

**Bid of Ocseny Flying Club for organising the
"FAI European Gliding Championships 2015"
jointly with Aero Club Rieti**



Őcsény Flying Club

Bid for organising the
"FAI European Gliding Championships 2015"
18m, 20m, Open

All the information sought in this bid document must complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.

Applicant:

Name: Ocseny Flying Club (Hungary) - www.ocseny-airfield.hu

Date of Application: 30th September 2011

Organising Gliding Club or other organisation: Ocseny Flying Club

Proposed Competition Director: Col. Jozsef Koller

Contest Director in the following Hungarian Gliding Competitions:

- 19th Gemenc Gliding Championships 2005 (Ocseny, Hungary)
- 20th Gemenc Gliding Championships 2007 (Ocseny, Hungary)

He is a military helicopter pilot with 2100 hours flown on MI-24 and MI-8 type of helicopters.

He has 1500 hours flown on gliders, has gliding instructor rating, and he is an accredited Civil Aviation Authority examiner.

He speaks the following languages fluently:

- Hungarian
- English
- Italian
- Russian.

He participated in the following international gliding competitions:

- International Military Gliding Championships 2002 (Bückeburg, Germany)
- Military European Gliding Championships 2002 (Rieti, Italy)
- Military World Gliding Championships 2003 (Rieti, Italy)
- Military World Gliding Championships 2004 (Rieti, Italy)
- Hungarian National Gliding Championships 2011 (Ocseny, Hungary)

For the competition director assistant position we will invite someone from Aero Club Rieti and we intend to delegate one of our club members to the same position to Rieti, making the board of the competition international in both locations.

Proposed Organisation of the event: (provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)

- 2011 planning and preparing of the final application, preparing the budget
- 2012 bidding for organizing Hungarian National Gliding Championships
- 2013 organizing Hungarian National Gliding Championships
- 2014 organizing pre EGC competition, selecting of the Organizing Committee for all the roles
- 2015 organizing EGC 2015

Airfield:

Ocseny airfield (LHOY)

Contact person (for the applicant):

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1. Event and Year

FAI European Gliding Championships 2015

1.1 Name and address of National Aero Club or other applicant

Hungarian Aeronautical Association

Kőérberki út 36

1112 Budapest

1.2 Number of active gliding members

Seven hundred seventy four .

2. Site

Ocseny airfield .

2.1 Name of the airfield

Ocseny airfield.

2.1.1 Co-ordinates

N461843

E0184550

Elevation 90 m ASL

2.1.2 Direction and distance to nearest town, population of this town

Town of Szekszard (population of 40.000) at 6 km. Town of Budapest (population of 2.000.000) at 150 km.

2.1.3 Experience of airfield staff in organising championships/ competitions

several national aerobatics training camps and competitions

several international hot air ballon competitions

several gliding camps for foreign participants

several air shows

twenty one Gemenc Gliding Championships form 1973 to 2011

one Hungarian National Gliding Championship in 2011



Our lastly organized competition (www.hngc.hu) was an FAI Cat 2 ranking list competition: www.fai.org/gliding/rankings/displaycomps2.php?champid=730

Between 1973 and 2011 we organized twenty one international gliding championships with Hungarian and foreign participants from Austria, Finland, Germany, Netherland, Poland, and United States.

Among many others, the following foreign competitors participated in our competitions during the years from 1977:

- Raine Mönkönnen (Finnish): winner in 1980
- Allen Leffler (United States): winner in 1983

- Dr. Herbert Pirker (Austrian): winner in 1984, 1985
- Klaus Wedekind (German): winner in 1993, 1996.

We organized 13 gliding competitions between 1973 and 1985 in every consecutive year.

2.2 Proposed period for the event

2.2.1 Training:

8th July – 12nd July 2015

2.2.2 Competition EGC 2015:

12nd July 2015 Opening Ceremony (in the evening)

13rd – 24th July 2015 competition days

25th July 2015 Closing Ceremony and Price Giving

2.3. Airfield operating data (provide details for the following)

2.3.1 Surface of airfield, number and directions of runways

One grass runway 17/35 degrees, 1260 x 300 m.



2.3.2 Maximum number of gliders that can be accepted
120 for all classes.

2.3.2 Number of tow planes that will be employed
Between 10 and 15 (depending on the actual number of participants).

2.3.4 Meteorological facilities that will be provided
Air Forces or National Weather Service meteorological personnel, all of them very experienced in gliding competition forecasts.

2.3.5 Parking facilities for gliders
Large parking provided of water taps.



2.3.6 Repair facilities for gliders
Small entities of repair on the site.

2.3.7 Repair facilities for radios and instruments
No.

2.3.8 Oxygen requirements and supply facilities, if required
They are not required because of maximum altitude permitted of 9500 feet ASL.

2.3.9 What plans do you have to implement the FAI Environmental Code of Conduct during your event?

We have thoroughly studied and understood the materials found on the following URLs:

http://www.fai.org/environment/code_conduct/

ftp://www.fai.org/environment/codeconduct/codeconduct_airsports.zip

Based on these materials, we plan to implement as many steps from these policies as we can, and we will request all of the participants to abide these policies as well.

Responding to the biggest challenges of the 21st century and following the trends of these days, this European Gliding Championship (like our 56th Hungarian National Gliding Championship - <http://www.hngc.hu/>) will be organized as a so called "green event" taking into account the sustainability and environmental point of view.

2.4 Airfield layout (provide descriptions for the following facilities at the airfield)



2.4.1 Briefing Room

For several hundreds of persons in one of the hangars or in an appropriate modern tent.

2.4.2 Common Room(s) for the competitors

On request.

2.4.3 Meeting Room for the International Jury

Yes.

2.4.4 Press Centre

Yes.

2.4.5 Communication and Internet equipment

Yes, through a local Hot Spot zone in a wireless Internet zone.

2.4.6 Post and Banking

The town is very close.

2.4.7 Insurance availability

Yes.

2.4.8 Toilets, wash rooms and shower rooms

Yes.

2.4.9 Car parking

Large enough both in the camping and close to the grid.

2.4.10 Emergency (including fire)

Service is guaranteed at the airfield.

2.4.11 Medical and First Aid

First Aid at the airfield. More serious cases at the hospital in the town.

3. Accommodation and food for competitors (provide details of the following)



3.1 Accommodation facilities available in the local area

Full and half comfort hotel rooms and bungallows at the airfield for the total of 109 persons.



Accommodation in private houses in the village.

Additional accommodation opportunities are available in the town of Szekszard.

3.2 Camping facilities at the airfield

Huge camping area covered with trees for tents and caravans at the airfield.

3.3 Catering for competitors at the airfield

Will be provided at the airfield.

4. Competition area (provide descriptions of the following)



4.1 Topography in the contest area

The Tolna county lies at the meeting point of Great Plain and Transdanubian Hill.

The town kept growing in the valley of Remete patak (Séd patak) in the lap of hills of Szekszárd and the Great Plain. The town is bordered by Sió canal from the north. The Great Plain is connected with the gently sloping Mezőföld and Transdanubian Hills by Sárköz and Gemenc which is a favourite trekking spot of locals.

The airfield can be found 10 km distance from the Danube river which separates the country into two halves. East of the Danube river can be found the Alföld (great flatland) that provides really great meteorological conditions for gliding. West of the Danube can be found the Transdanubian hills, with greater variance in the landscapes with 600-700 meter high hills. (Zengo is 682 meters, Harmas hegy is 606 meters, and Tubes is 612 meters high).

4.2 A comprehensive survey of meteorological conditions

Favorable meteorological conditions for soaring attested by all the results achieved during the previously organized twenty competitions held in Ocseny Airfield and during the club flights.

Some long flights performed from Ocseny airfield in 2011:

605 km www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1769667106

560 km www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=2117979645

Our club's flying achievements in the last 3 years:

2009 (place: 3rd / 50): www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?st=olc&rt=olc&c=HU&sc=&sp=2009

2010 (place: 2nd / 49): www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?st=olc&rt=olc&c=HU&sc=&sp=2010

2011 (place: 2nd / 27): www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?st=olc&rt=olc&c=HU&sc=&sp=2011

The following results were achieved in the international FAI gliding competitions held about 100 km distance from our airfield in recent years:

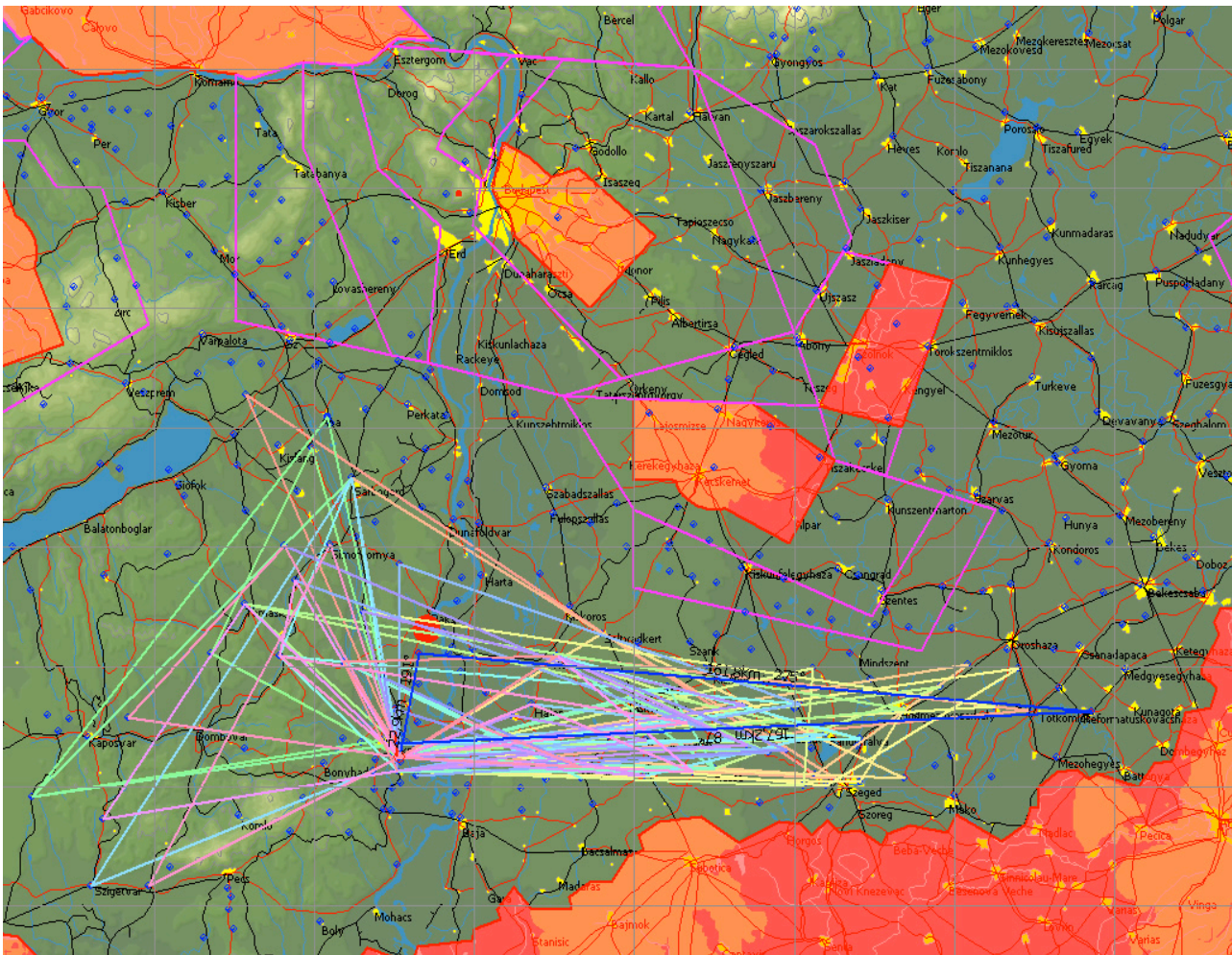
WWGC 2009 maximum distance: 656 km

WGC 2010 maximum speed: 136 km/h (on a 418 km distance flight)

Pre WGC 2010 maximum distance: 520 km

Pre WGC 2010 maximum speed: 137 km/h (on a 480 km distance flight)

4.3 Airspace restrictions in the contest area



SeeYou illustration of a competition day at Ocsény airfield showing the restricted and controlled airspaces in red.

The west, north, and east directions from the airfield are good for flying. In these directions there are good opportunities to fly far away from controlled and military airspaces. In south direction the country border is not too far, so there are no opportunities to fly long distances in that direction.

On weekends when there is no military aviation activity, almost the whole airspace above the country is flyable except Ferihegy TMA.

Even on weekdays with full military aviation activity large areas are available for gliding in west, north, and south-east direction from the airfield.

4.4 Typical tasks to be expected

Between 300 and 600 km speed and AA tasks.

In weaker, inhomogeneous or stormy weather we prefer to designate Speed Task - Assigned Areas or Distance Task – Assigned Areas with preferred flying time limit of between 2 and 4 hours. In good weather conditions we prefer to assign Racing Tasks between 300 and 600 km.

Our aim is that neither of the task types exceed the two third of the number of the total tasks.

4.5 Road and traffic conditions

Szekszárd will be reached on speedway M6, which is between Budapest and Pécs or road 56 coming from Baja. The road 63 to Székesfehérvár or the road 65 to Siófok also can be reach from speedway M6. By rail you can travel to the county town on Budapest-Pécs railway line. Szekszárd is 150 km from the capital.

The speedway M6 is at the very close vicinity of the airfield.

5. Rules (Note: The Championships must be conducted in accordance with Annex A)

5.1 Indicate the options intended to be used from Annex A for:

5.1.1 Starting procedures

Start line straight.

5.1.2 Tasks

Racing tasks and AAT Speed tasks.

5.1.3 Finish procedures

Because of aviation safety considerations we use finish ring instead of finish line.

5.1.4 Scoring

1000 points scoring system.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

None. Annex A will be applied in full.

5.2.2 For sailplane and equipment

None. Annex A will be applied in full.

5.3 Number of competitors:

120

5.3.1 State the maximum number of competitors that may be entered in each class and the total for the competition

No more than 40 for each class and no more than 120 in total.

5.3.2 Provide justification for this number

Airfield dimension.

5.3.3 Indicate how the classes will be separated for:

5.3.3.1 Starts: Yes.

5.3.3.2 On task: Yes.

5.3.3.3 Finishing and landing: There will be no physical separation, but we will use finish ring which will ensure safe arrivals.

6. Costs (provide details of the following costs in Euros or USD)

6.1 Entry fee:

650,00 Euro.

6.1.1 Services included in the entry fee

All the operational costs excluding aero tows and accommodation fees.

6.1.2 Cost of aero tows:

55,00 Euro at 600 metres QFE, based on the present costs of gasoline and taxes.

6.2 Price of car fuel per litre

European costs.

6.3 Rental cars

In the town of Szekszard at the usual European rates.

6.4 Accommodation (as appropriate for local facilities)

6.4.1 Hotels

12 Euro per person per night at the airfield.

Ranging from 30 to 80 Euro in the town of Szekszard.

6.4.2 Apartments

A plenty of private apartments are available in the area at convenient prices depending on the number of rooms.

6.4.3 Bed and Breakfast

Several comfortable B&B are available in the town of Szekszard at no more than 15 minutes from the airfield at the cost of 30-80 euro per person inclusive of breakfast.

6.4.4 Self Catering

Approximately from 10 to 15 euro.

6.4.5 Camping

8 Euro per person per night.

6.5 Catering (as appropriate for local facilities)

6.5.1 Hotels

Several Hotels in Szekszard are allowed to give this service.

6.5.2 Restaurants

Also the restaurants are normally organized for assuring this kind of service.

6.5.3 Self Catering

Yes.

6.5.4 On the airfield

10 to 15 Euro.

6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain

In the camping: 9 persons x 16 days = 1.152,00 Euro

Food 35 Euro per day x 9 persons x 16 days = 2.880,00 Euro

Total in camping= **4.032,00** Euro

In Hotel: lodging 4 double rooms and 1 single x 16 days = 3.200,00 Euro

Food 35 Euro per day x 9 persons x 16 days = 2.880,00 Euro

Total in Hotel = **6.080,00** Euro

7. Glider Hiring (provide information on the following)

7.1 The availability of local gliders for hire

A very few gliders for each class in the country.

7.2 The costs of hire

To be determined at the normal German prices.

7.3 Any restrictions on hire (e.g. license requirements)

Under an agreement between the parties involved.

8. Training

8.1 Provide details of any proposed training opportunities prior to the Championships.

The flying club is operating continuously from the beginning of April to the end of September and anybody can come to visit us. Based on preliminary appointments we can arrange flying days on weekdays also during this period. On the weekends we organize club flying days.

9. Environmental Code of Conduct

Provide details of the arrangements to implement and comply with the FAI Environmental Code of Conduct during the event (Reference www.fai.org/environment/code_conduct)

The event will be conducted in accordance with the EU norms and will comply with the FAI requirements.