



**WORLD GLIDING
CHAMPIONSHIPS**
STENDAL GERMANY 2021



LOCAL PROCEDURES

36. FAI WORLD GLIDING CHAMPIONSHIPS

STENDAL 2021 | 18.07.21
31.07.21

WGC2021.DE
#WGCS2021

AERO-Club  STENDAL e. V.



LOCAL PROCEDURES

1. Document revisions

1.0 February 28th, 2021 Initial version

2. Championship details

2.1 Location of the event

Airfield name	Stendal-Borstel
ICAO-Code	EDOV
Airfield frequency	122.405 (8.33kHz channel separation)
Airfield coordinates	52° 37,65' N; 11° 49,11' E
Airfield elevation	56m/184ft AMSL
Time zone	CEST (UTC + 2h)

The contest site boundaries will be the airfield boundaries. A map will be published in the self-briefing document.

2.2 Schedule

The entry form for claiming entries by the NAC will be published on the website starting November 30th, 2020. A separate registration form for pilots to submit there is available on the website.

NAC & preliminary entries due	January 31 st
Final entries due	March 31 st
Entry fee payment deadline	April 30 th
Pilot registration deadline	March 31 st
Official training	July 11 th to 17 th
1st team captains briefing	July 14 th , 18:00
Registration	July 11 th to 17 th , 16:00
Scrutineering	July 11 th to 17 th , 16:00
Mandatory opening briefing ¹⁾	July 17 th , 18:30
Welcome party	July 17 th , approx. 20:00
Opening ceremony	July 18 th , 11:00
Daily briefings	July 11 th to 30 th , 10:30
Contest days	July 19 th to 30 th
International evening	July 24 th
Farewell party	July 30 th , 20:00
Prize giving and closing ceremony	July 31 st , 10:00



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- 1) The opening briefing on July 17th is a requirement of the aviation authority. It is mandatory for all participants to join this briefing.

2.3 Championship Organizer

The championship will be organized by the AERO-Club Stendal e.V. in collaboration with the Gliding Commission of the Deutscher Aero-Club (DAeC), the German National Aeroclub.

2.4 Championship Officials

Competition Director	Henning Schulte
Task setting / Deputy CD	Christoph Barniske
Scoring	Jan Braune
Meteo-Team	Walter Hermann, Jennifer Doerkopf, Katrin Hohmann
Flight line management	Dennis Krull, Hans-Joachim Ebest
On-Site organization	Sieghard Geyhler, Björn Adam
Financial director	Wolfgang Paepke

2.5 Stewards

Chief-Steward	Robert Danewid (SWE)
Steward	Lasse Virtanen (FIN)

2.6 Jury

President	Peter Ryder (GER)
Member (remote)	Juha Silvennoinen (FIN)
Member (remote)	Marina Vigorito (ITA)

2.7 Address of the organizers

Address	AERO-Club Stendal e.V. Osterburger Strasse 250 / Flugplatz 39576 Stendal Germany
Phone	+49 163 6230507 (competition office) +49 3931 713279 (official airfield phone, German language only)



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Fax	+49 3931 796787
Email	info@wgc2021.de
Official website	https://www.wgc2021.de

3. General information

3.1 Language

The official language of the championships will be English.

3.2 Covid-19 regulations

During the contest period, regulations may be applied by the relevant authorities in order to limit spreading Covid-19 infections. Such regulations will be announced by the contest organizers as early as possible.

3.3 Championship classes and qualifications

The championship will be held in the Open, 20m Multi-seat and 18m classes. Entries per class will be determined as defined in Sporting Code Section 3, Annex A. The maximum number of participants (gliders) will be 120.

3.4 Competition Rules

The following general rule documents are applicable to the championships:

1. Sporting Code General Section in its latest revision
2. Sporting Code Section 3 in its latest revision
3. Sporting Code Section 3, Annex A in its latest revision

The valid version of these documents will be published on the competition website.

Additional rules are published:

1. In this Local Procedures document
2. In the official self-briefing document which acts as an appendix to these local procedures
3. during the official opening briefing
4. during the daily briefing
5. on the daily task sheets



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3.5 Additional safety rules

All necessary additional safety rules will be mentioned in Self-briefing or at the briefing for the day. Such safety rules are considered part of the Local Procedures and will be provided in written form on competition website or on the task sheet if appropriate.

In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director directly or through other competitors and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.

Safety comments are welcome: Comments are welcome at any time from any contest participant – pilots, crews and others. They can be directed to the Safety Committee, Championships Director, or any competition official, and may be submitted by using Flytool-competition, the IGC digital safety box. This can also be done anonymous.

More info on Flytool-competition and how to use it can be found at <https://www.flytool.nl/nl/uk/>.

Based on IGC-files from the scoring system, airprox analysis may be performed by the contest management during the competition.

3.5.1 Cloud Flying

Flying without reference to the ground (cloud flying) is prohibited and will be penalized according to the list of approved penalties.

3.5.2 Circling in thermals

The direction of circling will be determined by the first glider to start circling in a thermal. Gliders joining another glider must:

- Circle in the same direction as the first glider
- Join the thermal in such way that they can be seen by the pilot of the circling glider
- Join the thermal from outside

In case several gliders are joining a thermal at the same time, the highest glider determines the direction of circling for this thermal.

Violating these common circling rules in a hazardous manner may be considered as unsporting behavior.



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3.5.3 Airfield flight operations

Stendal-Borstel is a publicly operated airfield with regular opening hours from 9h00 – 19h00 local time. At any times, approaching and departing traffic must be expected. Children must be kept under supervision and handicapped persons should be provided with assistance when entering the operational areas of the airfield. Pets must be leashed on these places. Access to the airfield may further be restricted in accordance with local Covid-19 pandemic regulations.

Traffic will be advised by the local flight information service on radio channel 122.405. Relevant NOTAM will be published in advance in order to inform others of the competition.

3.5.4 Vehicle usage at the airfield

Vehicle speed limit on the airfield is 25kph. All vehicles entering the airfield must have visual identification marks, containing the competition ID of the glider.

3.5.5 Emergency plan

An emergency plan will be announced during the opening briefing.

3.6 Anti-doping rules

Pilots and team captains are requested to familiarize themselves with the Anti-Doping rules at <https://www.fai.org/anti-doping> and remember to submit Therapeutic Use Exemptions (TUE's) to the organizer during the registration, if applicable.

4. Entry and registration process

4.1 Entries

Entries will be accepted through the official website only.

4.2 Fees

All dates are 2021.

FEE	AMOUNT	DEADLINE
ENTRY ¹⁾	1000€	April 30 th
CAMPING	300€ per glider (up to 3 persons) 80€ for each additional person	July 19 th , 12h00



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TOWING ²⁾ (600m AMSL)	55€	15 tows to be paid in advance at registration
SELF-LAUNCH FEE	8€	15 launches to be paid in advance at registration

- 1) Entry fee: The raised entry fee compared to 2020 is pending IGC approval. It covers airfield usage from July 11th onwards. Additional charges for camping and flight activities apply in case of an early arrival. Please request additional information for this case via email to info@wgc2021.de
- 2) Tow-fees: The fee of 55€ is set based on AVGAS prices as of November 15th, 2020. In case the AVGAS price level changes significantly, tow fees may be adjusted accordingly.

4.2.1 Refund Policy

Entry fees will be refunded to the full extent in case the WGC has to be cancelled by the organizers due to regulations related to the Covid-19 pandemic before April 30, 2021. There will be a partial refund in case of a later cancellation. The extent of this partial refund depends on the time of the cancellation and the sanitary requirements of health authorities. In case an entry is cancelled by a participant or NAC due to Covid-19 related issues, 50% of the entry fee will be refunded. This applies only if the cancellation is submitted to the organizers before June 30, 2021. Unused tow and self-launch fees will be refunded at the end of the contest. Paid camping fees will not be refunded.

4.2.2 Entry fee coverage

The following costs are covered through the entry fee:

- Airfield preparation and usage
- Grid preparation
- Competition office: task setting, scoring, briefing
- Meteo service
- Towplane availability
- Water ballast
- Internet access through local Wifi, no bandwidth guaranteed

4.3 Payment

Payment of the registration fee must be done via bank-transfer prior to the deadline above. Any payment/transfer charges are to be paid by the participant.

Bank account information:



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BANK NAME	Kreissparkasse Stendal
IBAN	DE12 8105 0555 3010 0142 35
BIC / SWIFT	NOLA DE 21 SDL
ACCOUNT OWNER	AERO-Club Stendal e.V.
DESCRIPTION	WGC-fee + NAC + Contest ID

Camping fees and 15 aerotows / self launches must be paid during registration. Debit cards, credit cards (Visa, Mastercard only) and cash in EUR will be accepted.

Please note: many local stores and vending machines do not accept credit cards. Having cash ready for payment is strongly advised. Debit cards (Maestro) are widely accepted.

4.4 Insurance

Third party liability insurance, covering the whole contest area with no exclusion clause for competitions is the responsibility of the pilot. Documentary proof of insurance shall be provided to the organizers in German or English. A compliant insurance will be offered by a partner of the organizers. Further information will be provided in a separate bulletin.

4.5 Required documentation

During the registration, the following documents will have to be provided by the participants.

For pilots and team members:

- Pilots and team members from countries that require visas to enter European Union must organize them by their own means in due time. An invitation letter will be provided upon pilot/crew request.
- Documentary proof (in English for foreign pilots/ crew members) of personal medical insurance

For the pilot:

- valid pilot license or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered. The license must include the chosen take-off method (aerotow or self-launch).
- FAI sporting license valid for the year of the event to be registered on the FAI website
- medical certificate (valid at least until July 31st, 2021)
- valid radio license



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- a Therapeutic Use Exemption (TUE) if the pilot is taking any medicines that are on WADA's prohibited list (please send notification by email to the organizers)

For the glider (all mentioned documents must be carried on board the glider):

- valid certificate of registration
- valid certificate of airworthiness (ARC) or permit to fly
- aircraft radio license
- glider manual and logbook
- proof of 3rd party liability insurance in accordance to EU regulation 785 / 2004. Such proof must be available in English or German language.

Contestants should expect document checks and ramp surveys by the aviation authorities (ACAM).

4.6 Medical insurance

Personal medical insurance for pilots and team members must be proven with an appropriate document in English or German language. Such insurance must be covering accidents, sickness including any hospital costs and transportation back to the country of origin. Pilots should ensure that such insurance covers accidents and injuries obtained while gliding in the competition.

4.7 Pilot experience

In addition to Sporting Code Section 3, Annex A, section 3.2, the following minimum pilot experience is required:

- At least 5 flights in gliders in 2021 before the competition
- At least 10h of gliding in 2021 before the competition

5. Technical requirements

5.1 Mandatory additional equipment

In addition to the basic instruments required by the flight manual or type certificate, all gliders must be equipped with the following pieces:

- 8.33kHz capable radio equipment approved for flight operations
- Electronic variometer with audio output
- Parachute valid for the whole competition period
- GNSS flight recorder certified by IGC no later than May 31st, 2021; in case of gliders equipped with any kind of engine (self-launcher or sustainer), the flight recorder must be equipped with engine noise level recording (ENL); the recording interval of the flight recorder must be 1 second
- FLARM device with transceiver for European frequencies



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All instruments, PDA, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected. High visibility markings are recommended. Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device.

Pilots must sign a declaration confirming that they will not use any instrument, device or embedded function to assist with cloud flying. Instruments not allowed may be specified at briefing.

5.2 FLARM usage

Using FLARM devices is mandatory. Such devices shall be activated before launch and shall not be turned off, nor disabled, until after the landing. The latest available software must be installed on each FLARM device. It is up to the pilot to decide on using 'stealth' or 'notrack' modes.

If provided during technical inspection, the FLARM-ID can be used to locate the glider over Open Glider Network or FLARM IGC flight log analysis in case of emergency. Such location service will not be possible when using stealth mode or any other mode obfuscating the FLARM-ID of the device.

5.3 Tracking

Tracking devices must be carried on-board and activated by all participants if required by the contest director. Public tracking will have a time-delay to be specified by the Organizers during the daily briefing. This delay will not be less than 15min and will remain in place until the last glider landed. Discarding or manipulating tracking equipment may be penalized.

Access to real-time tracking data is only allowed for the Contest Director and Deputy Contest Director under supervision of a Steward. In case of an emergency, such information may be published in order to support SAR activities. Any use of non-public tracking information by competitors or their teams is considered cheating under SC3a 8.6.5.

5.4 Data communication

The following forms of data communication are allowed:

- Any FLARM configuration as long as collision avoidance transmissions are enabled
- Carriage and usage of a mobile phone as a data relay for connected instruments registered during technical inspection
- Carriage and usage of ELT and PLB



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- Inflight reception of meteorological information through radio communication and connected instruments registered during technical inspection
- Transponder usage
- ADS-B reception as part of an on-board collision avoidance system
- In-flight reception of OGN tracking information from publicly available sources

The following forms of data communication are not allowed

- Mobile phone usage except as data relay for on-board devices
- Disabling FLARM collision avoidance
- Reception of tracking information from non-OGN sources

In order to support potential SAR activities, pilots are encouraged to carry mobile phones, ELT, PLB, etc. and to provide phone numbers and beacon ID to the Organizers.

5.5 Technical inspection procedures

5.5.1 Determination of reference weight

The reference weight of each glider is measured as follows:

- Pilot and co-pilot weight is measured
- Glider is brought to take-off configuration (with parachutes in the cockpit), ballasted to maximum allowed take-off weight (MTOW) minus pilot weight. MTOW is measured through addition of the weight measured at the tail and main wheel. MTOW is defined as the lower of the following values:
 - 1) maximum take-off weight as defined by the gliders type certificate
 - 2) maximum take-off weight allowed for the respective class of the glider
- Glider is attached to the car in the configuration being used to tow the glider to the grid (ground handling configuration).
- Weight of the glider on the main wheel is determined and recorded in the ground handling configuration. If the participants wishes to use covers during ground handling, the glider has to be measured with and without covers. The weight of the glider without covers must represent its MTOW.

5.5.2 Additional procedures during technical inspection

- The wingspan will be determined for gliders of 18m- and 20m Multi-seat classes in order to define wing span penalties, if necessary
- Contest ID will be checked for visibility. If more than one glider uses the same contest number, the pilot who registered first with the contest ID may keep the ID of the glider. Other gliders with the same ID will have to modify theirs in a way that allows clear visual identification.



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- Glider-instruments with data connectivity will be registered
- Pictures of the glider and the instrument panel will be taken
- It will be checked that at least two items of the list in Sporting Code Section 3 Annex A Appendix 2 are present

6. General flying procedures

6.1 Units of measurements

Distance	kilometers, meters
Altitude	meters above mean sea level (AMSL)
Speed	kilometers per hour (km/h)
Vertical speed	meters per seconds (m/s)
Mass	kilograms (kg)
Headings / radials	degree true north
Time	Local time (UTC + 2h)
Air pressure	hPa

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL, ft MSL) for that day will be printed on the task sheets.

6.2 Radio frequencies

Airfield frequency: field operations, launch coordination, finish approach, coordination of landings	122.405
Contest frequency: Flight safety purposes, announcements of the contest directors	122.305
Team frequencies	Will be provided to each team captain

7. Tasks

7.1 Start line

Unless otherwise defined during the daily briefing, a start line of 20km total length will be used, placed perpendicular to the track from start point to first turn point of the task. Each class will have its own dedicated start point.

7.2 Finish ring / Finish line

Unless otherwise defined during the daily briefing, a finish ring of 6km radius with a minimum altitude of 300m GND / 355m AMSL will be used. In case of strong



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wind or approaches from southeasterly directions crossing the city of Stendal, the minimum altitude may be increased during the daily briefing.

Finishing more than 100m below this minimum altitude will be scored as a virtual outlanding at the point of entry into the finish ring.

Although the finish ring will be the standard finish method, a finish line may also be used. This will be announced in the daily briefing.

7.3 Finish closing

The finish closes at 21:30 local time.

8. Contest area, turn point and airspace information

8.1 Contest area

The borders of the contest area are defined as follows:

North	54° N
West	9° E
South	51° N
East	16° E

The contest area is public airspace and will also be used by noncompeting aircraft during the event.

8.2 Airspace restrictions

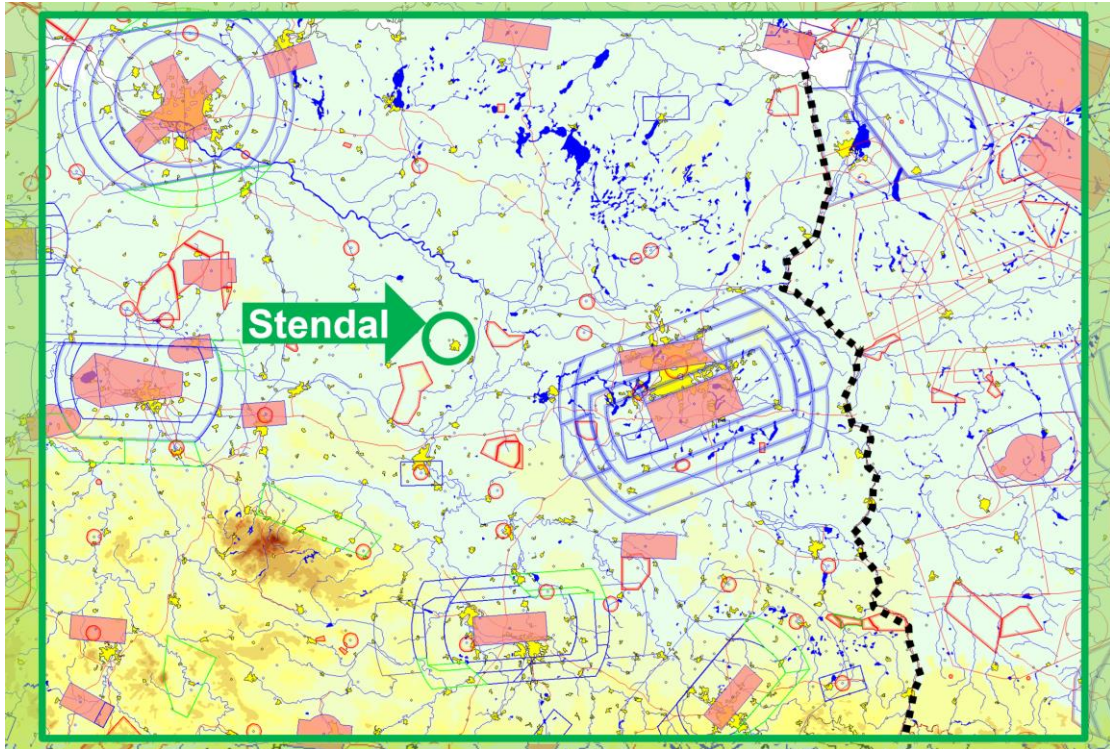
Unless otherwise defined during the daily briefing, the following rules apply to airspace usage:

Upper limit of contest area	FL95
Airspace classes free to use	E, G, RMZ
Restricted airspace classes	Germany: C, D, TMZ, ED-R, Para Zones; Poland: CTA, CTR/MCTR, TMA/MTMA, MATZ, EPP, EPD, TSA, TFR, EA, MRT

Restricted airspace classes C and D may be entered with approval of the relevant air traffic control service for the purpose of a landing at the controlled airfield. As with all other restricted airspace, the point of entering Class C or Class D airspace will be considered the point of a virtual outlanding.



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Valid airspace information for the contest area is covered by the 2021 edition of the aeronautical charts Berlin, Rostock and Hannover as published by the German Airspace Agency (DFS). A map of the whole contest area will be provided for each participant; however this will not be of a handy size for usage aboard a glider.

Contest participants are requested to familiarize themselves with the German airspace structure as published by the DFS:

https://www.dfs.de/dfs_homepage/de/Flugsicherung/Luftraum/luftraumstruktur_092016.pdf.

8.3 Turn Point & airspace files

A catalog of valid turn, start and finish points will be published on the website of the scoring system “scoring StrePla” (<https://www.strepla.de/scs>). Hyperlinks to these files will be placed on the contest website <https://www.wgc2021.de>. The official turnpoint file format will be SeeYou CUP. For scoring purposes, an airspace file will be published on the website of the competition in OpenAir format. Files will not be published in other formats.



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9. Contest procedures

9.1 Daily briefing

The daily briefing will be at 10:30 in the briefing hangar. If there is a delay or an earlier briefing, this will be announced through WhatsApp or text messaging upfront.

9.2 Grid

Runway direction (08 or 26), grid times and grid orders will be announced each morning before 08:00. Grid orders will be published on the website and at the briefing hangar. Grid procedures will be published in the self-briefing.

9.3 Weighing procedure

Each day of the competition, all gliders will be weighed in their reference weight configuration. Water ballast may be jettisoned on the scale until MTOW is reached.

A change of the co-pilot in the open class must be announced before passing the scale. The pilot has to make sure that the lower figure of either MTOW and the maximum weight in the class is not exceeded through changing the co-pilot.

Water ballast must not be added on the scale.

Up to 3 liters of drinking water, maps, tasksheets and portable navigation devices may be added to the glider in the grid. Gliders in the grid must not be filled with ballast or fuel unless approved by the Contest Director or the deputy Contest Director and supervised by a Steward. Dumping of water is allowed in the grid.

9.4 Change in tasks

During the daily briefing, several tasks may be announced for each class as A-task, B-task and so on. Any changes from tasks that were already published or announcements of new tasks will be done in a team captains briefing. This may be commenced in the grid.

9.5 Launch

Launch is possible through aero-tow or self-launching. Any engine in a glider must be turned off below the maximum allowed towing altitude + 50m. The maximum allowed towing altitude is 655m AMSL (600m GND) unless otherwise communicated. Launch patterns will be published in the self-briefing.



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The contest director will announce a time of the first launch. At this point in time, each glider must be ready for launch. All cars must be removed from the grid and placed in the parking area before beginning of launches.

Delaying the launch period will be announced via radio on the airfield frequency.

9.5.1 Documentation of engine noise levels

In relation to Sporting Code Section 3, Annex A, 5.4 d, an additional record of engine noise level must be done upon request of the organizer.

9.5.2 Release area

Several release areas will be published in the self-briefing. Each class will be towed to a release area specified on the task sheet. This release area may be changed before the first start of a class in a team-captains briefing. Self-launchers must turn their engine off in the release area of their respective class.

9.5.3 Re-starts and use of sustainer engines

Gliders may land on the re-starting area to the north of the concrete runway. The grid manager will decide when another aerotow can be made.

In accordance with SC3A 7.3.2 c (ii), the following paragraph is only applicable if all gliders of a given class are equipped with a means of propulsion (MoP): Gliders of such a class may use their engine in a designated re-start area after passing the re-start field in downwind. In case of a re-start using an engine, the start line must not be crossed before 20min after the engine has been shut down. The re-start area will also be published in the self-briefing document.

9.5.4 Start line opening

Unless otherwise noted on the task sheets and mentioned in the daily briefing, the start line will be opened earliest 20min after the last glider of the class has left the runway. Opening the start line will be announced 20min, 10min, 5min before and at the actual time of the opening on the contest frequency 122.305. Any delay in opening the start line will also be communicated on the contest frequency 122.305.

9.5.5 Designated start

A designated start interval may be announced by the contest director during the daily briefing. Start time intervals will be published on the task sheets.



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9.5.6 PEV start (pilot event marker)

A PEV start procedure may be announced by the contest director during the daily briefing. Values for PEV Wait Time and PEV Start Window will be specified on the task sheets.

9.5.7 Start altitude limitation

An altitude limitation for crossing the start line may be announced by the contest director during the daily briefing. The penalty for crossing the start line too high will be defined in a later revision of the Local Procedures.

9.5.8 Start speed limitation

A speed limitation for crossing the start line may be announced by the contest director during the daily briefing. The start speed limitation is defined as the average speed measured between 10 seconds before and after crossing the start line. Such start speed limitation will be combined with a start altitude limitation. The penalty for crossing the start line too fast will be defined in a later revision of the Local Procedures.

The pre-start altitude as described in SC3a, 7.4.5 b) will not be applied.

9.6 Approach & landing

9.6.1 Announcements

Gliders shall announce their approach 10km before the finish ring on the airfield operations frequency 122.405 (e.g. "Glider XY 10 Kilometers"). This will not be confirmed. Communication on this frequency shall be as reduced as possible in order to avoid clutter. Approach charts and usage of landing strips will be shown in the self-briefing document.

9.6.2 Air traffic/meteo information

Air traffic or meteo information during approaches and landings by the airfield information service will be limited in order to avoid clutter on the frequency.

9.6.3 Outlanding after finishing

In accordance to the IGC Sporting Code Section 3 Annex A, gliders must land without delay after crossing the Finish Ring / Finish Line. For the sake of clarity: An outlanding without delay after crossing the Finish Ring / Finish Line does not cause penalties.

9.7 Flight documentation

9.7.1 Flight document handling

Valid flight records must be handed in for each flight on each day flown, including all training days. Failure to comply with this rule may incur a penalty.



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If a flight record is not provided, it will be presumed that an airspace violation occurred, resulting in the appropriate penalty.

9.7.2 Number of flight recorders

A maximum of two IGC approved GNSS flight recorders may be used for flight documentation. If two GNSS flight recorders are used, one of them must be named as the primary logger.

9.7.3 Flight recorder registration

The type of GNSS flight recorders being used must be announced during the registration. IGC files of these flight recorders will have to be provided to the scoring office during the registration.

9.7.4 Change of flight recorder

Any change of flight recorder must be announced to the contest director before the next flight.

9.7.5 Flight log delivery

Flight logs must be uploaded to a dedicated website within 45min after the landing.

9.7.6 Backup flight logs

Backup flight logs must be submitted to the scoring office within 60min after being notified.

9.8 Outlanding

9.8.1 Reporting of outlandings

Any outlandings must be reported to the competition office, either by phone, SMS or using an online outlanding system (lowcrop.aero).

9.8.2 Return after outlandings

After an outlanding, the pilot may choose to take a launch in order to return to the contest airfield.

9.8.3 Virtual outlandings

A flight may terminate with a virtual outlanding. The position of the virtual outlanding will be taken as the point of furthest progress. After a virtual outlanding, pilots must land without delay or proceed directly toward the contest airfield.

9.8.4 Aerotow-retrieves



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The use of private towplanes for aero-tow retrieves is not allowed. The Organizers may allow contest towplanes to be used for aero-tow retrieves if the Director determines that it is fair and safe to do so. Each aero-tow retrieve must be arranged with the Organizers by the Team Captain. The cost of an aero-tow retrieve is independent of all other fees.

9.9 Cancellation of tasks

The contest director may decide to cancel the task for one or several classes after opening of the start line. This may be done for reasons of safety or if a fair contest day does not seem possible. Such cancellation will be announced on the contest frequency and to the team captains via mobile text messaging. Competitors whose task has been cancelled must make every effort to return to the contest airfield immediately after the cancellation. Cancellations are only possible before publishing the first unofficial results.

10. Scoring

Scoring will be done using the classic scoring system. Web based software Scoring StrePla will be used as the scoring software. IGC files can be uploaded through an online form which will be linked on the contest website.

Penalties applied for airspace violations during the training days will not be discarded at the beginning of the competition.

11. Protests

The fee for handing in a protest is 100€.

12. Prizegiving

Team captains shall provide an audio file with the national anthem and a flag of their country before the competition.

12.1 FAI-Challenge Cups

The prizes for the Robert-Kronfeld-Cup, the Göran Ax Memorial Trophy and the FAI Challenge Cups in 18m, 20m and Open Classes will be awarded at the Prizegiving ceremony. The following holders of the challenge-cups are requested to bring, or arrange to be shipped, to Stendal the cups to the competition:

Michael Sommer, Germany – FAI Challenge Cup Open Class (35th WGC)
Wolfgang Janowitsch, Austria – FAI Challenge Cup 18m-Class (35th WGC)
Christoph Matkowski / Sebastian Kawa, Poland – FAI Challenge Cup 20m
Multiseat (35th WGC)

Adam Woolley, Australia – Robert-Kronfeld-Cup