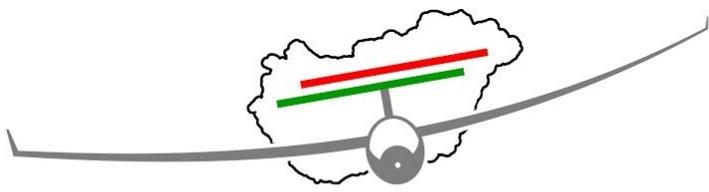




FINISH PROCEDURES IX. FLATLAND CUP

FINISH PROCEDURES **Szeged - 19th June 2016** **Délvidéki Aero Club 1930**





FINISH PROCEDURES

IX. FLATLAND CUP

A - Checkpoint

The last turn point of every task is a checkpoint north of Szeged Airport. It is approximately 7 km from the finish line and 8,5 km from the LHUD threshold. The checkpoint itself is an airport; Szatymaz Airfield. This is a private airfield and all retrieves must be consulted with the airport management.

Before reaching the checkpoint the pilots must switch to the airport frequency (122,800 MHz).

If you expect low approach to this point, (below 400 m) you must advise the local traffic at Szatymaz Frequency 123,200 MHz). It is highly advised to stay local to stay in reach of Szatymaz until safe final glide is possible.

It is very important to listen to the other pilot's announcements so you can know they are there even if you can't see them.

When passing the checkpoint, the announcement you make must be short and precise, and should contain:

- Tail number at checkpoint
- Height
- Desired finish procedure

The tower will give wind information and runway information as confirmation.

After the checkpoint continuous descend is compulsory; no positive glide slope is allowed, with the exception of an easy pull up after crossing the Road 55 while doing a speed finish.

B - Finish line

The finish line is a displaced line, approximately 1,5 km front of the threshold. There is a minimum finish height and lower finishes will be penalized by 1 points per meter.

There is an emergency landing area just after the finish line. If you are not sure that you can safely fly over the Road 55, you should consider to land out to avoid any incident with the road traffic. Please note that the Organizers do not hold any responsibility for such outlandings, and it is highly advised to personally examine the available fields, both from air and ground. Outlandings must be announced on the landing frequency prior to the landing. Land long as possible and safe, as other might land behind you.

The **minimum height** for crossing the finish line is **150m QHN** (ca. 70m AGL)



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This point is approximately 20:1 glide Ratio from the LHUD threshold. Note that there are some further obstacles between the threshold and the finish line. There is a NDB beacon, and a meteorology station (noted in the photo below).

C – Crossing the Road 55

Crossing height above the road 55 is min. 20m AGL!

Crossing the road below the minimum height is considered as dangerous flying and will be penalized. The road is very busy with a lots of bus and lorry traffic. The road is wide and there is a deep trench and a big fence before the threshold.

D – Landing procedure

There are two arrival methods:

Speed Finish:

Crossing the Road 55 with high speed (min 180kmh) than with an easy pull up and a left bend-right turn land long east of the runway 34R. Please note that the early runway is very bumpy, and landing on first third of the runway is not advised. Gentle right turn in order to vacate the runway is permitted, Any sharp maneuvers are prohibited when rolling out. Not the demarcation line on the West of the area.

Land long as possible and safe.

Direct Landing:

The area for this procedure is in the 16R. After crossing the Road 55 with speed safe enough to land straight, land long as possible, and safe. Gentle right turn in order to vacate the runway is permitted, Any sharp maneuvers are prohibited when rolling out.

Not the demarcation line on the East of the Area.

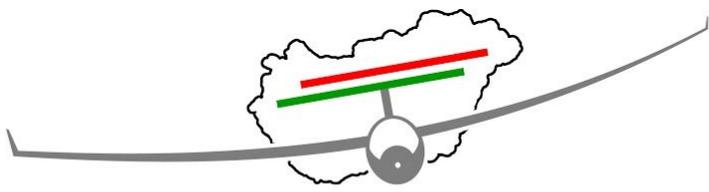
Land long as possible and safe.

Strong wind policy :

In the event of a strong northerly wind, the speed finish method is advised in order to land upwind. Please note, that the Direct Runway direction is always the same, to accommodate low height gliders.

In the event of a full runway, consider using the reserve area, west of the tarmac runway.

Take extra caution when crossing the centerline of the tarmac runway, as power planes might be on final for 34L.



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In the event of a strong southerly wind, the direct landing method is advised in order to land upwind.

In the event of a full runway, consider using the reserve area, west of the tarmac runway.

Take extra caution when crossing the centerline of the tarmac runway, as power planes might be on final for 16R. Please note that the speed finish runway landing direction is always the same.

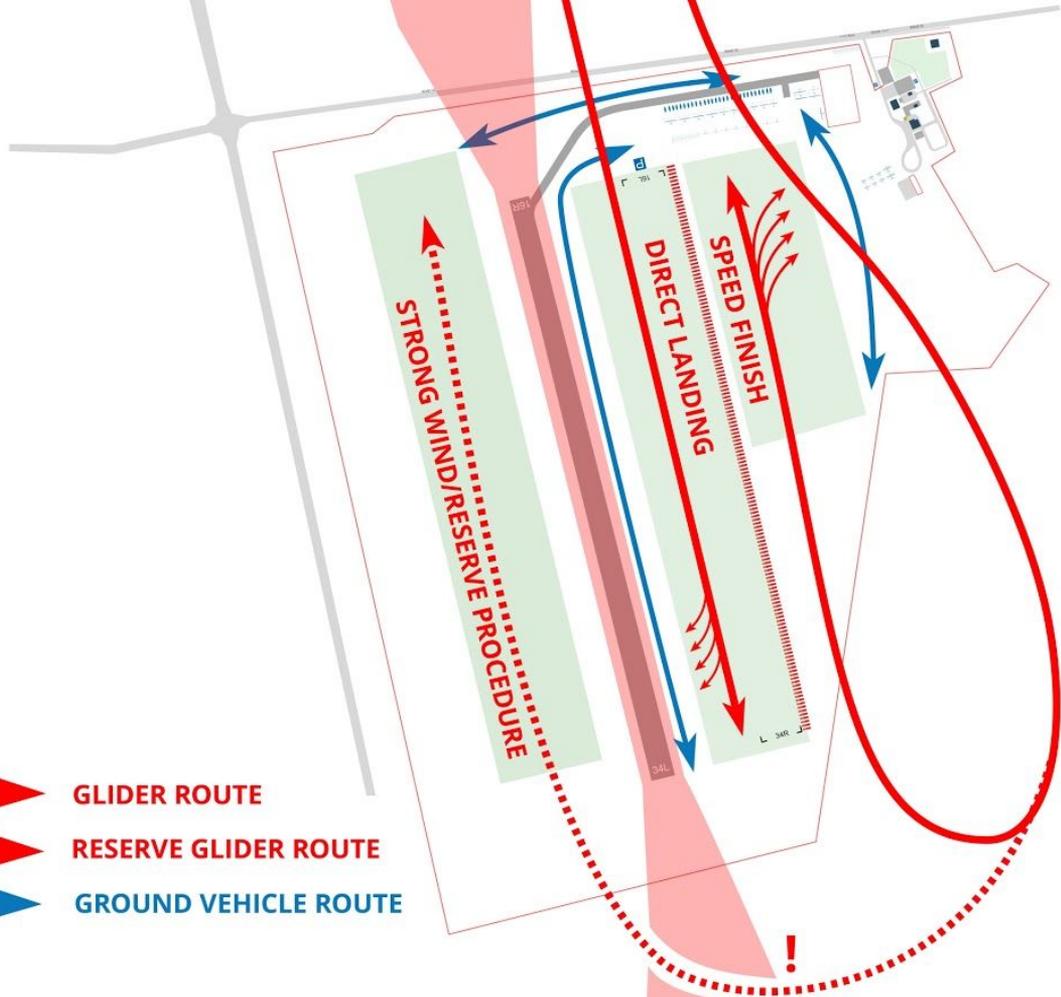
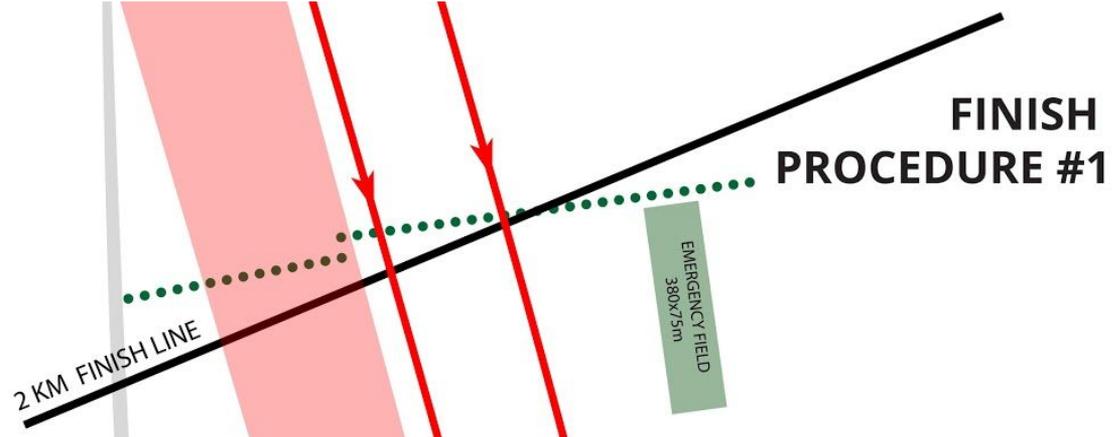
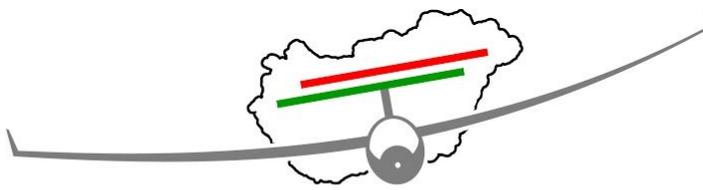
E – Retrieving gliders on the airfield:

Retrieving cars must display the competition number of their glider(s). Cars are advised to listen to the landing frequency to monitor traffic. Crossing of the runways are prohibited, and are penalised.

Cars are only allowed to move on the designated areas shown on the landing chart (blue arrow). It is highly recommended to wear high visibility vests when walking near to the landing area, both for pilot and crew. Cars driving on the operational area must use their hazard lights.

FINISH PROCEDURES

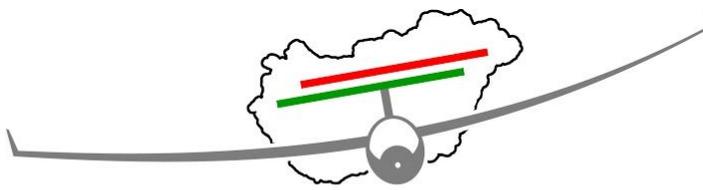
IX. FLATLAND CUP



-  GLIDER ROUTE
-  RESERVE GLIDER ROUTE
-  GROUND VEHICLE ROUTE

FINISH PROCEDURES

IX. FLATLAND CUP



FINISH PROCEDURE #2

