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 **Issued by**: Mats Lundqvist

#### Local procedures for Eskilstuna Open 2022*Open Racing, Racing and Club*

# COMPETITION DETAILS

**Name of the event:** Eskilstuna Open

23May – 28 May, 2022

Eskilstuna, Sweden

**Location of the event:** Eskilstuna Airfield, ESSC, Sweden

Pos. N59 22 55, E016 26 53

Elev. 13 m MSL

## Time Schedule:

Preliminary entries due April 30th 2022

Final entries due May 22nd 2022

Deadline for class change At first contest briefing 23 May 2022

Airfield closed for training flights Not applicable

Registration at 16:00 – 21:30 hrs May 22th and 07:30 – 08:30 hrs May 23th

Official training May 21-22nd

Configuration change closes At first contest briefing

First contest briefing at 09:00 hrs May 23th

Contest flying 23 – 28 May

Closing Banquet and Prize giving Ceremony ~19:00 hrs 28 May, may be delayed in case of many out landings

Briefing will be held daily at 10:00 hrs. 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 at club area and at www.EskilstunaOpen.se the evening before by 21:00 hrs at the latest.

## Competition officials

Contest Director: **Mats Lundqvist**

Weather: **TBA**

Task setter: **Mats Lundqvist**

Chief scorer: **Pàll Einarsson**

Starter: **Göran Olsson**

Safety officer: **Peter Wlassics**

Public Relations: **Kent Kääntä**

Addresses for correspondence and Entries:

All correspondence is to be addressed to the Organization Committee:

Mobile: +46(0)766485723

E-mail: comp@eskilstunaopen.se

Web-site: http://www.eskilstunaopen.se

# GENERAL

## Competition Classes

Eskilstuna Open will be held in the following classes:

* Open Racing Gliders with coefficient 116-
* Racing Gliders with coefficient 107 – 115
* Club Class[[1]](#footnote-1) Glider types according to SHB 711

## Rules

Open Racing class Segelflyghandboken 737

Racing class Segelflyghandboken 732

Club class Segelflyghandboken 711, 731

Segelflyghandboken can be found here: [Segelflyghandboken SHB - Svenska Segelflygförbundet (segelflyget.se)](https://www.segelflyget.se/Instruktionerblanketter/SegelflyghandbokenSHB/)

## Check in

All participants are required to fill in a “self-check-in form” and hand in to the scoring office before first contest briefing. The form can be found at [Documents (eskilstunaopen.se)](https://www.eskilstunaopen.se/documents/)

## Self briefing

A self briefing showing the official procedures is appended to the local procedures

## Additional safety rules

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

## Turnpoint file

The official turnpoint file can be found on the web-site (document page). Please note that the turnpoint file may be changed until April 30th

## Airspace

An airspace file will be presented on the web-site (document page). Please note that the air space file can be changed until April 30th

# Competition OFFICIALS

## Jury

Each participating Swedish flight 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 chairman within the jury

# CONTESTANT

## Qualifications

In order to participate contesters needs to fulfill the following criteria’s:

* Valid gliding license (or equal)
* At least 150 hours of pilot in command in gliders
* FAI sporting license with a valid stamp (or a National Competition license)

## Entry fee

The entry fee is 2500 SEK per participating glider and covers all operational costs during the competition except aero tows. Payment before end of April reduce the fee by 500 SEK

Juniors (max 25 years) entry fee: 900 SEK (includes a one year membership in Eskilstuna Flygklubb)

Aero tow fee is 450 SEK and may be adjusted due to fuel cost

## Total number of allowable entries

The number of non SLG entries will be limited to 60

The total number of entries will be limited to 80

## Documents to be carried on board the sailplane

No special requirements

## 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. Documentary proof of all insurances in English shall be presented at check in

# TECHNICAL REQUIREMENTS

## Equipment

For self launchers it is recommended to use a remotely controlled wheel chock on grid. The reason is to prevent the glider from moving when starting up the engine. See self briefing for more information

Competitors are expected to download their FRs themselves and hand in the IGC file (in secure mode) to the competition office by e-mail to **scoring@eskilstunaopen.se** or on a memory card, memory stick or equivalent. Each competitor must have a serviceable mobile telephone

## Instruments that must be removed from the sailplane

The following instruments may not be fitted in the sailplane or made unservicable:

* Any type of artificial horizon
* Turn and bank indicator
* Bohli, Schanz, KT1 – or other gimballed compasses

Further forbidden instruments – if any – will be specified at briefing

## High Visibility markings

No requirements

## FLARM

Use of FLARM is strongly encouraged and will also be used for tracking purposes

# GENERAL FLYING PROCEDURES

## Radio communication for contact with Air Traffic Services

Not applicable.

Radios with 25kHz channel separation are allowed during contest flying

## 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

# TASKS

## Types of tasks that will be set

The types of tasks will be set are:

* Racing Task (RT)
* Assigned Area Task (AAT)

# 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 **not** allowed

## 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

## Altitude procedures for the starts

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

## Radio procedures for announcing the start

Stated in self briefing

## 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

## Finish procedures

Finish circle with 3 km radius from airfield will be used. Minimum altitude when entering finish circle 200 meter MSL

After passing finish circle the altitude shall be kept or descending

## Landing procedures

Stated in self briefing

## 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

## 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@eskilstunaopen.se

If back-up documentation is required, it must be delivered to the competition office within 2 hours after the pilot was notified

# SCORING

## Type of scoring system

* 1000 point Scoring System will be used in the contest
* SeeYou ver. 10.44 (or later) will be the official scoring software

## Scoring of Team Cup

Team Cup will not be scored in the contest

## List of Handicaps

Open Racing class: Segelflyghandboken article 712

Racing class: Segelflyghandboken article 712

Club class: Segelflyghandboken article 711

# 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

1. The Swedish Handbook for gliding article 731 chapter 2.1 will be applied. This chapter specifies which gliders that will be allowed in the competition, their coefficient and what types of crews two seaters in the club class may be equipped. [↑](#footnote-ref-1)