

Helsinki, 27.9.2005

**To IGC bureau members**

**6<sup>th</sup> FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS 2009**

Enclosed you find the Finnish bid to organize the 6<sup>th</sup> FAI Junior World Gliding Championships 2009

We feel confident that we are able to organize a successful Junior WGC 2009 in Rääskälä. We will continue from the point we ended up with one of the most successful Intentional Competitions ever, the European Championships 2005, with basically the same voluntary staff, competition concept and venue.

FINNISH AERONAUTICAL ASSOCIATION

Kai Mönkkönen  
secretary general

# THE FINNISH BID TO ORGANIZE THE 6<sup>th</sup> FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS 2009

## 1. Event and year: 6<sup>th</sup> FAI Junior World Gliding Championships 2009

1.1. Name and address of applicant: The Finnish Aeronautical Association, Helsinki-Malmi airport, FIN-00700 Helsinki, Finland

1.2. Name and address of the official organizer: Räyskälä Foundation, Räyskäläntie 311, FIN-12820 RÄYSKÄLÄ, Finland

1.3. Number of active gliding members:

- FAA: 2100+
- Räyskälä: 500+

## 2. Site

2.1. Name of the airfield: Räyskälä, EFRY

(Räyskälä: <http://www.rayskala.com/english/index.html>)

2.1.1. Coordinates: 60 40 44 N, 24 06 40 E, elevation 124m

2.1.2. Nearest towns:

- Forssa, 35 km W, population appr. 25 000
- Hämeenlinna, 40 km N/E, population appr. 40 000
- Riihimäki, 40 km E, population appr. 25 000
- Loppi village, 25 E, population appr. 2 000

2.1.3. Experience organizing Championships:

- Nordic Championships 1970
- World Championships 1976
- European Championships 1988, 1996 and 2005
- European Motorgliding Championships 1984
- Junior Nordic Championships 1992 and 2000
- Finnish nationals have been flown from this famous site almost regularly during last 4 decades

## 2.2. Proposed period for the event: June – July 2009

- official practise: Jun 15<sup>th</sup> – Jun 20<sup>th</sup>
- opening ceremony: Jun 21<sup>st</sup>
- official contest: Jun 22<sup>nd</sup> – Jul 4<sup>th</sup>
- prize giving: Jul 5<sup>th</sup> .

## 2.3. Airfield operation

- 2.3.1. Airfield details: two asphalt runways with parallel towing runways plus taxiways. RWY 08/26 1020m x 18m, RWY 12/30 1270m x 18m. The rest of the airfield is grass, suitable for sailplane landings. Total area of the airfield is approx. 100 hectares.
  - 2.3.2. The number of participants: no more than 50 in each class according to Sporting Code section 3, Annex A.
  - 2.3.3. Number of towplanes: sufficient, approx. one tow plane for 10 gliders (10-12)
  - 2.3.4. Meteorological facilities: A resident professional weather forecast person (also a glider pilot) with all the necessary equipment.
  - 2.3.5. Parking for the sailplanes: Parking will be arranged in the open. Quite a few pilots want probably to keep their gliders in trailers. There is a lot of parking space in the airfield.
  - 2.3.6. Repair facilities: Fairly good in every sense for example a repair room in the basement of the motel, some materials and limited equipment and voluntary staff.
  - 2.3.7. Repair facilities for instruments and radios: In Räyskälä NIL, if the manufacturers will not choose to appear. There are some companies in Helsinki.
  - 2.3.8. Oxygen: Not needed, required nor supplied.
- 2.4. Airfield layout: see the map <http://www.rayskala.com/english/index.html>
  - 2.4.1. Briefing facilities: Briefing will be held in one of the smaller hangars. This room will easily seat the necessary number of pilots and team captains etc. and good loudspeaker system will be provided.
  - 2.4.2. Necessary facilities for the Teams will be provided in the airfield area.
  - 2.4.3. Jury meeting room: Secure room will be arranged.
  - 2.4.4. Press Center: Working place for journalists will be arranged. The competition site is covered with wireless LAN connections.
  - 2.4.5. Public telephones etc.: The GSM-coverage in Räyskälä is very good and there is no need for extra fixed line telephones. The Teams are required to bring their own mobile phones. There is a possibility to buy pre-paid SIM-cards for Finnish GSM-operators.

This is much cheaper than the use of your foreign card.

- 2.4.6. Post and bank: The nearest full service post and bank can be found in village of Loppi, 25 km from the airfield. Post will be collected from the airfield on daily basis. International credit cards are accepted for all the payments at the airfield.
- 2.4.7. Insurance: All major insurance companies are located in Helsinki and Forssa.
- 2.4.8. Toilets, washrooms etc.: A sufficient number of toilets can be found in the motel, ATC building, café and sauna building. The sauna building also has a number of showers. Showers are also provided in some of the motel rooms. The organizers will provide additional facilities if needed. The surest and most pleasant way to take care of one's personal hygiene is, of course in Finland, the sauna. At least two, maybe three, will be available right by the lake.
- 2.4.9. Car parking: Lots of empty space for hundreds of cars on site.
- 2.4.10. Emergency facilities: There will be a SAR group on site during practice and competition days. The nearest hospital is approx. 50 km from the airfield.
3. Accommodation and food
  - 3.1. Accommodation:
    - 3.1.1. The motel at the airfield has 64 beds in 20 rooms. The price for these rooms is very reasonable.
    - 3.1.2. Some rooms and cottages can be rented from motel Laakasalo 7 km from competition site.
    - 3.1.3. Camping, tents, caravans etc.: There is lot of space for tents and caravans on site (with electricity also).
    - 3.1.4. Rental cottages: Hämeen matkailu (Hame Tourist bureau) and Loppi region have a number of private cottages for rent in the vicinity of the airfield (0-30 km).
    - 3.1.5. Hotels: All of the nearby cities have plenty of hotel rooms.
    - 3.1.6. There is also an old school quite near of the airfield (4 km) and it can accommodate some 20-30 persons.
    - 3.1.7. Catering: There will be a restaurant at the airfield open from early morning until very late if necessary.

#### 4. Competition area: Southern and Central Finland.

4.1. Topography, outlanding: FLAT, with lot of forests and lakes but still reasonable outlanding possibilities. During the competition period there will not be dark even in the latest hours of the night.

4.2. Meteorological conditions: The weather in Finland in June-July is usually very good for gliding and especially for contest purposes. The days are long and flights of 11 or even 12 hours duration are possible. The convection can start at 9 am and continues until 8-9 pm or even later (the last finisher in Europeans 2005 was after 9 pm). The cloud base is usually around 1500 – 2500 m AGL and the thermal strength can easily reach 3-5 m/s. The visibility is usually very good, 50+ km.

4.3. Airspace restrictions: It is not possible to fly far to Helsinki-Vantaa TMA which is SE from Rääskälä. In other directions there are few restrictions even though we usually have to observe some areas and even some altitude limitations.

4.4. Typical tasks: Closed speed tasks up to 1011,8 km, numerous 1000 km flights have been flown in this area, also in contests. Average speeds up to 140 km/h have been gained, more than 100 km/h is very common.

4.5. Road and traffic conditions: Superb.

4.6. Telephone communications: Superb. The GSM-coverage in the contest area is 100%.

#### 5. Rules

5.1. We accept 3 pilot/class/country, max. 50 pilots/class, otherwise no changes to the latest IGC annex A.

5.2. Particular conditions of possible restrictions for the participation

5.2.1. For the pilots: A pilots license valid in Finland is required. EU identification card or passport with or without visa depending on the country of origin is required.

5.2.2. For the sailplanes and equipment: The third party liability insurance of gliders must meet the Finnish requirements. These will be specified in Bulletin No 1.

## 6. Costs

### 6.1. Entry fee: 750 €per sailplane

#### 6.1.1. Services included in the entry fee:

- ICAO map
- all necessary competition documents

#### 6.1.2. Cost of aero tow: 35 €(depending on the price of fuel and taxes)

### 6.2. Car fuel: approx. 1,4 €/ l (27.9.2005)

### 6.3. Cost of rental cars: quite expensive in Finland (approx. 70-90 €/ day, approx. 340 €/ week)

### 6.4. Cost of transportation: From Germany to Finland approx. less than 1000 €/ car, glider and 2-4 persons depending on the travel route.

Ferries from Stockholm (Sweden) to Turku with car, trailer and 2-4 persons approx. 350 € (return).

Ferries from Tallinn (Estonia) to Helsinki with car, trailer and 2-4 persons approx. 200 € (return).

### 6.5. Any other costs

#### 6.5.1. Meals: breakfast approx. 6-7 € dinner or lunch approx. 8-15 €

## 7. Sailplane hiring: Somewhat limited but Germany and other European countries can provide a lot rental opportunities for overseas pilots.

## 8. Training

### 8.1. Pre JWGC: No. But there will be limited space available in Finnish Nationals 2008 and in any other competitions in Finland also. (Vesivehmaa Open, Janne's competition)

### 8.2. Räyskälä will be open for foreign pilots at any time from the mid April until late August in 2008 and from mid April until the JWGC will begin in 2009. There are many other airfields in Southern Finland operating every day during the summer months.

## 9. Other remarks

- We want to continue with the competition format used in Europeans 2005: simple but efficient organizing
- The location of Räyskälä airfield provides perfect atmosphere and environment for the pilots and crews to concentrate and enjoy the competition at its best
- The organizing staff will be mostly the same as in the Europeans 2005, so we know how to do it
- We plan to bid for WGC 2010 for open, 18m and 15m classes. Our organizing staff is ready to increase World Gliding Championships to same level as used to in Räyskälä 1996 and 2005.

Team cost per glider, one pilot, two crew members

Entry fee:	750 €	
Ferry:	500 €	
Aerotows (20):	640 €	
Accommodation:	2800 €(hotel)	1200 €(camping, rental caravan)
Food:	1200 €(in airfield restaurant)	
Other costs	400 €	
<b>Total</b>	<b>6290 €</b>	<b>4690 €</b>