



Date: 24 April 2019

Issued by: Markus Ganev

Revision: L

LOCAL PROCEDURES FOR UPPSALA MASTERS AND SWEDISH NATIONALS 2019

A. COMPETITION DETAILS

Name of the event: Uppsala Masters
08 June – 16 June, 2019
09 June No comp day
Uppsala - Sundbro, Sweden

Location of the event: Sundbro Airfield, ESKC, Sweden
Pos. N59 55 12, E017 37 07
Elev. 18 m MSL

Competition officials: Contest Director: **Markus Ganev**
Meteorology: **Emil Björck**
Task setter: **Thomas Jobs**
Chief scorer: **Pall Einarsson**
Safety officer: **Torleif Hiort**
Public Relations: **Odd Wikner**

Time Schedule:

Final entries due:	31st March
Registration at:	16:00 – 21:30 hrs 7th June
Training date	6 – 7th June
Mandatory briefing:	20:00 hrs 7th June
First contest briefing	09:30 hrs 8th June
Contest flying:	8 – 16th June (ex 9 th June)
Closing Banque	16th June 19:00 hrs
Prize giving Ceremony:	16 th June 19.00 hrs

Briefing will be held daily at 10:00 hrs, except first competition day 09.30. Grid time, grid order and expected time for first launch will be announced at briefing. Please observe that grid time may occur before daily briefing. In that case the grid time will be announced the evening before by 21:00 hrs at the latest.

Official Communication

In addition to the Briefings the official communication channel used will be "What's App". Each competitor is required to have a smartphone with data connection to be able receive official information from organizer using What'sApp software (www.whatsapp.com). The preliminary daily results will be published at the official bulletin board outside the scoring office.

Addresses for correspondence and Entries

All correspondence is to be addressed to the Organization Committee:

Uppsala Masters
c/o Peder Lindbom
Roslagsgatan 58
S-113 54 Stockholm
Sweden

Mobile: + +46 70-566 52 26
E-mail: peder.lindbom@gmail.com
Web-site: www.uppsalamasters.se
Facebook: <https://www.facebook.com/UppsalaMasters>

B. GENERAL

Competition Classes

Uppsala Masters will be held in the following classes:

- Open Racing Class
- Racing Class

Rules

The Swedish Gliding Handbook (SHB) article 737 (Open Racing Class)

<http://www.segelflyget.se/globalassets/svenska-segelflygforbundet/shb/shb737-2019.pdf>

The Swedish Gliding Handbook (SHB) article 732 (Racing Class)

<http://www.segelflyget.se/globalassets/svenska-segelflygforbundet/shb/shb732-2019.pdf>

The Swedish Gliding Handbook (SHB) article 712 (Coefficient list)

<http://www.segelflyget.se/globalassets/svenska-segelflygforbundet/shb/shb712-2019.pdf>

Additional requirements by Segelflyget, the permitting authorities, the responsible government authorities, as well as those of the daily briefings are all mandatory.

Self briefing

A self-briefing showing Operational Procedures will be released and published on the website.

Additional safety rules

- FLARM is mandatory
- Any necessary additional safety rules for each competition day will be announced at briefing and will be provided in writing on the task sheet.

Control points

A control point file will be presented on the web site. Please note that the turn point list can be changed.

Airspace

An airspace file will be presented on the web site. Please note that the air space file can be changed.

National requirements concerning doping testing

Doping testing may be performed at any time during the competition in accordance with the FAI Anti Doping Rules.

C. CHAMPIONSHIP OFFICIALS

International Jury

Each participating Swedish gliding club may nominate one person as member of the jury. For international pilots each country may nominate one person as member of the jury. The jury will appoint their own chairman within the jury.

D. NATIONAL TEAMS

Costs

The entry fee is SEK 2500 (Juniors below the age of 25 will enjoy a reduced entry fee of 1 500 SEK) per participating glider and covers all operational costs excluding aero tows. The entry fee must be paid immediately after the receipt of the confirmation of participation, however latest 31st of March, 2019. Any details regarding the payment will be issued in conjunction with the confirmation of participation

All outstanding costs for aero-tow or camping must be settled directly at the end of the competition.

Account name: SEGELFLYGARNA UPPSALA FLYGKLUBB
c/o Fredrik Jaresved
Nergårdsvägen 16
SE-743 81 Bälinge
Sweden

PlusGiro: 416557-7
Bank name: Nordea Plus
Account no: 9960 3404165577
IBAN: SE25 9500 0099 6034 0416 5577
BIC-kod: NDEASESS

Number of allowable entries per NAC

There are no limitations to the number of entries per NAC.

Total number of allowable entries

The number of non-SLG entries will be limited to 40.

The total number of entries will be limited to 60.

Registration

Requirements for participating in the Uppsala Masters Gliding Competition are for:

Pilots:

- a valid Glider Pilot Licence, LAPL gliders, or equivalent document
- a valid Medical Class II or LAPL, as appropriate
- FAI Sporting License. For Swedish pilots a national license is valid
- entrance fee been paid in full and in due time

- At least 250 hours as pilot in command in gliders and a documented cross country flight of minimum 300 km

Aircraft

- a valid Certificate of Airworthiness or Permit to Fly,
- a valid third party insurance certificate according to 3.6 below
- approved equipment including FLARM, see tech requirements E

Insurance

Third party insurance – not excluding competitions – is required for each participating sailplane. The required coverage must comply with **EU Regulation 785/2004** which states the following limits:

- Certified MTOM < 500 kg, minimum Limit SDR 750 000
- Certified MTOM < 1000kg, minimum Limit SDR 1 500 000

Personal medical insurance is required for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence.

Qualification

Swedish pilots and non Swedish pilot living in Sweden within 6 months from the competitions start, has to be qualified according to SHB 732 and 737 in order to participate in Swedish nationals.

E. TECHNICAL REQUIREMENTS

Mandatory additional equipment

- All instruments, PDA, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected.
- The FLARM must remain operational during all flights in order to improve safety
- Following FLARM settings is mandatory and **MUST NOT** be changed during flight
COMPETITION MODE OFF, PRIVACY OFF, NO TRACKING OFF
- The organization will use a variety of checking procedures to verify that FLARM transmission and reception is functioning. This may require pilots to submit a FLARM log file or validation from FLARM radar.
- Non-functioning FLARM may be penalized as a safety breach
- For tracking purposes every pilot **MUST** have registered the FLARM device with correct CN via OGN Network (<http://wiki.glidernet.org/ddb>)
- Competitors are expected to download their FRs themselves and hand in the IGC file (in secure mode) to the competition office on a memory card, memory stick or equivalent. Each competitor must have a serviceable mobile telephone.

Instruments permitting pilots to fly without visual reference to the ground.

Cloud flying is strictly prohibited and all instruments - fixed or loose - permitting cloud flying must be reported to the organisers at check in. The organisers may require that the instruments be removed or made inoperative.

High Visibility markings

No requirements, but the use of color markings or strobe light is highly recommended.

Procedures for checking aircraft mass

Not applicable, unless stated otherwise on briefing.

Contest Numbers

Contest numbers must be displayed for each sailplane as follows:

- On both sides of the tail fin and/or rudder.
- On the glider trailer and crew car.

The organizers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with the rules above.

F. GENERAL FLYING PROCEDURES

General

Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

Units of measurements

Unless otherwise stated the following units will be used:

- Masses will be expressed in kilograms (kg).
- Distances will be expressed in kilometers (km).
- Speeds will be expressed in Kilometers per hour (km/h).
- Vertical speeds will be expressed in meters per second (m/s).
- Tracks and radials will be expressed in degrees true north.
- Coordinates will be expressed in degrees, minutes and seconds (DD MM SS).
- Altitudes will be expressed in meters above Mean Sea Level (MSL). Altimeter setting QNH
- Flight Levels will be expressed in meters Standard STD Altimeter setting 1013.25

Radio communication for contact with Air Traffic Services

Not applicable.

Data transmission requirements

A mobile telephone may be carried on board the sailplane. It is encouraged to leave the telephone switched on during flight since it will help us to locate you in case of search and rescue.

Radio frequencies to be used during the Competition

Stated in self-briefing.

Control procedures

- FR recording intervals shall be set to 5 seconds or less. Non-compliance may be penalized.
- FRs shall be switched on for at least two minutes before first take off to establish an altitude baseline. All motor gliders being launched by aerotow must carry out the following procedure during the official practice period or on the first competition day: After release the engine must be started within 5 minutes and run for a maximum of two minutes to provide a positive MoP record on the Flight Log. This procedure may be used on any day to test the engine but needs to be carried out only once, provided that:
 - Flight Logs from FRs submitted show a positive record of the engine run.
 - Flight Logs on each subsequent competition day also show evidence that detection of MoP is enabled.

The FRs must remain switched on following an engine run on the ground.

G. TASKS

Types of tasks that will be set

The types of tasks will be set are:

- **Racing Task (RT)** (Annex A 6.2.1)
- **Assigned Area Task (AAT)** (Annex A 6.2.2)

H. COMPETITION PROCEDURES

Launch grid

No grid order within the classes will be imposed. Each class will grid front to back or vice versa according to the grid personnel's directions.

Requirements for discharging water ballast on the grid

The discharging of water ballast on the grid is allowed only after permission has been obtained from the competition management.

Contest Site Boundary

Stated in self briefing.

Launch procedures for motor gliders

Stated in self briefing.

Relaunch of SSG/SLG

Once the engine has been shut off after self launch (SLG) or engine run (SSG) it may not be restarted in order to avoid a relaunch from the ground.

Areas where continuous circling is prohibited or permitted in one direction only

Stated in self briefing.

Types and definitions of starts that will be used

- a. **Start Line.** A straight line, perpendicular to the track to the first Turn Point or the center of the first area. Length of the line will be 6 km.

Multiple start points will be used to separate the competition classes.

Radio procedures for announcing the start

Stated in self briefing.

Altitude procedures for the starts

A maximum start altitude – if imposed – will be announced at briefing and specified on the task sheet.

Instructions for real out landings

A competitor who has landed out shall contact his/her team captain/crew by telephone without delay, supplying the information specified on the out landing form. The team captain/crew shall hand the completed form to the organizers prior to commencing the retrieve. After individual agreement, pilots may contact the competition management directly.

Aero Tow Retrieves

Aero tow retrieves are permitted – either by organizer's facilities or by private arrangements.

Intention to make an aero tow retrieve by private arrangement must be reported to the organizers before commencing the retrieve.

Finish procedures

a. **Finish Ring** will be used. The ring radius will be specified on the task sheet and will normally be 3 km

Minimum altitude for the finish ring

The minimum finish altitude will be specified on the task sheet and will normally be 150 MSL (QNH). Crossing the finish ring below the minimum finish altitude will be penalized according to the penalty list. There is no warning for a first offence.

Landing procedures

Stated in self briefing.

Handling of flight documents

All flight documentation – including GNSS flight records and out landing certificates (if applicable) – shall be handed in at the scoring office within 45 minutes after landing (as soon as arriving at the field if retrieving by car). Outlanders are encouraged to send the log file by e-mail: scoring@flyg.org
If back-up documentation is required, it must be delivered to the competition office within 2 hours after the pilot was notified.

I. SCORING

Type of scoring system

- 1000 point Scoring System will be used in the contest.
- SeeYou ver. 6.x will be the official scoring software.

Scoring of Team Cup

Team Cup will not be scored in the contest.

List of Handicaps

Gliders in the Racing Class and Open Racing Class will be handicapped according to the (SHB 721)

J. PROTESTS

The value of the protest fee

The value of the protest fee is: 500 SEK

Protest language

The protest may be written in Swedish or English.

K. PRICE GIVING

Requirements for flags, discs and tapes

No requirements.

L. Revision history:

A – First edition

B- Second edition - clarification and units implemented

C- Third edition – entry fee

D- Fourth edition - With PlusGiro

E- Fifth edition - National license is valid

F – Sixth edition - New Handicap system for Open Class, SHB 737

G – Change of Minimum altitude of crossing finish line and other minor clarifications

H – Change of web site, reference to DAeC list, payment dates, task setter, competition dates

I – Change of min pilot experience to 250hrs and documented cross flight of min 300 km

J – Official Communication channel clarification, reference numbers to IGC

K- Expanded chapter on Technical Requirements for FLARM device

L – Comp dates changed, 8.33 Mhz Radio not mandatory