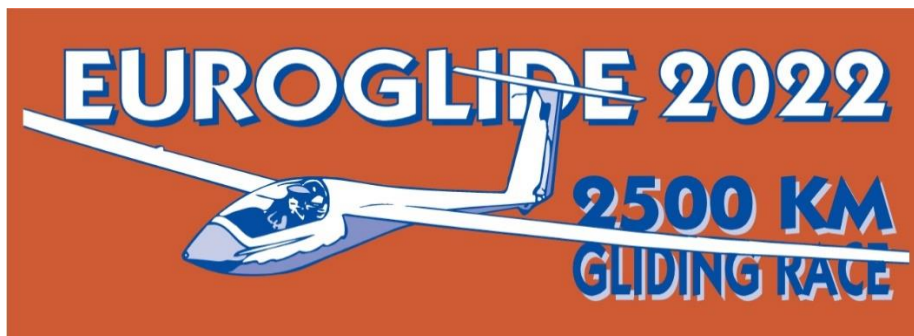


# Contest Rules



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**Appendix:**

For detailed route information check the appendix!

## 2 General conditions

### 2.1 *Versioning*

All teams will be notified when a new version of the rules is released. The latest version of the rules is available on [www.euroglide.nl](http://www.euroglide.nl).

### 2.2 *Legal liability Euroglide organisation*

The organisation of neither the Euroglide nor the Venlo Eindhoven ZweefvliegClub, their boards and/or their 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

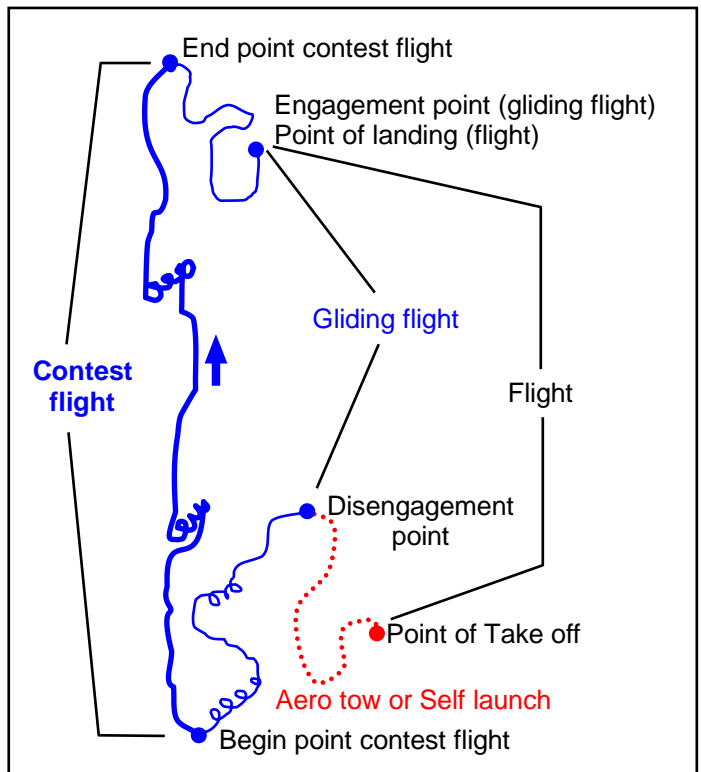
Glider: A glider without engine.

Motor glider: A glider equipped with an engine, self-launcher 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

A gliding flight is the part of a **flight** during which the engine is disengaged (for motor gliders) and during which the glider is not towed or winched.

The begin of a gliding flight is marked by the **disengagement** point. That is the location where the winch-launch or aero-tow ends or the engine is shut down.

The end of a gliding flight is marked by the **engagement point**. That is the point of landing or the location where the engine 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 a **gliding flight** 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**. The team is free to choose the begin point and end point of a contest flight such that the contest flight adheres to one of the two following conditions:

- The distance (in a straight line) between the begin point and end point of a contest flight must be **at least 50 km**
- or
- The **gliding flight** that contains the contest flight has a duration of **at least 60 minutes**.

Further in this document, the begin point and end point are used in this context only.

### 3.5 Displacement

A displacement is the distance (in straight line) between the end point of a **contest flight** and

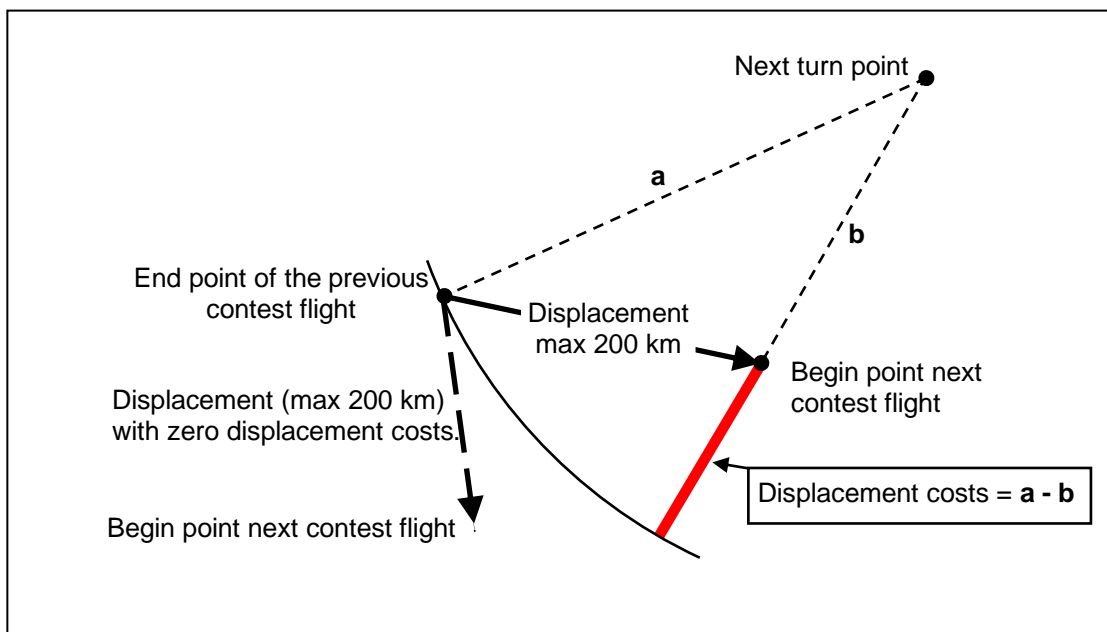
- the begin point of the next **contest flight**  
or
- the finish position, in case of finishing the competition by a displacement.

**A displacement is limited to 200 km.**

### 3.6 Displacement costs

There are costs associated with a displacement in case the distance to the next turn point (or finish point) is reduced.

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 a gliding flight contains a contest flight, the following applies.

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**. There is no height limit for winch launches.

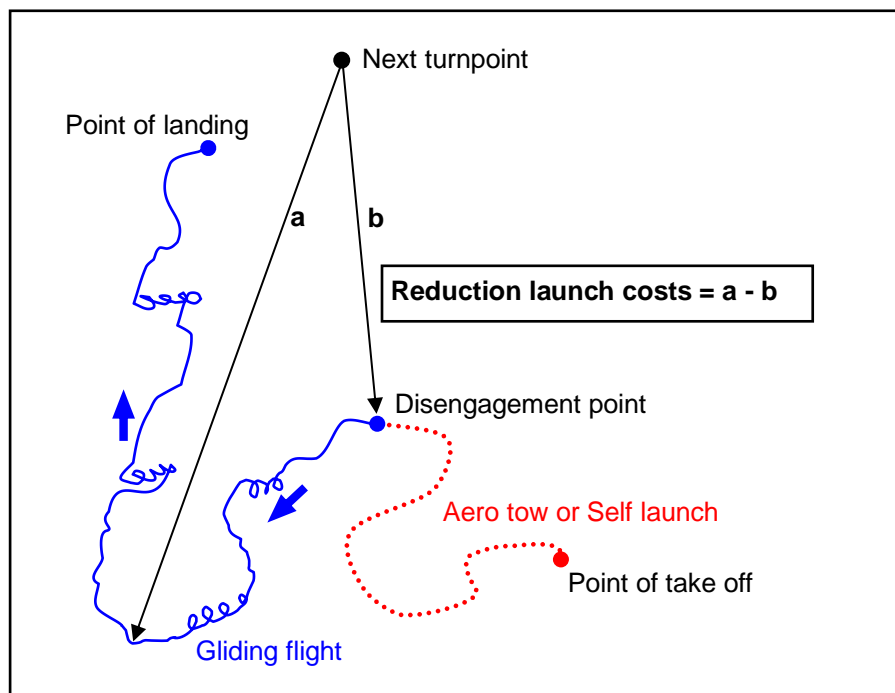
The aero-tow or self-launch may exceed the 600 meters above the airfield of take-off. However there are launch costs associated, expressed in kilometres. The launch costs are 20 kilometres per 500 meters extra height or a part of it.

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	

Please note that the disengagement point is defined as the beginning of a gliding flight (section 3.3). Therefore, **the launch height is associated with the beginning of a gliding flight and not associated with the begin of a contest flight.**

#### Reducing launch costs by “flying back”

In case anywhere during the **gliding flight** the distance to the next turnpoint becomes larger than the distance from the disengagement point to the next turnpoint, the difference between these distances can be deducted from the launch costs. Values are rounded on 1 km. Launch costs cannot be negative.





### 3.8 Credit

Each team has 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 contest
< 104	390 km
104	390 km
105	380 km
106	370 km
107	360 km
108	350 km
109	340 km
110	330 km
111	320 km
112	310 km
113	300 km
114	290 km
115	280 km
116	270 km
117	260 km
118	250 km
119	240 km
120	230 km
121	220 km
122	210 km
123	200 km
124	190 km
125	180 km
126	170 km

**Displacement costs** and **launch costs** are 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 kilometer. The Beer can is not limited in height.

## 4 Organisation

### 4.1 *Cancelling 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 *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 so as to promote a successful ending of Euroglide.

In such a case, all teams or all teams of one class will be informed at the same time, via Euroglide communications channels. From that moment on, the altered race is definite for all teams, or all teams in one class.

### 4.3 *Organisation*

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

### 4.4 *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. The contest officials are entitled to inflict penalties to participating teams or may disqualify a team.

### 4.5 *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.

### 4.6 *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 two weeks after the publication of the **preliminary results**.

## 5 Participation

### **5.1 Registration fee**

The registration fee will be published on the website.

### **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.

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 a Mode S transponder and a working Flarm. An IGC logger is mandatory for proof of contest flights.

Teams have to be insured for legal liability.

## 6 Documentation and proof

### 6.1 Documentation

For the contest officials to verify 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 6.2).

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 10.1)
- 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.

### 6.2 Proof of the contest-flights

**An IGC logger is mandatory for proof of a contest-flight.** The sample-time may be 4 seconds at maximum.

For aero-tows, the cable-release position must be clearly visible on the logger trace. It is the **pilot's responsibility to deliver convincing evidence about the cable-release location.** It is therefore recommended to fly a 360 degrees turn with typical thermalling bank and speed directly after releasing the cable.

So as to check the proper functioning of the logger, turbo motor gliders have to **run the engine between 30 and 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.

Each contest flight mentioned in the team logbook must be associated with a logfile. Loggerfiles have to be uploaded daily. Instructions about uploading loggerfiles are available on the "General Info" form that will be issued at latest on the contest briefing.

## 7 Start of the race

### 7.1 Opening the race

The following applies **per class**:

The competition can be **closed, partly open** or **full open**.

The competition is closed, unless declared otherwise by the contest officials.

Flights that (will) carry competition flights are not permitted when the competition is closed.

When the competition is partly open, **flights** are permitted that have the **formal start airfield** as point of take off. In principle, the contest officials will declare the competition partly open when the **first take off** takes place on the formal start airfield. They can decide otherwise if required by circumstances.

When the competition is **full open** there are no restrictions on the point of take off of a **flight**. In principle, the contest officials will declare the competition full open when the **last take off** takes place on the formal start airfield. They can decide otherwise if required by circumstances.

Exception:

There are no restrictions on the time of take off and the point of take off of the **flight** that will carry the first contest flight if the **first contest flight**

- 1) begins after the competition is **full open**  
and
- 2) begins at a distance less than 5 km from the formal start airfield

The contest officials communicate status changes immediately via the standard communication channels

Please note the decisions of the contest officials about opening the competition are determined by the (weather)condition on the formal start airfield only. The contest officials will not (and cannot) take into account teams that do not take off from the formal start airfield.

### 7.2 Starting the race on a formal start airfield

Each class has a formal start airfield for the race. On these formal start airfields, take off facilities are arranged by the contest officials. Teams that want to take off from a formal start airfield must be present on the **field briefing** of the start airfield.

The **launch-sequence** is with ascending DAeC-handicap-factor and will be announced on the field briefing. Teams from other classes than the assigned class(es) for the start airfield, launch after the assigned class(es).

It is allowed to launch more than once on the first contest day. There is **no starting line**.

Taking off from a formal start airfield, the begin point of the contest flight is equal to the coordinates of the start airfield.

In case required by local circumstances, the contest officials may decide to have an exception to this rule. This can also be true for the maximum launch height. Exceptions will be announced on the field briefing.

### **7.3 *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 not equal to the start point of the first contest flight.

## 8 En route

### 8.1 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.

The pilot is liable for the fees or financial costs in case of any damage because of the landing. Teams will have to arrange the launch-facilities themselves.

### 8.2 Position reports

Each evening, before 22:00, each team has to report their position to the contest officials via the **mobile website** of Euroglide [www.euroglide.nl/mob](http://www.euroglide.nl/mob), even if no flight has been made that day. The reported position must be the airfield of landing or the airfield where the next take off is anticipated.

The contest officials may be contacted for position reports by phone only in urgent cases.

Instructions about the mobile website are available on the "General Info" form that will be issued at latest on the contest briefing.

### 8.3 Messages from the contest officials

So as to control the race and possible interventions, the contest officials must be able to deliver messages to all teams or all teams of a certain class. Two kinds of messages from the contest officials can be distinguished.

- Messages for information only. These messages do not require confirmation from the recipients.
- Messages that require confirmation from the recipients.

**Each evening after 22:00, it is mandatory to actively check the mobile website [www.euroglide.nl/mob](http://www.euroglide.nl/mob) for messages from the contest officials and to confirm these messages if required.**

Instructions about the mobile website are available on the "General Info" form that will be issued at latest on the contest briefing.

### 8.4 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, provided it is ready to launch. In case of an equal handicap-factor, the team that arrived at the airfield first will launch first. Participants have to apply these rules themselves.

### 8.5 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 (formal) 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.

### 8.6 Making the turn-points

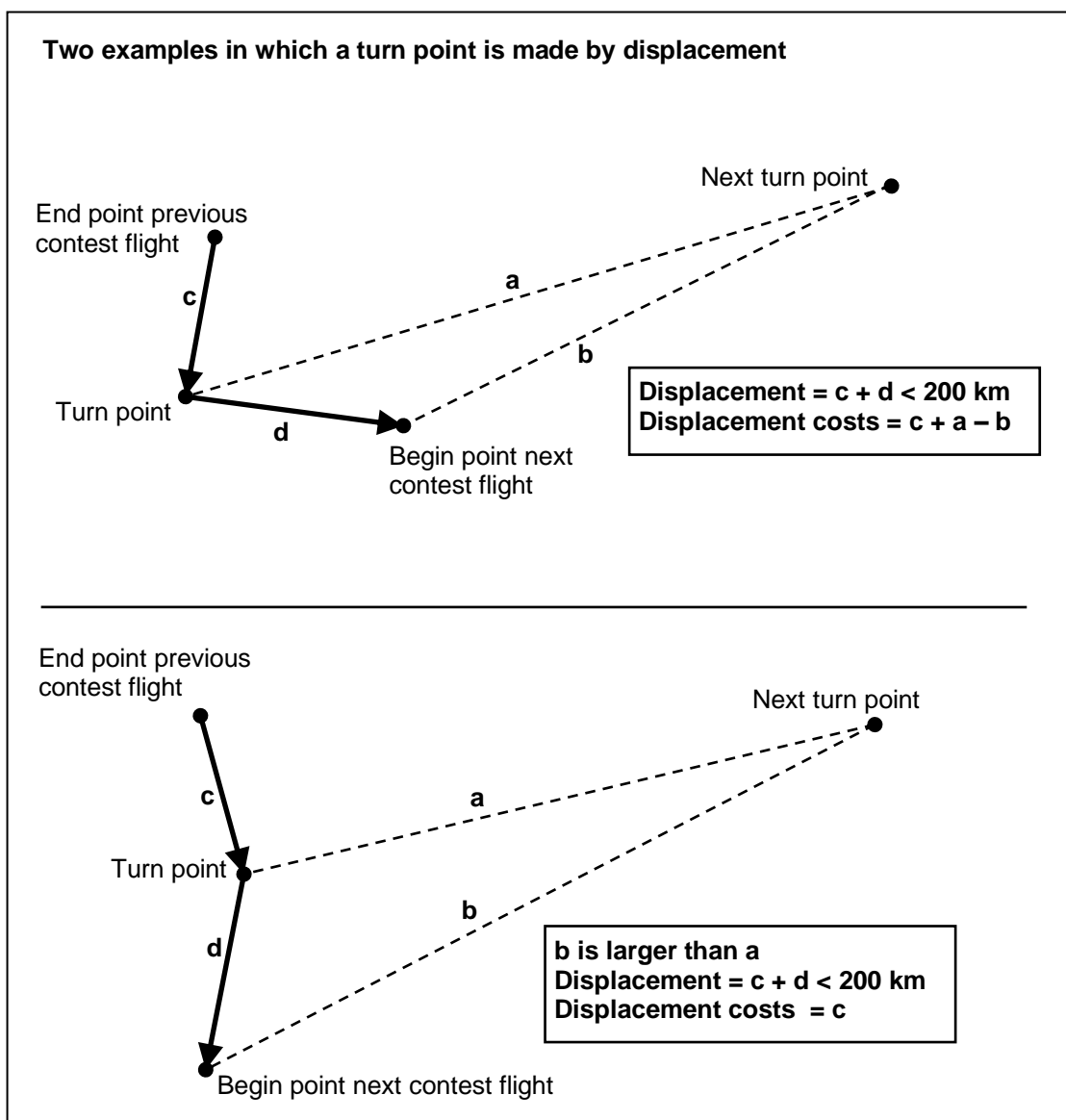
Turn-points can be made in three different ways.

#### 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)

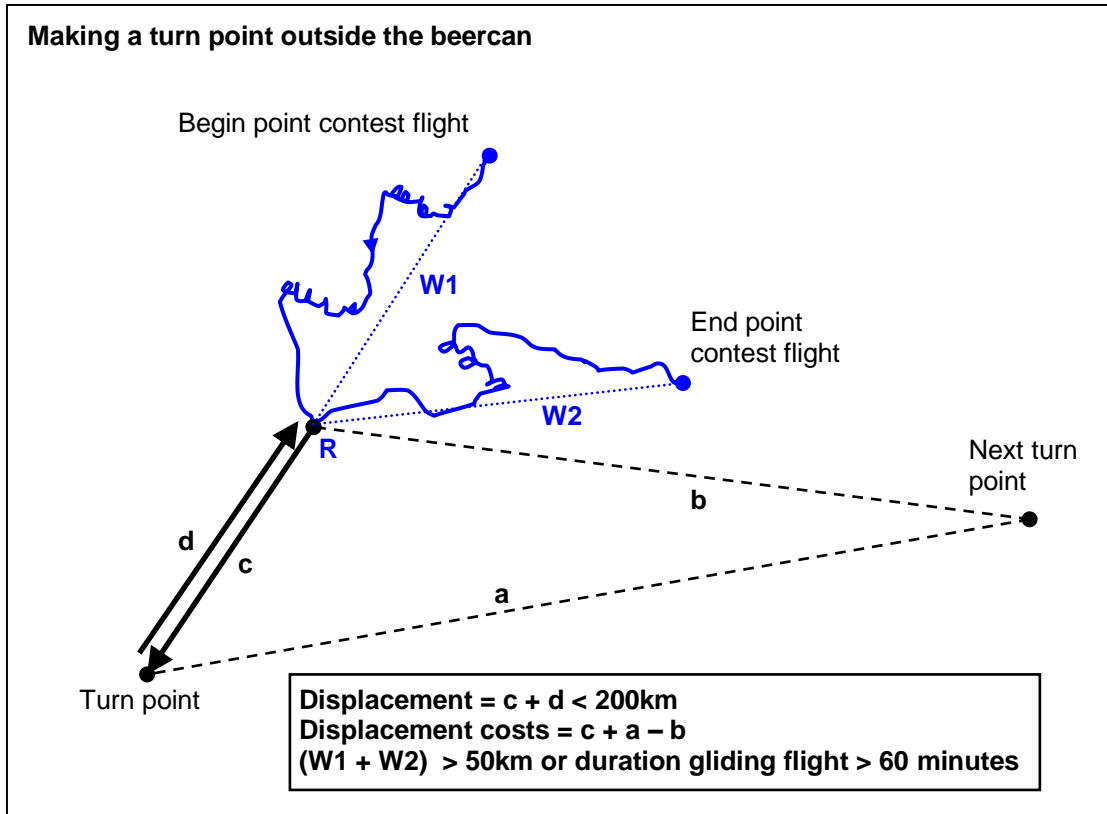
The turn-point can be made by means of a displacement. The displacement and displacement costs will be calculated via the turn-point. However, it is not necessary to physically move via the turn-point.





**1) 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.

## 9 Finish (arrival)

### 9.1 *Finish by contest flight*

A flying finish is allowed up to and including the last contest day. End time of the contest will be published in the appendix.

The finish time is the time the boundary of the beer can of the finish point is crossed. The rules for contest flights apply. There are no exceptions for the last contest flight.

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

### 9.2 *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 daily from 10:00 to 21:00 local time, for the remainder of the itinerary.

Example:

Data of the end point of the last contest flight:

- Time = 19:30

- Distance to the finish point: 75 km

75 km equals 7,5 hour, of which 1,5 hour from 19:30 to 21:00 on the same day and 6 hours from 10:00 to 16:00 the next day.

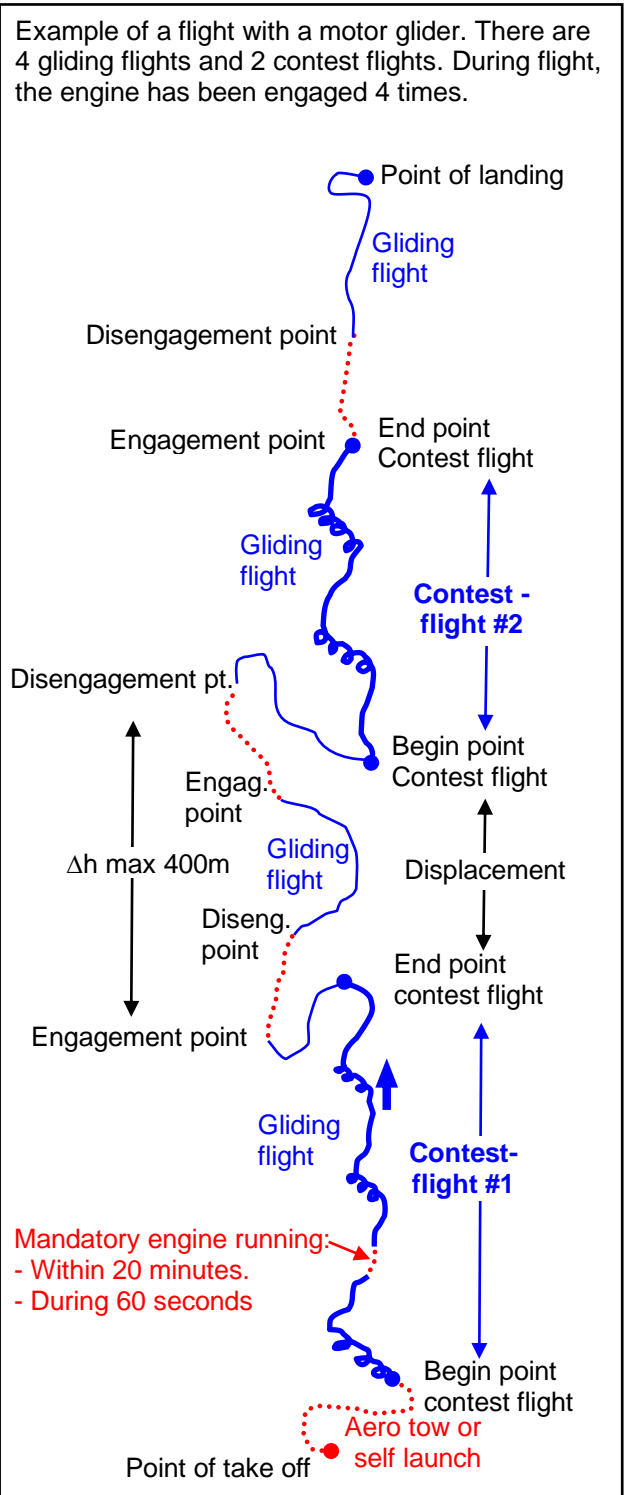
Thus, the finish time is 16:00 the next day.

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.

## 10 Additional rules for motor-gliders



### 10.1 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.

Decreasing the launch costs by “flying back” is also applicable here, as described in section 3.7

### ***10.2 Limitation for self-launchers per day***

For flights that contain contest flights, **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.

## 11 Penalties

	Offence	Penalty
1	Displacement larger than 200 km	<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. The consequence might be that offence 1) and/or offence 2) are committed.</li> </ul>
4	Failing to deliver the required files of proof (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. No files, no scoring</li> </ul>
5	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 reduced. As a result, one cannot score the maximum number of kilometers.**