



FCC Gliding 2024

Flight Challenge Cup - Gliding 2024

14th of April – 25th of April 2024

PRIEVIDZA, Slovakia





Main competition officials

Contest director

Jozef Horňák

Deputy

Tomáš Bobok

Task setter

Tomáš Bobok

Scorers

Gabriela Beláková
Gabriela Bobokova
Eduard Niko





Jury

President of the Jury:

Zuzana Hrnčířiková

Member:

Igor Zverko

Member:

Tibor Fratrik





Safety Committee

Chairman:

Jozef Horňák

Member of the club class:

Martin Šabl'a

Member of the 15m class:

Barbora Moravcová

Member of the combi class:

Andre Weidlich



Thank you





Competition classes

Flight Challenge Cup – Gliding 2024

- ***Club Class***
- ***15m class***
- ***Combi Class***

All classes will be evaluated by CZ Index List





New radio stations & flarms

- Radio stations with channel spacing. 8,33 are mandatory*
- Flarms are mandatory.*
- We will check your flarm units before the first flight.*





Sending IGC files and outlandings

Preferred: igcfccprievidza@gmail.com

WiFi free zones (password required)

FREE-Aeroklub password: [airfield](#)

Please upload your flight also to www.onlinecontest.org

Outlandings: Please send text message or whatsapp message with your GPS position in case of outlandig to:

+421 908 706 340





• *Notifications*

FCC 2024:

Whatsap group for official FCC information

Competitors FCC 2024:

Whatsap group for free communication between participants and/or organiser





Safety briefing Radio FREQs

For the championship the following frequencies will be used:

Call sign **PRIEVIDZA GROUND** (FREQ 122,605 MHz)- for take off and for all airport operations during take offs.

Call sign **PRIEVIDZA TRAFFIC** (FREQ 123,055 MHz) - for all airport operations, for competition purposes – start line, finish line;





Safety briefing

FRQs allocated for fly safety

All competitors should have frequency **122,605 MHz selected:**

- *From the beginning of take-off.*
- *During the launch until they have left the launching zone.*
- *In case of re-landing during take off*

All competitors should have frequency **123,055 MHz selected:**

- *After leaving the launching zone.*
- *On the final glide from at least 10km away from the finish line.*
- *During landing – from the moment they join the circuit until they have left the runway.*





Safety briefing **FREQs allocated for flight** **safety**

Frequency 123,055 MHz (Call sign **PRIEVIDZA TRAFFIC) and common emergency frequency 121,500 MHz will be used for flight safety purposes.**

The **PRIEVIDZA GROUD frequency (FREQ 122,605 MHz) will be activated 30 minutes before the planned start and will be deactivated by opening the start line for the last starting competition class.**





Safety briefing Available **FREQ**

All of the following frequencies are freely available to you. We will not assign frequencies to national teams this year.

123,380

123,355

122,705

123,605

123,405

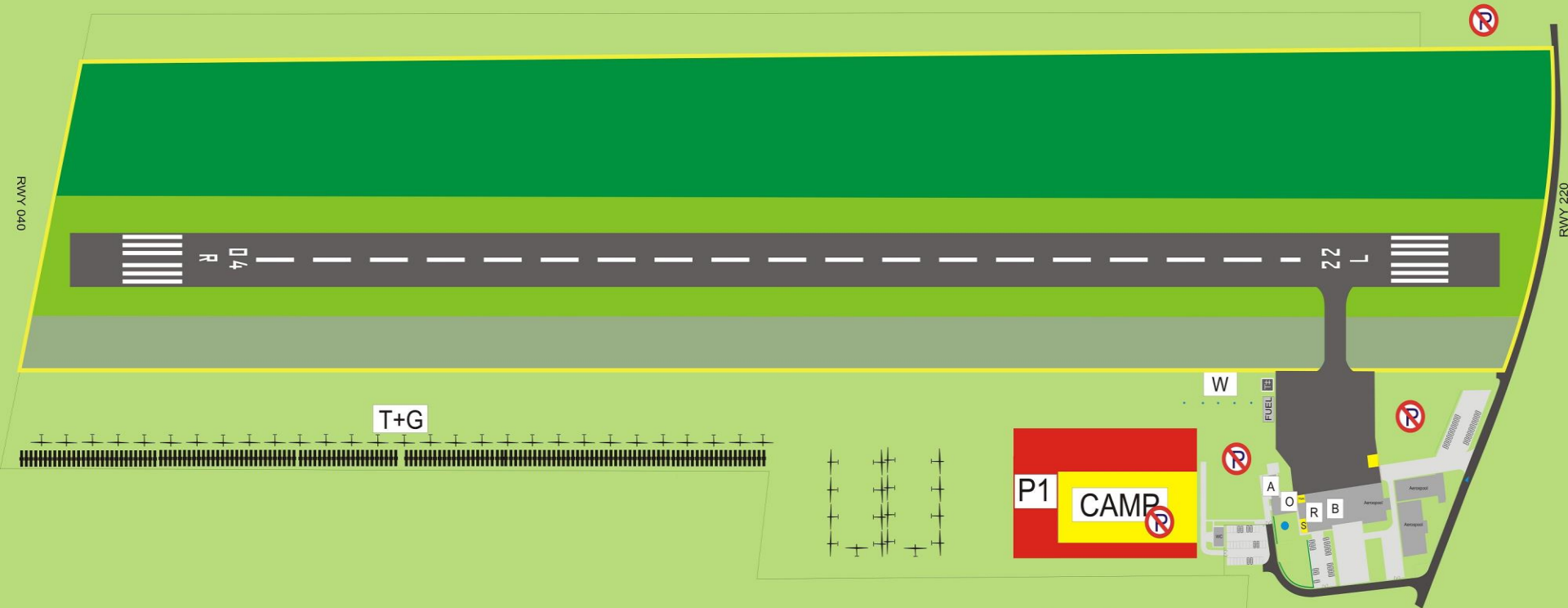
123,480

123,555

123,505



Airport map



Legend:

- A - Aerocest
- O - Air traffic office
- B - Briefing room
- R - Registration room
- P1 - Parking place for cars
- T&G - Trailers & gliders
- W - water for gliders
- Airport border



P1

CAMP

W

FUEL

A

O

TWR

S

R

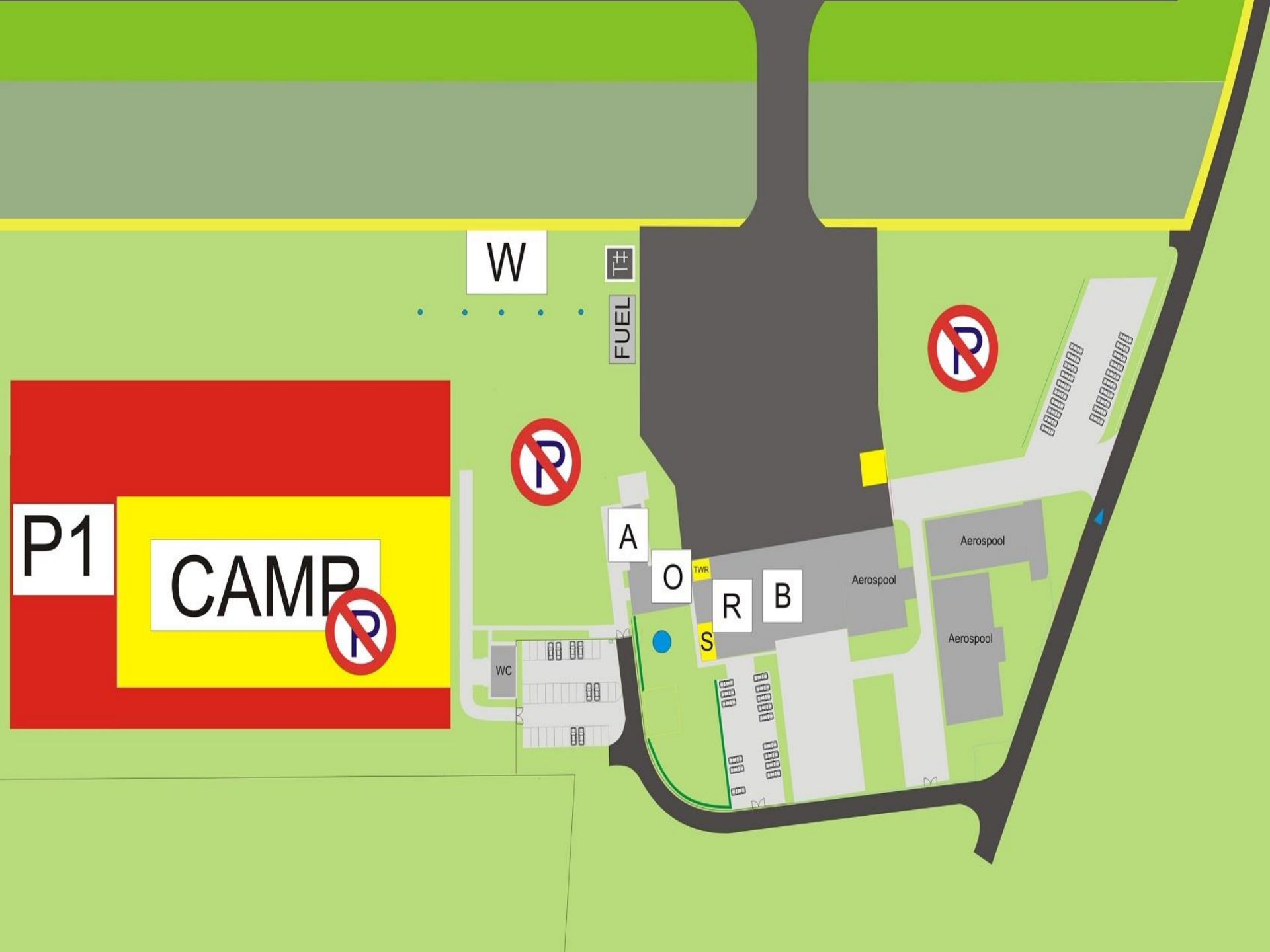
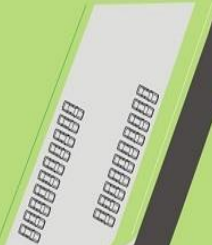
B

Aerospool

Aerospool

Aerospool

WC

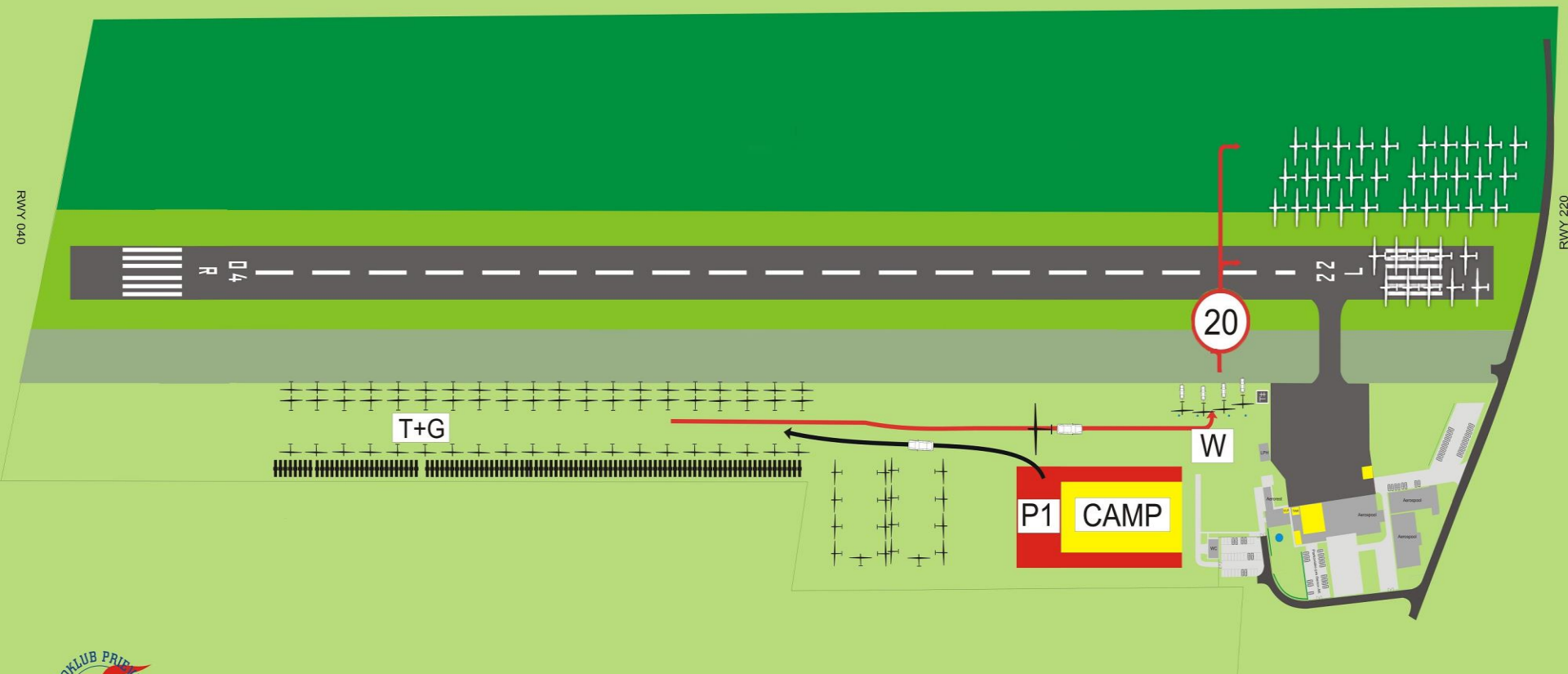




Safety Briefing

Glider transport to the grid

RWY 22





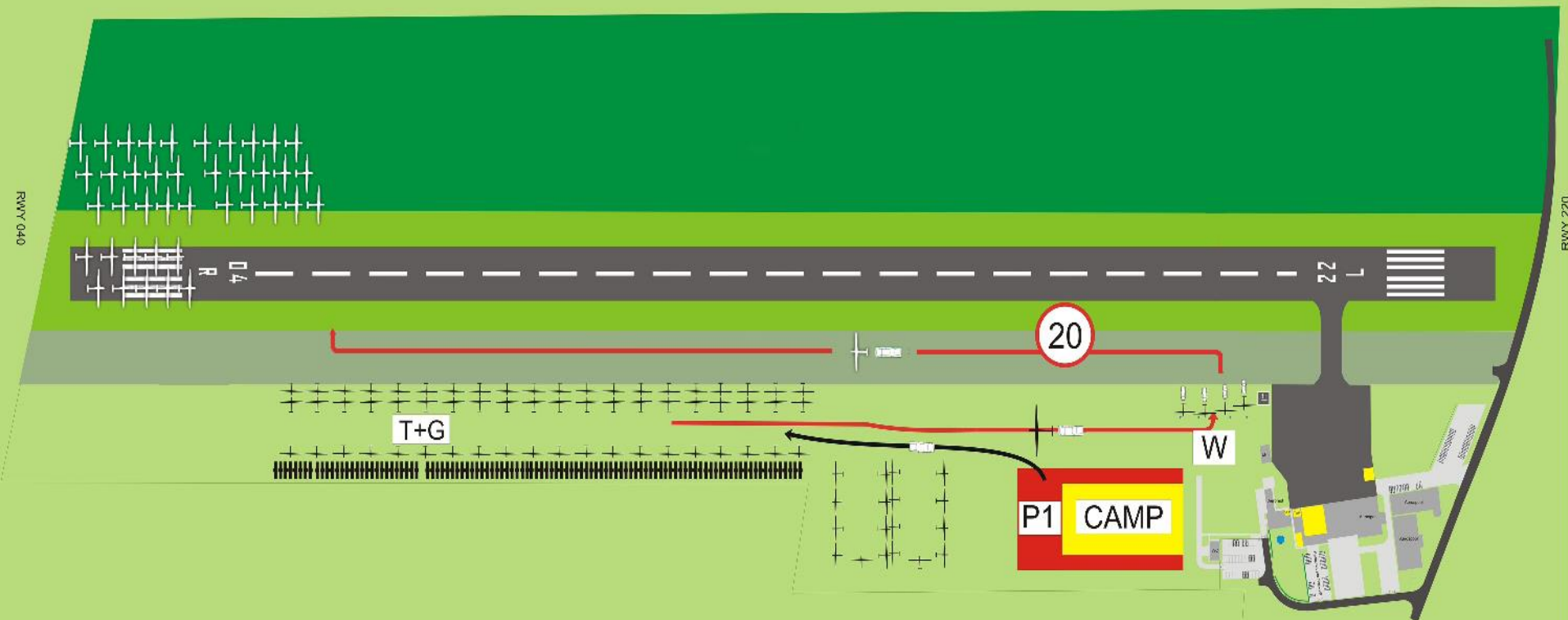
Safety Briefing

Glider transport to the grid

RWY 04

Glider transport to the grid RWY 040

Picture 3b.





Safety briefing Gridding

*For the safety of the aircraft and pilots on the ground, gridding gliders before the official opening of the grid or after the official closing of the grid will be considered as an **unsafe manoeuvre** and should be **penalised***

*Pilots **MUST** be ready for flight at least **2 minutes** before the take-off*





Safety briefing

Launching

Mass Take-off (quiet)

The take-off procedure will be determined during the task briefing.

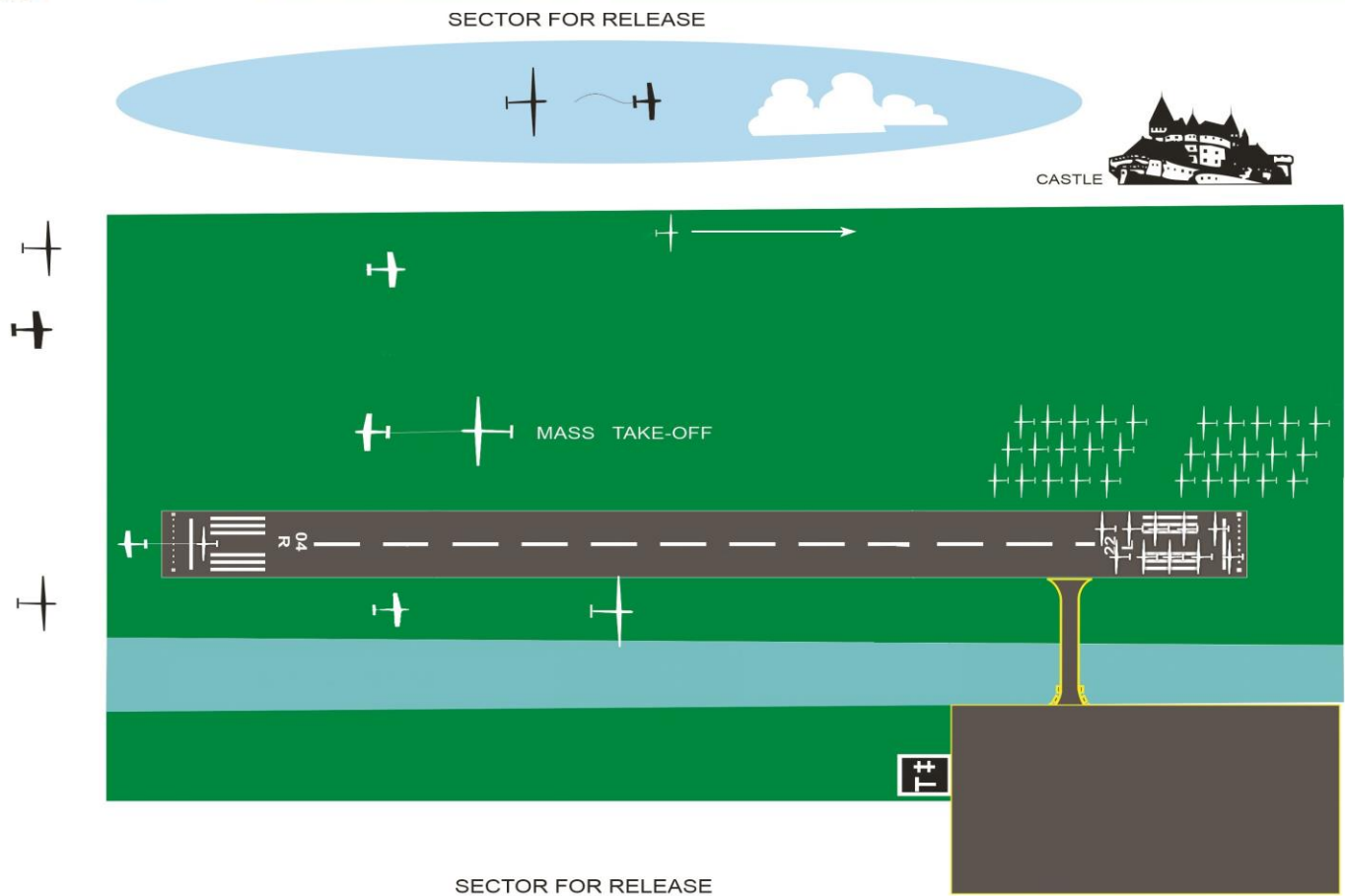
The meteorological conditions may require the competition director to update the take-off procedure before the mass take-off.



Safety briefing

A. Take-off from the runway 22

Alternative A – Southern wind up to 10kt



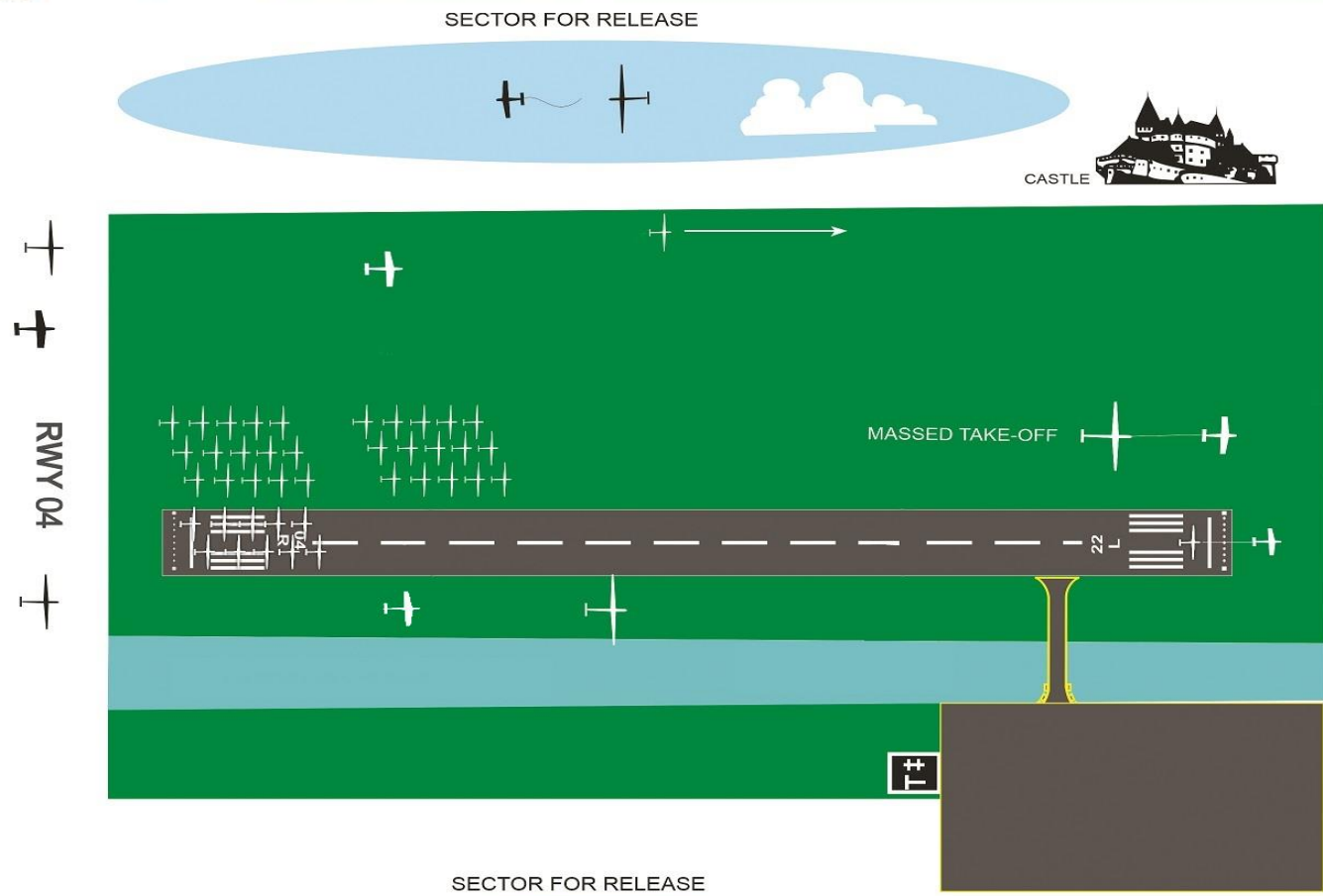
RWY 22

LAUNCHING
AND AIR TOW
PROCEDURES
FOR RUNWAY
22
Landing for Re-Launch
04

Safety briefing

B. Take-off from the runway 04

Alternative B - Northern wind more than 8 knt



LAUNCHING
AND AIR TOW
PROCEDURES
FOR RUNWAY
04
Landing for Re-Launch
04



Safety briefing

Release areas

The gliders are being released in the areas **“Bojnice”** or **“Cigel”** in maximum high 600m QFE

The towing pilot will give you a signal by rocking the wings at compulsory releasing altitude.





Safety briefing

Release areas

When the glider is released from the aero-tow, the pilot must leave the release area immediately.
Circling in the release area is strictly forbidden.

Any breach of the rules and danger flying will be penalized





Safety briefing competition procedures START

During the competition, it is possible to use two methods of start:

- *Normal start*
- *PEV start (as described in rule 7.4.2 b.)*

The maximum altitude before the start will be decided at the daily briefing on the day of the competition.



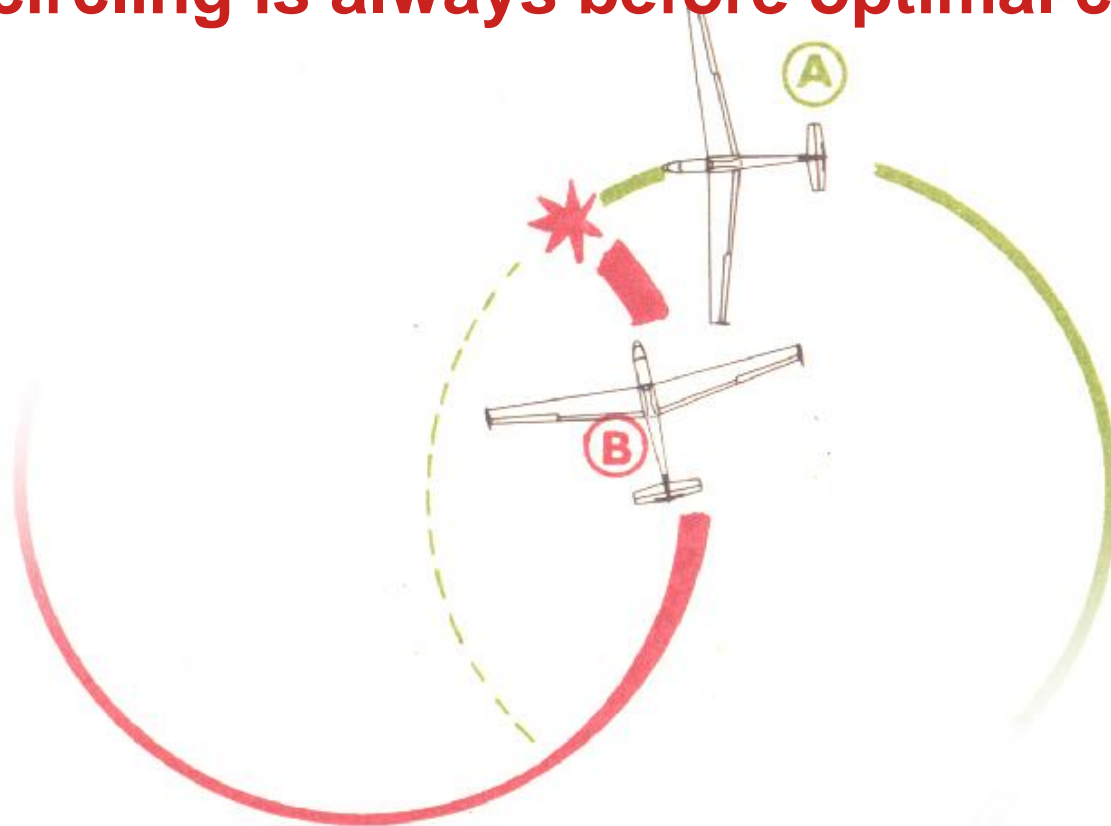
The person you are looking at is responsible for your safety!



The organizing team is kindly asking you to fly safely.

Safety briefing safe flying

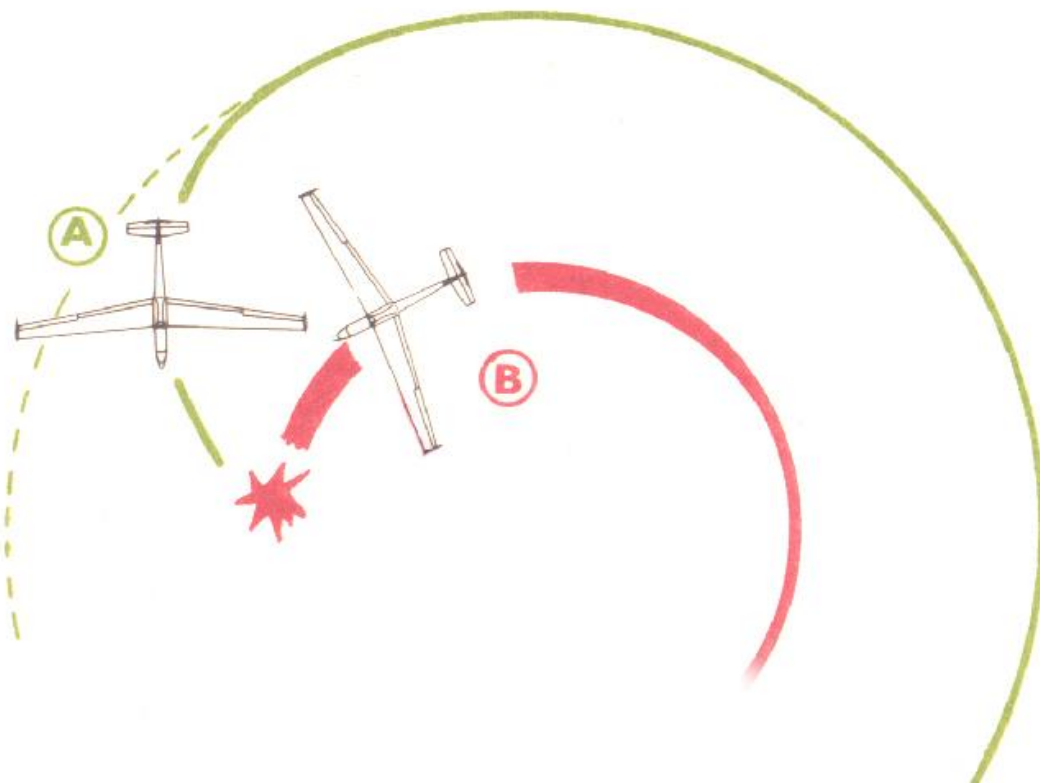
Safe circling is always before optimal circling.



In the same height keep the same circle

Safety briefing safe flying

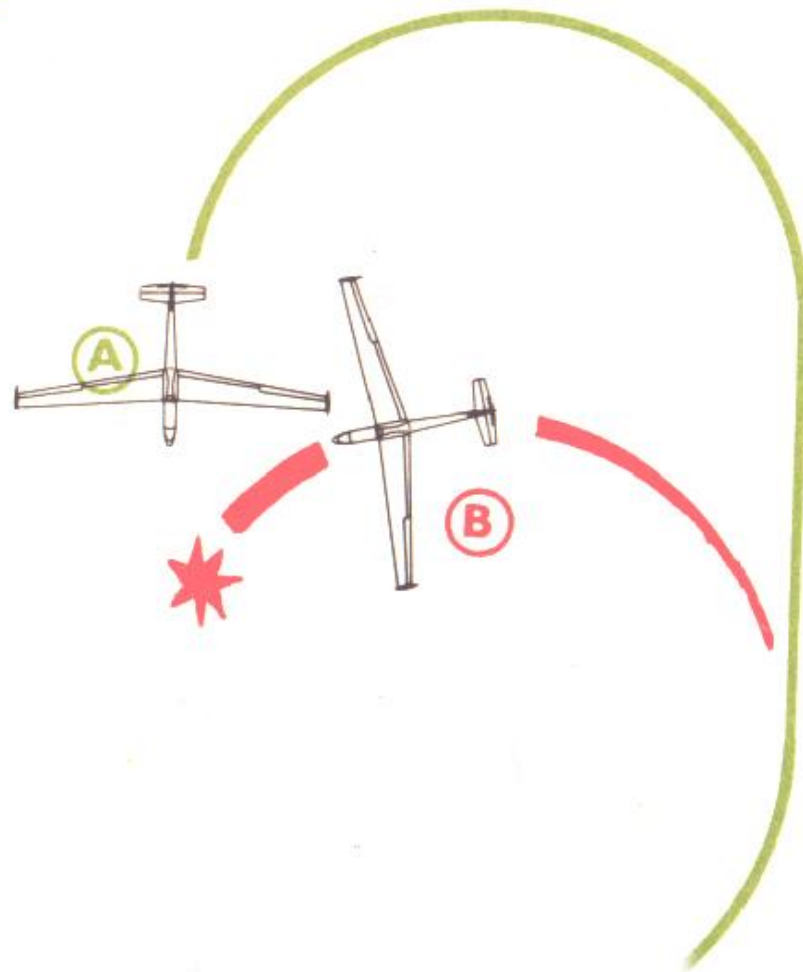
**If you are not happy with climbing,
DON'T undercut others in thermals.**



Safety briefing *safe flying*

**When entering circling,
or you are in the
circling already,**

**Always follow other pilots
in front of you**



Safety briefing safe flying

Watch out_{side}!

Flarm is not Airbag.
It will not save you.
It will **ONLY** warn you.



The organizing team is kindly asking you to fly safely.



Safety briefing

Finishing procedures

Announcing of the arrivals will be done on the airport frequency **123.055 MHz**. For announcing the arrivals, the following

phrases shall be used:

- **Prievidza TRAFFIC (Competition number), (distance to airfield in km)** - As soon as possible at 10km final or last control point of the task used for aligning the sailplanes in the same direction for the final.





Safety briefing

Finish ring

Minimal altitude on the finish ring will be specified during the daily briefing





Safety briefing

Finishing procedures

Those pilots who have decided for a direct landing will say:

- ***Prievidza TRAFFIC (Competition number) DIRECT LANDING***

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.

Completing a circuit which comes into conflict with the “Direct landing” traffic will be penalized as a safety breach.





Safety briefing

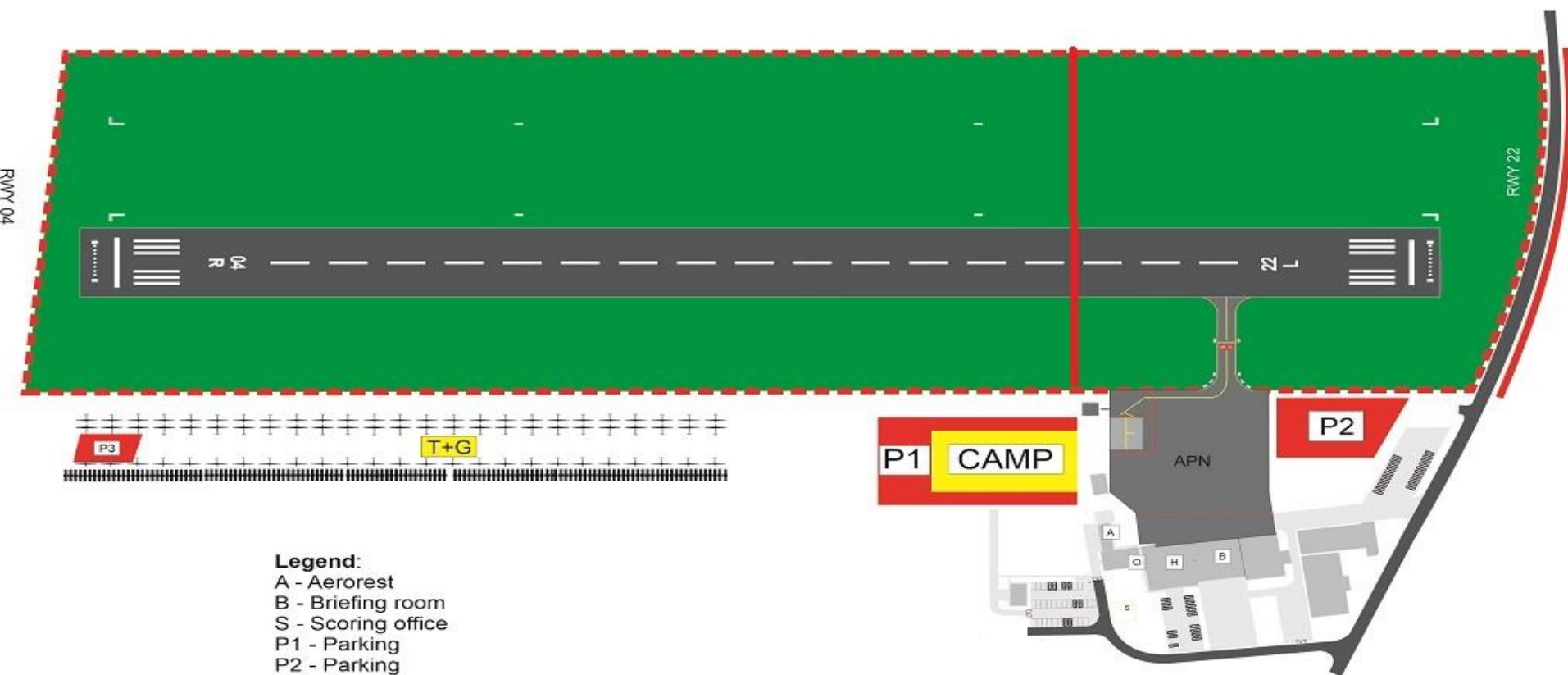
Landing procedures

*The landing frequency is the same as the finish frequency - **123,055 MHz** (call sign PRIEVIDZA TRAFFIC). Gliders landing straight in, shall during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing gliders shall normally continue as long as possible landing to allow other gliders to land safely behind and to use as much runway as possible.*



Safety briefing Landing procedures

..... Airport Boundary



Legend:

- A - Aero-restaurant
- B - Briefing room
- S - Scoring office
- P1 - Parking
- P2 - Parking
- P3 - Parking
- W - Water
- H - Hangar
- TWR - Traffic Tower



Safety briefing Arrivals

Except during emergency situation, the arriving gliders always land within the last third (from the landing direction) of the runway in use. The gliders landing first should roll out as far on the runway as possible. After touchdown, the landing glider is forbidden to change its direction away from its landing course.

All vehicles which will be used to transport the gliders from the runway must be at the time of the expected arrival parked in the areas "P1" or P2.

After landing, the gliders are transported to the area "T&G" as shown by the red arrow.





Safety briefing

RWY04 Arrivals APP from S

*The gliders landing after a straight-in approach for the runway 04 should land according to the above mentioned procedure – in the **last third of the runway** as much to the **RIGHT** as possible (from the landing direction).*

*The gliders which are not landing after straight-in approach should enter the **LEFT-HAND** traffic pattern for the runway 04 and continue landing to the **LEFT** as possible.*

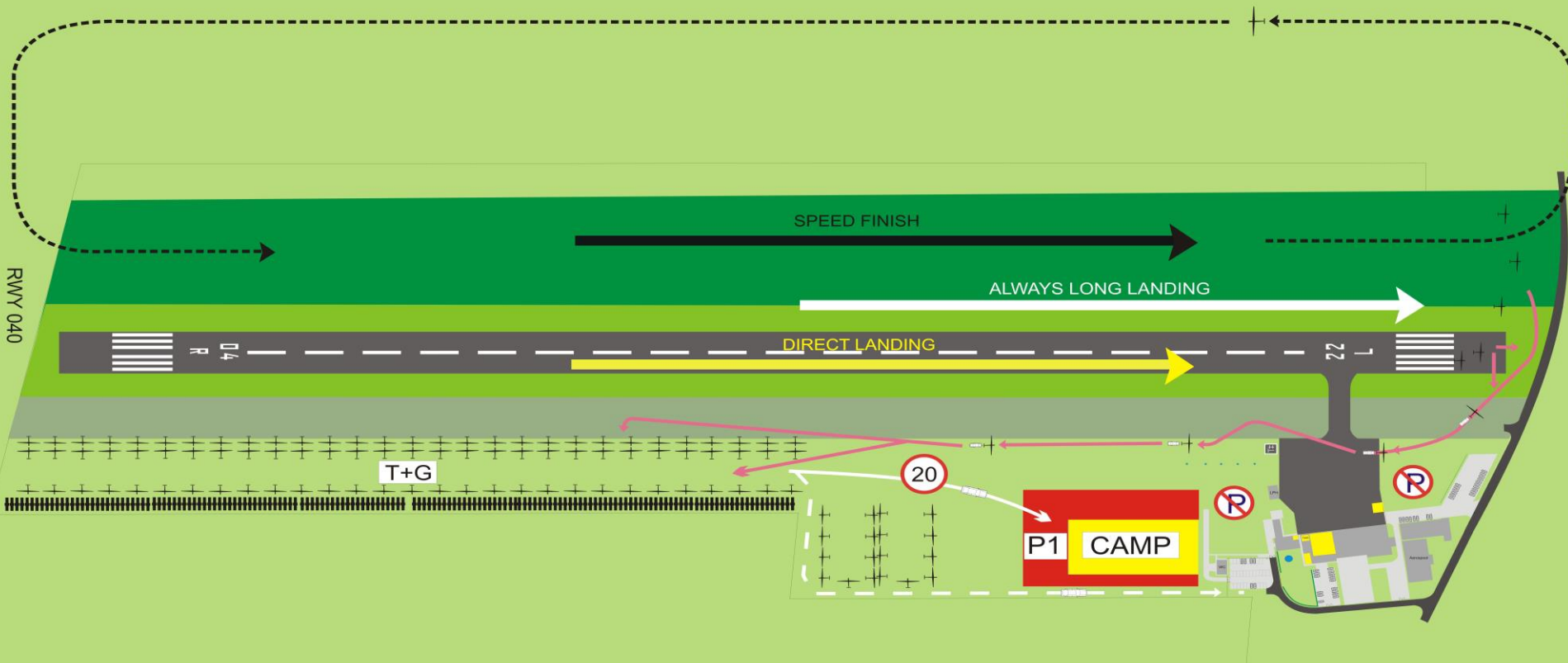


Safety briefing

RWY04 Arrivals APP from S

Arrivals 040 - approach from the south

Picture 4a.





Safety briefing RWY22 Arrivals APP from N

The gliders landing after a straight-in approach for the runway 22 should land according to the above mentioned procedure – in the **last third of the runway** as much to the **LEFT** as possible (from the landing direction).

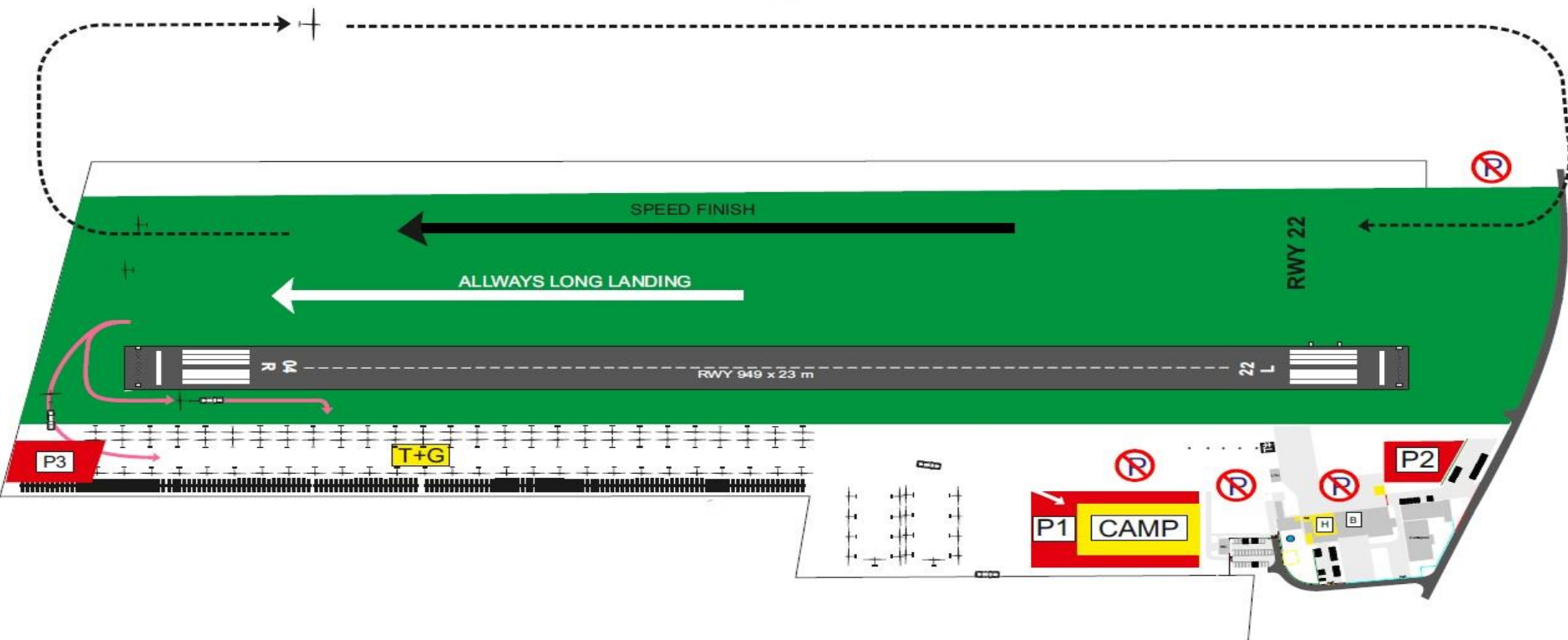
The gliders which are not landing after straight-in approach should enter the **RIGHT-HAND** traffic pattern for the runway 22 and land to the **RIGHT** as possible.



Safety briefing

RWY22 Arrivals APP from N

Arrivals 220 - Approach from the North



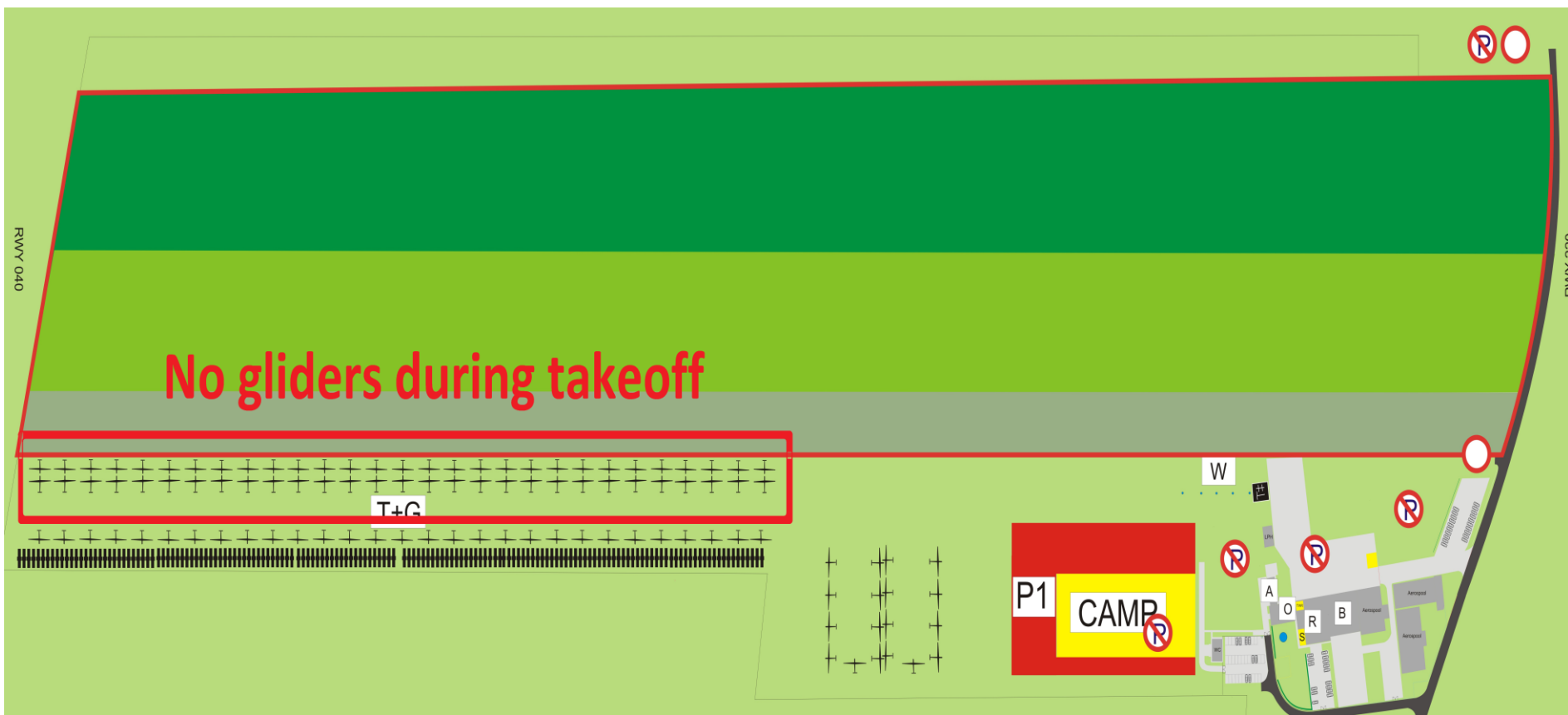


Safety briefing Obstacles

- 1) **High voltage line west of airport !!!**
- 2) **2 roads and *new houses* in front of RWY22 !!!**
(Skaters on the road)
- 3) **Approach from North - town Prievidza !!!**
- 4) **New lampposts near apron.**
- 5) **New electric fence on the Bojnice side.**



Safety briefing Obstacles





Notes

- 1) Please park your trailers max 2m from the fence.***
- 2) The gap between trailers/gliders and second row at least 30m.***
- 3) Please keep your cars in the parking zones.***
- 4) Trailers in parking for trailers only, no cars in the camp.***
- 5) Be very carefull for your private things!***





Gridding

Gridding starts at 8:15 (not before!)





*Thank you for your
attention*

*Have a safe
competition!*

