



Local Regulations & Informations

General

The 44th International **HAHNWEIDE Gliding Competition** is organised by the Fliegergruppe Wolf Hirth e.V. and will be held at the HAHNWEIDE Airfield (EDST) from 8th to 15th May 2010.

Dates

May 3rd to 7th, 2010	Unofficial Training	
May 7th, 2010	16:00 – 19:30 Hrs	Registration
	20:00 Hrs	First Briefing
May 8th to 15th, 2010	08:30 Hrs Gridding 10:00 Hrs Briefing Competition Flights	
May 15th, 2010	20:00 Hrs	Prizегiving Farewell Party

Competition Officials

Organisation: Rita Heimann, Anna Lässig, Tilo Holighaus, Richard Aldous
 Director: Reinhard Diez
 Task Setter: Marc Puskeiler
 Meteorology: Dr. rer. nat. Karl Josef Dahlem (otherwise known as "Jupp")
 Press: Rainer Rauch
 Scoring Team: Felix Ruof, Thomas Schmid
 Accounting: Ute Schmidt
 Jury: Conny Schaich, Walter Eisele, Eberhard Laur

Requirements for Participation

Requirements for participating in the HAHNWEIDE Gliding Competition are for

- a) Pilots:
 - a valid Class II Medical Certificate,
 - a valid Pilot Licence (or equivalent document) with Aerotow Endorsement,
 - a valid Aircraft Radio Telephony Licence,
 - acceptance of the Gliding Competition Rules.

- b) Aircraft:
 - a Valid Certificate of Registration,
 - a valid Certificate of Airworthiness or Permit to Fly,
 - a valid ARC (Airworthiness Review Certificate),
 - a valid Third Party Insurance certificate,
 - a Contest Number displayed according to the rules,
 - an IGC approved GNSS Flight Recorder,
 - an Approved 720 Channel Aircraft Radio with current Licence,
 - an audio-variometer,
 - a Parachute with current re-packing certificate.

If a ground based radio station is used it must have a current License.

Both the Glider Logbook and the Pilot's Logbook may be called for by the Competition Officials, and Competitors should have these documents readily available.

There are strict rules concerning the use of "Medications" by participants. Details are available on request.

We hope that all of the competing gliders will be fitted with the "FLARM" collision-warning device!

Competition Area and Required Charts

The Competition Task Area is covered by the following 4 ICAO Charts: Stuttgart NO47/6, Munich NO47/10, Frankfurt NO49/9 and Nürnberg NO49/10.
A General Road Map (1:200,000 sheets 16 to 25) is recommended for precise information regarding land-out messages.

Basis of the Rules

The competition will be conducted in accordance with the briefings and the established practices of the Fliegergruppe Wolf Hirth. The basis of the rules is the **Segelflug-Wettbewerbsordnung** (SWO) of the DAeC **Ausgabe 2004-AN5 dated 15.04.2009**.

All items of the **Sporting Code, Sektion 3, Klasse D and DM, der FAI Ausgabe 1999-AL8** are valid. Additionally, Competitors should recognise that it may be necessary to make amendments and additions to the rules during the opening briefing.

The restrictions of the German Air Traffic Control in conjunction with the Competition Planning, the restrictions of the Local Licensing Authority (**Regierungspräsidium Stuttgart**), and the regulations covering the Hahnweide Gliding Area together with the daily briefing announcements must all be observed.

The Competition Director reserves the right to announce additional regulations and measures at the opening briefing in order, for example, to avoid the hazards caused by large gaggles of

gliders, and similarly any other competition related hazard.

All competitors must agree to the use of their photograph, logger-files and scores for the media promotion of the Competition.

A safety committee will be designated with representatives taken from each of the competing classes.

Additional Rules

All Gliders and Motorised Gliders must be operated within their Airworthiness Limitations and in accordance with their Flight Manual and Operating Instructions. This particularly concerns the Maximum Take-off Weight and any further limitation set by the **WBO Article 3.1** for individual classes.

Additionally, and in exceptional cases, weight restrictions will be made according to the field length available for take-off.

Following a "Virtual Field Landing" a motorised Glider may use the engine to motor back home. Aero-tow retrieves are permitted from Airfields which have specific Aero-tow approval. However, in both of these cases it is mandatory to report the fact that it is not a competition finish, by radio when approaching the Hahnweide Airfield, and also in the completion of the written landing report.

For Self-launching gliders, and during the test run for the Logger ENL demonstration of any other glider equipped with a motor, the maximum permitted Aerotow Launch height, and specified Drop-zone boundary for that particular day must not be exceeded.

Competition Numbers

Each competition glider must clearly display a unique Competition Number, on both sides of the fin and on the underside of the wing. If more than one glider wishes to display the same Competition Number, then priority will be given to the glider which has already registered the number with the DAeC.

The Competition Number must also be displayed on the Trailer, and also in a convenient manner that will enable prompt identification of the competitor's Motor Vehicle.

Scoring

Points will be determined by the International Sporting Code Annexe A (see below). The 15 Metre Class scoring will use the published DAeC IGC Handicap Index.

Flight in Restricted Areas

Flight into Restricted Areas, whether laterally or vertically, is strictly prohibited and will be

penalised in accordance with **Article 10.2.5 of the WBO** Competition Regulations. Proven intentional incursions may result in the Competitor being disqualified from the whole of the competition.

- The Airspace adjacent to Stuttgart Airport is particularly sensitive, and therefore for a Competitor's first offence, the flight is deemed to have made a Virtual Outlanding at the point of incursion. Any further infringement will result in an automatic disqualification from the competition.
- For other altitude restrictions (such as crossing the Start Line) there is a 100 metre tolerance which will be penalised in accordance with **WBO Article 10** as follows:
- For exceeding a pre-set maximum altitude stated in the briefing: 1 penalty point per metre up to a maximum of 100 metres. If that is exceeded, the flight is scored as a Virtual Out Landing.
- For exceeding the maximum altitude of the Start Line: 1 penalty point per metre up to a maximum of 100 metres. If that is exceeded, the flight is scored with zero points - unless there was a previously valid start which can be taken into account.
- For exceeding the standard wing span in Standard, 15 m, 18 m and 2-Seater Class: 1 penalty point per centimetre excess per flight.
- For excess weight: 2 penalty points per kg overweight per contest day.
- For flying over the start line faster than 150 km/h groundspeed: 1 penalty point per 1 km/h.

In addition, the Contest Director can deal with further violations of the Competition Rules and contraventions of flight safety by using the penalty points section of the ***Sporting Code Annex A, Section 8.9***, as a reference point:

- Dangerous flying and failure to comply with safety regulations: at least 50 penalty points, and up to a maximum of disqualification for the day
- Overflying the finish line with less than the specified minimum height, and for late calling approaching the Finish-line (latest being 1 km before): up to 50 penalty points.
- Obstructing the start of operations, missing or late submission of Flight Documentation and Logfile: up to 50 penalty points.
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- Repeated or serious infringements of restricted areas, endangering the safety of aircraft etc.: expulsion, or disqualification of one or more days.
- Admonishment for non-compliance with the instructions of the Competition/Sports Director.

Complaints/Objections/Appeals

Procedures for the handling of disputes are described in **WBO Articles 10.3 and 10.4** of the

Competition Rules. **WBO Article 10.5** states that it is not acceptable to dispute rules which have already been agreed upon.

Complaints must be made to the Contest Director verbally, or in writing, within 24 hours of the event. The Complainant will generally receive a verbal response from the Director within 24 hours, and if he is not satisfied with the response he is entitled to raise a thorough, well-argued, written objection within a further 24 hour period. A **100 € deposit** is required for this objection to be presented to the Jury, who will announce their final decision on the matter within 24 hours. The deposit will be forfeited if the Jury finds against the Complainant. **On the last Competition Day all decisions will become final at midnight of that day.**

Radio Communications

Radio communications must be conducted **primarily** on the Competition / Safety Frequency during the whole of the flight. Each Pilot must, in any case, maintain a listening watch on this frequency at all times whilst flying in the Hahnweide Gliding sector, Alb North, Alb East and Alb South Sectors of the Stuttgart Area at the beginning and the end of the flight.

Information regarding the opening and closing of the Airspace will be available on this frequency, and the opening times of the Start Lines (Class by Class) will be given by a designated pilot of that Class using an airborne relay system.

The use of other frequencies is only permitted for flight safety reports, or for short exchanges of information with other Competitors. It is expressly forbidden to exchange tactical information with pilots who are not involved in the competition.

Frequencies to be used

Competition / Safety	130,000 MHz
Hahnweide-Info / Towing frequency	123,250 MHz
Ground and Retrieve Crews	123,400 MHz
Pilot to Pilot	122,550 MHz
Stuttgart Tower	119,050 MHz
Stuttgart Airport ATIS	126,125 MHz
Stuttgart Gliding ATIS	119,325 MHz
Langen Flight Information Region	128,950 MHz

Frequencies may be changed, or added to, as and when required

Task flying

In line with WBO 7.1, these will usually be set as Speed Tasks around fixed turning points. In line with WBO 7.4, there will be a 20% differential applied for outlanding distance.

Flight Rules

Every competition flight must comply with all of the legal and official regulations. Cloud-flying is strictly prohibited regardless of any ATC clearance that might be obtained.

Flight altitude limitations and area restrictions, which will be announced during the briefings, must be strictly adhered to. Pilots must make themselves especially familiar with the Stuttgart Airspace requirements prior to the start of the Competition. Airspace data-files should be entered into the Navigation Displays well in advance.

With reference to WBO Article 8.7, the turn direction within thermals is defined by the first glider to reach the thermal. If more than one glider reaches the thermal at the same time, then the direction of circling is defined by the highest glider of the group. The same circling direction is required, regardless of vertical separation, in order that gliders which join the thermal at a later stage have a clearly defined circling direction.

Thermals must be joined from the outside, and also at a tangent to the established circle.

Flight Log Certification

In all Classes, only an IGC certified GNSS logger will be accepted as the Primary Logger system. The IGC certification must already have been granted prior to the start of the Competition.

Gliders with any form of Motor must demonstrate a verifiable ENL signal on all submitted flight logs.

A Secondary Logger system (back-up system), although not necessarily IGC certified, must be one which meets with the approval of the Gliding Commission of the DAeC (for example FLARM) provided that there is a true record of the Barometric Altitude, and a verifiable ENL signal if the glider carries any type of Motor.

The recording interval of the Primary Logged must be set at 4 seconds or less. Pilots are required to submit the down-loaded logger file, which must carry its IGC Security-Key, by USB-Stick, Memory-Stick, or either a SD/CF/MMC Card. The original logger file must be retained within the logger until the next competition briefing is concluded.

Take-off and Start-Line

Gliders will be provided with Aero-tows during the Competition. They will be towed to the Drop-Zone over the Talwald (a small wooded area) to the south of the Hahnweide Airfield. The release height will normally be 600 metres above the airfield, unless otherwise specified. Pilots must make their own arrangements for any assistance with their launches.

Self-launching Gliders in all classes, are allowed, subject to the permission of the BWLV as Airfield owner and the Government Authority, to make their own take-offs provided that they carry an ENL and Barometric Altitude recording Logger. The Launch Height which is set for the Gliders on Aerotow must not (even for a moment) be exceeded during the self-launch. If a self-launch is to be rejected, then this must be declared in good time.

An ENL recording must be logged by every motor-equipped glider before starting the task. This is accomplished by operating the motor for one minute, below the 600 metre launch height, and within the Drop-Zone.

In accordance with **SWO 9.2.9** the re-starting of any motor before starting the task is only permitted within the Hahnweide traffic pattern, and after obtaining the express clearance of the Competition Director, otherwise the motor start will be scored as an out-landing. A re-launch from the Airfield is also permitted prior to the closure of the Start-Line.

If any re-start of the motor would create a disadvantageous situation for pure Gliders in critical weather conditions, the Competition Director can require that a landing and a further take-off is completed.

If it is announced at the briefing, the adjacent Satellite Airfields of Grabenstetten, Nabern and Dettingen may be used for re-lights. Telephone permission to re-launch must be obtained from the Competition Director after landing there.

The Start-Line will be opened 20 minutes after the last glider in its competition class has been offered a regular launch. It will be announced by Class, on the Competition / Safety frequency, at the intervals as follows:

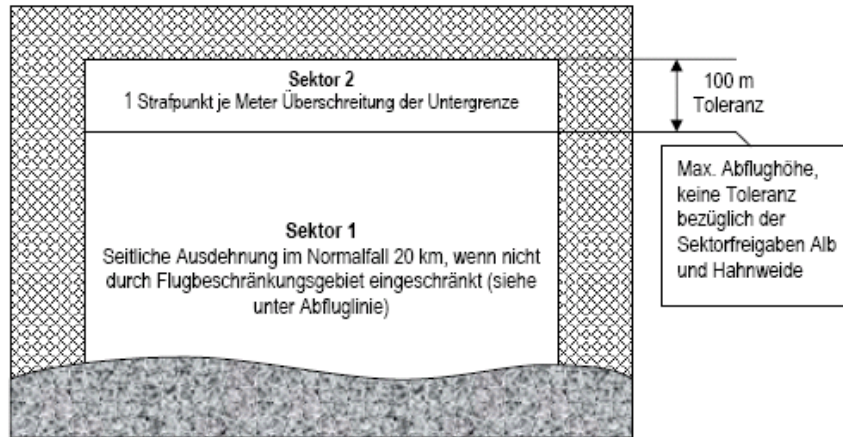
- Last glider on tow - Start Line will be open in 20 minutes
- Start Line will open in 10 minutes
- Start Line will open in 5 minutes
- Start Line will open in 1 minute
- Start Line is now Open

A start is only valid when the Start-Line is crossed below the maximum allowable altitude and also at a maximum speed of 150 km/h whilst flying in the direction of the first turnpoint. The Start-time is taken to be the time of the last valid crossing prior to the Start-Line being closed. After the Line is closed, then the Start-time is deemed to be the time at which the Start-line was actually closed.

Start-Line Altitude

The maximum Start-line altitude is determined by the altitude released by ATC for the Alb and Hahnweide sectors, and by the further restrictions set by the Competition Director. This information will be shown on the daily task sheets.

Here is a vertical sketch of the Start-line:



Start Line Lengths

In order to avoid start-line grouping, start points other than the Hahnweide airfield are listed in the turning point list and will be determined by weather, class and task.

In accordance with the **WBO Article 9.4.2.2** start-lines are 20 km in total length, located symmetrically to the respective start point, and perpendicular to the first leg. Should the 20 km long start-line reach into an adjacent restricted area (see the following sketch) it will be shortened automatically by that part which lies within the restricted area.

Crossing the start-line will be recorded by the GNSS-System. In accordance with the **WBO Article 9.4.2.2** no tolerances are permitted laterally or vertically to the start-line, because the start-line needs to be crossed vertically for safety reasons. Circling is prohibited in the area of the start-line for the period of time that it is open.

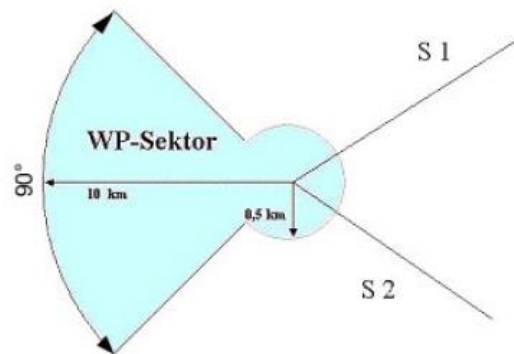


Turnpoint Control

A turnpoint is defined by its co-ordinates, and is scored as rounded if the GNSS system records at least one point within the sector, or if the line joining two logged points falls as a tangent to the

turnpoint sector. The turnpoint sector takes the shape of a "keyhole" with a 500 metre radius cylinder, plus a 10km quadrant set symmetrically on the extended bisector of the inbound and outbound legs.

It is advisable to increase the logger recording speed shortly before, during and after the turnpoint control. Bear in mind, in any case, that the minimum recording rate of the Primary logger is to be not less than 4 seconds between logged points.



Rounding the turnpoint outside the described sector will invalidate the control point and the flight will be scored as a virtual out-landing at the closest logged point to the turnpoint itself.

Virtual Outlanding

It is possible to create a virtual outlanding by either "turning around" during the task, or starting the motor if the glider has one. The pilot's score will be determined by the logged co-ordinates which create the greatest scoring distance.

Turnpoint Catalogue

The published turnpoint files contain all of the known turnpoints available for task setting in the Competition. The files are formatted to match the majority of IGC approved GNSS systems. The Competition Director reserves the right to make technical amendments to the turnpoint files but this would only be in exceptional cases, and prior to the opening night's briefing.

Finish-Line Procedures

The Finish-Line is positioned on top of the "Dettinger Buckel" which is a small hump-backed ridge lying just 1km to the south-east of the airfield. The usual finishing direction is therefore 310°.

Caution:

There are High-Tension National-Grid Power Lines immediately before this Finish Line !!

It is expected that Competitors will make a straight in approach to R/W 31, but it may be possible to land on either R/W 07 or R/W 25 (if sufficient height is available) with the prior approval of the

Finish-Line Control.

It is mandatory for the Pilot to call the Finish-Line Control at **10 km.** before the Finish-Line. It is imperative to state the distance accurately in order to co-ordinate the potential simultaneous landings of many gliders - and it may therefore be necessary to issue non-standard instructions. Nevertheless, the final responsibility for safety rests firmly with each individual Pilot.

GNSS-analysis will be used to determine the precise time of crossing the Finish-Line.

It is expressly forbidden to make any sharp "Pull-Up" manoeuvre after crossing the Finish-Line!

Landing

Please arrange to roll up to the furthest end of the Runway, especially when mass landings are in progress, but take note that Runway 07/25 and its turn-off area must be kept clear. On completing the landing, all gliders must be removed from the runway area immediately - preferably pushing by hand to expedite the process of vacating the landing area.

After either completing the task, or on returning from a retrieve, **Competitors are required to submit their downloaded Log-file and completed landing report details without delay.** For finishers **the allowance is 30 minutes from touch-down.** Inconsiderate delays will be penalised in accordance with the WBO penalty system.

Task finishers, as well as Pilots who have not completed the task completely, are required to submit the standard landing report. This information provides great help to the Scorers in getting the results published as fast as possible.

Procedure for Handling Out-landing Reports

For Safety reasons, at least, it is essential to inform the Competition Control as quickly as possible following any out-landing. This can be accomplished by either using the following Direct Telephone lines or, indirectly, by the Retrieve Crew reporting, in person, to the Control Office

Telephone Numbers are: **07021/81602** or **07021/84015**

Instructions for the Retrieve Crew:

To get the retrieve under way successfully, the Pilot should prepare accurate, written instructions in advance of the call, and to communicate directly with the crew.

Accommodation and Meals

Competitors are expected to make their own arrangements for food and accommodation.

There is a Campsite available at the Hahnweide for Tents, Caravans and Motor-homes, and complete Washroom facilities are available for them.

Pitching positions will be assigned on arrival by our Groundsman, and these should be kept for the duration of the Competition.

There is a **"No Parking"** restriction **for cars within the Camping Area**.

Waste water should be collected in containers and then disposed of through the nominated drain-point.

Electricity is provided via EURO sockets.

There is a full service Italian Restaurant, which is situated on the airfield and open to the public. Additionally, the self-service Competition Canteen will be in operation for the whole period.

Charges for launches and use of the Camping Ground:

Aerotow:	for 2 Seater / Open Class	39 €
	For all other classes	34 €
Self-launching Gliders:		5 €
Camping:	Tent	70 €
	Caravan / Mobile Home	90 €

The Camping Ground fees are inclusive of electricity and water charges.

Liability

The participant agrees without any limitation except in proven cases of intentional and gross carelessness that he renounces all rights to claims against the organisers including their agents and assistants. This renunciation is waived when a situation is reached whereby an insurer recognizes a claim and agrees to make a settlement.

The participant further undertakes to ensure that he and his team accept all of the competition rules, regulations and procedures in every respect.

When a participant in the competition utilises an aircraft which is owned by a third party, he must provide evidence that the owner of the aircraft accepts that he agrees with the restriction of liability for claims for any damage whatsoever to his aircraft.

For minors, the signature of their legal representative is a mandatory requirement.

The Organisers retain all legal rights.

**We wish you many nice flights and a fine holiday week on the
Hahnweide!**

Fliegergruppe Wolf Hirth
Marc Puskeiler