

Aero Club Gran Sasso d'Italia - Ferro Piludu



CITY OF L'AQUILA TROPHY

22 – 29 luglio 2023

COMPETITION SPECIFIC REGULATION

Aeroporto dei Parchi - L'Aquila

Maggio 2023

NAME OF THE COMPETITION: City of L'Aquila Ferruccio Zecca Trophy.

The 2023 edition of the Città di L'Aquila Ferruccio Zecca Trophy, is an international gliding competition that provides valid scores for the IGC International Ranking and involves the application of corrective factors by glider type (handicap). The 2023 handicap list, approved by the Aero Club of Italy, applies. If it proves feasible based on the total number of gliders entered, competitors will be divided into one or more groups with separate tasks and rankings. The handicap value-threshold that will separate the eventual Group 1 from Group 2 will be indicated in the next bulletin.

RACE CLASSES Single Handicap Class.

LOCATION Aeroporto dei Parchi, L'Aquila (LIAP).

ELEVATION 670 m AMSL

ORGANIGRAM

<i>Competition Director / CD</i>	Antonio di Stasi
<i>Task Setter</i>	Antonio di Stasi
<i>Scorer</i>	François ROBERT
<i>Grid Manager</i>	Piero Tovaglieri
<i>Safety Officer</i>	Piero Tovaglieri
<i>Meteo</i>	Ezio Sarti
<i>Secretaries</i>	info@aeroclubgransasso.it
<i>Tow Master</i>	Simone Silveri
<i>Sporting Committee</i>	Andrea Gini, Alessandro Frezzotti

AGENDA

<i>Registration period</i>	July 20-21 2023 ore 10-18
<i>1st briefing (mandatory)</i>	July 21 2023, hrs 19:00
<i>Competition flight dates</i>	July 22 2023 – July 29 2023
<i>Award Ceremony</i>	July 29 2023; the CD may advance the date and time of the award ceremony

DEPARTURE

The CD, after hearing the opinion of the Tow Master, for reasons related to the safety of takeoff procedures, may set a maximum wing loading limit for each of the competition groups. The scheduled time of takeoffs is announced at the briefing and posted on the day's task sheet. The takeoff time may be postponed by the CD in relation to changing weather conditions. With 15 minutes before the scheduled time for the start of takeoffs, the CD confirms by radio to the competitors the takeoff start

time or communicates the new postponed time. In case of a change in the task, which occurred after the briefing, the CD will give the competitors at least 15 minutes before starting the takeoffs.

TACK POINT FILE FORMAT.

The official format is SeeYou's ".CUP". The CD will assist pilots who have difficulty with this format, within the limits of what is possible and of fulfillment to other competitors. The files are available for download from www.soaringspot.com on the pages of the relevant races, in the "Downloads" Section.

REQUIRED DOCUMENTATION

Drivers and co-drivers may enter the competition only if they provide the following documentation valid throughout the competition period:

1. FAI 2023 Sports License;
2. glider pilot license;
3. medical certificate;
4. verifications prescribed by the rules.

Documents must be scanned or photographed and sent to the race director. Correct legibility of images must be ensured.

Aircraft It is essential that the following documents are available on site:

1. certificate of registration;
2. airworthiness certificate ARC or Permit-to-Fly;
3. flight manual;
4. RCT insurance.

SAFETY EQUIPMENT

In addition to what is required by applicable laws, each glider must have on board an emergency locating device such as ELT, PLB, Spot or other. The type of device must be reported to the CD.

Each glider must carry on board a Flarm type traffic warning device or compatible.

All pilots must conduct the flight in compliance with the current Rules of the Air, which require visual separation according to the "See and Avoid" principle.

Please note that the airspace involved in the competition is also open to traffic of other type and origin.

FORBIDDEN INSTRUMENTATION.

Flying in cloud or otherwise in visibility conditions below the minimums defined in the Rules of the Air is prohibited.

The CD reserves the right to land or disable instruments such as pivoting compasses such as Bohli and Schanz, turn indicators and artificial horizons of any kind.

TAKEOFF MASS VERIFICATIONS

Spot or daily verifications of actual takeoff mass may be made, which may take place during line up procedures or directly on the runway reasonably in advance of scheduled takeoffs. No aircraft participating in the competition shall be found to be loaded to a mass greater than the maximum mass indicated on the Technical Data Sheet. The rules stated in the National Regulations shall apply.

RADIO COMMUNICATIONS

During takeoff operations, the radio channel in use is 122.500 (122.500 MHz).

After release or engine shutdown, the pilot will remain tuned to channel 123.375 (123.375 MHz), until arrival (see arrival procedure).

PROCEDURES FOR MOTORIZED GLIDERS

Motorized gliders must carry on board at least one IGC-approved FR recorder (logger) equipped with a sensor to record the use of propulsion means.

Self-launching gliders must follow the same climb path assigned to towed gliders, possibly maintaining a similar speed to towed gliders, or follow a path further out from them.

Engine shutdown may take place at a different place and altitude from those assigned to towed gliders, but after shutdown, the pilot must immediately move to the release area no higher than the prescribed altitude for the day, at a speed not exceeding 150 km/h, without using other thermals or sources of lift.

VERIFICATION OF ENGINE REGISTRATION

Motorized gliders must maintain an active engine use record (ENL or similar) during all phases of flight and on each day of competition. On the first day of competition, the engine must be operated at least once before the start or after the conclusion of the sport performance. An unmistakable record of this drive must appear on the FR recorder.

The test drive must comply with the rules of the National Rules Edition 2023.

On subsequent competition days, the CD will simply verify that the ENL recording is kept on and that the engine has not been turned on during the course of the sports performance. Conducting additional engine tests on subsequent days according to the above rules remains at the discretion of the pilot.

RELEASE AREA AND ALTITUDE

The Area and Release Altitude will be radioed daily by the CD or in his stead by the Line Director of Takeoffs, on channel 122.500 prior to the start of takeoffs.

SPIRALING GLIDERS.

At any place and time of flight, any glider wishing to join one or more gliders already established in a spiral must, for safety reasons, follow them in the same direction and track.

The path of a glider in spiral cannot be crossed by a glider in stright gliding flight.

In the case of the presence of one or more gliders in a spiral, in the vicinity of an obstacle (clouds, terrain), the same right of way applies as for those already in a spiral. A pilot approaching those in a spiral will use the utmost caution and prudence.

OTHER OVERFLIGHT CONSTRAINTS

Pilots, participating in the competition, must conduct the flight in compliance with all current Rules of the Air, which also prescribe, for example but not exclusively, the minimum distances and heights to be maintained with respect to firefighting activities by aerial means.

PRECEDENCIES

Pilots are required to comply with the Rules of the Air:

- **precedence is given by clearing to the right;**
- **in case of flying next to obstacles (clouds, terrain), the pilot who has the obstacle on his right has the right to keep his heading constant;**
- **in case of converging routes, the pilot who has a converging glider on his right must yield the right of way;**

Caution must be exercised at all times, with due regard for one's own safety and that of other airspace users, as well as priority activities such as state flights, firefighting, and emergencies.

STARTING GEOMETRIES AND PROCEDURES

The Start Line (Start Line) is a symmetrical line, perpendicular to the course to the first Turning Point, or to the center of the first Assigned Area. The length of the Radius (Radius) of the Start Line is indicated daily on the printed Task Sheet of the day.

The CD will announce the scheduled opening time at least 20 minutes in advance on channel 123.375 after the end of takeoffs and then make further announcements until the Start Line is officially announced.

The Start Line is understood to be locked until official announcement of opening.

LIMITS AND START PARAMETERS

The CD may impose altitude limits and other speed and/or time parameters on the departure by giving notice on the Task Sheet, or at the briefing, or in the various ways described in the National Gliding Rules - Speed 2023.

In the event of changes from what is indicated on the Task Sheet, the CD shall inform each pilot prior to the start of takeoffs, and collect signatures from each as evidence of receipt of the information.

If indicated in advance on the Task Sheet, the CD may, during the interval between the last release and the opening time of the Start Line, notify pilots by radio of the maximum overflight altitude of the Start Line.

If indicated on the Task Sheet, the CD can apply the PEV reservation departure procedure, which involves the pilot opening a delayed departure window. The parameters of the PEV procedure (opening delay after PEV event and window opening duration) must be reported on the Task Sheet given to the competitors.

OFF-FIELD LANDING INSTRUCTIONS

A participant whose glider lands at a place other than the LIAP airport must promptly notify the CD by phone or text message, then he/she may communicate with his/her assistant on the ground. In case the glider has been damaged, the contestant shall inform the CD and notify the ANSV Flight Safety Agency, carry out the instructions that will be given to him regarding surveys and photographs. Only if explicitly authorized will he proceed to remove the glider from the landing site.

AEROTOWING RECOVERIES.

Recovery takeoffs are permitted only from airports or airfields that provide adequate levels of safe flight operations, and only if the tow plane and glider can reasonably return safely to the LIAP Aeroporto dei Parchi LIAP before the legal time limit.

GEOMETRIES AND ARRIVAL PROCEDURES

The Finish Ring is a circle of radius defined daily and centered on the coordinates of the assigned point; the finishing ring is always paired with a minimum flyover altitude, indicated in AMSL meters on the Task Sheet.

The Finish Line is a line of radius indicated on the Task Sheet, centered on the coordinates of the assigned point and perpendicular to the last side of the route. The CD may assign a minimum overflight altitude of the Finish Line when deemed useful for safety reasons.

During the approach to the Finish Line or Finish Ring, the pilot must maintain a constant glide profile. Maneuvers in the vicinity of the Finish Lines should be kept to a minimum, with no gybing or sudden turns. Adherence to this principle will ensure the safety of all participants in the finish.

Dangerous behavior will be subject to penalty.

Each competitor must make a radio call on channel 123.375 announcing the proximity (10 km) to the Finish Ring "Eagle ... (Contest Number), ten kilometers" to which the CD will reply "... (Contest Number), change frequency"; then the competitor will tune to channel 122.500 and call back The Eagle giving, as soon as possible, description of the chosen landing procedure. The CD or in his stead the GM may give indications of weather conditions and traffic on the ground.

Gliders should land as long as possible on the runway in use, clearing it toward the end of the runway in anticipation of the following landings.

Dangerous maneuvers are prohibited and will be penalized according to regulations.

After landing, it is the pilot's obligation to ensure that the glider is removed from the runway without any delay, respecting the needs of other airport users.

FLIGHT DOCUMENTATION.

Files produced by FR flight recorders must be submitted to the Scoring Office within 45 minutes of landing. Late submission is subject to penalty.

The preferred method for delivery of the record is by e-mail to the address on the Task Sheet.

CALCULATION OF SCORES

The 1,000-point scoring system is used. The latest version of SeeYou is the official flight scoring program. Handicaps are applied according to the table approved by the Aero Club of Italy for the current year.

PROTESTS

Competitors must address the CD first informally and then file protest(s) adopting the procedures described in the national regulations.

A payment of 100 Euro is due for official protests, an amount that will be refunded only if the protest is upheld.

OPENING BRIEFING

During the First Briefing on July 21, 2023, 7:00 pm, roll call will be called. Those who are unable to attend must make arrangements in advance with the CD who, if possible, will give a personalized appointment.

Failure to attend, without prior arrangement with the CD, cancels the registration with no possibility of refund of amounts already paid.

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