (EACzc), its board and/or its board members are liable in any way for any damage or bodily injury caused by participants to participants or third parties, as a result of any flights or other actions concerning Euroglide.

### 3 Definitions

#### 3.1 *Glider and Motorglider*

Glider: A glider without engine.

Motor glider: A glider equipped with an engine, take-off power as well as turbo.

#### 3.2 *Flight*

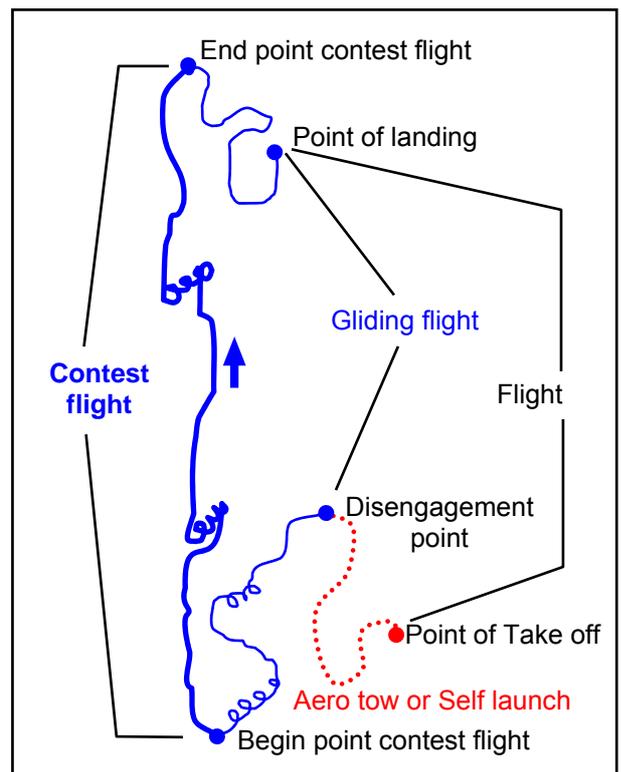
The period between take-off and landing. The begin and end of a flight are marked by respectively the **point of take off** and **point of landing**. In this document, the point of take off and point of landing are further used in this context only.

#### 3.3 *Gliding flight*

The part of a flight during which the engine is disengaged (for motor gliders only) and during which the glider is not towed or winched. The begin and end of a gliding flight are marked by respectively the **disengagement point** (i.e. the location where the launch or tow ends or the engine is shut down) and the **engagement point** (i.e. the point of landing or the location where the motor is engaged). In this document, the disengagement point and engagement point are further used in this context only.

#### 3.4 *Contest flight*

A Contest Flight is equal to or a part of a gliding flight. The **begin point** and the **end point** of a contest flight are two points on the loggertrace of a gliding flight, free of choice by the team. Therefore, teams can choose the begin point and end point that is most convenient for them. In this document, the begin point and end point are further used in this context only.



The distance (in a straight line) between the begin point and end point must be at least **30 km** for gliders and **50 km** for motor gliders.

#### 3.5 *Displacement*

The distance in between the end point of a contest flight and

- The begin point of the next contest flight or
- The finish position, in case of finishing the competition by displacement.

The start of the polygon (Eindhoven gliding strip) is considered to be the end point of a (virtual) contest flight. As a result, the race can be started with a displacement.

A displacement is limited to **100 km**.

For Euroglide 2008, there is a exception to this rule, see section 9.4

Implicit to its definition, a displacement can consist of one or more “sub”-displacements.

**3.6 Sub-displacement:**

A sub-displacement can be:

- Transportation by road.
- Ferry by aero-tow.
- A gliding flight covering a distance less than 30 kilometres for gliders and less than 50 kilometres for motor-gliders.
- Ferry by own engine power.
- The part of the flight with the engine running. An exception to this rule is the mandatory engine run during 60 seconds within 20 minutes after take off (see section 10.3)

**3.7 Credit:**

A limited amount of kilometres to be used for displacements

**3.8 Beer can**

Cylindrical area with the turn-point as centre, and a radius of 1 kilometre. The Beer can is not limited in height.

## 4 Organisation

### 4.1 *Canceling of the race*

The organisation withholds the right to cancel Euroglide in case less than 10 teams register or in case of 'force majeure'. In such an event, a part of the paid registration fee, to be determined by the organisation, will be returned.

### 4.2 *Organisation*

The organisation is responsible for the preparation of the race. These preparations will terminate at the end of the contest briefing.

The organizing committee:

- Han Teunissen (Chairman and Treasurer)
- Ronald Kaay (Secretariat)
- Anton Poortman (Task setting and Webmaster)
- Maarten Robben (Public Relations)
- Joeri Bierings (Member)
- Rob van Heeswijk (Field organisation)
- Maurice Bakermans (Member)

### 4.3 *Contest Officials*

The contest officials are responsible for the management of the race. Furthermore, they manage the verification of the team reports. In some cases, the contest officials may intervene and change the race (also see paragraph 7.3). The contest officials are entitled to inflict penalties to participating teams or may disqualify a team.

The contest officials:

- Max van Bree.

### 4.4 *Jury*

The jury is responsible for handling all protests eventual interpretations of the rules and may fine or disqualify teams. The jury hears all involved teams in case of a dispute. The decision of the jury is final and irrevocable.

The jury consists of:

1. The elected chairman
2. A non-participating glider pilot.
3. A participant who will be chosen per case.

### 4.5 *Protests*

A protest must be handed over to one of the permanent members of the jury, in writing and accompanied with a 50 Euro protest fee. This fee will be returned in case the jury judges the protest reasonable.

Protests can be filed until August 1<sup>st</sup>, 2008.

## 5 Contest Agenda

### 5.1 *Contest briefing*

Sunday June 22<sup>th</sup> 2008, 8 PM.  
In the clubhouse of the Eindhovense Aero Club gliding.  
Mandatory for all teams.

### 5.2 *Morning briefing*

Monday June 23<sup>rd</sup> 2008, 10 AM.  
In the clubhouse of the Eindhovense Aero Club gliding.  
Mandatory for all teams.

### 5.3 *First contest day*

Monday June 23<sup>rd</sup>, 2008.

### 5.4 *Last contest day*

Saturday July 5<sup>th</sup>, 2008.  
Until sunset: Finish by air.

### 5.5 *Prize distribution*

The prize distribution will be held in September 2008, on a date to be determined.

## 6 Participation

### 6.1 *Registration fee*

The registration fee is 175 Euro per team. The costs for aero-tows or winch launching and landing fees en route are on the account of the participating team.

### 6.2 *Pilot and crew*

Participation is excluded for inexperienced pilots. The organizing committee and contest officials have a final vote in this.

It is allowed to have more than one pilot per glider. Pilot(s) and crew together form a team.

Within the Eindhoven CTR and on Eindhoven Airport, all teams must precisely and consciously follow the local air traffic procedures and other agreements with the local airport authorities as explained at the briefings.

It is recommended to have an adequate personal insurance for pilot and crew.

### 6.3 *Gliders and Motor gliders*

Any modern type (plastic) gliders and motor gliders are allowed to the race, single-seaters as well as two-seaters.

Exchanging the glider during the race is not allowed, nor can the configuration (winglets and wingspan) be altered.

All gliders must have a contest registration according to FAI requirements. The gliders must be equipped with a correct functioning VHF transceiver, a GPS receiver and a Mode S transponder. An IGC logger is mandatory for proof of contest flights.

Teams have to be insured for legal liability.

## 7 Task

### 7.1 *Super polygon*

The task consist of the super polygon

Start point	Eindhoven Airport (glider strip)	Netherlands	51 26,76 N 005 23,46 E
Check point	Leende (highway A2, exit 34)	Netherlands	51 20,96 N 005 32,49 E
Turn point 1	Schwann-Conweiler (glider site)	Germany	48 50,30 N 008 32,57 E
Turn point 2	Hütten-Hotzenwald	Germany	47 38,08 N 007 56,52 E
Turn point 3	Moravska Trebova (airfield)	Czech Republik	49 47,90 N 016 41,27 E
Turn point 4	Lüneburg (airfield)	Germany	53 14,90 N 010 27,50 E
Turn point 5	Veendam (glider site)	Netherlands	53 05,07 N 006 49,42 E
Finish point	Malden (glider site)	Netherlands	51 47,12 N 005 52,83 E

### 7.2 *Sequence*

The sequence, in which the turn-points are to be made (clockwise or counter clockwise), will be determined by the contest officials and made public on the morning briefing. This sequence is mandatory for all teams.

### 7.3 *Intervention in the race*

In certain special occasions (e.g. continuous bad weather en-route over a large area) the contest officials are entitled to alter the race or take required measures to enhance a successful ending of Euroglide.

In such a case, all teams or all teams of one class will be informed at the same time, that is during the mandatory phone call in the evening or on indication by the contest officials after 10 PM by means of the answering machine. From this moment on, the altered race is definite for all teams, or all teams in one class.

### 7.4 *Making the turn-points*

Turn-points can be made in two different ways.

- By flight:  
It is not mandatory to land on the turn-point. The logger file must indicate that the glider has been inside the beer can. In case no logger fix can be found within the beer can, the line between two fixes must cross the boundaries of the beer can.
- By a displacement:  
The turn-point can be made by means of a displacement. The distance will be calculated via the turn-point. However, it is not necessary to physically move via the turn-point.

## 8 Start and Finish

### 8.1 Start

The start will open at the time specified on the morning briefing.

The launch-sequence is with ascending DAeC-handicap-factor and will be made public on the contest briefing.

It is allowed to launch more than once on the first contest day. There will be no starting line; we assume all gliders took off at the same time.

Motor-gliders equipped with take-off power will be winch-launched on Eindhoven.

Taking off from Eindhoven, the begin point of the contest flight is equal to the coordinates of Eindhoven as published in paragraph 7.1

Each pilot must signoff with the contest official by radio, whenever he decides to go en-route definitely.

A displacement may be the start of the race.

### 8.2 Finish (arrival)

A flying finish can be made until sunset on the last contest day.

The finish can be done by a displacement. In case there is sufficient credit available and the displacement does not exceed 100 km, the finish time will be calculated as follows:

Starting from the time and end point of the last contest flight, an average velocity of 10 km/h is assumed for the remainder of the itinerary. This prevents speeding on the road. Furthermore, the team can always try to cover (a part of) the remaining distance by air via a contest flight having a higher average velocity. This rule implies that the maximum finish time is 10 hours after sunset of the last contest day.

In case of a finish by displacement, kilometres exceeding the credit will be subtracted from the total length of the task. In this case, the race is a distance race and the finish time is not relevant anymore. Also, in case the displacement after the last contest-flight exceeds 100 km, the finish-time will be irrelevant.

The originals of the team log and the logger files must be handed over to the contest officials within 20 hours after the finish.

## 9 Landing, displacement and launching during the race

### 9.1 *General*

It is at the pilot's own discretion where he/she performs a landing during the race. In case the landing does not take place on an airfield, or in case the airfield is not suited to launch the glider, one has to displace to an (other) airfield. The pilot is liable for the fees (or costs in case of any damage) because of the landing. Each team will have to arrange the launch themselves.

### 9.2 *Launch-sequence*

In case more than one participating team want to launch from the same airfield, the team that has the smallest handicap-factor may launch first, if the team is ready to launch. In case of an equal handicap-factor, the team that arrived at the airfield first will launch first. Each team has to see to it themselves.

### 9.3 *Aero-tow or winch*

In case of an aero tow or self launch (motor gliders) the standard maximum height of the disengagement point (i.e. the end of the launch) is **600 meter above the airfield of take off**. Winch launching is also allowed. In this case, no release height limit applies.

The aero-tow or self-launch may exceed the 600 meters. However, at the expense of 20 kilometres of the credit per 500 meters extra height or part of it.

In case the begin point of a contest flight, in accordance with the definition in section 3.4, is located within 5 km of the published coordinates of the take off airfield, it is allowed to take these airfield coordinates as begin point of the contest flight instead. It is at the team's discretion to select the most convenient begin point.

### 9.4 *Displacement and credit*

Each team receives **350 km credit** at the start of the race. This credit may be used to displace the glider by road, by aero-tow or on own engine power for motor-glidern, to the next launching location. There is no penalty for using credit kilometres.

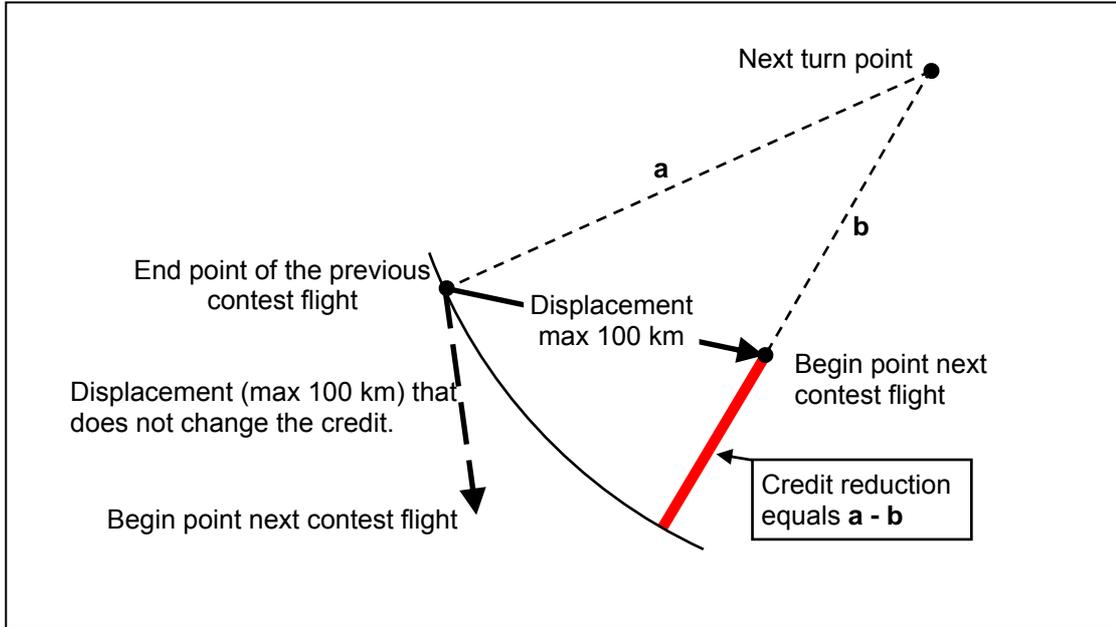
**A displacement may never exceed 100 km.**

Because of the airspace situation south west of Moravska Trebova, the following **exception** applies:

In case of a displacement to or via Moravska Trebova, **a limit of 200 km instead of 100 km is applicable to the displacement**, provided there's sufficient credit available.

**Credit**

If a displacement reduces the distance to the next turn-point (or finish), the distance reduction will be subtracted from the credit. The credit remains the same if the distance to the next turn-point (or finish) is increased by the displacement or remains the same.



**Assessing credit during the race**

In case you do not have the means to assess the most optimal begin and end point of a contest flight by evaluating the loggertrace (e.g. with a laptop), it is paramount to monitor the distance to the next turn point during flight and make note of the smallest and largest distance to the next turning point. Because of possible cockpit load (especially single-seaters), it is not mandatory to enter the coordinates of the begin and end point of a contest flight in the team logbook.

## 10 Position reports, documentation and proof

### 10.1 Position reports

Each evening, from 7 PM until 9:30 PM, each team must report to the contest officials by phone, even if no flight has been made that day.

In the report, the following must be passed on:

- The name and coordinates of the present position.
- Whether there were any contest flights that day.
- Whether there are any turning points made.

At these telephonic reports, the contest officials may instruct the teams for an announcement of intervention, available after 10 PM by means of the answering machine.

### 10.2 Documentation

For the contest officials to check the correct application of the contest rules for all teams, a precise and complete documentation of all contest flights is mandatory.

Each contest flight must be entered into the team-log book. Furthermore, each contest flight must be accompanied with the proper proof (see section 10.3).

The team-log must state the following:

- Team name and team number

And for each **contest flight**:

- Entry number of the contest flight
- Date
- Name of the logfile.
- The time of the begin point of the contest flight and the time of the end point of the contest flight.
- Altitude gained during the aero tow or the self launch. For motor gliders this can also be the altitude gained between two gliding flights that contain the contest flights (see section 12.1)
- Turn-point(s) made (if applicable).

### 10.3 Proof of the contest-flights

**A logger is mandatory for proof of a contest-flight.** Each contest flight entered in the team log must have an associated logger file.

The cable-release position must be clearly visible on the logger trace.

So as to check the proper functioning of the logger, turbo motor gliders have to **run the engine for about 60 seconds within 20 minutes after take off**. This is also mandatory for self launching motor gliders in case take off was not done on own engine power. The mandatory running of the engine has no effect on a gliding flight or contest flight as defined in sections 3.3 and 3.4.

Logger files have to be handed over in IGC-format and the logger-original format on (IBM compatible) pc formatted cd-rom, usb sticks or SD-card or per email.

The sample-time may be **20** seconds at maximum.

## 11 Classification

Teams will be divided into three classes:

- Class A: gliders
- Class B: Self launching motor gliders
- Class C: Turbo motor gliders

Additional rules apply for motor gliders, see chapter 12.

Per class, the classification is according to

- 1) The finish sequence, for those teams to which the race is a speed-race.
- 2) The sequence of covered distance, for those teams to which the race has become a distance race.

Preliminary classification will be published via email and/or Internet within two weeks after the last competition day, if possible. The final classification will be announced, after the verification and approval of all team-logs and logger files, during the prize giving at a date to be determined.

## 12 Additional rules for motor-gliders

### 12.1 Maximum two contest flights per flight

There is no limit to the number of gliding flights per flight.  
The number of contest flights per flight is limited to two.

For the part of a flight – with the engine running (possible part time) – between the two gliding flights during which the contest flights are realised, the altitude gained may not exceed **400 m**. For each additional 500 m or part of it, 20 km credit will be charged.

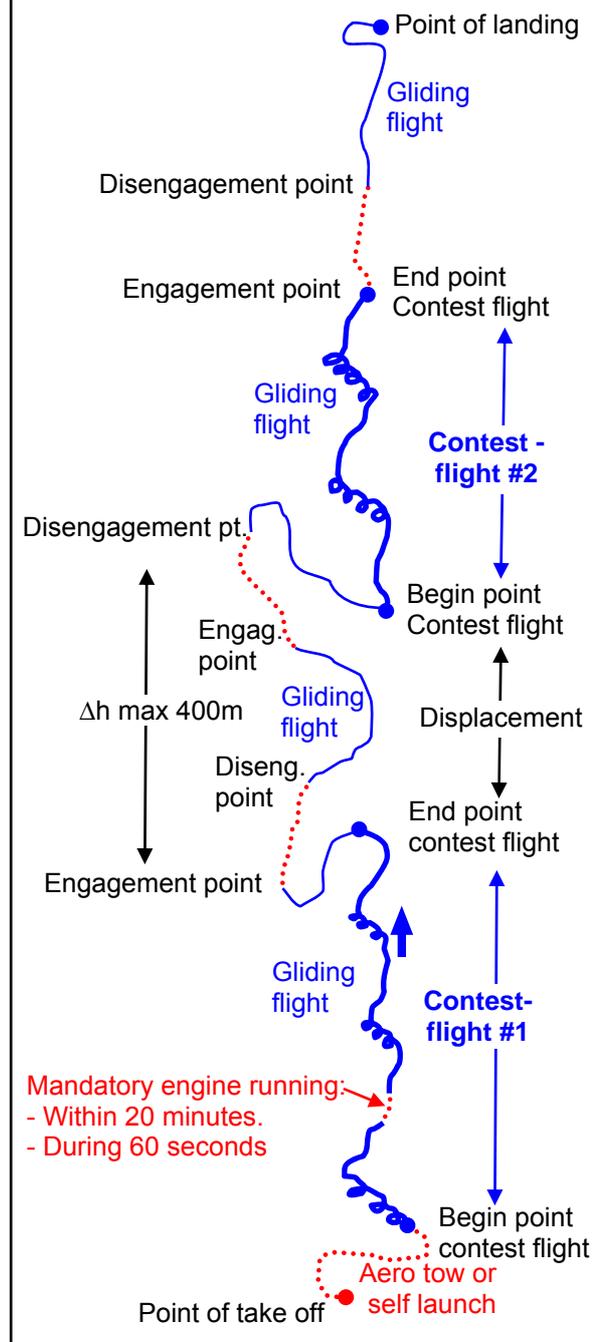
### 12.2 Limitation for take-off power equipped motor gliders on one day

Per day the following applies:

- Only the first take off can be made by own power.
- It is allowed to self-launch from the first airfield more than once, unless a contest flight has been realised in-between the launches.
- If a second self-launch has been made (on another airfield than the first launch has been made from), it is not allowed to make any new contest flights that day. It is allowed to self-launch for the second time at the end of the day to ferry to another field.

This rule remains, even now turbos and self launching gliders are separated into two classes.

Example of a flight with a motor glider. There are 4 gliding flights and 2 contest flights. During flight, the engine has been engaged 4 times.



## 14 Penalties

	Offence	Penalty
1	Displacement larger than 100 km (except the exception described in section 9.4)	<ul style="list-style-type: none"> <li>Contest flights after the offence will still be valued for the classification.</li> <li>The race is no longer a speed race, but a distance race.</li> </ul>
2	Exceeding the credit limit	<ul style="list-style-type: none"> <li>Contest flights after the offence will still be valued for the classification.</li> <li>The race is no longer a speed race, but a distance race.</li> </ul>
3	Failing to deliver sufficient proof of a contest flight (for example failing equipment).	<ul style="list-style-type: none"> <li>The contest flight will not be considered a contest flight, but a (sub)displacement. The consequence might be that offence 1) and/or offence 2) are committed.</li> </ul>
4	Failing to make a turn point correctly	<ul style="list-style-type: none"> <li>With reference to the most convenient logger fix of the contest flight, two sub-displacements via the turn point are considered and the associated credit will be calculated according to the ordinary rules (analogous to the making of a turn point during a displacement). The consequence might be that offence 1) and/or offence 2) are committed. The contest flight will not be divided in two contest-flights.</li> </ul>
5	Offending against the air traffic control rules in the Eindhoven CTR.	<b>Disqualification for the entire competition</b>
6	Failing to deliver the required files of proof on time (after the finish).	<ul style="list-style-type: none"> <li>The finish is considered to have taken place at the moment of handing over the files. After July 1<sup>st</sup> 2008, no files will be accepted.</li> </ul>
7	In all other cases	<ul style="list-style-type: none"> <li>For the contest officials or the jury to judge.</li> </ul>

### Remarks:

Offence 1) and 2) offer the opportunity to skip parts of the total task at the expense of giving up the speed-race. With offence 2), the maximum task distance is automatically decreased.