

Local Procedures

International Competition of Saint-Hubert 2012 - Belgian Gliding Nationals 2012

Saturday 28 April to Sunday 06 May 2012

Approved by the Belgian Gliding Federation (Liga and FCFVV) 30/11/2011

The only reference for this championship will be the FAI Sporting Code Section 3 Annex A from the IGC. The Championship will be declared to the IGC. No FAI sanction fees are applicable. Further guidance or exceptions concerning these local rules are the responsibility of the Director of the Championship or his Deputies.

Hereafter you will find the chapters in relation with the local rules:

A. Contacts

The Internet site of the Championship, www.cnvvcbk.net, is the principal official tool for general communication and information. Competitors are requested to refer regularly to the site in order to read the last information available.

The Centre National de Vol à Voile (CNVV), which is organizing the Championship, can be contacted at following e-mail address: cnvvcbk@skynet.be or at following phone number: 061/61 12 68, fax number 061/61.38.20.

B. Championship details

Name of the event:

Concours International de Saint-Hubert 2012 - Championnats de Belgique de Vol à Voile 2012
Internationale Wedstrijd van Saint-Hubert 2012 – Belgische Kampioenschappen Zweefvliegen 2012
International Competition of Saint-Hubert 2012 - Belgian Gliding Nationals 2012

Organisation:

Centre National de Vol à Voile (CNVV)

Location:

Aerodrome of St Hubert - EBSH

Time schedule:

Final entries due: 10 April 2012

Registration period:

Registration before 10 April 2012 through the Championship Internet site is MANDATORY and is the only way to register. Registration is complete only when the entry fee and the first 5 tickets have been paid on the bank account mentioned underneath, which is the only possible way to pay your registration.

Contest flying:

From 28 April 2012 until 5 May 2012. Sunday 6 May 2012 will be a reserve day if we have less than 3 valid days on 5 May 2012 included.

First briefing:

Saturday 28 April 2012 at 09:30 am. All pilots must be present!

Closing and Prize giving ceremony in the afternoon or in the evening of 6 May 2012, unless stated otherwise during the briefing.

Competition Officials:

Director of Championship: Philip VAN ISHOVEN

Deputy: Philippe KAMP

Task Setters: Philip VAN ISHOVEN+ Philippe KAMP+ Hugo PAEPE + Yves JEANMOTTE + Pablo SEVERIN

Chief Scorer: Pablo SEVERIN

Airspace Manager: Philippe KAMP

Jury: André RUYMEN, TBD

C. General

Championship classes

Three classes:

- Club class will include all gliders without ballast (or with empty ballasts) with a handicap from 86 to 97 (both included) on the BGA handicap list (see "glider type" on the "inscription" page) before any additional performance enhancement handicap increments (see "H. Scoring");

- 15m class will include all gliders with a handicap from 98 to 104 (both included) on the BGA handicap list (see "glider type" on the "inscription" page) before any additional performance enhancement handicap increments (see "H. Scoring"). Gliders from the Club Class are eligible to participate in the 15m class upon request of the pilot at the latest by the final entries due date;

- Open class will include all gliders with a handicap equal or superior to 105 on the BGA handicap list (see "glider type" on the "inscription" page) before any additional performance enhancement handicap increments (see "H. Scoring"). Gliders from the Club and 15m classes are eligible to participate in the Open class upon request of the pilot at the latest by the final entries due date.

Concerning the 2 seaters participating in the Belgian Gliding Nationals, both pilots need to have the Belgian nationality. The pilot-in-command will always be the same pilot and shall hold a valid licence. A listing of the "co-pilots" has to be given to the Organisation before the beginning of the competition.

Foreign nationality pilots are authorized to take part in the Competition. They will not be taken into account for point's classification in the Belgian Gliding Nationals 2012 but they will be classified in the results of the International Competition of Saint-Hubert 2012.

Note: if your glider is not mentioned in the attached listing, send us an email to: cnvvcbk@skynet.be

Max weight

Legend:

W: weight

MTOW = Max Take-Off Weight

FAI.MTOW: Max Take-Off Weight according to Sporting Code

WLPct: percentage of Max wing loading

T/O: take-Off

The weight of the gliders will be limited as follows:

Club class: FAI reference weight (see Sporting Code Section 3, Annex A)

15m and Open classes: the maximum weight allowed for the championships is

$$\text{MaxWght} = \text{WLPct} * \text{FAI.MTOW}$$

where

FAI.MTOW = MTOW (according to the glider's flight manual), if $\text{MTOW} \leq \text{FAI_MaxClass}$

FAI.MTOW = FAI_MaxClass if $\text{MTOW} > \text{FAI_MaxClass}$

FAI 15m and FAI Standard class gliders: WLPct = 1.00; FAI_MaxClass = 525kg

FAI two-seater gliders: WLPct = 1.00; FAI_MaxClass = 750kg

FAI 18m class gliders: WLPct = 1.00; FAI_MaxClass = 600kg
FAI Open class gliders: WLPct = 1.00; FAI_MaxClass = 850kg

When needed for safety reasons (runway length, tow planes types and performances, grass runway...), the Director of the championship may decide to use the following factors (secondary factors):

Gliders flying in the 15m class: WLPct = 0.90
Gliders flying in the Open class: WLPct = 0.85

Further adjustment of the WLPct may be decided by the Director of the championship (at his discretion) if needed. In particular, in case a class is cancelled and the gliders from that class transferred to another, the WLPct might be adjusted to avoid penalizing one (or more) of the merged classes. In case of adjustments, the weight limits applicable for the day will be communicated during the briefing and through the information board at least one hour before grid time.

For technical reasons, towing plane are not allow to tow glider if it exceeds 700kgs. No transgression above the 700 kgs limit will be tolerated.

Self launching gliders are allowed to take off by their own mean, above this limit of 700kgs, but in accordance with their flight manual.

For club class, gliders exceeding reference weight will be penalized following FAI sporting code rules. If club class is merged with 15m class, FAI Club class gliders exceeding the calculated MaxWght when dry will be penalized the same way.

For 15m and Open class, weight checks will be done on a random basis. Each day minimum 10 gliders (overall) will be weighted. On the first control if they exceed the maximum allowed T/O weight they will NOT get any penalty but pilots will have to drop water to have the correct weight, or will incur a penalty if flying without water. This penalty enforced will be as defined by Sporting Code Section 3 Annex A. The pilot taken being overweight will have to be weighted the day after the first "positive" control and could be checked systematically the other days as well. If a glider is controlled in overweight for a second time, penalty will apply according to FAI sporting code rules.

For Club class, weight checks will be performed on a random basis. These are included in the minimum 10 gliders that will be weighed each day. Gliders exceeding reference weight will get a handicap increment as per Sporting Code rules, i.e. +0.5 per 10kg excess weight or part thereof. This increment will be added to the handicap and kept from either the first day of the championship (if the pilot declares during registration that he will be heavier) or from the day the glider is taken being in overweight until the end of the championship, unless they are re-weighed and exceed the previous adjusted limit (in that case, subsequent handicap increments are added). On the first time being taken in overweight, the glider will get a scoring penalty of $(n \times W \times 2 \text{ pts})$, where "n" is the number of valid tasks already flown at the time of the weighing, and "W" is the excess weight in kilograms. This penalty will count against the next valid task scored. If there is no next valid task scored, the penalty will count against the pilot's total score at the end of the championship. If the glider is taken in overweight a second time, then "n" will be the number of valid tasks flown since the previous weighing of that glider and "W" the additional weight compared to the previous weighing. If the glider is weighed after getting handicap increments and is not exceeding ref weight anymore, the handicap increments will stay.

The weighting procedure will be communicated during the initial briefings.

Additional safety rules

See airspace page on the website

D. Pilots

Entry fee:

- €190 (€75 for pilots less than 25 years old on January 1st 2012 included)

Ticket:

- 5 tickets €42 (TBC) for towing (5 x 42 = 210€)
- 5 tickets €10/start for selflaunchers (5 x 10 = 50€)

to be paid in advance BEFORE 10 April 2012 on the bank account:

IBAN: BE20271031517756

BIC: GEBABEBB

The dedicated and up-dated Weight & Balance sheet for each glider has to be send to the Competition Organization with the registration on the website.

Entry fee and the first five tickets have to be paid before 10 April 2012.

Entry fee is completely refundable if the participation is cancelled before 10 April 2012.

Entry fee is refundable at 50 percent if the participation is canceled between 10 April and 28 April excluded when the contest is declared open.

Entry fee is NOT refundable if the participation is cancelled when the contest is declared open.

NO exceptions will be made whatever is the reason.

Please note that registration through the Championship Internet site is MANDATORY and is the only way to register. Registration is complete only when the entry fee and the first 5 tickets have been paid on the bank account mentioned above, which is the only possible way to pay your registration.

Tickets which have not been used will be completely refunded by the organisation.

Number of allowable entries per class:

Minimum 6. If there are less than 6 participants in a class on the first competition day, the class is cancelled. The gliders of the cancelled class will be transferred and mixed to the closest class (Club with 15 m, 15m with Open and Open with 15m) and will take part to the championship of that class. Nevertheless, the Quality Factor of the class which will integrate these pilots will not be modified as a consequence of the presence of additional pilots.

Example : if only 3 pilots are registered on the first day of the competition in the Club class and 12 pilots are registered in the 15m class, the 3 pilots of the Club class will integrate the 15m class but the quality factor of the 15m class will remain unchanged because the factor will be calculated on the basis of 12 pilots and not 15 pilots.

Total number of allowable entries:

Maximum 60.

Documentation required:

For the glider:

Certificate of registration, Certificate of airworthiness and Airworthiness Review Certificate valid for the duration of the competition – certificate of Third party insurance

For the pilot:

Glider Pilot's License valid for the duration of the competition - Recent VFR map of the contest area.

Third party insurance for the glider will comply with the legal regulations (EU 785/2004) and will cover

Up to 500 kg: €1.000.000

Between 500 kg and 1000 kg: €2.000.000

Two-seaters: €325.000 in addition to amounts mentioned before

E. Technical requirement

Cloud flying:

Cloud flying instruments and instruments allowing pilots to fly without visual reference to the ground are prohibited and have to be removed. These include but are not limited to: gimballed compasses, turn and bank indicators, artificial horizons. Random checks will be conducted by the organisation of the competition.

For safety reasons, FLARM or compatible device strongly recommended.

Flight recorders:

The primary flight recorder has to be an IGC approved flight recorder. The maximum recording interval is 10 seconds.

The FLARM and other GPS flight recorders are authorized as BACK UP (BU) flight recorders.

Following rules apply:

1. These flight recorders are to be used ONLY as BU flight recorder.
2. The settings have to be the same that the primary flight recorder (maximum recording interval of 10 seconds).
3. The primary flight recorder file will always be given first to the organizers.
4. If needed, the organizers will require the file of the BU flight recorder.
5. The BU flight recorder must have a barometric sensor.
6. The motorized gliders must have a BU flight recorder with engine sensor.

F. General flying procedures

Units of measurement:

Meters, km/h and kg.

Radio frequencies: |

A least 5 frequencies will be given during the initial briefing - the radios can only be used with these official frequencies during the competition. Radios are for transmissions between team members, between them and the organizers and other competitors if team flying, and for safety reasons.

Release altitude:

600m QFE - The tow plane has to waggle wings before the pilot may release

G. Tasks

Type of tasks:

Racing task - speed task Assigned Area

H. Competition procedures

Contest site boundaries

48:30:00N 005:00:00E - 48:00:00N 005:00:00E - 48:00:00N 003:00:00E - 52:00:00N 003:00:00E - 52:00:00N 0010:00:00E - 48:00:00N 0010:00:00E - 48:00:00N 005:00:00E - 48:30:00N 005:00:00E - 49:30:00N 009:00:00E - 51:00:00N 009:00:00E - 51:00:00N 006:30:00E - 50:00:00N 004:00:00E
(Including all TP's given in the TP database)

Launch procedure for motor gliders:

Motor gliders are authorised and allowed to take off with their own means of propulsion. They have to proceed to the release area and climb not higher than 600m QFE with engine operating. However, if they perform a launch with a tow plane, once released, they have to perform an engine check for a maximum of 2 minutes and climbing not higher than the normal release altitude (600m QFE). If they have to restart the engine, the flight is considered as finished even if the start line has not been crossed.

Areas where continuous circling is prohibited:

None, but avoid as much as you can the start lines areas.

Circling direction:

For safety reason, circle direction is imposed to the left in a circle of 10 km centered on EBSH. It is heavily recommended not to exceed an air speed of 150 km/hr in the same cylinder.

Types of start:

Start line of 10 km width. The opening of the start line will be 20 min after the launch of the last glider of each class.

Radio procedures for announcing a start:

The start time has to be announced not later than 30 min after a valid start has been taken. The start time will be given to the organizer either by the ground crew, or by the pilot himself on the relevant frequency (the frequency will be announced during the initial briefing).

Altitude procedure for start:

The maximum altitude will be given during the daily briefing according to the airspace limitations.

Time interval between start:

None.

Aerotow retrieve:

Authorised but the pilot has to contact the organization first.

Type of finishes:

Circle of 2 Km around Saint-Hubert Airport (TP Saint-Hubert in the data base)

Min and max alt for finishing:

Min 50m AGL EBSH - Max 500m AGL EBSH when entering within the circle of 2 km. Penalties will apply as defined by Sporting Code Section 3 Annex A. Low passes (passing at high speed above EBSH at less than 50 m AGL before joining safely the landing pattern in use) prohibited except if explicit authorization given by the organization of the Championship and according to the guidance given by the Flight Director only by radio contact, AFTER glider has passed the finish line. Penalties for low passes without authorization will be 50 points for first offence, disqualification for the day for next offences. In any case, even if performing a low pass, the pilot has first to cross the finish line as stated hereabove.

Landing procedure:

The pilot has to join the standard official visual pattern of the runway in use published for St Hubert as soon as he crossed the 2 Km finish circle. The pilot may, on his own responsibility, perform a direct landing or a modified pattern, if authorized by radio by the Flight Director.

Handling of flight documents:

Handling of flight documents: a SD card, CF card, or USB stick with the primary flight recorder file of the day has to be given to the organizers max 60min after landing on EBSH, or as soon as arriving back at the airfield when landing out.

The organizers will NOT take the FR themselves.

I. Scoring

Type of scoring system

FAI type of scoring with BGA handicap (see website) - see FAI sporting code for calculation. Additional performance enhancement (not part of the original design) will attract the following handicap increments:

- Span: +1 per 50cm or part thereof;
- Winglets: +1, unless part of the original design, or marked with a (w) on the list, or for gliders with a span of 21 meters or more prior to modification;
- Wing root fairings: +0.5, unless the modification is manufacturer specified on a later derivative of the same glider design enjoying the same handicap.

Use of boundary layer de-turbulating resonance composite film and similar technologies is prohibited.

Outlandings:

Virtual outlandings are authorised.

M factor:

NO bonus will be given if a pilot lands back on the field after completing the task.

J. Protest

Value of the protest fee: €150. The sum will be given back if the complaint is justified.

K. Doping

Doping undermines the values of sport and the use of doping agents and methods by glider pilots could have consequences for the future of gliding sport.

Anti-doping regulations, policies and declarations have been adopted by nations and national and international sport organisations. Belgium, through its Flemish, French and German-speaking Communities, has ratified the Copenhagen Declaration on Anti-doping in sport dated March 2003. Following this declaration the Communities have promulgated specific legal regulations which have to be respected on their respective areas of competence.

International and national regulations applicable for the competition can be found on following Internet sites:

<http://www.wada-ama.org> (World Anti-doping Agency)

<http://www.dopage.be> (Regulations applicable in the Belgian French Community)

Following the regulations of the French Community the International Competition of Saint-Hubert 2012 - Belgian Gliding National 2012 will be declared to the authorities prior to the competition. Controls could be executed on a random basis. They will not affect the overall conduct of the Competition.

A pilot who would be found positive after a doping control would risk being disqualified and/or run out of the competition by a decision of the jury on proposition of the Director of the Competition. Specific or legal procedures could also be undertaken consequently against the pilot by the Belgian Gliding Federation and by the Belgian authorities according to the applicable regulations.

Organizing Committee of the International Competition of Saint-Hubert 2012 - Belgian Gliding Nationals 2012

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Deputy:

Philippe KAMP phil.kamp@scarlet.be

Airspace Coordination:

Philippe KAMP

Tasks:

Philip VAN ISHOVEN + Philippe KAMP+ Hugo PAEPE + Yves JEANMOTTE + Pablo SEVERIN

Scoring:

Pablo SEVERIN

On ground Gliders and Aircrafts Management:

Philip VAN ISHOVEN

Coordination and Reception:

Clara SCHYNS

Airside and Ground Activities:

Philip VAN ISHOVEN

Guy DESSAUVAGES

Jury: (TBD):

André RUYMEN

Handicaps for Season 2011

Glider	Si	Glider	Si	Glider	Si
AC-4C	85	DG 600 (18.0)	107	MOSWEY 3	69
ACRO TWIN	85	DG 600 W (15.0)	100	MOSWEY 4	72
ACRO TWIN 2	85	DG 800 (15.0)	103	MU 13	58
ACRO TWIN 3	89	DG 800 (18.0)	110	MUCHA STD	65
ANTARES (18.0)	111	DIAMANT (16.5)	89	NIMBUS 2B	106
ANTARES (20.0)	114	DIAMANT (18.0)	100	NIMBUS 2C	106
ARCUS	107	DISCUS	98	NIMBUS 2CS (23.5)	111
ASG 29 (15.0)	104	DISCUS 2	100	NIMBUS 3 (24.5)	115
ASG 29 (18.0)	111	DISCUS 2C (15.0)	100	NIMBUS 3 (25.5)	116
ASH 25	114	DISCUS 2C (18.0)	106	NIMBUS 3D	114
ASH 25 B	116	DISCUS 2C TURBO	106	NIMBUS 3D (25.5)	115
ASH 25 EB28	117	DISCUS 2T	100	NIMBUS 3DT	114
ASH 25 WL(25.6)	115	DISCUS W	99	NIMBUS 3DT (25.5)	115
ASH 25 WL(26.0)	115	DUO DISCUS	101	NIMBUS 4	118
ASH 25 WL(27.6)	116	DUO DISCUS W	102	NIMBUS 4D	116
ASH 26	110	DUO DISCUS X	102	NIMBUS 4DT	116
ASK 13	67	EAGLE	68	OLYMPIA 2	62
ASK 14	72	ELFE S4A	87	OLYMPIA 403	76
ASK 16	60	FALKE	46	OLYMPIA 419	78
ASK 21	85	FAUVETTE	74	OLYMPIA 463	76
ASK 23	85	FK3	89	PEGASE	95
ASTIR CS	89	FOKA 4	81	PHOEBUS (17.0)	93
ASTIR CS-77	89	FOKA 5	83	PIK 20	96
ASTIR CS-77 W	90	GLASFLUGEL 304	99	PIK 20E	96
ASTIR JEANS	86	GLASFLUGEL 604	107	PILATUS B4 (FIXED)	80
ASW 12	105	GROB 102	85	PILATUS B4 (RETR)	82
ASW 15 STD	89	GROB 109B	70	PIRAT	78
ASW 17	106	GRUNAU BABY	55	PREFECT	56
ASW 19 CLUB	90	HORNET	90	PUCHACZ	80
ASW 19A	93	HORNET WL	91	PW5	81
ASW 19B	93	IRIS	80	PW6	85
ASW 20	98	IS 28B	80	RF 5B	60
ASW 20B	100	IS 29D	83	SALTO	87
ASW 20BL	103	IS 32	101	SB5A	81
ASW 20BW	101	JANTAR 1 (19.0)	105	SB5B	81
ASW 20C	100	JANTAR 2	106	SB5C	81
ASW 20CL	103	JANUS A	96	SB5E (16.5)	83
ASW 20F	98	JANUS B	96	SD3/15	81
ASW 20F W	99	JANUS C (FIXED)	98	SF26	69
ASW 20FL	101	JANUS C (RETR)	100	SF27A	82
ASW 20L	101	JANUS CM	100	SF27B	83
ASW 20L W (15.0)	99	JASKOLKA	69	SFH 34	85
ASW 22 (24.0)	115	JP15-36A	87	SHARK (18.0)	110
ASW 22B	117	JS1 A	111	SHK-1	89
ASW 22BL	118	JS1 B	111	SIE 3	81
ASW 24	97	KA 18	81	SILENE	88
ASW 24 W	98	KA 2	64	SKY	67
ASW 27A	104	KA 6CR	76	SKYLARK 2	67
ASW 27B	104	KA 6E	81	SKYLARK 3	77
ASW 28	100	KA 7	64	SKYLARK 4	78
ASW 28 (18.0)	106	KA 8	69	SPEED ASTIR	96
BERGFALKE	65	KESTREL (17.0)	98	SPORT VEGA	89
BERGFALKE 4	69	KESTREL (19.0)	102	SPS 31	64
BG 135	74	KESTREL (20.0)	104	STD ASTIR	92
BLANIK	65	KESTREL (22.0)	107	STD CIRRUS	90

BOCIAN	65	KH 1	87	STD CIRRUS (16.0)	92
CALIF A21	100	KITE 2A	60	STD CIRRUS W	91
CAPSTAN	62	KRANICH	58	STD JANTAR	92
CIRRUS (17.7)	94	LAK 12	105	STEMME S10	104
CIRRUS (18.8)	96	LAK 17A (15.0 W)	104	SUPER BLANIK	72
CLUB LIBELLE	86	LAK 17A (15.0)	103	SUPERFALKE	64
CLUB PEGASE	92	LAK 17A (18.0)	110	SWALLOW	62
COBRA (15.0)	85	LAK 18 (18.0)	106	SZD 30	78
DART (15.0)	76	LAK 19 (15.0 W)	100	SZD 50	80
DART (17.0) R	83	LAK 19 (18.0)	106	SZD 51 JUNIOR	83
DG 100	90	LIBELLE	89	SZD 55	98
DG 100 (FIXED)	88	LIBELLE 301	96	SZD 56	103
DG 1000 (18.0) (FIXED)	94	LIBELLE W	90	SZD 59	92
DG 1000 (18.0) (RETR)	96	LS1-0	88	T21	50
DG 1000 (20.0)	102	LS1-0 (FIXED)	85	T53	69
DG 101	90	LS1C	88	TANDEM FALKE	60
DG 101 (FIXED)	88	LS1D	88	TORVA	83
DG 200	97	LS1F	91	TWIN ASTIR	87
DG 202 (15.0)	97	LS1F W	92	VEGA (15.0)	97
DG 202 (17.0)	101	LS3	98	VEGA L (17.0)	101
DG 300	96	LS3 (17.0)	102	VENTUS (16.6)	104
DG 300 CLUB (FIXED)	93	LS4	96	VENTUS (17.6)	106
DG 300 CLUB (RETR)	95	LS4 W	97	VENTUS 2A (15.0)	104
DG 300 W	97	LS6	101	VENTUS 2AX (15.0)	104
DG 303	97	LS6 W	102	VENTUS 2B (15.0)	104
DG 400 (15.0)	97	LS6C (17.5)	106	VENTUS 2C (15.0)	104
DG 400 (17.0)	101	LS6C (18.0)	107	VENTUS 2C (18.0)	110
DG 500 (20.0)	100	LS7	97	VENTUS 2CX (15.0)	104
DG 500 (22.0)	104	LS7 WL	98	VENTUS 2CX (18.0)	110
DG 500 ORION (20.0)	98	LS8	100	VENTUS 2CXA (18.0)	111
DG 500 TRAINER (FIXED)	90	LS8 (18.0)	106	VENTUS A	101
DG 500 TRAINER (RETR)	92	L-SPATZ	72	VENTUS B	101
DG 500M	105	M100S	72	VENTUS C	101
DG 505 (20.0)	100	M200	74	VIKING (GROB)	85
DG 505 (22.0)	104	MARIANNE	91	WA28	86
DG 505 ORION (17.2)	92	MEISE	62	WEIHE	67
DG 505 ORION (20.0)	98	MINI NIMBUS	98	YS53	69
DG 505 TRAINER (FIXED)	90	MISTRAL (FIXED)	88	ZUGVOGEL IIIB	83
DG 505 TRAINER (RETR)	92	MOSQUITO A	98		
DG 600 (15.0)	99	MOSQUITO A W	99		
DG 600 (17.0)	105	MOSQUITO B	98		