



# *31<sup>st</sup> FAI World Gliding Championship*

*July 3<sup>rd</sup> – July 18<sup>th</sup>, 2010*

**PRIEVIDZA, Slovakia**

**Bulletin N° 2**

Information for all FAI members concerning the 31<sup>st</sup> FAI WGC





**Dear gliding  
friends,**

The start of the Championship is coming soon. We only have 30 days until the moment when, during the opening ceremony, we hear the magic words "The Championship is now open". These words will conclude three years of intensive preparations and incredible changes which our airfield has undergone with goal to thoroughly prepare both the venue and the team of people for the organisation of this gliding fest – the 31<sup>st</sup> FAI World Gliding Championship.

Just as you competitors are finishing with your preparations for the Championship, also we, the Organisers are doing our best to finish and prepare everything that will ensure your pleasant stay, safe flying and great competition experience.

Since your last visit – the pre-competition of the 31<sup>st</sup> FAI WGC in 2009 – many visible and invisible changes have happened.

We now have new accommodation facilities which changed the looks of the camp. We have performed a complete reconstruction of the electrical networks, water distribution and we have put up new restrooms and showers. We have improved the camp coverage with both wired and WiFi internet connection so that you have had simple and convenient access to all necessary information.

We have reconstructed the premises of the briefing room and we are finalizing the preparation of premises for the administration centre, sport's commission, jury, stewards and teams.

We believe that with support of the sponsors, we will succeed in finishing the airfield access road.

Along with all these construction and reconstruction works, we are of course still cooperating with the sponsors. We are succeeding also because of the fact that during this Championship, for the first time in history, the competition will take place not only in the real sky, but also in the virtual one, and at the end of the Championship not only the winners of the real competition will be declared, but also the winners of the virtual one.

There is still a lot more of what has changed and of what is still being changed – all with one goal in mind – the 31<sup>st</sup> FAI World Gliding Championship – for which we are together with you looking forward to.

Welcome to Prievidza!

The Organiser Team



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## General information from A to Z

During the entire preparation of the Championship, we have closely informed you about everything related to the 31<sup>st</sup> FAI World Gliding Championship. Now, we would only like to summarize a few important information which will help you ***not to forget, remind yourself about, realize and arrange*** duties related to the Championship.

### **Arrival**

After arrival it is necessary to contact the WGC Office. Between 8 PM – 10 PM the office will be closed and the information will be provided in the restaurant AeroRest.

### **Briefing**

Briefing of the team captains will be held every day in the small briefing room (Team Captains Briefing Room) and will start at 9:45AM. Briefing for the competitors will be held in the hangar and will start at 10:15 AM.

### **Currency and Credit cards**

Slovakia is a member of the European currency union so the Slovak currency is Euro. All payments will be accepted in this currency. Credit card payments will be processed using the POS terminal and in general all major international payment and credit cards are accepted.

### **Driving**

Right lane is used for driving in Slovakia. The maximal speed limits are as follows:

Highways and 1<sup>st</sup> class roads – 130km/h, with trailer 80km/h only  
Towns and cities – 50km/h  
2<sup>nd</sup> and 3<sup>rd</sup> class roads – 90 km/h

### **Electrical power network**

The entire area of the airfield uses 220V.

### **First aid**

Slovakia has an integrated rescue system reachable at the phone number 112. Light medical assistance will be available at the competition Office.

### **Grid**

The information about the location of the grid and the order of the gliders will be daily available at 8:15 AM. The usual order will be as follows: World, Club and Standard Class.

### **<http://www.wgc2010.sk/index.php/en/teams>**

See the list of teams and pilots.

### **Charts**

All pilots and team captains will receive a valid ICAO Aeronautical Chart 1:500000 (BRATISLAVA 2231 ABCD) during registration.

### **Internet connection**

The entire area of the airfield will be covered by a Wifi connection. Inside the buildings, a cable connection will be available.

### **June 26<sup>th</sup> – June 29<sup>th</sup> , 2010**

Unofficial practice days.

### **Kilometres**

The speed limit for all vehicles in the airport area is 20km.h<sup>-1</sup>.

10km before the finish line at the latest, one should call PRIEVIDZA TRAFFIC - FREQ 122,60 MHz.

All gliders must circle LEFT within the area of 5 km from airport's base point.

The finish ring will be a circle with a 3km radius from PRIEVIDZA ARP.

The finish line (FL) will be a horizontal line 1 km long.

#### **Landing**

During landing, it is always required to follow the following rule: always be long – last third of the runway.

#### **Medical insurance**

Personal medical insurance is required without exception for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence. Pilots shall ensure that their coverage extends to accidents and injuries sustained in gliding competitions.

#### **National Teams**

During the championship, each international team will be provided with the possibility to present themselves.

#### **Office**

All documents and required information will be provided to the participants of the Championship inside the administration centre. In case of any problems it is advisable to contact the Office.

#### **Parking**

Parking of the trailers and gliders is organised by the system of national teams.

#### **Registration**

Deadline for registration of the competitors and team captains is July 2<sup>nd</sup> 2010, 3 PM.

#### **Smoking**

Smoking in public places and restaurants is prohibited in Slovakia. Smoking is only allowed on designated places. Smoking in the inside areas of the airfield and in the AeroRest restaurant is also prohibited.

#### **Technical inspection**

Each competing glider shall be made available to the Organisers between June 29<sup>th</sup> - July 2<sup>nd</sup>, 2010, 9 -12 AM, 1 – 5 PM, for a technical inspection in the configuration in which it will be flown.

#### **Units of measurement**

Distances will be expressed in kilometres, heights in metres Above Ground Level (AGL), altitudes in metres Above Mean Sea Level (AMSL), speed in kilometres per hour ( $\text{km.h}^{-1}$ ), vertical speed in metres per second ( $\text{m.s}^{-1}$ ), mass in kilograms (kg) and headings or radials in degree true north. Time will be described as a Local time (LT) - GMT + 2 hours.

#### **Water**

Drinking water is available in the entire area of the airfield except the places used for filling up the gliders. There are 10 places available for filling up the gliders. The filling places are not equipped with water meters. The diameter of the water hoses is ½ inch.



## Airspaces & Competition Area

### Zero

Zero tolerance for dangerous flying.

The Competition Area which has been assigned by CAA SK/LPS SR to the Organisers of the 31<sup>st</sup> FAI WGC 2010 is largely corresponding to our requests. The upper limit of the ATS Airspace Class G within Bratislava FIR (outside TMA/MTMA and CTR/MCTR) will be raised up to FL090, which is not bad considering the mountains altitude.

The Competition Area of the 31<sup>st</sup> FAI WGC 2010 is formed as follows:

An area called **SLOVAKIA**, available generally up to FL 090 (please see the Attachment 1).

This area includes:

1. **Bratislava TMA 3** and a small part of **Bratislava TMA 2**, which will be available daily up to FL090;
2. **Rutol** Area, which will be available daily up to 8000 Ft MSL;
3. **Košice TMA 3**, which will be available daily up to 7000 Ft MSL;
4. Restricted Area **LZR225A** will usually be activated on Tuesdays, Wednesdays and Thursdays from GND up to 3000 Ft MSL; its availability could be denied for particular reasons of military traffic.

During the briefing the Contest Director will confirm whether LZR225A is available for the particular day; in any case it will always be available on Fridays, Saturdays, Sundays and Mondays

5. **TMA Žilina**, whose western part will be named **TMA Žilina \_W**, could be denied for particular reasons of civil traffic. The Contest Director will confirm every day if TMA Žilina is available; in any case it will usually be available on Saturdays and Sundays;
6. **TMA Poprad**, whose southern part (within competition area) will be named **TMA Poprad\_S**, could be denied for particular reasons of civil traffic. The Contest Director will confirm every day if **TMA Poprad\_S** is available.

An area called **MORAVA**, available generally up to FL 095 (please see the Attachment 1).

An area called **POLAND**, available generally up to FL 095 (please see the Attachment 1).

An area called **HUNGARY**, available generally up to 9 500 Ft MSL (please see Attachment 1).

This area includes:

1. **Budapest TMA 1**, which will be available daily up to 7 500 Ft MSL;
2. **Budapest TMA 2** and **Budapest TMA 5**, which will be available daily up to 6 500 Ft MSL;

There is prohibited airspace almost all around the contest area as you will be able to see from the map that will be timely distributed.

The Organisers will provide a file with all the airspaces which have to be considered as prohibited at given altitudes. The competitors who enter

prohibited airspace will face a penalty of outlanding at the point where the prohibited airspace has been breached. These files are published on the web site in the section "Documents – Airspace Files".

The smaller areas permanently prohibited are shown on the map with a red circle. Each area has its own maximum prohibited top height. There will be other areas temporarily prohibited. All pilots will receive appropriate instructions on the task sheet.

A Team Captains' special briefing on the airspace will be announced during the training period and will be held in the briefing room.

### Self Briefing

In order to help you get to know the area in which you shall live and fly for three weeks, the Organiser has prepared a presentation which should help you prepare ahead for standard situations connected with the movement of vehicles, people and airplanes on the ground as well as in the air. The "automation" of the dealing with these situations will bring higher level of safety not only to you but also to other competitors and participants of the Championship. Detail information on [www.wgc2010.sk](http://www.wgc2010.sk).

### Trailers Parking

On May 23<sup>rd</sup> 2010 a draw the order for glider parking has taken place at airfield Prievidza. The gliders will be grouped not according to classes and countries (as we have previously advised) but only according to countries. Each country was allocated with its own area in which the gliders from all classes will park.

An exact map of glider and trailer parking is shown in the picture of the Attachment 2.

### IGC Officials Introducing

As you have read in the Bulletin no.1, FAI International Gliding Committee has nominated for the 31<sup>st</sup> World Gliding Championship the following delegates: Roland Stuck (FRA), Jaroslav Vach (CZE), Visa-Matti Leinikki (FIN), Janusz Szczupak (POL) and Tadeáš Wala (SVK).

Since you will be meeting them during the entire Championship, please let us introduce them to you.

#### **Rolland Stuck, France - Chief Steward**



Rolland was born in 1943. He holds a PhD in Physics and he worked for over 30 years on the development of analytical tools for the semiconductor R&D. He is now retired.

Rolland is married to a supportive wife Annie with whom he has two sons (one is airline pilot and the other is the French dealer for Aerospool). They are also happy to have 5 grand children. Rolland started gliding in 1973 after having been an aero modeller for many



years. He has been an instructor since 1982. He has logged a total of 5100 gliding hours and he has a 1000km Diploma.

Roland was a member of the Board of the French Gliding Federation (FFVV) from 1985 to 2001, then a Vice President from 1993 to 2001 and a Team Captain of the Equipe de France from 2001 to 2004.

Roland had also been the Secretary General of the European Gliding Union for many years before becoming President of this body from 2004 to 2009.

He has been a French delegate to IGC since 1996 and he has been a Vice President of the IGC Bureau since 2001.

He was Championships Director of the WGC in Saint Auban in 97, and served as member of the Jury or and Chief Steward at many European and World Championships.

Roland was also instrumental in the development of the Grand Prix concept and organised the 1<sup>st</sup> FAI World Sailplane Grand Prix in 2005 in Saint Auban. Recently he was IGC Liaison Office at the World Air Games 2009 and Competition Director at the 3<sup>rd</sup> FAI World Sailplane GP in Chile.

He is a holder of the FAI Lilienthal Medal 2009.

#### **Visa-Matti Leinikki, Finland - President of Jury**



Visa-Matti Leinikki is 43 years old. He lives in the outskirts of Helsinki. He started gliding when he was 15 and has logged about 3000 hours so far.

He started working in IGC in 1998 as an alternate delegate and later a delegate of Finland. His interest has always been in competition gliding and he

participated in over 30 mostly national competitions.

He has been the team captain for Finland several times. He has acted as Juror and Steward in multiple FAI competitions during the last ten years. He was also the Chief Steward last year in EGC Nitra and was impressed by the friendliness and the professionalism of the organisers. Visa-Matti Leinikki is currently one of the IGC vice presidents.



### Jaroslav Vach , Czech Republic – Steward



Jaroslav Vach was born in 1943 in Boskovice. He had his first glider solo in 1958. Recreantly he has over 2500 hours of gliding and 1000 hours on power planes. He is a holder of Gold Badge with 2 diamonds.

Jaroslav Vach was a member of the Czech National

Gliding Team in 80's, later he worked in Flying Sport Centre and the Czech Aero Club like professional instructor and national coach of the Czech Gliding Team (1975 - 1999). He participated in almost all of the World and European Gliding Championships as a Team Captain and Coach (1976 - 1999). In 1978 he became a delegate of Czech Aero Club to IGC; since 2003 he was Vice president and since 2008 he has been an alternate delegate.

He had been nominated by IGC as a steward more than eight times and a Jury Member on 3<sup>rd</sup> Junior and 4<sup>th</sup> World class WGC 2003 Nitra, Slovak Republic and 13<sup>th</sup> EGC 2005 Nitra, Slovak Republic.

He has retired in 2006. He owns an agency for glider instruments and gliders; he is a dealer for LX Navigation and for Schempp-Hirth in Czech Republic

### Janusz Szczupak, Polland – Member of Jury



Janusz Szczupak is from Poland. He was born in 1947, is married and has a daughter.

Professionally, he is a commercial director in an international trade company.

He has spent several years in South East Asia incl. Japan, Philippines, West Africa and Paris for the purpose of

international trade.

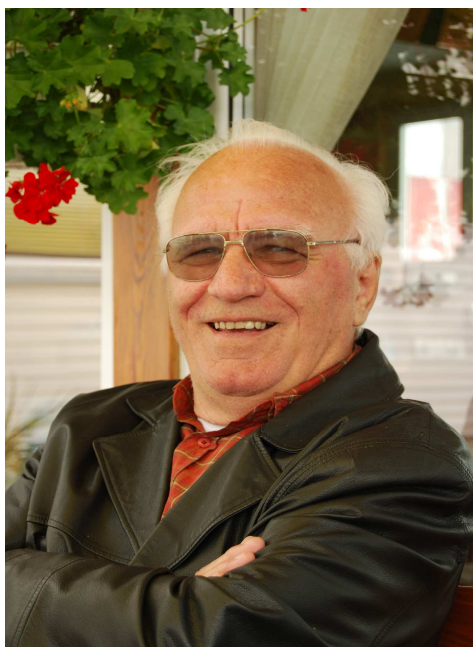
His hobbies (aside from gliding and flying) include photography with publications in aviation magazines, press photo, companies' calendars and general press photo.

He is both a glider and a power plane pilot. He served as an Assistant to the Competition Director at the European Gliding Championships at Leszno in 1998, EWGC & WGC of the World Class at Leszno in 1999 and 2003.

He was a Steward at the European Gliding Championship Lússe 2000, WWGC Pociunai 2001, the EGC- Pociunai 2004 and at the WGC Lússe 2008.

Janusz also served on the Jury at the EGC Bekescsaba 2002, as Jury President-Klix 2005, as Jury member at the WWGC Romomartin 2007 and the WWGC Szeged 2009.

#### **Tadeáš Wala, Slovak republic – Member of Jury**



He was born in 1932. He has two children. He worked as a mechanic engineer. Now he is retired.

His entire life has been devoted to flying. He participated in many regional, national and international gliding contests which he many times won. He is a multiple record-holder in several categories as well. By fulfilling all conditions he gained the diamond badge.

He has flown 3500 hours and more than 110 000 km.

But not only gliding was his hobby. Another part of his life was the construction of planes. One of his most successful designs was the WT9 Dynamic aircraft.

Between 1968 and 1975 he was the IGC delegate of Czechoslovakia and since 1993 he has been the IGC delegate of Slovakia. He has been a ten-time Steward and a three-time member of Jury at World and European Championships.

#### **Team Frequencies**

Based on the decision of the Civil Aviation Authority of Slovak Republic, there are 7 frequencies allocated for team communication during the 31st FAI World Gliding Championships in addition to the already published frequencies. We understand that the number of frequencies will be insufficient for so many Championship competitors, but it was unfortunately impossible to reserve more frequencies.

The allocation of frequencies to individual teams has been realized with the effort to ensure that the same number of competitors uses one frequency, that is, the communicational throughput of each frequency should be roughly the same. We hope that our effort will be received with your understanding and that this small discomfort will not affect your comfort in flight.

Country	Number of Competitors	Allocated Frequency
Romania	3	122,700
Russian Federation	3	122,700
Hungary	4	122,700
Lithuania	5	122,700
Serbia	1	122,700
<i>Sum for FREQ 122,700</i>	<b>16</b>	
United States	6	123,300
Australia	4	123,300
United Kingdom	4	123,300
New Zeland	1	123,300
<i>Sum for FREQ 123,300</i>	<b>15</b>	
Czech Republic	6	123,350
Slovakia	6	123,350
Slovenia	4	123,350
<i>Sum for FREQ 123,350</i>	<b>16</b>	
Austria	5	123,400
Germany	9	123,400
Switzerland	2	123,400
<i>Sum for FREQ 123,400</i>	<b>16</b>	
Italy	5	123,500
South Africa	2	123,500
Ukraine	1	123,500
Belarus	1	123,500
Poland	6	123,500
<i>Sum for FREQ 123,500</i>	<b>15</b>	
Argentina	1	123,550
Spain	2	123,550
France	8	123,550
Belgium	4	123,550
Brazil	1	123,550
<i>Sum for FREQ 123,550</i>	<b>16</b>	
Denmark	4	123,600
Finland	4	123,600
Sweden	3	123,600
Netherland	4	123,600
<i>Sum for FREQ 123,600</i>	<b>15</b>	







# AIRSPACE



OUT OF COMPETITION AREA

POLAND UP TO FL095

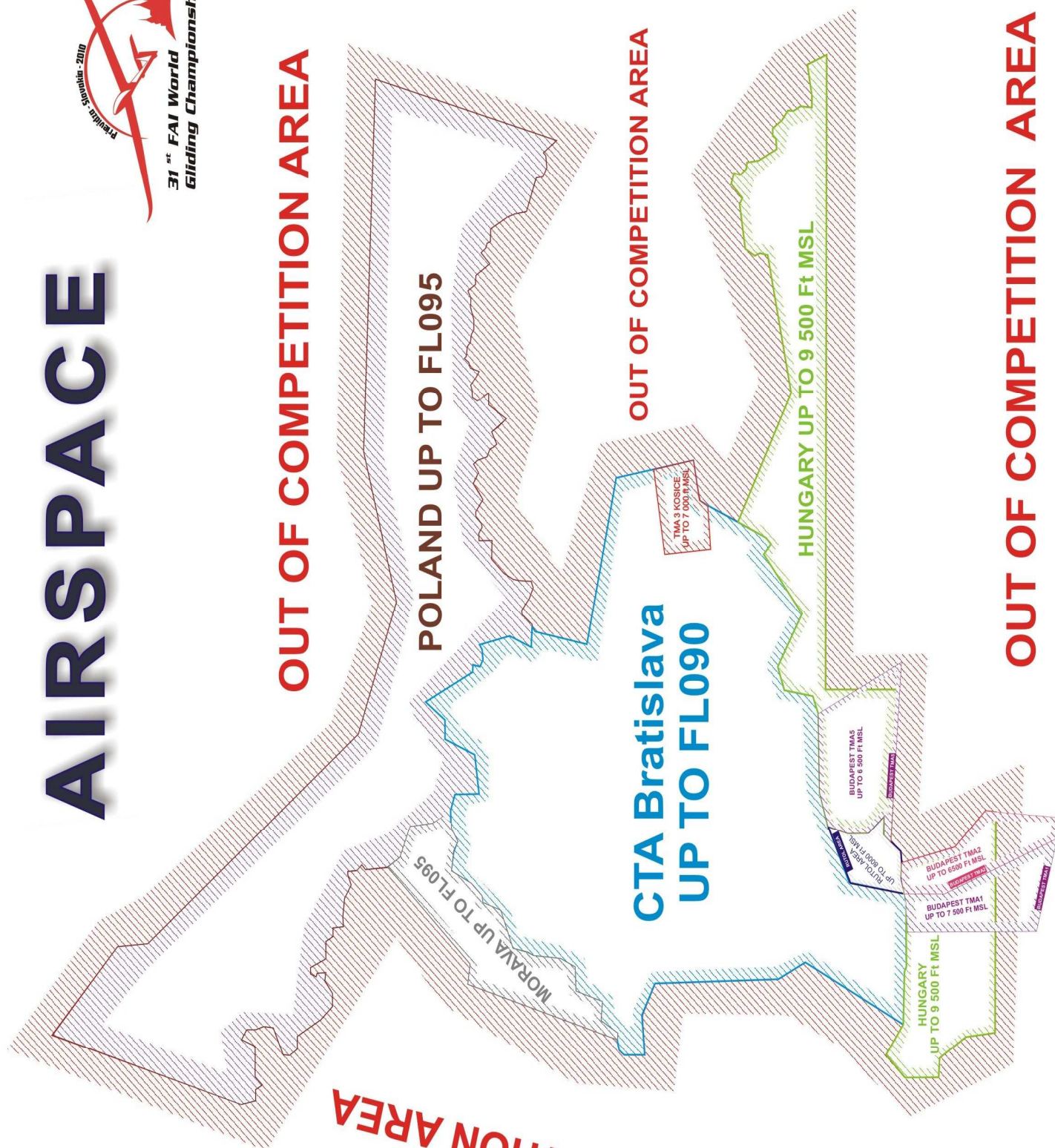
OUT OF COMPETITION AREA

CTA Bratislava  
UP TO FL090

HUNGARY UP TO 9 500 Ft MSL

OUT OF COMPETITION AREA

OUT OF COMPETITION AREA



Attachment  
No.2

