Contest Rules

1 Contents

Appendices:

Route and relevant details will be published in appendices.

Changes

Version: 2.3

Main changes since the previous versions:

- 3.7 Launch height costs: now 0,05 km per meter height, instead of 20 km per 500 meters height

- 3.8 Credit: the credit is increased

- 3.9 Beer can: the beer can is increased to 5 kilometers, instead of 1 kilometer

Version: 2.4

Main changes since version 2.3:

- 8.2 has been rewritten

- 8.3 has been removed. It is discribed in 8.2 now

- Section 9.4 has been removed. To show what it concerns, it is still there, but crossed out. This rule was too complicated.

2 General conditions

2.1 Versioning

The latest version of the rules is available on 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 and rules

3.1 Glider, Motor glider and Class

Glider: A glider without engine.
Motor glider: A glider equipped with an engine, self launcher as well non-self launcher.
Class: Glider
Class: Turbo, (non-self launcher)
Class: Self launcher

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 activated which is visible in the ENL signal of the ICG logger.

Further in this document, the disengagement point and engagement point are used in this context only. (Fig 3.1)

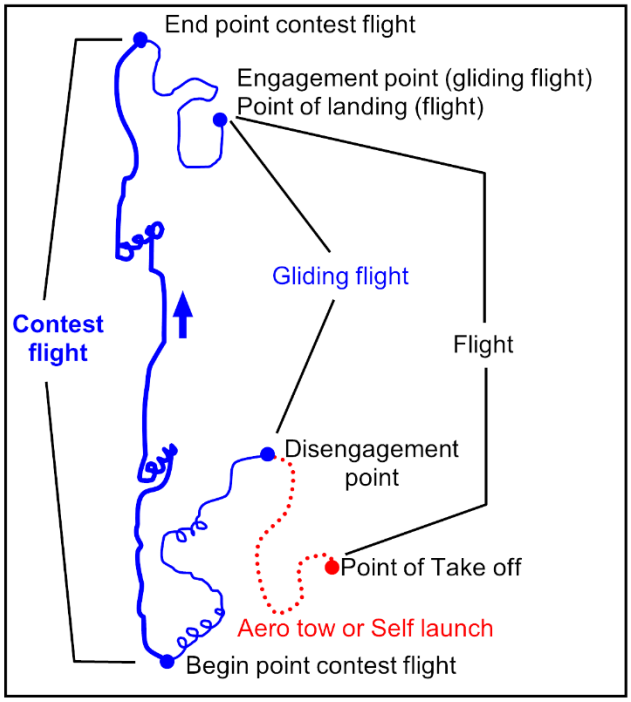

Fig 3.1

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** that results in the maximum effective task distance.

A contest flight is valid in case:

- 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 Turn Point 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 figure 3.2.

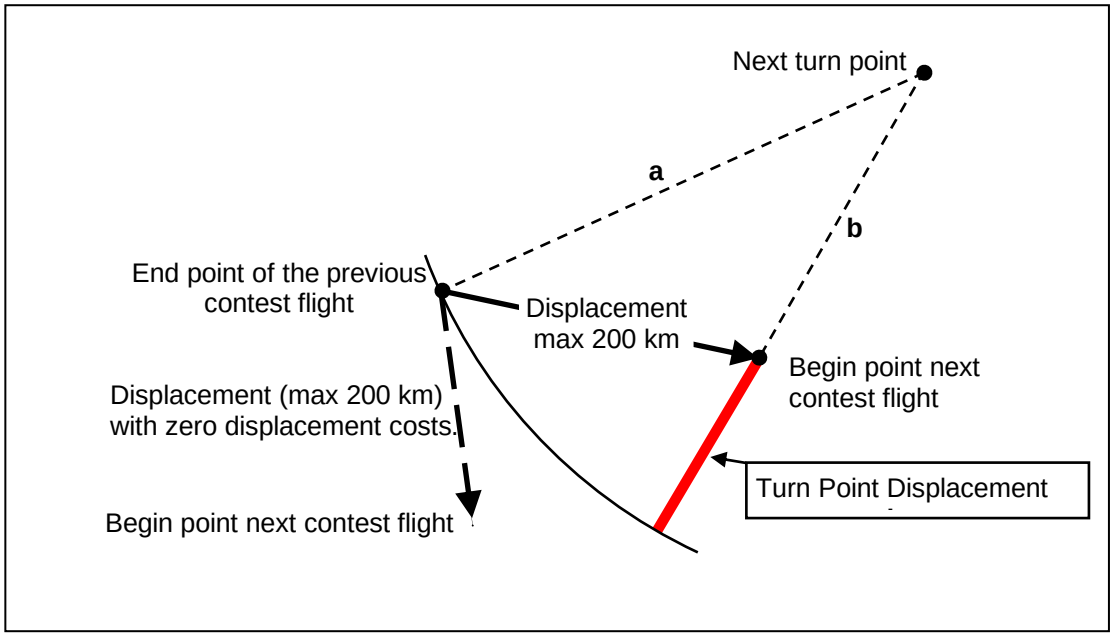

Fig 3.2

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.

Launch Height 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.**
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 height costs are 0.05 km per 1 meter height above 600 meters

Aero tow or self-launch	
Launch height	**Launch height costs**
0 m – 600 m	0 km
>600m	0.05 km per meter height

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.**

Launch Displacement costs

In the calculation of displacement costs related to the launch, the start of first contest flight will always be compared with the last point of the previous contest flight. See figure 3.3
In this case this previous contest flight will be the last contest flight of the previous flight.
Displacement costs cannot be negative.
Total launch costs = Launch height costs + Launch Displacement costs, both expressed in kilometers

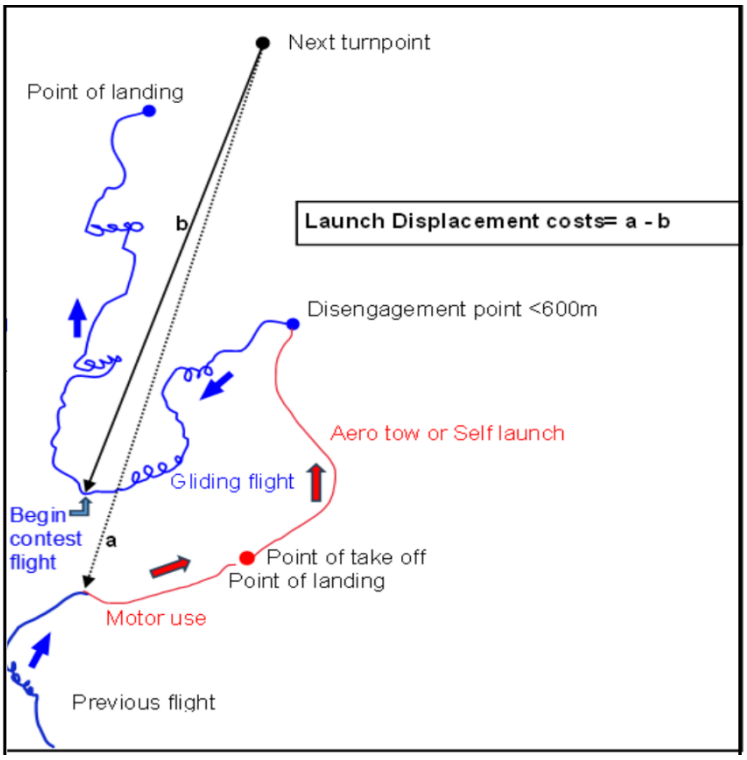

Fig 3.3

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. See figure 3.4

DAEC handicap	Credit at the start of the contest
< 104	406 km
104	406 km
105	399 km
106	392 km
107	385 km
108	378 km
109	371 km
110	363 km
111	355 km
112	347 km
113	339 km
114	331 km
115	322 km
116	313 km
117	304 km
118	295 km
119	286 km
120	276 km
121	266 km
122	256 km
123	246 km
124	236 km
125	225 km
126	214 km

Fig 3.4

Displacement costs (in km) and **launch costs** (in km) 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 5 kilometers. The Beer can is not limited in height.

4 Special for Motor gliders

4.1 Gaining extra height

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 **height gained may not exceed 400m. In case the height gain of 400m is exceeded, height costs will be calculated** as described in section 3.7 Launch Costs.

In case of a displacement between 2 contest flights with (partly) help of the engine, engine displacement costs will be determined.

See figure 4.1

4.2 Maximum 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**.

4.3 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.

4.4 Calculation of credit reduction

After a flight the reduction in credits Will be calculated by adding:
Reduction in credits = Launch Height costs + Launch Displacement costs + Midflight Height costs + Midflight Displacement costs.

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.

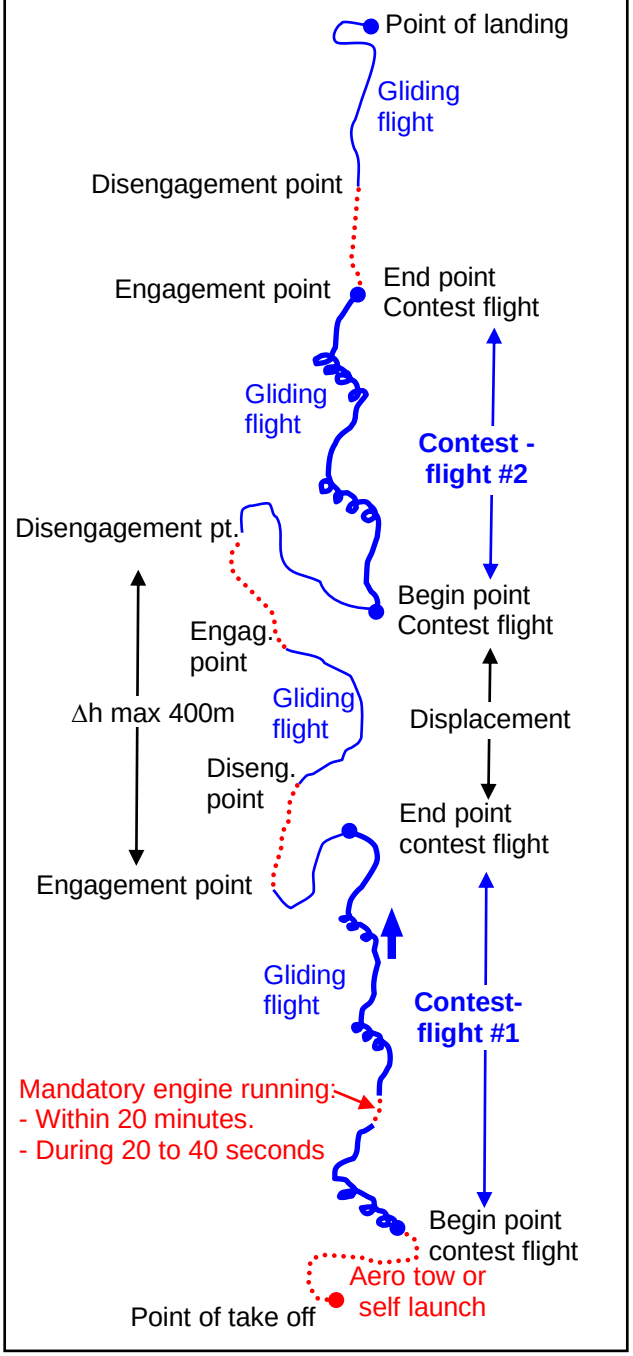

Fig 4.1

5 Organisation

5.1 Organisation

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

5.2 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.

5.3 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 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

5.4 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..

5.5 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. Two non-participating glider pilots

5.6 Protests

A protest must be handed over to one of the 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**.

6 Participation

6.1 Registration fee

The registration fee will be published on the website.

6.2 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.

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 with a handicap (DAeC) > 100.

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.

7 Documentation and proof

7.1 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, motor gliders have to **run the engine between 20 and 40 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.

7.2 Uploading ICG-files

Uploading ICG file is mandatory on daily basis if one or more contest flights have been made on that day. Details about uploading IGC files will be explained in one of the appendices of the upcoming Euroglide.

8 Start of the race

8.1 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.

8.2 Starting the race

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 formal starting airfield of the race is considered to be the end point of a prior (virtual) contest flight. This means that if the new contest flight will start closer to the next turn point that displacement penalties will be charged, just like on any other landing point. If the starting point of the new contest flight is further away no displacement costs will be charged. This also allows that any other airport (within legal displacement limits) can be used as a take off location.

The **launch-sequence** is with ascending DAeC-handicap-factor and will be announced on the field briefing.

It is allowed to launch more than once on the first contest day.

9 En route

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. 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.

9.2 Messages from the contest officials

To control the race and possible interventions, the contest officials must be able to deliver messages to all teams.

These messages can be broadcast via different channels e.g. the website and/or WhatsApp Which channel(s) will be used you will find in one of the appendices of the upcoming Euroglide

9.3 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, 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.

~~*9.4 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 (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.~~

9.5 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.

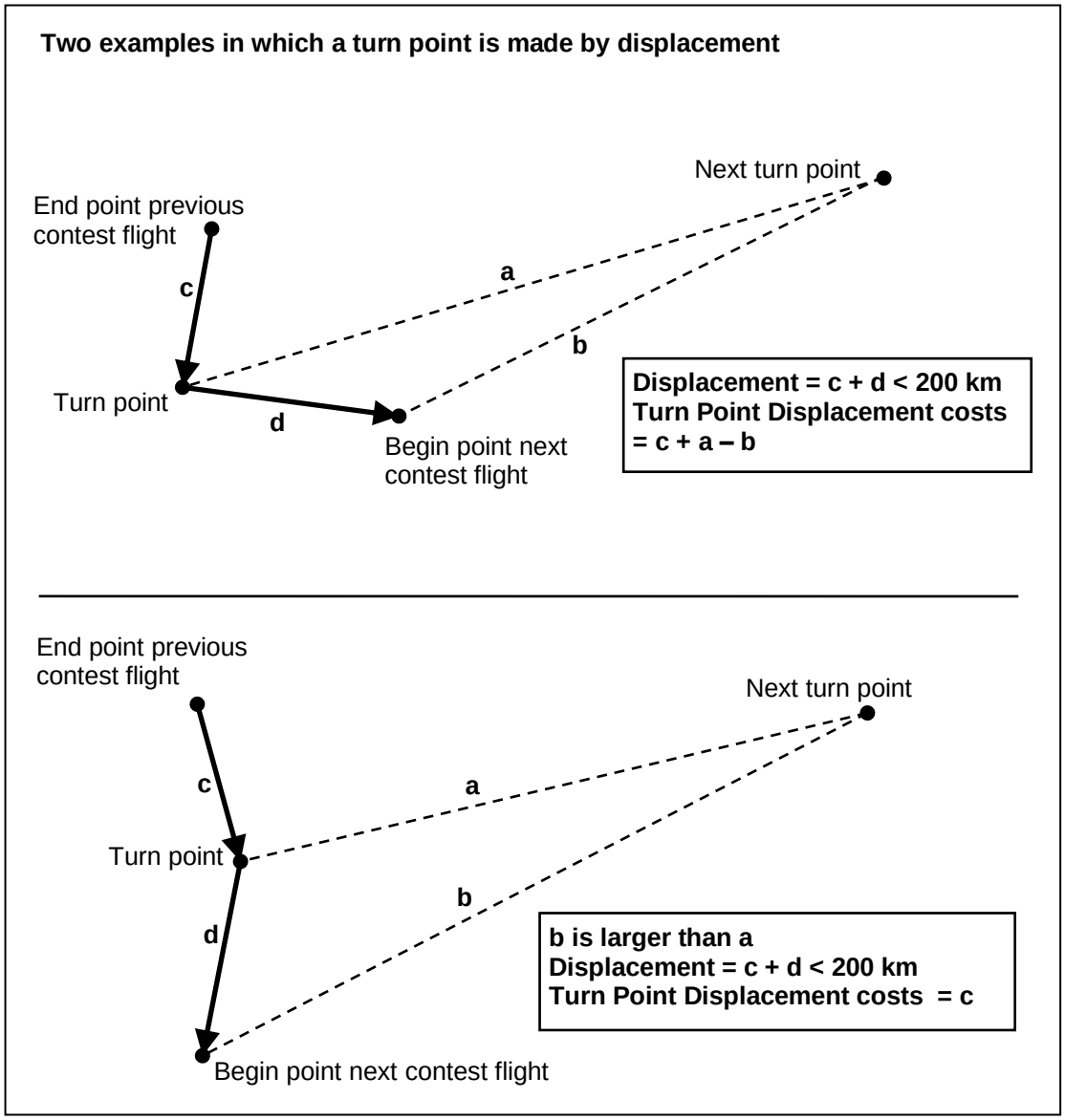

Fig 9.1

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 figure 9.2 below) via the turn point (c and d in in figure 9.2). 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 figure 9.2. Both contest flights (W1 and W2) are 1 contest flight in this context.

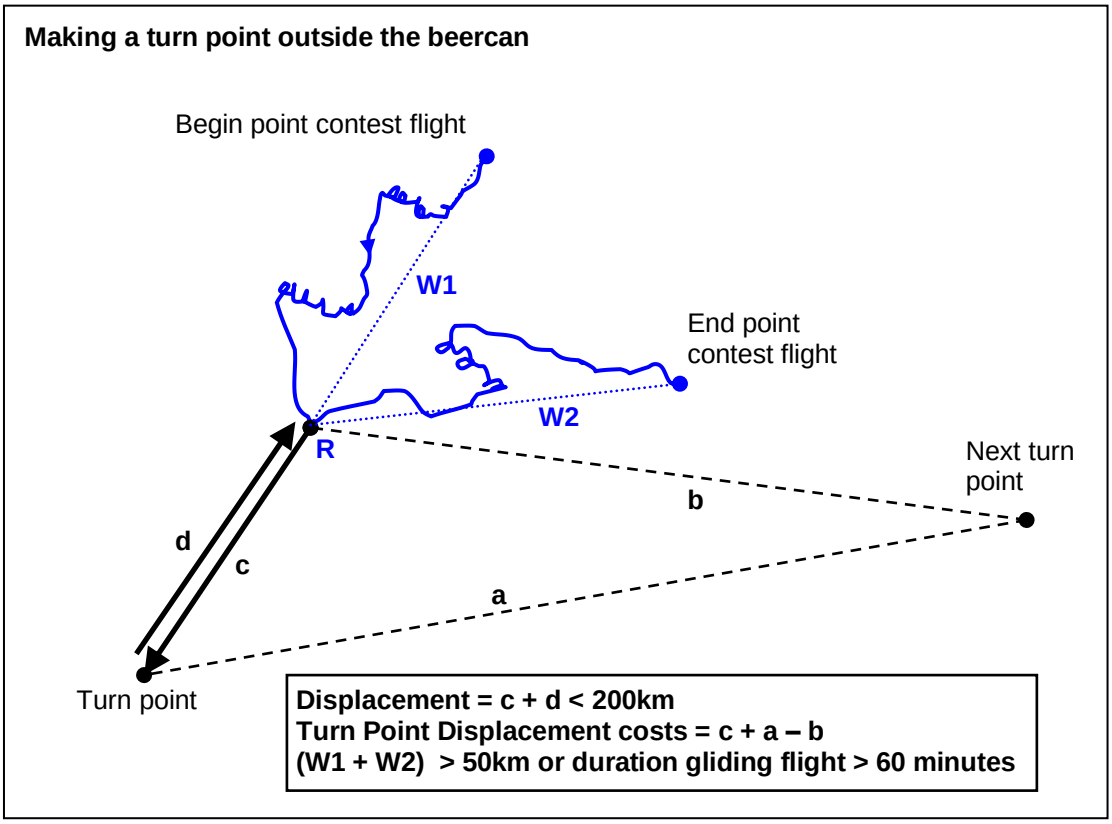

Fig 9.2

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.

10 Finish (arrival)

10.1 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 one of the appendices.

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.

10.2 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.

11 Penalties

	Offence	Penalty
1	Displacement larger than 200 km	• 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	• 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).	• The contest flight will not be considered a contest flight. The consequence might be that offence 1) and/or offence 2) are committed.
4	Failing to deliver the required files of proof (after the finish).	• The finish is considered to have taken place at the moment of handing over the files. No files, no scoring
5	In all other cases	• To determind by the contest officials.

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.