

Statement of execution for the 18th International Military Gliding Competition 2017

1. General Regulations

1.1. This statement of execution is part of the announcement of the IMGC 2017.

1.2. The event is not public.

1.3. Besides the glider pilot one assistant known by name is part of a competition team.

1.4. Deviations from the fundamental rules found under bullet 4 of the announcement or this statement of execution are to be made public in the initial briefing, if necessary due to meteorological or other reasons.

1.5. The Bundeswehrflugsportvereinigung as well as its institutions and subsidiaries shall not be liable for physical injury or damage occurring to participants or members of a competition team. This also applies to physical injury or damage caused to a third party by participants or members of a competition team.

2. Competition administration and Jury

2.1. Competition administration

Head of Competition:	Lieutenant Colonel Sven Baldauf
Sporting Director:	First Lieutenant Lasse Loevenich
Meteorologist:	Mister Jürgen Wittorf
Chief of Flight Operations:	Captain Markus Grohmann
Scoring:	Captain (Res) Freya Degner

2.2. Jury: To be announced during initial briefing.

2.3 Safety Committee: Will be composed of the elected class representatives, the Sporting Director and the Flight Safety Officer of Holzdorf Airbase.

3. Basic regulations

The competition will be executed according to the basic regulations listed in No.4 of the announcement (rules), the requirements imposed by DFS GmbH and the agreement of usage with HSG 64 LTGrp Holzdorf.

3.1. The „Wettbewerbsordnung für Segelflugmeisterschaften“ (SWO, gliding competition order) is applicable in its current version , as of now: Edition 2017 valid from March 15th 2017 (SWO 2017)

3.2 The „DMSt-Wettbewerbsordnung Index-Liste des DAeC 2017“ (DAeC DMSt-Index List 2017) is valid for all three classes

3.3. Launch grid/departure procedures:

The gliders will be launched in aero-tow/self-launch. The launching order will be announced in the initial briefing in the form of starting rows, i.e. every participant is assigned a certain starting row which carries a number. This number will not change throughout the competition. The order of the starting rows is subject to a daily change. The individual spot inside a starting row is determined by the arrival time in the launch grid. Upon arrival no gaps must be left open in the launch grid. Staging must be completed by the time of departure readiness. Gliders, which are late, will be launched after the entire grid is airborne

3.4. Release altitude / self-launch.

3.4.1. The release altitude is 600m GND.

3.4.2. Self-launching gliders may launch under own power in all classes, if engine usage and altitude are documented. The release altitude of 600m GND must not be exceeded with the engine running – this rule also applies to temporary transgressions. If a self-launch is chosen, the published towing routes must be followed. Engine cut-off and retraction must be performed in the release area.

3.4.3. The operational readiness of the engine on non-self-launching gliders must be documented prior to departure. Therefore an engine test run will be performed not later than 5 minutes after release (duration at least 30 seconds, maximum 1 minute inside release area). The maximum altitude for engine runs of 650m GND must not be exceeded or no climb must be performed between engine start and cut-off.

3.4.4. An engine-restart prior to departure is only allowed after clearance by the Sporting Director/Chief of Flight Operations. It must also be performed inside the traffic pattern. Every engine run, except the first test run, which is performed outside the traffic pattern, will be assumed an off-field landing.

3.5. Documentation

3.5.1. Documentation will be performed exclusively by means of IGC-certified GNSS loggers. The primary system must be an IGC-certified logger system.

3.5.2. The minimum recording rate is 4 seconds.

3.5.3. The departure is documented by GNSS according to SWO 9.4. The point of departure for each class will be announced in the daily briefing.

3.5.4. A possible maximum altitude for the departure will be announced in the daily briefing. The legal restrictions imposed by the airspace structure must be respected.

3.5.5. The departure will be cleared for each class individually. The clearance will generally be given 20 minutes after the departure of the last regular launch within the respective class.

3.6. Launch order and landings at the airbase

3.6.1. The launch order will be announced before the daily briefing.

3.6.2. If a landing is performed at the airbase – except after and aborted launch attempt – another launch can only be performed after the last regular participant of the respective class or after the last regular participant of the class currently being launched. A withdrawal from the competition day will be counted as a completed launch.

3.7. Finish line and landing

3.7.1. The crossing of the finish line will be documented by GNSS according to SWO 9.7. The finish line will be announced in the daily briefing. The GPS coordinates of the finish lines are included in the waypoint list.

3.7.2. When crossing the finish line an altitude of 150m GND or more must be maintained. An underrun of the crossing altitude or a violent pull-up after crossing the finish line will be considered dangerous flying according to SWO 10.3.2.

Direct landings are permitted and recommended. Low high-speed approaches will be considered dangerous flying according to SWO 10.3.2.

3.8 Miscellaneous

3.8.1 Flight safety:

The airspace structure and procedures for separation from helicopter operations in place at HOLZDORF airbase will be announced in the initial Briefing. To prevent the formation of bunches, individual departure points will be selected for every class. A maximum departure altitude may also be put in place to prevent groups from forming directly underneath the cloud base.

Water ballast has to be released in a way that does not interfere with other airplanes

3.8.2 The official language for the competition is German. English will be used as a second language if necessary.

4. Gliders and Equipment

4.1. Gliders

4.1.1. The gliders must be equipped as follows:

- Parachute
- Mandatory instrumentation
- Acoustic variometer
- Radio, 720 channels
- IGC certified GNSS documentation system
- Valid sectional chart 2017
- Carriage of an operational collision-avoidance-system (FLARM or FLARM- compatible)

4.1.2. not to be operated:

Instrumentation and mobile devices which enable the gliderpilot to fly in IMC. Flying under IMC conditions is not allowed. Refer to SWO 9.5 for.

4.1.3. Accessories for logging systems

The IGC-Logfiles must be downloaded by the pilot and made accessible to the competition administration preferably via e-mail. Alternatively a storage device (SD-card or USB-stick) may be used and handed to the POC. The files shall be available within 60 minutes after landing at the finish airport. Trespasses will be punished according to SWO 10.

The participants must be able to provide the competition administration with a cable for a PC-connection and download software for their logging system on demand.

4.1.4 Every pilot is responsible for the correct function and safety of operation of his glider, retrieval vehicle and trailer, as well as the equipment (parachute, logging system, etc.). Every aircraft must be provided to the competition administration for a check in rigged state before the first launch. A change of configuration (Winglets, change of wingspan, etc.) is not allowed after this check. Additionally every pilot is responsible to operate the glider only within limits published by the manufacturer. The competition administration may select single gliders randomly to perform a weight check.

4.2. Competition registration

4.2.1. Competition registrations are allowed in the following ranking order:

- permanent DAeC registration
- The last two digits of the aircraft registration
- Other combinations of numbers and letters up to three digits

4.2.2. In case of danger of confusion, the competition administration will assign a different competition registration. Permanent DAeC registrations are not subject to this rule

4.2.3. The competition registrations is to be attached to the glider, the trailer, the retrieval vehicle and caravan/tent in a clearly visible manner.

5. Communication

5.1. The radio frequencies and their usage will be announced in the initial briefing.

5.2. The phone number of the competition administration as well as further phone numbers under which landing notifications can be delivered will be announced in the initial briefing.

6. Landing notification

6.1 When landing off-field – also at other airports – the landing notification is to be delivered to the competition administration by a team member immediately.

7. Scoring

7.1. Scoring will be accomplished using the „SeeYou“ software. The host will provide an airspace file, in which the boundaries of ED-R 70 are modified according to the agreement of operations.

7.2 The preliminary ranking of each day and the resulting overall standings will be calculated using EDP and published thereafter on “SoaringSpot” as well as hard copies posted at the POC.

7.3. The final ranking of each day and the resulting overall standings will be published after expiration of the appeal period or after an appeal or objection has been decided on.

8. Appeals, objections

8.1. The SWO forms the basis for filing an appeal.

8.1.1. Appeals will be processed according to SWO 10.4..

8.1.2. Objections will be processed according to SWO 10.5..

9. Breach of rules, penalties

9.1. Penalties can be imposed by the competition administration on participants as well as teams according to SWO 10.0, if one of the following reasons apply

- violation of legal provisions
- violation of rules of the SWO
- violation of sporting rules published in the announcement or statement of execution
- violation of local rules and procedures using HOLZDORF AB announced in the initial briefing.

9.2. Cheating results in immediate disqualification from the competition. Doping leads to exclusion of the participant.

10. Miscellaneous

10.1. Members of the German Federal Armed Forces should possess a current "Ü 2" and carry a valid conference certification (Konferenzbescheinigung).

10.2. Document checks:

For the airplane:

- registration,
- certificate of maintenance review, or airworthiness review certificate (ARC)
- certificate of safety of operation, permit-to-fly if indicated
- certificate of liability insurance according to German regulations
- log book
- identification of the primary and back-up logging systems.

For the pilot:

- Pilot's license including endorsement for aero-tow and self-launch if necessary
- pilot's log book, including all required entries to keep the license current
- current medical
- current certificate of parachute packing.

10.3. Every participant is responsible for accommodating himself and his team. Hotels and guesthouses nearby will be published on the competition homepage. Camping sites are available on base and have to be used inside the designated area. Troop accommodations are not available.

10.4. The presence of pets within the confines of the airbase are generally forbidden.

Manching, 10.03.2017

Neuburg, 10.03.2017

(signed in original)

(signed in original)

Sven Baldauf (Head of competition)

Lasse Loevenich (sporting director)