Open Belgian Gliding Nationals 2019

OBGN 2019

Local Procedures v.1.4

January 10, 2019

CONTENTS

A CHAMPIONSHIPS DETAILS

A.1 **Name of the Event: Open Belgian Gliding Nationals 2019 – OBGN 2019**

A.2 **Location of the Event:**

A.2.1 Airfield: Saint Hubert EBSH Belgium
A.2.2 Coordinates: N 50°02'09'' – E 005°24'15''
A.2.3 Elevation: 563 m.
A.2.4 Airfield Frequency: 122.175
A.2.5 Contest flying will take place over territories of Belgium, Luxemburg, Germany and France.

A.3 **Time Schedule:**

A.3.1 Entries due April 19, 2019 at noon (12:00).
A.3.2 Airfield will not be closed for training flights.
A.3.3 On site registration period: May 16, 2019, 14:00 until May 18, 2019, 09:30.
A.3.4 Self weighting period: May 11, 2019, 14:00 until May 17, 2019, 20:00.
A.3.5 Un-official training: May 12 to 17, 2019.
A.3.6 Configuration change closes: May 17, 2019, 18:00.
A.3.7 First mandatory briefing: May 18, 2019, 09:30. All pilots are required to assist at this briefing, while the presence of the crews is highly recommended.
A.3.8 Opening Ceremony: There is no specific open ceremony scheduled, for the moment.
A.3.9 Contest flying: May 18 to 26, 2019. May 26 will only be a flying day, if there are less than 3 valid days in any of the classes by May 25, 2019, included. If it is the case and weather/runway permitting, everybody shall fly that day, whatever the number of valid days in their respective class.
A.3.10 Farewell party May 25, 2019, 19:00.
A.3.11 Closing Ceremony and Prize Giving: May 25, 2019, 20:00. If May 26 is a contest day, the ceremony will be organized as soon as practicable in the late afternoon / early evening.

A.4 **Contest Officials**

A.4.1 Contest Manager - CM: Michel PIHARD
A.4.2 Deputy Contest Manager - DCM: Quentin TENDYCK
A.4.3 Contest Director - CD: Baudouin LITT
A.4.4 Deputy Contest Director – DCD: Olivier BRIALMONT or Philip VAN ISHOVEN
A.4.5 Chief Scorer - CS: Quentin TENDYCK
A.4.6 Deputy Chief Scorer DCS: Arnaud Dehoux
A.4.7 Sniffer: Olivier BRIALMONT or any other CD designated participating or non-participating pilot.

A.5 **Jury**

A.5.1 The Jury will be composed of 3 persons.
A.5.2 The Jury will not be required to be on the site for as long as they can set up a working communication system among them.
A.5.3 Jury members and president will be drafted from the Belgian Official Observer's list.
A.5.4 The Jury:

Members: Pierre de BROQUEVILLE
Eline LEURS
Laurent MARENNE

A.6 **Addresses for Correspondence and Entries:**

The Centre National de Vol à Voile (CNVV)
E-mail address: obgn@cnvv.be
Website: www.obgn.cnvv.be
Phone number: 061/61 12 68
Fax number 061/61.38.20.

B GENERAL

B.1 **English is the official language of this contest. In these Local Procedures, the words "must", "shall" and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted and "will" indicates what is going to happen. Briefings will be given in French and Flemish. Briefings can be repeated in English after the main briefing if necessity arises.**

B.2 **The Championships will follow the rules of the FAI Annex A to Section 3 – Gliding, 01 October 2018 Edition; except stated otherwise in these Local Procedures. In other words, Local Procedures have priority on FAI Annex A to Section 3 – Gliding, 2018 Edition. Please read both documents attentively as multiple changes occurred since last editions.**

B.3 **Objectives of the Championships**

B.3.1 Select the 2019 Belgian National Champions.

B.3.2 Select the 2019 Open Belgian Gliding Nationals Champions. A minimum of 3 valid days are required to crown a Champion in one class. The Open BGN titles will only be attributed if at least one foreign pilot participates in the concerned class(es).

B.3.3 One Cup will be attributed to the woman pilot who scores the most points overall In the OBGN. One Cup will be attributed to the pilot under 25 years on January 1st 2020 who scores the most points overall in the OBGN.

B.3.4 The last 3 WGC having confirmed the inadequacy of its current rules after the introduction of new instruments and software's, rending our sport at this level of competition much more dangerous and less attractive; the Belgian Competition Committee has made 4 proposals to the IGC, hoping to correct these problems. The Belgian Competition Committee also took the decision to experiment those proposals during the 2019 OBGN. Those new rules are reflected in this document and are essentially aimed at breaking up the vicious and un-sporty formation of big gaggles. Provision is made here for reverting to an adapted Local Procedures 2018, named OBGN 2019 Back Up Local Procedures, if the new rules are deemed ineffective by the CD. If applicable, a thorough briefing about the OBGN 2019 Back Up Local Procedures will be offered prior to enforcing them. This document is available on the 2019 OBGN website.

B.3.5 Fly a safe, fair and fun contest. Safety is paramount!

B.3.6 Foster friendship, co-operation and exchange of information among participants.

B.3.7 Allow as many pilots possible to enjoy the Belgian Ardennes countryside and weather conditions.

B.4 **Classes**

B.4.1 Championship classes: Club; Combined Standard, 15M and 20M; Combined 18M, 20M and Open; 20M class gliders being divided into the 2 combined classes through their respective handicap.

B.4.2 All classes will be scored using the BGA handicap system, in force on May 1st 2019.

B.4.3 Club class will include all gliders with a handicap from 86 to 98 (both included) on the BGA handicap list, before any additional performance enhancement handicap increments. (See rule G.1.4) Pilots competing on gliders with BGA handicap of 97 or 98 are allowed to choose between the Club Class or the combined Standard, 15M and 20M Class. However, the choice between those two classes must be done by April 19, 2019 at 12:00. Club class rules prohibit the use of water ballasts.

B.4.4 Combined Standard, 15M and 20M class will include all gliders with a handicap from 98 to 104 (both included) on the BGA handicap list.

B.4.5 Combined 18M, 20M and Open class will include all gliders with a handicap higher than 105 (included) on the BGA handicap list.

B.4.6 A minimum of 6 Belgian pilots must have registered on site to render a Class eligible for a national title. In supplement to the 3 Classes defined in B.4.1, a national title will be awarded if a minimum of 6 Belgian pilots are participating with same Class gliders within the Combined Classes. See exception for the 20M Class in B.4.9.

B.4.7 To be crowned Belgian Champion, a pilot must have the Belgian citizenship.

B.4.8 Pilots competing for a National title on a 2 seat glider must both be citizens of Belgium. The pilot-in-command must remain the same for the whole contest. The second pilot or passenger can be changed as often as desired, but the registered pilot must always have a better IGC ranking than his (her) passenger. If this would not be the case, the crew will be scored Hors Concours (HC) in the 2019 Open Belgian Gliding Nationals contest. None of the pilots will have IGC or Belgian Ranking List points.

B.4.9 A minimum of 6 Belgian crews, remaining unchanged throughout the competition, must participate to crown a Champion team in a 20M class.

B.5 **Safety**

B.5.1 A Safety Plan will be part of the documentation distributed to the participants at registration. It will also be available on the Contest Website.

B.5.2 A Safety Briefing, given by the Contest Director, will be part of the Mandatory Briefing on May 18, 2019 at 09:30.

B.5.3 A Safety / Advisers Committee will be in place during the contest. It will be presided by the CD and will be composed of the CM, or his deputy, and one pilot of each class. Those pilots will be selected during the Mandatory Briefing on May 18, 2019 at 09:30.

B.5.4 The same pilots will also serve as advisers in the air for the CD.

B.5.5 The role of the Safety / Advisers Committee is to discuss any matter pertaining to Safety and proposing ways to correct any inadequacy in the organization or pilot flying behavior. The Committee has no power of discipline. This remains the CD’s prerogative.

B.5.6 The safety frequency will be: 123.000 or TBA.

B.5.7 A safety box will be available for anonymous comments to the organization from pilots or crews. This box is not limited to safety; any suggestion, remark, comments will be welcomed. The CD or CM will check this box regularly.

B.5.8 Glider spoilers should at all times be in a safe position prior to take off: either locked closed or extended and moving; so it is obvious the pilot has control of them.

B.5.9 Maximum speed for vehicles within the airport is limited to 25 km/h.

B.5.10 A mandatory rest day will be imposed to all competitors after a total of 5 consecutive valid days is reached in any of the classes. Competitors will not be allowed to fly that day, except for one or more instrument check flight(s). The test flight(s) must not exceed 1 hour total. Penalty is the next valid day disqualification.

B.6 **Data Base**

B.6.1 Control Point file format: Cup

B.6.2 The TP_OBGN2019.cup will be available on the OBGN site before May 1st 2019. This is an updated data base with new Turn Points added.

B.7 **Place of publication of operational decisions**

All official operational decisions will be placarded on the Official Board, placed contiguous to the Contest Office.

C ENTRIES

C.1 **Finances**

C.1.1 Entry fee: 170 Euros per participating glider, 270 Euros if registration occurs after April 20, 2018 and 120 Euros for first time participating pilots and for pilots less than 25 years old on January 01, 2019. A prepayment of 5 tow tickets, 5 assisted take off tows or 5 self launch tickets is required with the Entry Fee.

C.1.2 Tows, assisted take off tows and self launch tickets are fully refundable, if not used by the end of the contest. Assisted take off tows are tows to an altitude of 200 meters AGL.

C.1.3 Tow tickets are 50 Euros each, 40 Euros for pilots less than 25 years old on January 01, 2020, and 30 Euros for assisted take off tows.

C.1.4 Self launch tickets are 20 Euros each.

C.1.5 The above fees include airport user's fees.

C.1.6 By registering, pilots acknowledge that they understand and will abide to these Local Procedures.

C.1.7 Registration is online only, using the Contest website: Please pay on the account of the Centre National de Vol à Voile a.s.b.l. IBAN: BE20271031517756 BIC: GEBABEBB. If your bank requests an address, here it is:
Aérodrome boîte 1
6870 Saint-Hubert
Belgique

C.1.8 Registrations can be cancelled with full refund until April 19, 2019.

C.1.9 Pilots who are not accepted because of rules C.2.1 to C.2.2 will be fully refunded.

C.2 **Participants**

C.2.1 Number of allowable entries: 60.

C.2.2 First registered, first accepted.

C.2.3 Registry is only considered as completed after payment in full of C.1.1 is received and approved by the CM.

C.2.4 There is no limit of entries per class, for as long as rule C.2.1 is respected.

C.2.5 Team flying is authorized.

C.3 **Documentation**

C.3.1 Only 1 document will be required at onsite registration: the proof of compliancy signed by the pilot in command of the registered glider.

C.3.2 Additional documents required with the glider during the contest:

1) The glider flight manual (AFM) or a copy (which can be a reduced version in size).
2) The original Registration Certificate.
3) The original Certificate of Airworthiness or Permit to Fly.
4) ARC valid for the duration of the contest.
5) The glider radio license.
6) Third Party Insurance Certificate.
7) The glider logbook.
8) The day task sheet.
9) Current paper maps covering the task area.
10) The original and up-dated Weight & Balance sheet(s).
11) Valid Glider Pilot's License with currency requirement fulfilled.
12) Glider Pilot's Medical Certificate valid for the duration of the contest.
13) Therapeutic Use Exemption (TUE) if applicable.

D TECHNICAL REQUIREMENTS

D.1 Additional equipment

D.1.1 All gliders must be equipped with FLARM.

D.1.2 FLARM's must be activated throughout the duration of all flights during the contest. Files from the FLARM's can be requested by the CD at anytime during the contest. (See penalties for not abiding). Stealth and competition modes use are left at the pilot's discretion. OGN registration is not mandatory. We also suggest competitors to temporally unsubscribe to the other tracking providers like, but not limited to, FlightRadar21, GlidePort.Aero, Skylines…

D.1.3 The Primary and Back Up flight recorders have to be an IGC level 1, 2 or 3 flight recorder in a correct date and time configuration. They must have an operational barometric sensor. The maximum recording interval is 4 seconds. It is strongly recommended to set the recording interval to 1 second. The Primary flight recorder log file will always be given first to the organizers.

D.1.4 If the flight computer installed in the glider produces a log file, this computer must be designated as the Primary flight recorder and its file must be provided after each flight.

D.1.5 The Organizers will score the Primary Flight Log. In the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot, the Flight Log from the Back Up FR will be used for scoring. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures. An additional hour (total two hours after landing) is granted for delivery of the Back Up log file to the organizers.

D.1.6 Engine equipped gliders must have both primary and BU flight recorders equipped with operational engine sensors.

D.1.7 All flights during the period between May 18 to 26, 2019 must be documented. A pilot who refuses to provide a flight log during this period of time will be disqualified for the day. If it happens during a cancelled day or a non contest day; the pilot will receive 0 point at the closest scored day.

D.1.8 The organizers have the right to request files from both primary and back up flight recorders at any time between May 18 to 26, 2019.

D.1.9 Glider and trailer anchoring equipment. Both must be secured every night and non flying days.

D.2 **Instruments that must be removed from the sailplane**

D.2.1 Cloud flying instruments and instruments allowing pilots to fly without visual reference to the ground are prohibited and must be removed. These include, but are not limited to: Bohli, Chanz, KT1 and other gimbaled compasses, turn and bank indicators, artificial horizon. Random checks will be conducted by the organization during the contest.

D.2.2 AHRS software embedded in the new generation flight computers must be disabled during the flight. The IGC files must indicate that this function is disabled during the flight.

D.3 **Weighting**

D.3.1 Participating gliders will have the occasion to weight their gliders by themselves with the official scales prior to the first official task. This weighting will just be a reference for them. The same equipment will be used for official weighting during the contest.

D.3.2 Random weighting will be organized on the grid during the contest.

D.3.3 It is the responsibility of the pilot to have his glider under the Maximum Takeoff Mass (MTOM) at all times during the contest.

D.3.4 Overweight offences will be penalized according to G.3 Penalties. The tolerance is 10 kg for gliders under 20 meters wing span and 15 kg for gliders with a wing span of 20 meters or longer.

D.4 **Contest Numbers**

D.4.1 Rules regarding glider contest number FAI SC3 Annex A, par. 4.3 will be enforced

D.4.2 In case of identical or similar contest numbers, glider registered the last will have to change its contest number.

E GENERAL FLYING PROCEDURES

E.1 Units of measurement:

Time:	Local time (UTC + 2h), hours (24), minutes, seconds.
Altitude:	Meters in QNH. Flight Levels.
Distance:	Kilometers and meters.
Horizontal speed:	Kilometers per hour.
Vertical speed:	Meter per second.
Heading, bearing and radials:	Degrees true.
Coordinates:	Degrees, minutes and seconds.
Pressure:	Hectopascal / millibar.
Weight:	Kilograms.

E.2 Gliders must be equipped with a two way 8.33 MHz radios.

E.3 Pilots may contact ATS units for safety related reasons only.

E.4 OBGN radio frequencies are:

Launch, start and finish:	TBA
EBSH:	TBA
Safety:	TBA
Team flying:	Frequencies might be available for the contest and will be provided when available from DGTA and IBPT

E.5 Pilots must have the safety frequency selected as secondary listening frequency on their glider radio. Safety and emergency calls will be relayed on this frequency only. It is highly recommended that pilots flying in gaggles should monitor this safety frequency.

E.6 **Airspace**

E.6.1 Any entering of controlled and/or forbidden airspace will be considered as airspace violation. Minimum penalty = outlanding.

E.6.2 Sporting airspace limits will be defined on the daily task sheet.
E.6.3 Any exiting of sporting airspace limits by more than 100 meters will be considered as airspace violation. Minimum penalty = outlanding. Less than 100 meters will induce point penalties per FAI SC3 ANNEX A.8.7.
E.6.4 Airspace violations are assessed both horizontally and vertically.
E.6.5 Horizontal infringement is measured in meters by the distance from the furthest penetration point to the nearest airspace limit.
E.6.6 Vertical infringement is measured in meters by the distance from the furthest penetration point to the upper or lower airspace limit.
E.6.7 Altitude/height reference is the lowest QNH as written on the task sheet.
E.6.8 Airspace violations while flying an outlanding pattern shall not be assessed.
E.6.9 Airspace Violations after a virtual landing will be penalized.

F CONTEST PROCEDURES

F.1 Contest site boundaries / gridding

F.1.1 Contest site boundaries are defined by the airport limits of EBSH. A map depicting these boundaries is available on the website.
F.1.3 Gridding will be done by classes without dedicated line or position. The system will be explained at the first mandatory briefing.
F.1.4 All gliders must be on the grid at grid time. Penalties apply and missing gliders will be denied the first launch.
F.1.5 At grid time, the grid will be compressed as necessary. Crews or pilot must be present for this operation.
F.1.6 Classes may or may not rotate everyday depending of the weather, runway situations and number of valid days achieved in the different classes.
F.1.7 Traffic on the airport is regulated and will be briefed at the mandatory briefing.
F.1.8 All traffic, pedestrian included, must stop once the launch is under way. The only exceptions to this rule are for organization Officials and airport personnel / vehicles or for pilots with reduced mobility and their crew, after coordination with Tower or Flight Director.

F.2 Water ballasts

F.2.1 Water ballasts use is authorized in all classes, except Club Class.
F.2.2 There will be minimum 2 ballasts supply zones with multiple accesses on the airfield, 2 on the northern side and up to 2 on the southern side, depending on the size of the fleet.
F.2.3 Discharging water ballast on the grid is forbidden without the explicit authorization from the CD or, if not present, from the Flight Director.
F.2.4 All contest days in all the classes, except the Club class, should allow full use of the water ballasts up to the MTOW. If the airfield status does not allow a safe and non field damaging take off procedure, the CD has authority to cancel one or more classes.

F.3 Motor gliders

F.3.1 Are considered in this category all gliders equipped with a sustainer engine or a self launching engine that has not been disabled for the contest.
F.3.2 There are 2 ways to disable the engine for this contest:
- Complete removal of the engine.
- Complete sealing of the engine doors under contest organization supervision.
Either method must be declared to the contest organization at the time of the onsite registration.
F.3.3 Pilots of motor gliders can elect to either self launch or perform a launch with a tow plane. In this case, once released, they are allowed to perform an engine check for a maximum of 2 minutes and remain below the given day release altitude.

F.3.4 If pilots of motor gliders have not performed an engine check during the training period and have not entered a satisfactory log file showing the engine test, this test must be performed immediately after their first launch on their first Contest Day.

F.3.5 Contrary to the FAI SC3 Annex A 7.3.2.c.ii rule, motor gliders are allowed the use of MoP without an intervening landing. The procedure is described underneath.

F.3.6 Motor gliders are authorized to restart their engine, below 850 m QNH, on the downwind side of the runway in use, within 1.5 km from the center of the airfield and in opposite direction of the runway in use. They will rejoin the release area at or below the day given release altitude. They will not be allowed to take a start within 30 minutes after engine shut down, for as long as the main launch is in progress. After the main launch is declared over, on the radio, this waiting period is reduced to 20 minutes.

F.4 **Launches**

F.4.1 Release areas and tow patterns maps are on the web site.

F.4.2 Release altitude, either 1060 m or 1160 m QNH will be announced by radio before the take-off of the first glider in the concerned class. For a normal tow, the tow plane has to waggle wings before the pilot may release. A contestant may be penalized for an early release from a normal tow and will be charged a full tow ticket.

F.4.3 Relight procedure will be briefed at the mandatory briefing and is published on the web site.

F.5 **Circling and speed restrictions**

F.5.1 Continuous circling is prohibited within the tow pattern below 1060 m QNH. This area is clearly marked on the release areas and tow patterns maps, available on the web site.

F.5.2 First pilot entering a thermal decides the turning direction of this thermal. This is applicable throughout the Task Area, including the Start Area. Subsequent pilots must follow the turning direction of the first pilot. In case two pilots arrive at the same time in a thermal and turn opposite directions, the lowest pilot must reverse his turning direction.

F.5.3. Pilots are strongly encouraged not to exceed 150 km/h, within 15 km from TP Saint-Hubert, prior to taking their start.

F.6 **Start**

F.6.1 Will be a ring of 10 km radius centered on the start point, enclosing the contest site and all release areas. Start anywhere along the ring is possible. Distance of the first leg is taken from the fix where the competitor leaves the ring to the fix where the pilot takes his first turn point. Coming back into the ring does not cancel the start.

F.6.2 The opening of the start line will not occur before 25 minutes after the launch of the last glider of each class. It will be announced on the contest frequencies and repeated in the air by a designated CD adviser. Courtesy to the pilots, radio announcements at 10 and 5 minutes prior to and at opening time will also be provided by the organization. Missing any or all of these calls does not preclude the start opening, for as long as the initial 20 minutes call has been given and/or a holding call has not been announced. Any change, hold procedure or cancellation call will be repeated in the air by a designated CD adviser.

F.6.3 The maximum start altitude will be given during the daily briefing according to weather and airspace limitations.

F.6.4 <u>Validity of Starts</u>

a. A Start is valid if the Flight Log shows that the glider leaves the Start Ring, after the opening of the Start.

b. If there is no proof that the competitor had a valid start after the opening of the Start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 meters of the Start Ring after the opening of the Start. The time of crossing shall be taken from that fix, but a penalty that depends on the distance from that fix to the Ring shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

F.6.4 Multiple Starts

The Start Time is the time the competitor leaves the Start Ring, interpolated to the nearest second. In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score, for as long as this Start complies with F.6.5. A Start made after a properly completed Task will not be considered valid.
A competitor may claim only the first task completion each day.

F.6.5 Event Marker Procedure

When ready to take a start, the competitor will press the event marker on his primary and BU flight recorders. Time between primary and BU event markers must be less than 1 minute and primary should always be depressed first. The event marker can be pressed inside or outside the Start Ring. The competitor has 2 minutes after the first event marker time to take a valid start. If a valid start is not taken within those 2 minutes, the pilot must wait 15 minutes after the first event marker time to restart the procedure.

F.6.6 Delta Start Altitude

A Delta Altitude Start to Finish will be provided at the daily briefing and on the Task sheets. Adapting this “Delta Altitude” to the weather situation will be the responsibility of the Contest Director. This defined altitude between the Start and Finish altitudes shall not be less than 500 meters (included) and not exceed 2000 meters (included). Starting altitude is free, below maximum Start altitude, but competitors must finish within this delta altitude and above the minimum Finish altitude. A 1 point per meter penalty is applicable for pilots finishing outside this Delta Altitude or below the minimum Finish altitude.

F.6.7 Maximum speed, crossing the start ring is limited to 150 km/h ground speed. This speed limit will be adapted at the daily briefing in case of strong winds.

F.7. **Tasks**

F.7.1 Due to the implementation of the new start and finish procedures, all tasks will be scored following the AAT protocol. However, both the New Racing Tasks and the New Assigned Area Tasks will be called. The aim of the modified Racing Task is still to send everybody along identical tracks, although the covered distance from each pilot will differ following their tactical choices at the start / finish (big) and at the Turn Points (minimal). See the explanations of tasks underneath.

F.7.2 New Racing Task

a. The Organizers shall set a Start, two or more Turn Points (F.7.4) to be achieved in order, and a Finish.
   The following distances should be included in the task information for pilots:
   - ♣ *The nominal Task Distance, assessed from the center of the Start Circle to the center of the Finish Circle via the center of each Turn Point, and*
   - ♣ *The minimum and maximum Task Distance achievable from the Start Circle, via each Turn Point and to the Finish Circle.*

b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point´s Observation Zone.

c. Credited Fix For each Turn Point, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor shall take into account the Marking Distance and the Marking Time defined as follows:
   (i) For a completed task, the Marking Distance is the distance from the Start Fix to the Finish Fix via all Credited Fixes.
   (ii) If the competitor has outlanded on the last leg, whatever the start altitude of the competitor, the Marking Distance is the distance from the Start Fix through each Credited Fix to the point of the Finish Circle which is nearest to the point of best performance, less the distance from the point of best performance to this nearest point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.
   (iii) If the competitor has outlanded on any other leg, whatever the start altitude of the competitor, the Marking Distance is the distance from the Start Fix, through each Credited Fix achieved, to the point of the next Turn Point Cylinder which is nearest to the point of best performance, less the distance from the point of best performance to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
   (iv) For finishers, the Marking Time is the time elapsed between the most favorable valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.
   (v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

F.7.3 New Assigned Area Task

a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.
   The following distances should be included in the task information for pilots:
   - *The nominal Task Distance, assessed from the center of the Start Circle to the center of the Finish Circle via the center of each Assigned Area, and*
   - *The minimum and maximum Task Distance achievable from the Start Circle to the Finish Circle via the Assigned Areas.*

   The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

c. Credited Fix: For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:
   (i) For a completed task, the Marking Distance is the distance from the Start Fix to the Finish Fix via all Credited Fixes.

(ii) If the competitor has outlanded on the last leg, whatever the start altitude of the competitor, the Marking Distance is the distance from the Start Fix, through each Credited Fix, to the point of the Finish Circle which is nearest to the point of best performance, less the distance from the point of best performance to this nearest point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point Fix, through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is either the time elapsed between the most favorable valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

F.7.4 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder of 2 Km radius centered on the Turn Point. For each Turn Point, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

F.8. **Outlandings**

F.8.1 After outlanding, fill out an Outlanding Form and call/SMS the retrieve office at TBA #. Phone contact (call/SMS) is mandatory. Please do not use the radio for this purpose, unless phone contact is not possible or for an actual emergency.

F.8.2 You may also contact your crew to arrange the retrieve, but the retrieve office must be informed before any crew leave the airport on a retrieve.

F.8.3 Aero tow retrieves are authorized, from actual airports. The glider pilot must inform the organization of his intentions.

F.9 **Finishes / landings**

F.9.1 Type: Ring of 10 Km centered on TP Saint-Hubert. Pilots can finish anywhere around the Finish Ring. This is a Ring not a Cylinder. Finish is only valid when crossing the curved line within the required altitudes. There is no possibility to get a Finish from underneath! A minimum altitude (MSL) shall be imposed for crossing the ring. Pilots must also finish within the delta altitude given at the daily briefing and stated on the Task Sheet. Competitors crossing the finish ring below the minimum altitude or outside the delta altitude shall be penalized. A Finish is valid if the Flight Log shows that the glider enters the Finish Ring. After crossing the Finish Ring the glider must land without delay, except in case of inclement weather.

F.9.2 Radio calls: Pilots must be on TBA frequency before 20 km from TP Saint-Hubert. They will announce “XX finish” at 10 km. They will switch to TBA frequency before 5 Km from TP Saint-Hubert and call their intention before 3 Km:
- XX Direct landing Runway YY
- XX Joining pattern Runway YY
- XX Requesting low pass RWY YY

No other calls are required until the glider is on the ground, except for safety reason or within the low pass procedure. The organization will regularly repeat the QNH, wind speed and direction, preferred RW in use and any perturbating factor. The Flight Director or CD may also provide advices for landing.

F.9.3 Minimum altitude entering the finish ring is 1100 m MSL for the Club class and 1000 m QNH for the other classes.

F.9.4 Maximum altitude entering the finish ring is 1800 m MSL.

F.9.5 Low passes (passing at high speed above EBSH at less than 700 m QNH before joining safely the landing pattern in use) are prohibited; except if explicit authorization is given to a defined contestant by the CD, or the Flight Director, on the finish frequency. However minimum altitude above any obstacle is limited to 5 meters. Request for a low pass can only be done after the glider has crossed the finish ring. Penalties for low passes without authorization or out of the imposed limits are 50 points for the first offence and day disqualification for the next offences. The correct execution of the maneuver is the sole responsibility of the pilot.

F.9.6 Pilots must join the standard official visual pattern, of the runway in use, published for EBSH after finishing. Direct landings are authorized, for safety reason, but need to be radio coordinated with the tower, CD or Flight Director.

F.9.7 Landing the glider safely without causing problems to other gliders or ground operations is the sole responsibility of the pilot. He will, however, follow as much as practicable the advices of the tower, CD or Flight Director.

F.9.8 A glider having correctly crossed the finish ring, but not landing within the contest site boundaries, will be considered as having finished.

F.9.9 A pilot abandoning the task and returning to EBSH shall contact the Flight Director on TBA frequency at 15 km and receive advice for landing.

F.10 **Handling of flight documentation**

F.10.1 IGC files, from both the Primary and Back Up designated flight recorder, are required by the organization after the flight.

F.10.2 The files will be rejected if the file name has been changed.

F.10.3 Pilots must provide those files to the organizers, within one hour after landing for the Primary log file and two hours for the Back Up log file. Non-compliance shall be penalized.

F.10.4 Handling of flight documents can either be physical (SD card, CF card, or USB stick) or through Internet at scoring@cnvv.be .

G SCORING

G.1 **Type of scoring**

G.1.1 A specially modified SeeYou Soaring Spot software for the 2019 OBGN will be applicable. Details will follow.

G.1.2 The FAI type of scoring will be applicable for all Classes in all Championships as back up in case the specially modified SeeYou Soaring Spot software for the 2019 OBGN is not available or does not satisfy the CD. In that case, the latest available SeeYou Soaring Spot software, on May 15, 2019, will be used for scoring.

G.1.3 Wherever non-Belgian pilots or a HC pilot/team are present in a Class, there will be two separate scoring, one for the Open Belgian Gliding Nationals and one for the Belgian Nationals.

G.1.4 The results sent to the IGC ranking system will be the ones from the Open Belgian Gliding Nationals.

G.1.5 British (BGA) handicap 2019 will be used in all Classes.

G.1.6 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 version of the same glider design enjoying the same handicap.

G.1.7 Use of boundary layer de-turbulating resonance composite film and similar technologies is prohibited.

G.2 **Common rules**

G.2.1 In order to have a valid Championship day in a handicapped class, 25% or more of the competitors who have had a contest launch on that day, shall have flown a Marking Distance of at least 40% of the minimum handicapped task distance. The distance as defined here above shall not exceed 100 km.

G.2.2 A competitor is deemed to be a "finisher" if he enters the finish ring after completing the task within the required altitudes.

G.3 **Penalties**

G.3.1 List of approved penalties in the FAI SC3 Annex A.8.7 applies to these championships with the overweight exception listed in G.3.2.

G.3.2 Additional or exception offences that may be penalized at the CD's discretion include but are not limited to:

Type of Offence	**First Offence**	**Subsequent Offence**	**Max Penalty**
Start speed above 150 Km/h GS	5 pts per Km/h	10 pts per Km/h	15 pts per Km/h
Start without Event Marker trace	100 points	200 points	200 points
Submission of only 1 flight recorder*	100 points	200 points	200 points
Start time exceeding 1 minute Between Primary & BU flight logs	100 points	200 points	200 points
Exceeding Max Start Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Min Finish Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Delta Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Documentation not delivered	Day disqualification	Disqualification	Disqualification
FLARM not delivered upon request	Day disqualification	Disqualification	Disqualification
Non authorized flight on rest day	Next day disqualification		Next day disqualification
Overweight	Warning if less than 50% overweight tolerance	W x 2 pts	N x W x 2 pts
Low pass W.O permission	50 pts	Day disqualification	Disqualification
Low pass out of limits	50 pts	Day disqualification	Disqualification
Late at grid time	Warning	50 pts	n x 50 pts

* If a technical problem can be proven the penalty will be waved.

H PROTESTS

H.1 There are two ways for complaining in the OBGN 2019:

H.2 A written complaint through the Safety box. This can be anonymous or signed. The organization will do its best to correct the issue, but is not bound to provide an answer to the complaint.

H.3 A formal written protest.

H.4 The amount of the protest fee is €150.

H.5 The total amount will be reimbursed if the protest is upheld.

H.6 Treatment of the protest will be per FAI SC3 Annex A.9.2.4 and 9.3.

H.7 The Jury's decision is final. The only possible appeal to this decision is at the FAI level.

I DOPING

I.1 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 organizations. The Netherlands, Luxembourg and Belgium, through its Flemish, French and German-speaking Communities, have ratified the Copenhagen Declaration on Anti-doping in sport dated March 2003. Following this declaration the above mentioned Countries and Communities have promulgated specific legal regulations which will be respected following their respective areas of competence. International and national regulations applicable for the contests 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)

I.2 Following the regulations of the French Community, the OGBN 2019 will be declared to the authorities prior to the contest. Controls could be executed on a random basis.

I.3 These controls must not affect the overall conduct of the Contest.

I.4 A pilot who would be found positive after a doping control would risk being disqualified and/or expulsed from the Championships by a decision of the jury, on proposition of the CD. Specific or legal procedures could also be undertaken consequently against the pilot by the Netherland, Luxemburg and Belgian Gliding Federations and by the Countries authorities according to the applicable regulations.

I.5 The World Anti-Doping Agency approved a new version of its World Anti-Doping Code during their last Conference. This comes into force on January 1st, 2015. This required a revision of the FAI Anti-Doping Rules. After a thorough and careful review, the FAI Anti-Doping Rules have been approved by WADA and by the FAI Executive Board and came into force on January 1st, 2017. These updated rules can be accessed at: http://www.fai.org/cimp-anti-doping-programme/rules-and-procedures .

Baudouin Litt

Contest Director

Approved by the Belgian Gliding Federation on January 21, 2019

Zweefvliegfederatie vzw / Fédération Belge de Vol à Voile asbl