

Contest Rules



1 Contents

1	CONTENTS	2
2	GENERAL CONDITIONS.....	4
2.1	VERSIONING.....	4
2.2	LEGAL LIABILITY EUROGLIDE ORGANISATION	4
3	DEFINITIONS	5
3.1	GLIDER AND MOTORGLIDER	5
3.2	FLIGHT.....	5
3.3	GLIDING FLIGHT	5
3.4	CONTEST FLIGHT	5
3.5	DISPLACEMENT	5
3.6	DISPLACEMENT COSTS.....	6
3.7	LAUNCH COSTS	6
3.8	CREDIT	7
3.9	BEER CAN	7
4	ORGANISATION.....	8
4.1	CANCELLING OF THE RACE	8
4.2	ORGANISATION.....	8
4.3	CONTEST OFFICIALS.....	8
4.4	JURY.....	8
4.5	PROTESTS	8
5	PARTICIPATION	9
5.1	REGISTRATION FEE	9
5.2	PILOT AND CREW	9
5.3	GLIDERS AND MOTOR GLIDERS.....	9
6	CONTEST AGENDA	10
6.1	CONTEST BRIEFING.....	10
6.2	MORNING BRIEFING	10
6.3	FIRST CONTEST DAY	10
6.4	OPENING OF THE RACE	10
6.5	LAST CONTEST DAY	10
6.6	PRIZE DISTRIBUTION	10
7	TASK	11
7.1	TASKS	11
7.2	SEQUENCE.....	11
7.3	INTERVENTION IN THE RACE.....	11
8	CLASSIFICATION.....	13
9	DOCUMENTATION AND PROOF	14
9.1	DOCUMENTATION	14
9.2	PROOF OF THE CONTEST-FLIGHTS	14
10	START OF THE RACE	15
11	EN ROUTE	16
11.1	GENERAL	16
11.2	POSITION REPORTS	16

11.3	LAUNCH-SEQUENCE.....	16
11.4	BEGIN POINT OF A CONTEST FLIGHT	16
11.5	MAKING THE TURN-POINTS	17
12	FINISH (ARRIVAL).....	19
12.1	FINISH BY CONTEST FLIGHT	19
12.2	FINISH BY DISPLACEMENT.....	19
12.3	HANDING OVER DOCUMENTATION	19
13	ADDITIONAL RULES FOR MOTOR-GLIDERS.....	20
13.1	MAXIMUM TWO CONTEST FLIGHTS PER FLIGHT	20
13.2	LIMITATION FOR TAKE-OFF POWER EQUIPPED MOTOR GLIDERS ON ONE DAY	20
14	PENALTIES.....	21

2 General conditions

2.1 Versioning

This is version 1.0 of the rules. It is likely to be the final version for Euroglide 2012. The latest version of the rules is available on www.euroglide.nl. All participating teams are informed when new versions are published.

.In case of contradiction, the Dutch version of the rules is definite.

2.2 Legal liability Euroglide organisation

The organisation of neither 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*

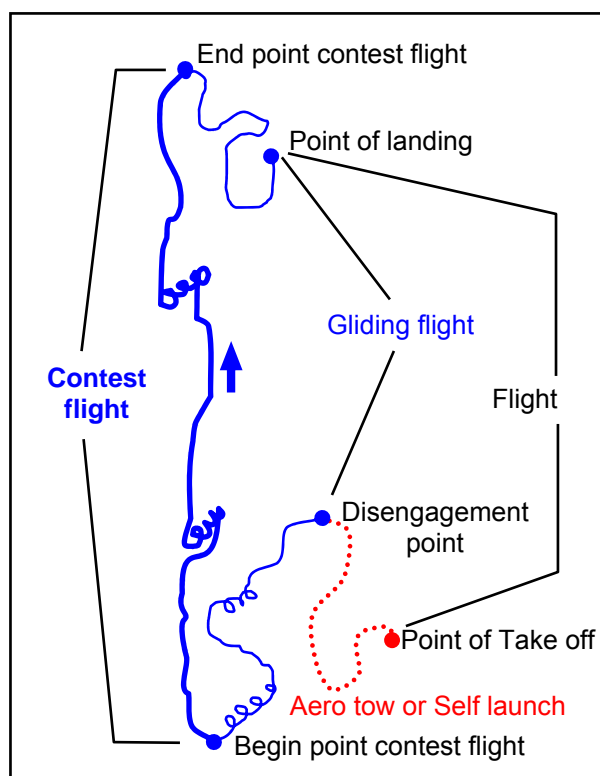
The logger trace between take-off and landing. The begin and end of a flight are marked by respectively the **point of take off** and **point of landing**. In this document, the point of take off and point of landing are further used in this context only.

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). Further in this document, the disengagement point and engagement point are 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 logger trace of a gliding flight, free of choice by the team. Therefore, teams can choose the begin point and end point that are 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. Further in this document, the begin point and end point are used in this context only.

3.5 *Displacement*

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

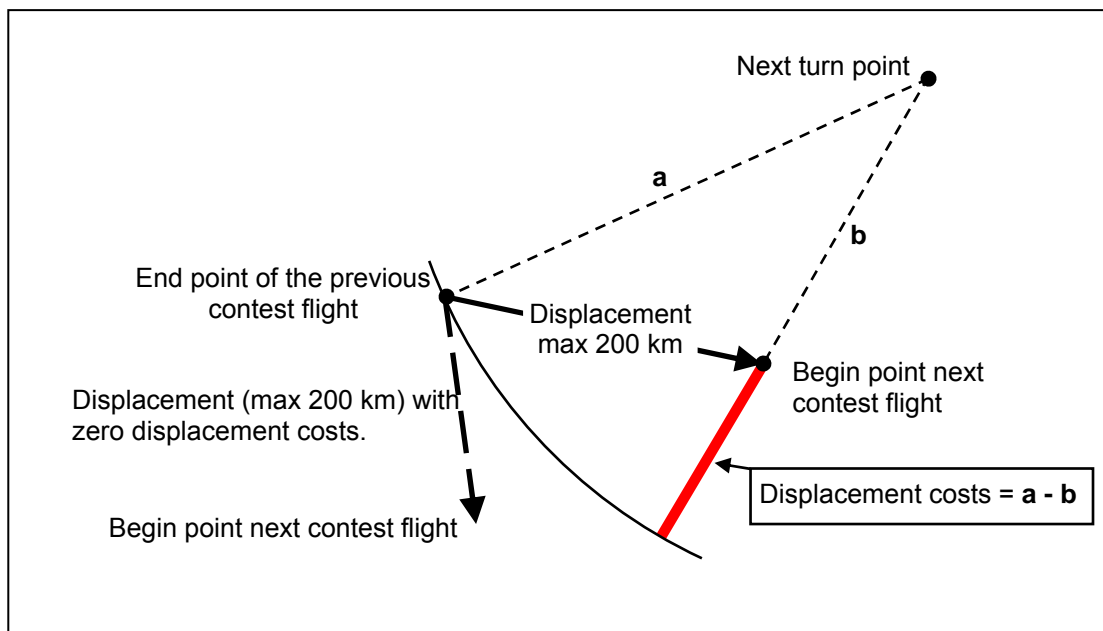
- The begin point of the next contest flight or
- The finish position, in case of finishing the competition by a displacement.

A displacement is limited to 200 km.

Please note a displacement is defined by two competition flights. What happens between the two competition flights is not relevant.

3.6 Displacement costs

There are costs associated with a displacement in case the distance to the next turn point (or finish point) has decreased. These costs, expressed in kilometres, are equal to the reduction in distance to the next turn point (or finish point). The displacement costs are zero in case the distance to the next turn point (or finish point) has increased or did not change. See the diagram below.



Please note the **previous** turn point is not mentioned in the definition of displacement costs.

3.7 Launch costs

In case of an aero tow or self launch (motor gliders) the standard maximum height of the disengagement point (launch-height) is **600 meter above the airfield of take off**.

Winch launching is also allowed. In that case there's no limit to the release height.

The aero-tow or self-launch may exceed the 600 meters. However there are launch costs associated, expressed in kilometres. The launch costs are 20 kilometres per 500 meters extra height or a part of it.

Aero tow or self-launch	
Launch height	Launch costs
0 m – 600 m	0 km
601m – 1100 m	20 km
1101 m – 1600 m	40 km
etc	

3.8 **Credit**

Each team receives an amount of credit, expressed in kilometers. At the start of the race, the credit depends on the DAEC handicap.

DAEC handicap	Credit at the start of the race
< 100	380 km
100	380 km
102	365 km
104	350 km
106	335 km
108	320 km
110	305 km
112	290 km
114	275 km
116	260 km
118	245 km
120	230 km
122	215 km
124	200 km

Displacement costs and launch costs will be deducted from the credit. There's is no penalty for using credit kilometres, however, the credit may not become less than zero. There are no procedures for increasing the credit.

3.9 **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 Cancellling 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)
- Anton Poortman (Task setting and Webmaster)
- Maarten Robben (Public Relations)
- Joeri Bierings (Member)
- Rob van Heeswijk (Field organisation)
- Gerrit Knoop (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:

- Rob van Heeswijk

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 1st, 2012.

5 Participation

5.1 *Registration fee*

The registration fee is 200 Euro per team. The costs for aero-tows or winch launching and landing fees are on the account of the participating team.

5.2 *Pilot and crew*

Participation is for experienced pilots only. 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.

5.3 *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.

6 Contest Agenda

6.1 Contest briefing

Sunday 17 June 2012, 8 PM.
In the clubhouse of the Eindhovense Aero Club gliding.
Mandatory for all teams.

6.2 Morning briefing

Monday 18 June 2012, 10 AM.
In the clubhouse of the Eindhovense Aero Club gliding.
Mandatory for all teams that want to start on Eindhoven.

6.3 First contest day

Monday 18 June 2012.

6.4 Opening of the race

The contest officials determine the day and time on which the race opens and will announce this via several communication channels. Only after the race is open, flights are allowed that (will) carry contest-flight(s). See also chapter 10.

6.5 Last contest day

Saturday 30 June 2012.
Finish by air until sunset.

6.6 Prize distribution

The prize distribution will be held in September or October 2012, on a date to be determined.

7 Task

7.1 Tasks

There are three tasks defined, the standard task and two variants.

Standard task, 2350 km (in case clockwise: 2418 km)			
Start point	Eindhoven Airport (gliding strip)	Netherlands	51 26,76 N 005 23,46 E
Turn point 1	Wustweiler (airfield coordinates)	Germany	49 24,63 N 007 03,30 E
Turn point 2	Ruzomberok (airfield coordinates)	Slowakia	49 05,10 N 019 22,20 E
Turn point 3	Pasewalk Franzfelde (airfield coordinates)	Germany	53 30,33 N 013 56,90 E
Finish point	Malden (airfield coordinates)	Netherlands	51 47,12 N 005 52,83 E

Large variant, 2771 km (in case clockwise 2799 km)			
Start point	Eindhoven Airport (gliding strip)	Netherlands	51 26,76 N 005 23,46 E
Turn point 1	Wasserkuppe (airfield coordinates)	Germany	50 29,87 N 009 56,47 E
Turn point 2	Huten Hotzenwald (airfield coordinates)	Germany	47 37,98 N 007 56,47 E
Turn point 3	Greding (airfield coordinates)	Germany	49 03,73 N 011 17,51 E
Turn point 4	Ruzomberok (airfield coordinates)	Slowakia	49 05,10 N 019 22,20 E
Turn point 5	Pasewalk Franzfelde (airfield coordinates)	Germany	53 30,33 N 013 56,90 E
Finish point	Malden (airfield coordinates)	Netherlands	51 47,12 N 005 52,83 E

Small variant, 1654 km (in case clockwise 1722 km)			
Start point	Eindhoven Airport (gliding strip)	Netherlands	51 26,76 N 005 23,46 E
Turn point 1	Wustweiler (airfield coordinates)	Germany	49 24,63 N 007 03,30 E
Turn point 2	Klix (airfield coordinates)	Germany	51 16,42 N 014 30,38 E
Turn point 3	Pasewalk Franzfelde (airfield coordinates)	Germany	53 30,33 N 013 56,90 E
Finish point	Malden (airfield coordinates)	Netherlands	51 47,12 N 005 52,83 E

By default, the standard task will be flown. Weather depending, the contest officials may decide to prescribe the small variant or the large variant. This decision will be announced at latest when the race opens. Also, in case circumstances are appropriate, the contest officials can alter the start point, turnpoints and/or the finish point before the race is open. Changes applied by contest officials after the race is open, are regarded an intervention, see paragraph 7.3.

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 during 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, which 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.

8 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 13.

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.

9 Documentation and proof

9.1 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 9.2).

The team-log must state the following:

- Team name and team number

And for each **contest flight**:

- Sequence number of the contest flight
- Date
- Name of the log file.
- 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 13.1)
- Turn-point(s) made (if applicable).

Not mandatory, but for convenience, there are also columns available to record displacement, displacement costs, launch costs and the available credit.

9.2 Proof of the contest-flights

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

For aero-tows, the cable-release position must be clearly visible on the logger trace. It is therefore recommended to descent approximately 30 meters directly after the cable release, before climbing a thermal.

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 pc-formatted cd-rom, usb sticks or SD-card or per email.

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

10 Start of the race

Opening the race

The contest officials determine the day and time the race opens and will announce this via several communication channels.

Flights that (will) carry competition flights are not permitted before the race is open. (i.e. it is not allowed to take off before the race is opened)

Starting the race on the (formal) start point of the race

The organisation arranges start facilities on the start point of the race. Teams that want to take off from the startpoint of the race have to attend the contest 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.

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

Starting the race by displacement

The start point of the race is considered to be the end point of a (virtual) contest flight. As a result, the race can be started with a displacement. In that case, the start point of the race is no longer equal to the start point of the first contest flight.

Take off for the first flight for the competition is allowed only after the contest officials have declared the race opened.

Please note the (weather) situation on the start point of the race drives the decision of the contest officials to open the race or keep it closed. The contest officials can (and will) not take into account teams that have positionned themselves on other airfields, but the start point of the race.

11 En route

11.1 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. There are no conditions to how the glider must be transported to the next take off field. For example by trailer, own engine power, ferry-tow, or combinations of these. By definition, the displacement (max 200 km) and the displacement costs are determined by two consecutive contest flights and not the transport of the glider between these contest flights.

The pilot is liable for the fees (or financial costs in case of any damage) because of the landing.

Each team will have to arrange the launch-facilities themselves.

11.2 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 ICAO code if available) of the airfield.
- 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.

11.3 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.

11.4 Begin point of a contest flight

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.

11.5 Making the turn-points

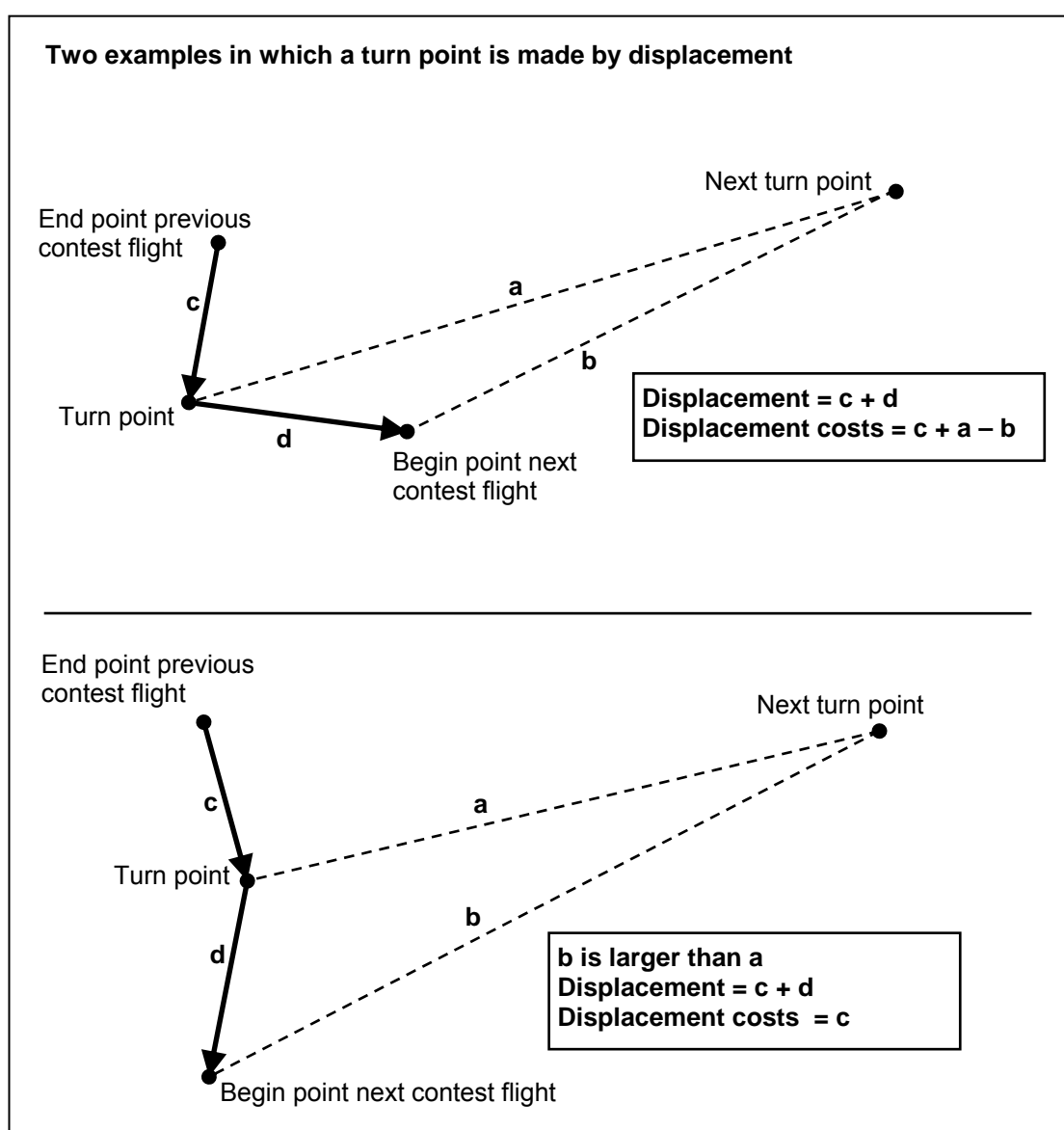
Turn-points can be made in three different ways.

1) With a contest flight through the beer can

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 consecutive fixes must cross the boundaries of the beer can.

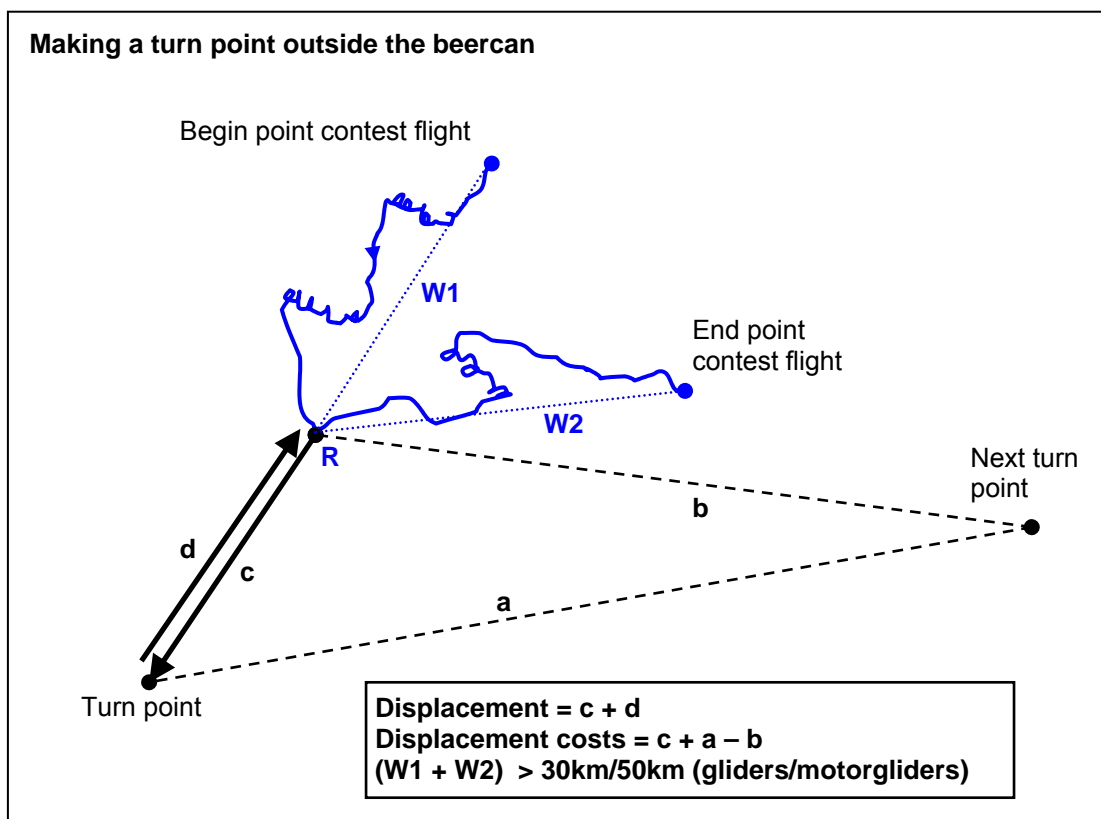
2) By displacement (i.e. between two contest flights)

The turn-point can be made by means of a displacement. The displacement and displacement costs will be calculated via the turn-point. However, it is not necessary to physically move via the turn-point.



3) By a contest flight outside the beer can

It is allowed to round a turn point by contest flight outside the beer can. A displacement is assumed from the most convenient point on the logger trace (see point R in the diagram below) via the turn point (c and d in the diagram). Ordinary rules for calculating the displacement and displacement costs apply. The contest flight is split in two contest flights. However, the minimum length of these contest flights (see paragraph 3.4) is applicable to the sum of the lengths of both contest flights ($W1 + W2$), as indicated in the diagram.



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 logger trace (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.

12 Finish (arrival)

12.1 *Finish by contest flight*

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

The finish time is the time the boundary of the beer can of the finish point is crossed.

The minimum length of a contest flight (30 km for gliders and 50 km for motor gliders) is not applicable for the contest flight that makes the finish.

Procedures on the finishing airfield as mentioned during the briefing must be strictly adhered to.

12.2 *Finish by displacement*

The finish can be made by a displacement. In case there is sufficient credit available for the displacement costs and the displacement does not exceed 200 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 20 hours after sunset of the last contest day.

In case the displacement costs exceed the available credit, the difference 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.

The finish-time is also irrelevant in case the displacement after the last contest-flight exceeds 200 km. If in that case the available credit exceeds the displacement, the full task-length is scored (provided all previous contest flights are according to the rules of course).

Please note that with finishing by displacement, the displacement and displacement costs are equal by definition.

12.3 *Handing over documentation*

The originals of the team log and the logger files must be handed over to the contest officials personally, by e-mail or ordinary post within 48 hours after the finish.

13 Additional rules for motor-gliders

13.1 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 meter or part of it, 20 km launch costs will be charged.

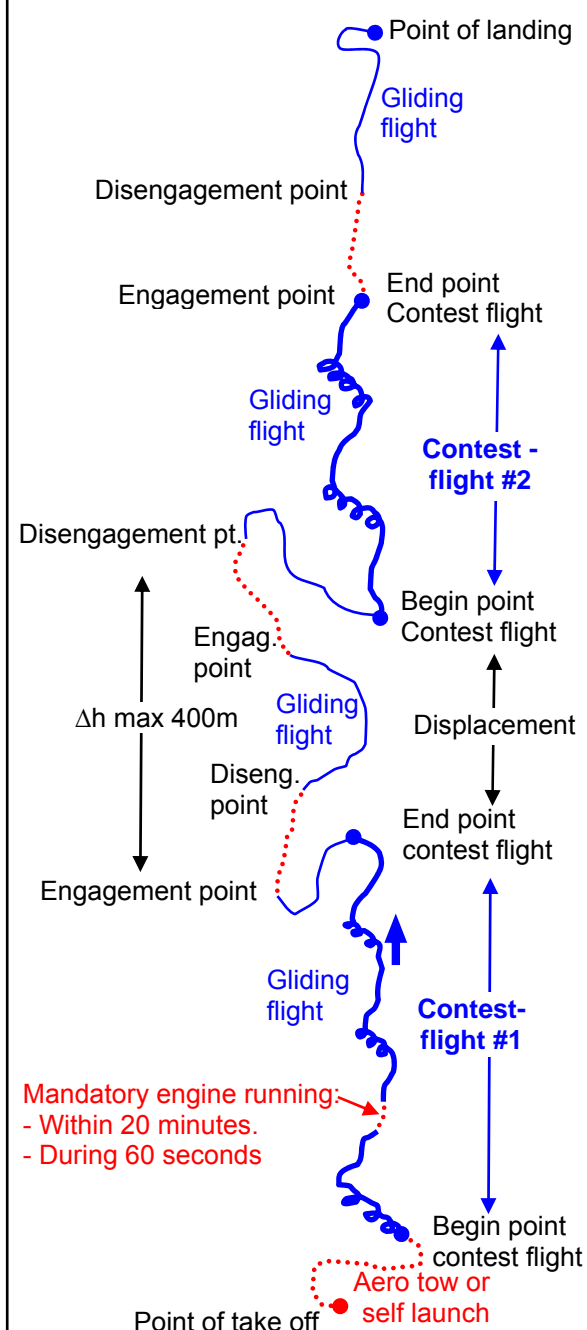
13.2 Limitation for take-off power equipped motor gliders on one day

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 200 km	<ul style="list-style-type: none"> Contest flights after the offence will still be valued for the classification. The race is no longer a speed race, but a distance race.
2	Exceeding the credit limit	<ul style="list-style-type: none"> Contest flights after the offence will still be valued for the classification. The race is no longer a speed race, but a distance race.
3	Failing to deliver sufficient proof of a contest flight (for example failing equipment).	<ul style="list-style-type: none"> The contest flight will not be considered a contest flight. The consequence might be that offence 1) and/or offence 2) are committed.
4	Offending against the air traffic control rules in the Eindhoven CTR.	Disqualification for the entire competition
5	Failing to deliver the required files of proof on time (after the finish).	<ul style="list-style-type: none"> The finish is considered to have taken place at the moment of handing over the files. After July 10th 2010, no files will be accepted.
6	In all other cases	<ul style="list-style-type: none"> For the contest officials or the jury to judge.

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. As a result, one cannot score the maximum number of kilometers.