



1st FAI Pan American Gliding Championships

LOCAL PROCEDURES

Version B 3rd February 2015
ref FAI Sporting Code, Annex A to Section 3 – 2014 Edition

www.pagc.chilhowee.com

Sarah Arnold, Organization Team Leader
Rick Sheppe, Director of the Championships



Change Log

Version A	Created: 31st December 2014
Version B	Updated A.6



A. Championship Details

A.1 Name of the event

1st FAI Pan American Gliding Championships

A.2 Rules

Rules for the Championship are those contained in the latest versions (valid October 2014) of the FAI Sporting Code General Section (SC-GS) and Section 3 (SC3) and its Annex A (SC3-A), with exceptions published in this Local Procedures document.

A.3 Administrative Procedures

See Bulletin No. 1 at the competition website: www.pagc.chilhowee.com.

A.4 Location of the event

Chilhowee Gliderport

Coordinates: 35-13-35.2640N / 084-35-05.7580W

Elevation: 235m / 770ft

A.5 Time schedule

Preliminary entries due	December 15, 2014
Final entries due	January 31, 2015
Reserve pilots may be accepted	February 7, 2015
Deadline for approval of new GNSS FRs	January 31, 2015
Unofficial training	before April 3, 2015
Registration Period	April 3 – 5, 2015
Official training	April 3 – 5, 2015
Compulsory training	April 4, 2015
Technical inspection	April 3 – 5, 2015
Configuration change closes	April 5, 2015
First official Team Captain briefing	April 3, 2015
Opening Ceremony	April 5, 2015
Contest flying	April 6 – 17, 2015
Farewell Party	April 17, 2015
Closing Ceremony and Prize giving	April 18, 2015



A.6 Competition officials

Organizers and Officials

Organization Team Leader	Sarah Arnold
Director of the Championships	Rick Sheppe
Deputy Director – Task Setter	John Good
Chief Scorer	John Godfrey
Assistant Scorer	Tiffany Fidler
Meteorology	Tony Condon
Ground Operations Director	Brian Milner
Chief Tow Pilot	Sarah Arnold
Administrative Office, Webmaster	Sarah Arnold

Stewards

Chief Steward	Renato Tsukamoto
---------------	------------------

International Jury

Jury President	Bruno Ramseyer
Jury Member	Eric Mozer (remote)
Jury Member	Angela Sheard (remote)

A.7 Addresses

Chilhowee Soaring Association, Inc.
PO Box 53
Benton, TN 37307 USA

Office: +1 (423) 338 2000
Cell: +1 (423) 506 9015

Email: info@chilhowee.com

Competition website: www.pagc.chilhowee.com
Aeroclub website: www.chilhowee.com



B. General

B.1 Additional objectives of the Championships

None

B.2 Competition Classes

Handicap Class

15 Meter Class

A Handicap Class has been created for the 1st FAI Pan-American Gliding Championships in order to facilitate rental of gliders prominent in the host country fleet and foster participation at the championships. The list of allowed gliders for the Handicap Class, with corresponding reference mass and handicap, is published at: www.pagc.chilhowee.com.

Water-ballast or any jettison-able ballast is not permitted in the Handicap Class. Handicap related rules are per IGC Procedures for Handicapped Classes, valid October 1, 2014 (SC3-A-H), unless specifically amended in these Local Procedures.

A maximum wing loading of 9.0 lb/ft² (~44 Kg/m²) will be imposed in the 15m Class (SC3-A 4.2.1.g).

B.3 Additional safety rules

The use of parachutes is required.

FLARM or compatible industry standard collision avoidance transceiver, suitable and authorized for use in the USA, is mandatory (SC3-A 4.1.2.b.1).

Please remember that acceptance checking will include verification of at least two of the safety features listed in SC3-A Appendix 2.

It is strongly recommended that pilots fly with a personal locator device such as SPOT or InReach and that those devices be registered with <http://glideport.aero/>.

Due to airfield limitations, particular emphasis will be placed on traffic safety during launches and landings. A pilot who disregards the standards of cooperation and courteous flying will be subject to a hazardous flying penalty.



Additional safety rules may be given in daily briefings.

B.4 Control point format

The official control point file format is SeeYou **.cup** format.

B.5 Forbidden airspace

The official airspace file in Open Air Format will be available on the contest website as soon as possible and no later than 28th February 2015.

C. National Teams

C.1 Entry fee

The entry fee is 600 US Dollars. This covers IGC sanction fees and operational costs during the contest except aero tows. The full payment shall be received by 31st January 2015. See [Bulletin no. 1](#) for instructions.

C.2 Number of allowable entries per NAC

Each NAC may enter up to 5 pilots in each class and submit a list of reserve pilots who may be accepted after the close of final entries if the total number of allowed gliders has not been reached.

C.3 Total number of allowable entries and number of entries per class

The total limit for entries is 45 including reigning world champions and up to 5 guests from countries outside North and South America.

C.4 Additional documentation required

If due to health problems, you are taking any medications on WADA's prohibited list, you should obtain a Therapeutic Use Exemption (TUE). You should contact your NAC to get information on how to obtain a national TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to event staff upon arrival. This is extremely important in case of doping testing. (SC3A 3.5.3.b.iv)

C.5 Documents required to be carried onboard the sailplane

- Government issued photo ID



- Pilot Certificate or Pilot License, including medical certificate, if applicable
- Certificate of Airworthiness or Permit to Fly
- Aircraft Registration Certificate
- Glider Flight Manual
- Proof of glider third party insurance (as per C.7 below)
- Any other document required to be carried onboard by the regulations of the glider's registration country

C.6 Personal medical insurance

Personal medical insurance is required for all team members, covering accidents and sickness, including hospital costs and transport back to the team member's country of residence. (SC3A 3.6.2)

C.7 Glider third party liability insurance

The glider shall be covered by third party insurance -**not excluding competitions** – in conformance with the standards for SSA Sanctioned Contests here:

<https://www.ssa.org/files/member/Contestant%20Liability%20Insurance%20Requirements%202012-11.pdf>

Please note, the required combined single limit liability of \$1,000,000 may be reduced to \$100,000 bodily injury per **passenger**, but may NOT be reduced per **person**.

C.8 Pilot and Aircraft Requirements

A document which outlines pilot and aircraft requirements for flying in the US is published on the competition website. Pilots visiting from foreign countries should pay special attention to details about validation of their foreign licenses: the process for which should be started at least 90 days prior to the competition.

D. Technical Requirements

Glider avionics including flight recorders, navigation, and anti-collision devices must be firmly mounted to the glider. Instruments, accessories or baggage shall not limit the pilot's vision nor interfere with the glider controls.



D.1 Mandatory additional equipment

In addition to the mandatory equipment listed in the rules, pilots shall possess:

Cellular or satellite phone to be carried onboard

Hardware and software for downloading pilot's flight recorders. Note that a valid calibration certificate must be provided for each FR (SC3-A 5.4.a)

Hardware and software for downloading PowerFLARM (or compatible) flight logs when requested by officials to demonstrate use during flight (SC3-A 5.4.g)

Team captains must have a phone capable of receiving SMS messages and US calls.

Flight tracking devices will not be required.

All tow ropes are provided by the organisers. Use of any other tow rope is prohibited.

D.2 Instruments that must be removed from the sailplane

Bohli, Schanz, KT 1 and other gimballed compasses, turn indicators, artificial horizons, and any other device allowing flight without reference to the ground must be removed from the glider.

Software artificial horizons integrated with FR must indicate in their IGC files that the AH is disabled.

Doubts about eligibility of other devices will be discussed with the Stewards.

D.3 Procedures for checking aircraft mass

Water-ballast and any jettison-able ballast will not be permitted in the Handicap Class. The 15m Class will have a 9.0 lb/ft² wing loading limit.

Drinking water up to 7 lbs for personal use is not considered to be part of the glider's takeoff mass.

Gliders will first be weighed at scrutineering April 3-5, 2015 with pilot and all removable equipment, including parachute, on board. Pilots will also be weighed separately. Then the glider Tow Out Reference Weight (TORW) will be determined on the main wheel only, with all extra car tow equipment attached (wing covers, tail and wing wheels, tow bar, etc.).



During the competition days, gliders will be weighed in tow out configuration at the weighing station. Only the main wheel will be weighed, the resulting value compared to TORW. Any extra weight will not be penalized in this weighing, but in that case the glider must be reduced to the scrutineered weight. Gliders may also be weighed on the grid where any weight discrepancy will be penalized (SC3-A 8.7).

Adding ballast or fuel beyond the weighing station is prohibited.

D.4 Glider parking

Gliders and trailers must be tied down at night. Organisers will not provide any anchoring equipment.

D.5 Contest numbers

Rules regarding glider contest numbers (SC3-A 4.3.3) will be enforced in scrutineering. In case of same or similar contest numbers, the glider entered later (entries as done by NAC, with contest numbers included) will need its contest number changed. Entrants are requested to provide (and update any changes in) contest numbers to the organisers as early as possible, so conflicts can be resolved well before the championships.

E. General Flying Procedures

E.1 Units of measurement

Time in local Eastern Daylight Time **(UTC-4)**

Altitudes and heights in feet **(ft)**

Pressures in inches of mercury **(in)** – QNH will be given on task sheet

Distances in kilometers **(km)**

Speeds in kilometers per hour **(kph)**

Vertical speed in knots **(kts)**

Weights in pounds **(lbs)**

Headings and bearings in **degrees true**

E.2 Radio frequencies to be used during the championships

The contest site frequency will be 123.3. The backup frequency is 123.5.

Team frequencies will be announced later.



F. Competition Procedures

F.1 Discharging water ballast on the grid

Ballast emptying on the grid prior to official cancellation of the competition day is allowed only by permission of the Competition Director, Competition Deputy Director, or Stewards. Adding ballast on the grid is not allowed, and if this is approved the glider must be reweighed.

F.2 Contest site boundary

Contest site boundaries are indicated by the figure in Appendix A.

F.3 Launch procedures for motor gliders

Motorized gliders will be permitted to participate in their respective class, provided they have fully functioning MoP recorders and meet all the requirements of their class in the championships (SC3 6.4, SC3-A 1.3.3). Due to runway length considerations, launches from Chilhowee will be by aero tow only.

F.4 Release areas and release heights

The standard release height is 2770 ft MSL (2000 ft AGL). See Appendix C for release areas and towing patterns.

F.5 Areas where circling is prohibited or permitted in one direction only

Within a distance of 10 km from Chilhowee Gliderport (point 01CHILHOWEE in the database), only circling to the left is allowed.

F.6 Start option to be used and start geometry

The start option for the contest is a start line, length 10 km, centered on the start point (SC3-A 7.4.2.a).

F.7 Radio procedures for announcing start opening

For each class, start line will be normally opened 20 minutes after the take-off of the last sailplane in the class, which was in its specified grid position on time. For announcing the start on the competition frequency, following phrases (repeated once) will be used:



THE START LINE FOR (Handicap/15m) CLASS WILL BE OPEN AT (time hh:mm). This is announced as soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time.

THE START LINE FOR (Handicap/15m) CLASS WILL BE OPEN IN 10 (5) MINUTES AT (time hh:mm): 10 (5) minutes before the opening of the start line for the class.

THE START FOR (Handicap/15m) CLASS IS OPEN: just after the opening of the start line for the class.

THE START FOR (Handicap/15m) CLASS IS DELAYED FOR (number) MINUTES UNTIL (time hh:mm): if the opening of the start line is delayed for the class.

THE START FOR (Handicap/15m) CLASS IS CANCELLED: as soon as possible after the cancellation of the day.

F.8 Altitude procedures for starts

A Maximum Start Height (QNH) may be imposed and shall be specified at the briefing. Start Altitude is taken as the maximum altitude of any flight recorder fix during the 2 minutes prior to the start time. Failure to do so will be penalized. (SC3-A 8.7).

F.9 Communication of start times

Start times shall be communicated to the Organisers within 30 minutes of last valid start to an accuracy of two minutes and the Organisers shall publish starting times as quickly as possible. (SC3-A 7.4.6)

F.10 Instructions pertaining to real outlandings

A competitor, who has landed out, should advise their Team Captain who will advise the organisers. A crew member or the team captain shall provide a completed outlanding form to the organisers (Competition Office) without delay and before the retrieve crew departs the contest site. Non-compliance may be penalized. In the case of virtual outlanding the flight documentation must be provided according to the normal procedure after competition flight. Telephone numbers for the Retrieve Office will be listed on the task sheet.



F.11 Provision of and requirements for aero retrieves

Aero tow retrieves will be permitted provided the glider has landed on an airfield that is safe to tow out of and that allows the tug and the glider to be back within the limits of legal daylight + 30 minutes. Each aero retrieve must be specifically authorized by the Organiser.

F.12 Finish option to be used and finish geometry

The finish option for the championships is the Finish Ring with a 3 km radius from the finish point.

F.13 Minimum altitude for the finish ring

The minimum altitude for the Finish will be defined daily according to task and wind, and will be specified on the task sheet.

F.14 Finish procedures

The following phrases shall be used 10 km before the finish ring depending on the daily finishing procedures in use:

“(CN) 10 K” – where CN is the Contest Number

The following phrases shall be used after finish (3 km from the airport) depending on the daily finishing procedures in use:

“(CN) FINISH”

Having crossed the finish ring the competitors shall join the landing pattern without delay (Annex A 7.8.2), using a continuous descent. Hazardous maneuvers, such as pulling up or circling when approaching or after crossing the finish ring will be penalized (SC3-A 7.8.2).

See Appendix D for the finish procedures.

F.15 Landing procedures

The following phrases shall be used upon joining the traffic pattern:

“(CN) DOWNWIND”

See Appendix E for landing and glider recovery procedures.



F.16 Handling of flight documentation

Flight log files in IGC format from the primary GNSS FR shall be delivered to the organisers within 60 minutes after landing via USB pen drive, SD, or microSD removable media.

In case of outlanding, the flight log file shall be delivered without unnecessary delay when returning to the competition site. The deadline for flight log delivery is fixed at 9 AM the following day.

Teams should retain daily flight logs in their primary and secondary GNSS FRs at least until unofficial results are published.

If requested by the organisers, competitors shall deliver the flight logs from their secondary GNSS FR and/or their PowerFLARM (or compatible device) without delay (SC3-A 5.4.g).

G. Scoring

G.1 Software

SeeYou Competition is the official scoring software.

G.2 Awarding of the team cup

Team Cup will be carried out and awarded according to SC3-A 8.5 provisions.

H. Protests

The protest fee is \$150 US Dollars (SC3-A 9.2.3)

I. Prize Giving

I.1 Requirements for flags, discs and tapes

Each team must bring two flagpole flags sized 3 x 5 feet (90 x 150 cm).

National anthems should be delivered in MP3 format when requested by the organisers.

Appendix A – Contest Site Boundary



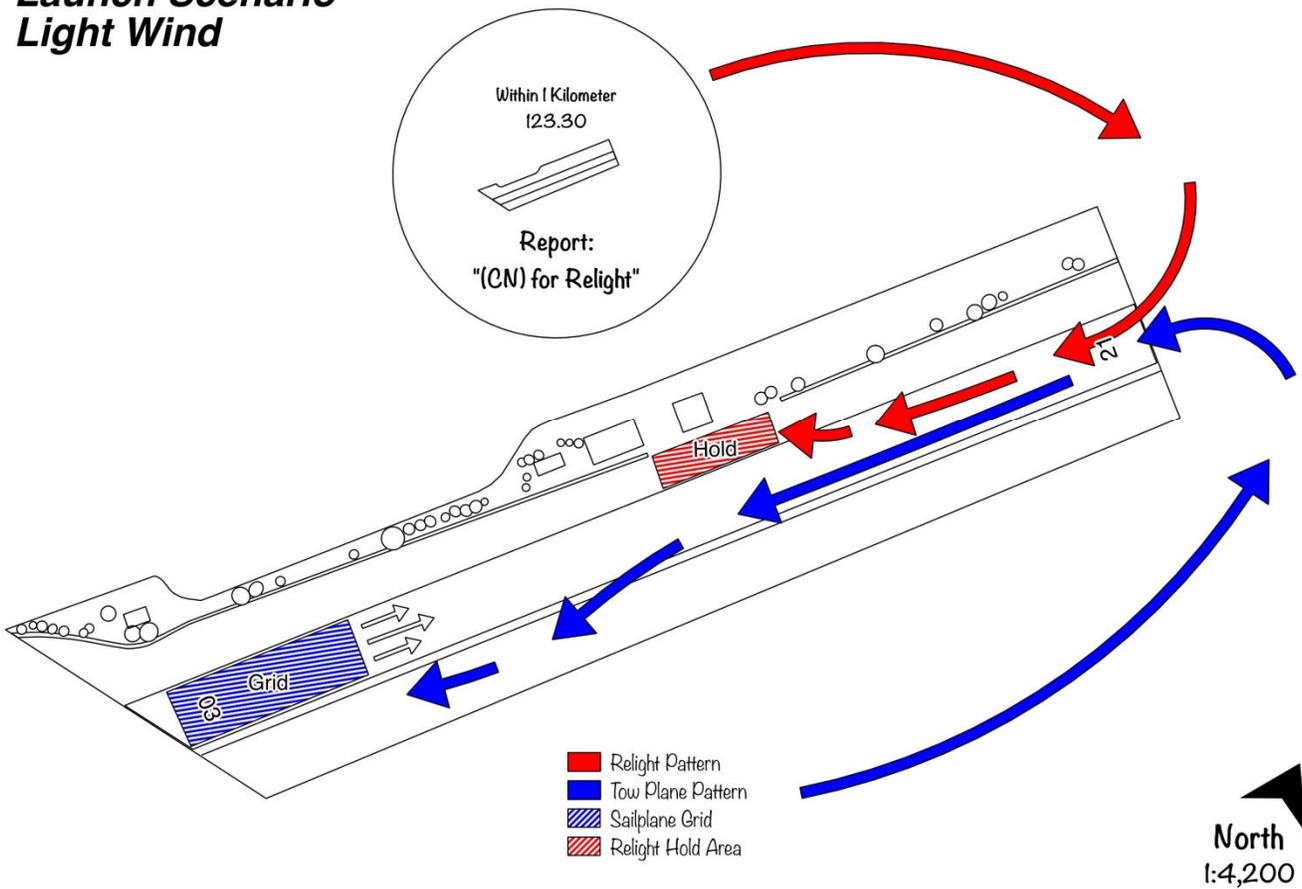
Appendix B – Gridding and Launch Procedures

The launch procedure for each day will be announced at the daily briefing and stated on each task sheet.

On these diagrams the abbreviation “CN” means Contest Number.

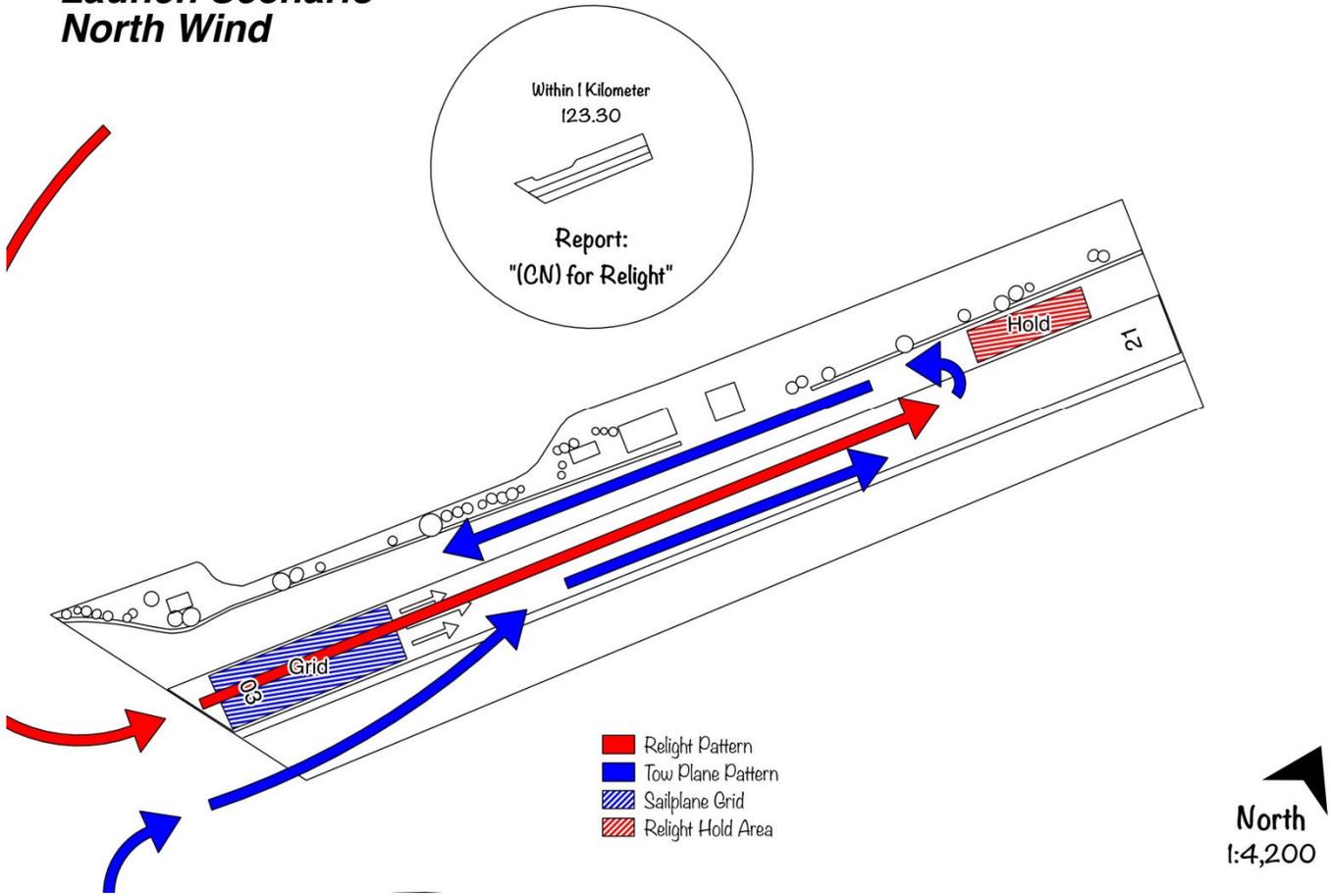
B.1 Light Wind

Launch Scenario Light Wind



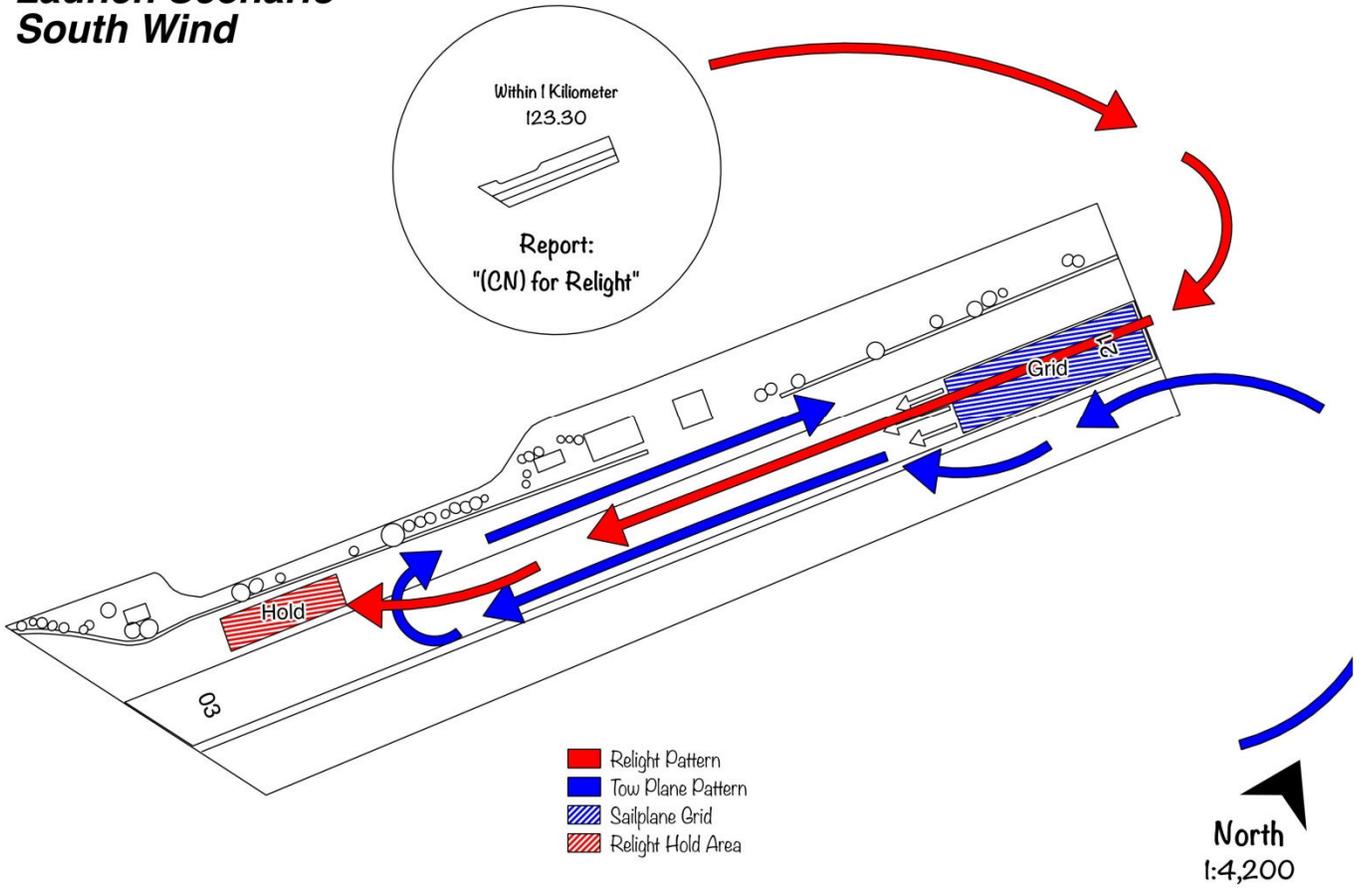
B.2 North Wind (>10 Kph)

**Launch Scenario
 North Wind**



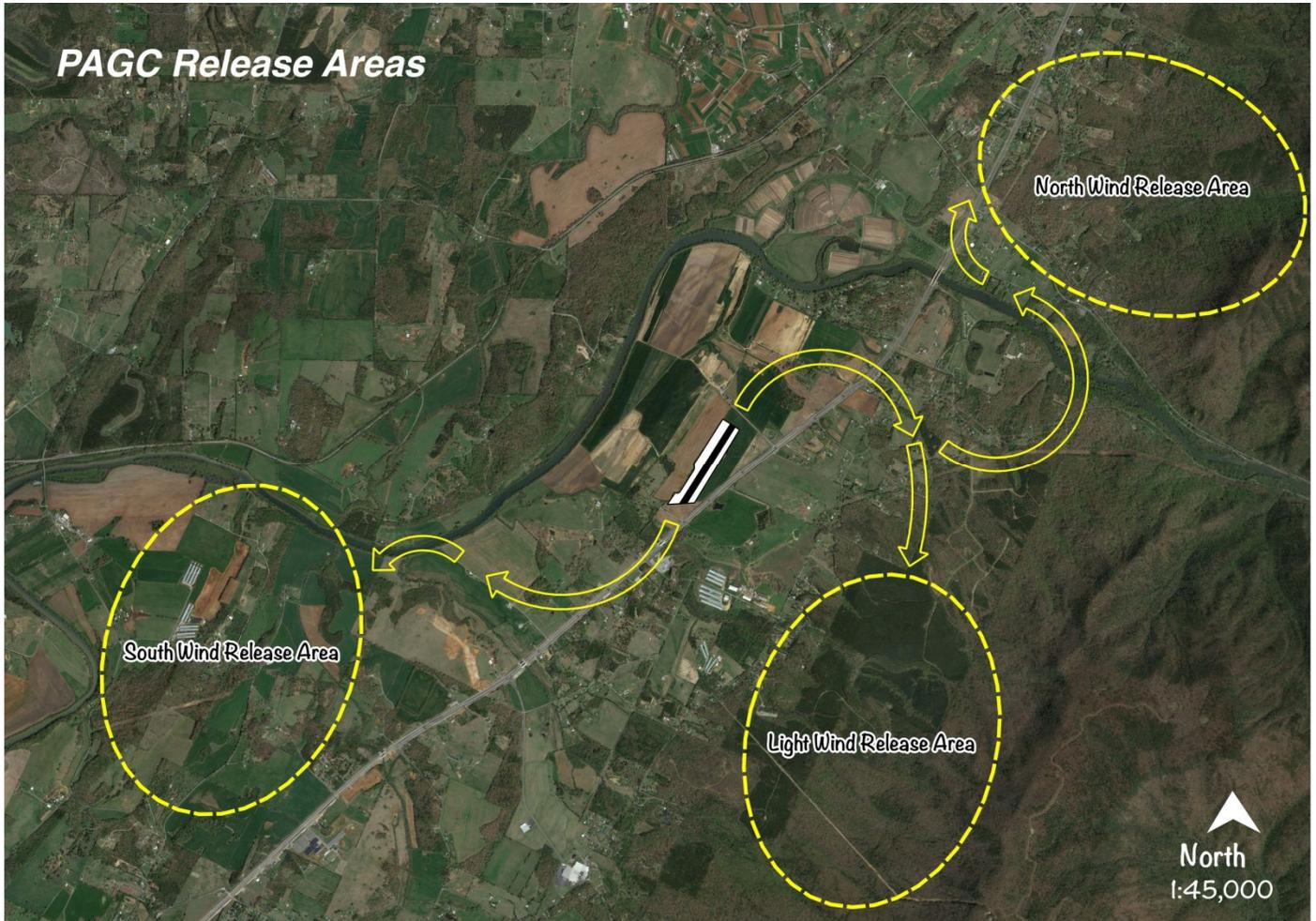
B.3 South Wind (>10 Kph)

**Launch Scenario
 South Wind**



Appendix C – Release Areas & Towing Patterns

The release area for each day will be announced at the daily briefing and stated on each task sheet.

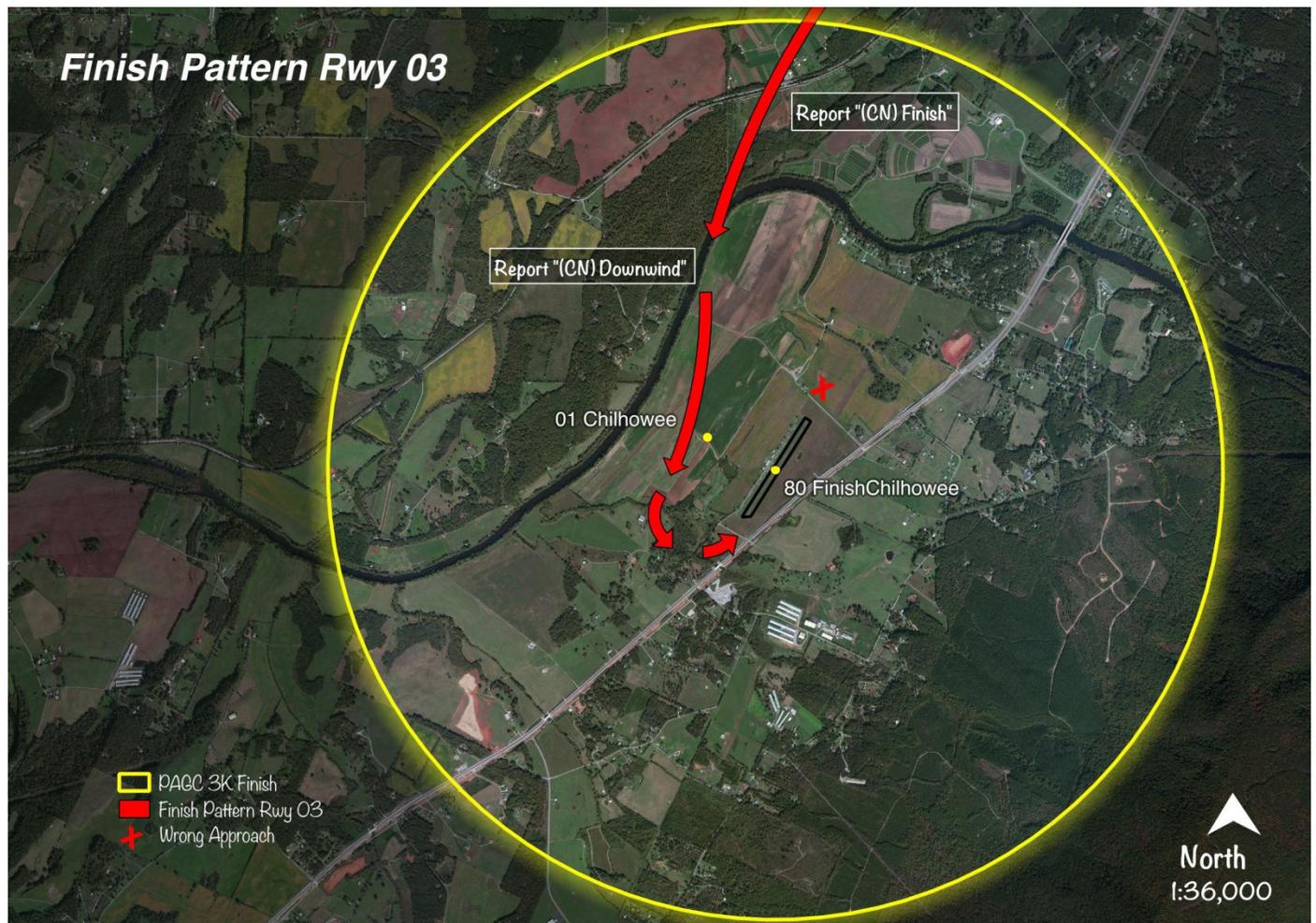


Appendix D – Finish and Landing Procedures

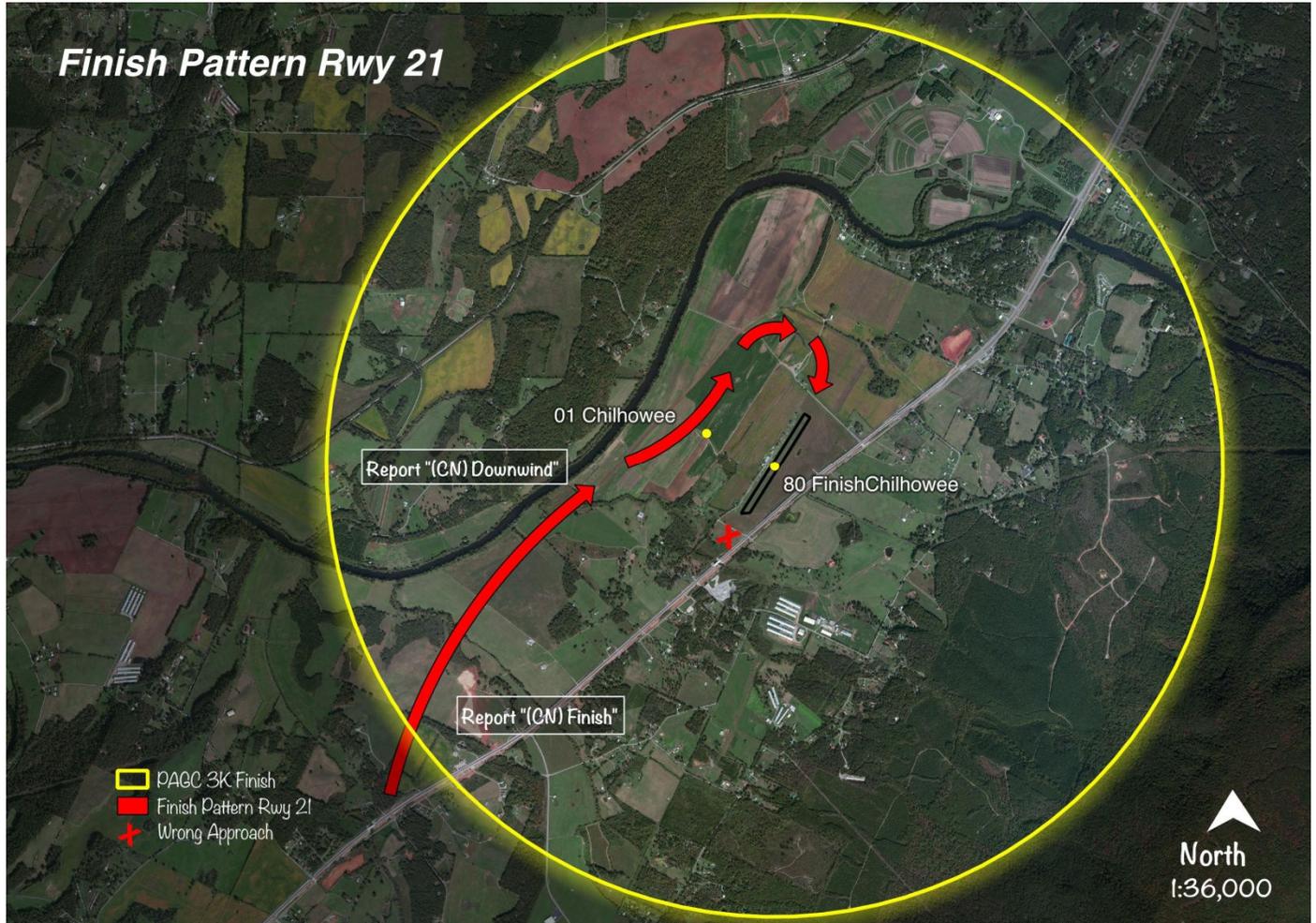
The Finish and Landing Procedure for each day will be announced at the daily briefing and stated on each task sheet.

On these diagrams the abbreviation “CN” means Contest Number.

D.1 Arrivals from the North



D.2 Arrivals from the South



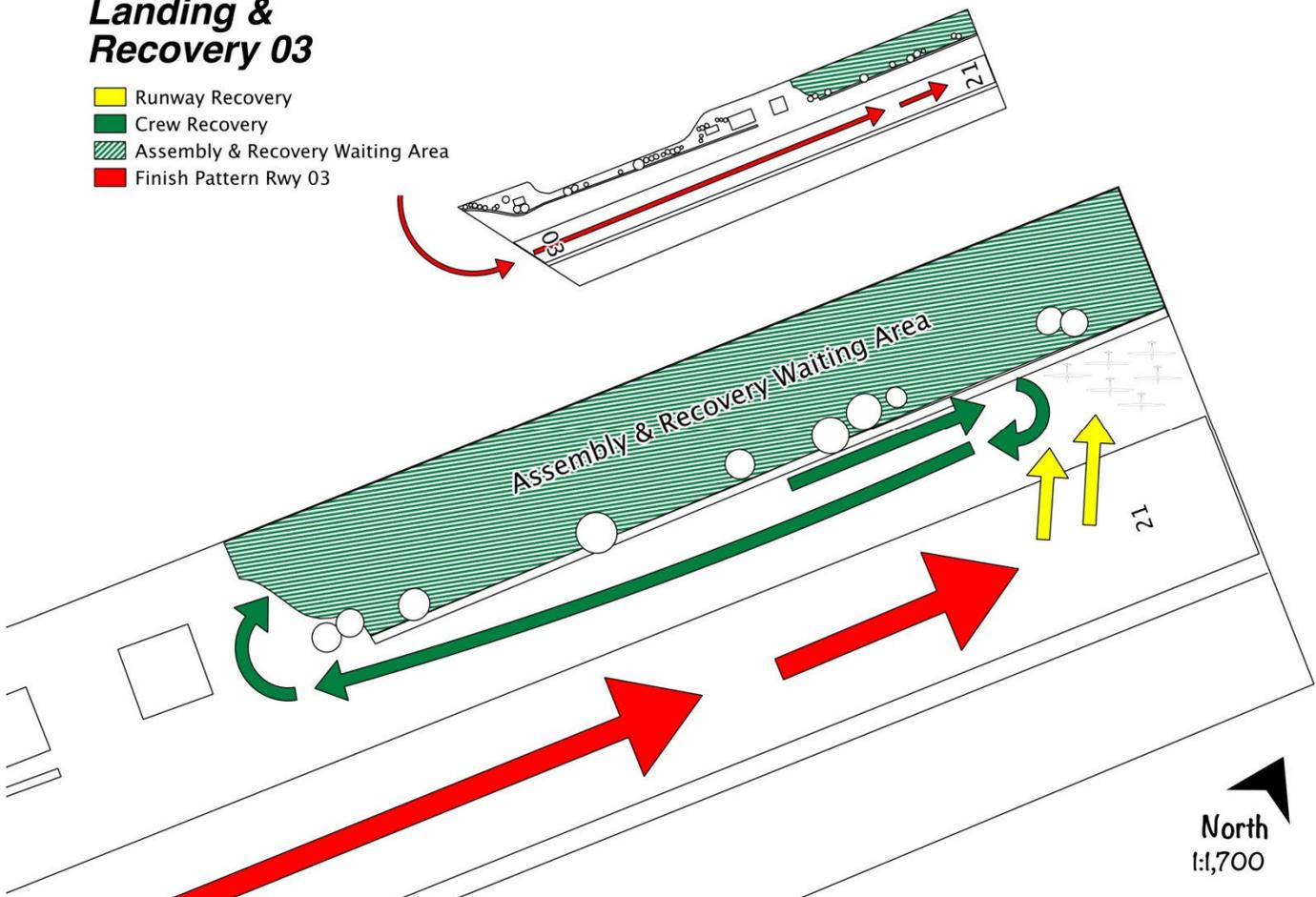
Appendix E – Glider Recovery Procedures

The Glider Recovery Procedure for each day will be announced at the daily briefing and stated on each task sheet.

E.1 Arrivals from the North

Landing & Recovery 03

- Runway Recovery
- Crew Recovery
- Assembly & Recovery Waiting Area
- Finish Pattern Rwy 03



E.2 Arrivals from the South

