11TH JUNIOR WORLD GLIDING CHAMPIONSHIPS 2019
INITIAL BID

Applicant:

Name: Hungarian Gliding Association

Date of Application: 30th September 2015

Organizing Gliding Club or other organization: DAC1930 and Hungarian Gliding Association co-organizers

Name and address of National Aero Club: Hungarian Flying Association 2042 Budaörs 2, PO box 8

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. – Hungary

http://aeroclub.hu

Hungarian Gliding Association
1138 Budapest, Dagály str. 11. – Hungary

http://www.soaringhungary.hu

Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 – Hungary

http://vitrep.aeroszeged.hu

Proposed Competition Director:

Milán Kmetovics and András Gyöngyösi

Milán is currently working as a professional gliding instructor at GlideOmarama.com He was a main organizer at the WWGC 2009 and deputy competition director at the WGC 2010. He was the competition director at Flatland Cup 2012, 2013 , 2014. He was also working as AFIS officer at LHUD.

András is a meteorologist and competitor glider pilot. IGC Delegate and President of the Hungarian Gliding Association since 2009. Meteorologist and member of sport committee at many gliding competitions (incl. numerous Hungarian Nationals, Flatland Cups, Flight Challenge Cups, WWGC 2009, etc.), organizer of several competitions, Competition Director of WGC 2010 Szeged, Deputy Competition Director at EGC 2015 Öcsény. Member of Hungarian National Gliding Team from 2008 till 2010, participant of WGC 2010 at Prievidza. Team Captain of Hungarian Team at WGC 2014 Leszno.

Proposed Organisation of the event:

We would like to organize the event by forming an organizing committee, with members both from the organizing club, and both from the Hungarian Gliding Association, which is our national Gliding Federation.

The organizing club will continue organizing the Flatland Cup series until the event, while hosting the Hungarian nationals as well for the following years. This allows continuous preparation and possibility for training on the site for other pilots from abroad as well.

Airfield:

Airfield Szeged (LHUD)

Contact person (for the applicant):

Name: Milán Kmetovics

Address: 17 Toutara Peak Crescent, Omarama -New Zealand; 42 Vaskapu street, Szeged - Hungary

Email address: milan.kmetovics@gmail.co

Mobile Number: 64 21 238 4889 / 36 20 777 9053

1. Event and Year

1.1. Name of Competition:

11th FAI Junior World Gliding Championships

1.2. Year of event:

2019

2. Site

2.1. Name of the airfield: Szeged Airport – LHUD

2.1.1. Co-ordinates:

4615 02,87N 02005 20,62E

2.1.2. Direction and distance to nearest town, population of this town:

Szeged is a big University city, with 200.000 inhabitants, located in the center of the Great Hungarian Plain, about 180km Southwest from the city of Budapest (~2 million inhabitants), which is the capital of Hungary. The Airfield is located on the outskirts of the town, approximately 4km from the center.

2.1.3. Experience of airfield staff in organising championships:

The local gliding club has organized the WWGC 2009, WGC 2010, and more than 15 national/regional competitions, including the series of “Flatland Cup” International Gliding Competitions.

2.2. Proposed period for the event

2.2.1. Training Dates:

03rd - 05th July 2019

2.2.2. Competition Dates:

07th - 20th July 2019

2.2.3. Alternate dates for training:

24th - 26th July 2019

2.2.4. Alternate dates for competition:

28th July - 10th August 2019

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

2.3. Airfield operating data

2.3.1. Surface of airfield, number and directions of runways:

- The indented operation area consist of three parts, (as on the diagrams)
- The grass runway (16L/34R) 1200m X 90m
- The grass area east of the 16L runway 1200x 150m
- The grass area west of the tarmac (16R/34L) runway (reserved for emergency, i.e. blocked runway) 1200*200m
- for images see attachment (page 14)

2.3.2. Number of tow planes that will be employed:

We generally calculate with 1 tow plane/every 9 gliders. (Towing to 500m AGL, the turnaround time is 5 minutes on the average tow plane)

2.3.3. Meteorological facilities that will be provided:

- Experienced gliding competition forecaster presents 24/7 on site.
- Support by the data obtained from the Hungarian National Weather Service (HMS) and the Hungarian Military Weather Service: upper air, remotely sensed (radar and satellite) and surface (weather, temperature, and humidity) observations and aeronautical weather risk predictions.
- Our own Numerical Weather Prediction Model dedicated for the purpose of the competition providing derived output products for the needs of a gliding competition.
- Weather station of the HMS network at the airport with experienced synoptic forecasters on duty 24/7, rawinsonde observations twice a day (00 and 12Z).
- Local “TEMP” measurements (possibly made with UAVs) up to 2000mAGL at between 05 and 06Z on each competition flying days.
- Local, high frequency virtual-temperature measurements on the airfield
- English speaking sniffer glider information to support launching time decision precisely.

2.3.4. Parking facilities for gliders:

A convenient tie-down area is available (as on the diagrams) with water access for the ballasted gliders.

2.3.5. Repair facilities for gliders:

We have a work shop on site for basic repairs with qualified staff (including minor composite repairs).

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

2.3.6. Repair facilities for radios and instruments:

We have basic repairs available on site, and we have a radio technician on call

2.3.7. Oxygen requirements and supply facilities, if required:

Oxygen is not required, as max permitted height is 9000 feet AMSL

2.3.8. What plans do you have to implement the FAI Environmental Code of Conduct during your event?

Our intention is to organize the Championships as a Green Event

We have two main environmental issues that we can improve on with appropriate planning:

Noise: The noise of the tow planes can disturb the surrounding villages. We have adopted a tow pattern for the different preforming-tow planes in order to avoid flying above inhabited areas, while keeping the turnaround time minimal. Reducing noise pollution is our high priority. Tow pilots are briefed and monitored.

Waste: We would like to reduce the use of bottled water as much as possible, (as our tap water is perfect for drinking) reusable water containers will be encouraged. The separate collection of plastic water bottles will be also our priority, with proper waste management (lid off - compression).

We would also like to avoid plastic food and drink containers at the buffet, and to use reusable plates/glasses instead.

Separate collection of waste (plastic/paper/metal/batteries etc) will be also applied.

2.4. Airfield Infrastructure

2.4.1. Briefing Room:

We use a suitably sized hangar for the briefings, with a large screen projector, and appropriate PA system. Sufficient number of tables/chairs and good WIFI connection will let this room to be used for daily activities, and meetings and lectures.

2.4.2. Common Room(s) for the competitors:

Briefing room is same as above.

2.4.3. Meeting Room for the International Jury:

Separate air conditioned room will be provided, with Internet connection, displays and basic office equipment.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

2.4.4. Press Centre:

At the airfield, press Room will be provided if requested.

2.4.5. Communication and Internet equipment:

High bandwidth WIFI, reachable on the whole operational area. Cell phone coverage is good on the whole airfield. SMS based information system will also be used to inform pilots/team captains.

2.4.6. Post and Banking:

Post and Banking facilities are available in the city, approx. 2-3 km from the competition site.

2.4.7. Insurance availability:

We will promote our insurance broker (experienced in aviation) through the Bulletins and our Web-page. (3rd party liability for the glider and health Insurance for each team members will be mandatory).

2.4.8. Toilets, wash rooms and shower rooms:

Appropriate number of Shower and Toilet containers will be placed on the site, adapting to the total number of participants. A 3rd party company will be responsible for the cleaning and sanitizing.

2.4.9. Car parking:

Yes, there will be several parking spots inside the operational area. Only team cars marked with competition number of participant gliders will be allowed on the operational area of the airfield, parking behind the grid after the announcement of launching.

2.4.10. Emergency (including fire):

Ambulance services are to be present during take offs and mass arrivals. Fire truck with trained firefighters is on the site 24/7. The closest hospital is around 2km form the site.

2.4.11. Medical and First Aid:

First aid site will be present on site with doctors or trained first aid staff.

2.4.12. Conference and office rooms for the OSTIV Congress, if required:

n/a (OSTIV meeting is hosted by the WGCs).

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

3. Accommodation and food for competitors

3.1. Accommodation facilities available in the local area:

There are several Guesthouses available in a 5km radius, also Hotels and Apartments are in the close area.

3.2. Camping facilities at the airfield:

We have a large grass camping area, shaded by trees. We have professional and safe (approved) electrical system. Container showers, toilet will be planted. Washing facilities (washing machine, dish washing) are also available. To achieve the best competition environment we would encourage all of our guests to stay at the airfield camping.

3.3. Catering for competitors at the airfield:

We would like to have a 3rd party catering company providing catering on the site.

Generally this works well, and the catering company provides the catering area and staff.

In addition, huge numbers of local restaurants are available in the 5km vicinity offering various types of cuisine from traditional Hungarian food, through Mexican or Serbian to plain European style.

4. Competition area

4.1. Topography in the contest area:

The landscape around Szeged is flat, covered by wide croplands, grasslands and mixed deciduous and evergreen forests. The average size of a typical cropland is over 1km, ideal for safe outlanding even for young, pilots with low experience.

The soil of the surrounding area is sandy (between the Danube and the Tisza rivers) or clay and loam (East to the Tisza river). Industrial area and huge green house cultivation are also a good source of convection in most cases.

About 100-150km West and North from Szeged mid-level hills and low mountains are giving opportunities for flying in a changing environment. Big rivers are sometimes significant divides of weather and have significant convergence effect on soaring conditions.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

4.2. A comprehensive survey of meteorological conditions:

The climate of the Great Hungarian Plain is semi-arid and arid continental, with a mean duration of sunshine over 3000 hours and precipitation around 500 mm per year (the amount of precipitation in some unusually humid years may rise up to 1000-1500mm, even in the Southwest part of the country).

Low pressure systems and weather fronts usually decay before their arrival due to the joint dissipative effect of the continental climate and the arid flatland inside the Carpathian basin. In case of the penetration of a Mediterranean depression system however, 2-4 subsequent days may be influenced by low ceiling, strong wind and precipitation (in summer preferably showers but sometimes rain or drizzle as well).

The average climb rates in arid years is up to 4 m/s (or sometimes more) and the convective cloud base (or top of blue thermal) around 2000m AGL (sometimes over 3000m). The initiation of thermal activity in July is around 0900LT, and thermal activity terminates usually not before 1800LT. In some exceptionally humid periods the cloud base may be at 1000m, and average 1m/s climb is expected. Diagrams and charts about gliding climatic conditions will be provided later in the Annex of the Final Bid (under preparation).

The daily maximum temperature in July and August is usually around 30 degrees centigrade; highs over 35DC are not unusual either. Daily minimum temperature usually around 20, however, in some exceptional cases, lows may drop below 15 centigrade even in July.

4.3. Airspace restrictions in the contest area:

State border Hungary from South, Military Restricted Airspace 80 km to the North (active only on weekdays), and Civilian Airspace of International Airport Budapest (150km) and Debrecen (<100km). The altitude limit is 9500 feet QNH.

4.4. Typical tasks to be expected:

Based on our recent experience the average task distance on a typical weather competition day is 300-500 km for the Club Class and 400-600 km for the Standard Class. In exceptionally bad -- but still flyable -- situations the tasks range can be around 150-250 km.

4.5. Road and traffic conditions:

Highway from Budapest to Szeged is a toll road. New highway has been built towards the East. There is a relatively dense road network of two-lane paved (manly asphalt) roads, and all outlanding fields can be reached on dirt roads accessible by normal cars (since the climate is usually dry, no heavy duty off-road trucks are needed to access dirt roads in the agriculture area surrounding Szeged).

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

5. Rules

5.1. Indicate the options intended to be used from Annex A for:

5.1.1. Starting procedures:

Start-line, no maximum height.

5.1.2. Tasks:

Racing task, and AAT

5.1.3. Finish procedures:

displaced finish line / finish ring (TBA)

5.1.4. Scoring:

We will use the 1000 point scoring system. SeeYou competition is the scoring software intended to be used on the competition. Results will be published as soon as available both on the soaringspot portal and on the (local) website of the competition.

5.2. Indicate any particular conditions or possible restrictions that may be applied:

5.2.1. For pilots and crews:

Excessive heat can be an issue, as our summer days can get very hot (30-35C) so we are very cautious on heat warnings and proper hydration.

Hails and thunderstorms can pose a hazard, so we will set up a proper warning system (sms based).

5.2.2. For sailplane and equipment:

Hails and thunderstorms can pose a threat to sailplanes too, so we are cautious when setting tasks on stormy days. On the airfield we will use a warning system, and on days with high probability of storms we tend to use AAT tasks, to reduce exposure to the minimum. Tie down kits on board the sailplanes are advised.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

5.3. Number of competitors:

5.3.1. State the maximum number of competitors that may be entered the competition:

We will set the maximum number to 50-50 per class but less than 90 competitors at all.

5.3.1.1. Provide explanation for this number:

The airfield is big enough for the safe launching/landing for even greater amount of gliders, leaving enough area for tow planes to operate safely/efficiently. Our building facilities however restricts us to the number above.

Limit for each category has been set in order to reduce the risk of mid-airs or near-misses.

5.3.2. Indicate how the classes will be separated for:

5.3.2.1. Starts:

Separate staring points will be used for different classes. Separation of start sectors is intended to be at least 10km.

5.3.2.2. On task:

Appropriate tasks, avoiding conflicting traffic

5.3.2.3. Finishing and landing:

Same checkpoint for both classes will be used, also same landing procedures will be applied. However we are very careful not to have conflicting traffic at the checkpoint. (Different classes have to arrive from roughly the same direction.)

Local OGN Receiver (Flarm “Radar” antenna) will be used to support local traffic information service with expected arrival traffic information.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

6. Costs

6.1. Entry fee: 650 Euros

6.1.1. Services included in the entry fee:

All Operational costs are covered by the entry fee except aero tows catering and accommodation, including:

- Aeronautical Chart for the Competition
- Competition package with utilities and surprise gifts
- Daily TC & Pilots' briefing
- Copy of weather and task sheets for competitors and TCs.
- Water ballast filling facilities on tie-down area
- Text message notifications for TCs and Pilots
- Multiple WiFi Hot Spots (reachable at most public places)
- re-hydration beverages on the grid
- Weather, tracking and result information displayed in social area

and much more

6.1.2. Cost of aero tows:

The standard tow height is 500m AGL, (if necessary we change this to 600m AGL, based on meteorological conditions and other factors). Release height will be announced before the start of the launch, and may differ for classes)

- 47 Euros/500m AGL
- 55 Euros/600m AGL

6.2. Price of car fuel per litre/gallon:

Petrol and Diesel is ca 1.5 euros per litre.

6.3. Rental cars:

Available from 3rd party companies, with typical European prices

6.4. Accommodation (as appropriate for local facilities)

6.4.1. Hotels:

50-100 euros per night/person

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

6.4.2. Apartments:

20-50 euro per night/person

6.4.3. Bed and Breakfast:

15-50 euros/night/person

6.4.4. Camping:

7 Euros per night / person, or 300 euros per glider (that includes the pilot and 2 guests, for the whole event (20 night, including training days).

6.5. Catering (as appropriate for local facilities)

6.5.1. Hotels:

10-15 euros/average meal

6.5.2. Restaurants:

10-15 euros/average meal

6.5.3. Airfield:

5-12 euros/average meal

6.6. Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members:

Assuming 10 competition days, with 3 practice days, (staying 20 days)

- entry fee 650 EUR
- camping 300 EUR
- towing 611 EUR (13 aerotows)
- catering 1080 euros (3 persons X 18 EUR (breakfast+dinner) X 20 days)

total: 2641 euros.

7. Glider Hiring

7.1. The availability of local gliders for hire:

There are plenty of gliders for hire in the country, (some in the nearby clubs as well) and plenty around the surrounding countries (typically Germany) We will designate place for “gliders for hire” on the web-page of the competition, and also assist pilots who in need for rentals.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

7.2. The costs of hire:

Typical European prices. (300-600 euros per week for Club/Standard Class)

7.3. Any restrictions on hire (e.g. license requirements):

EASA acknowledged license is needed to fly European Gliders.

8. Glider Import

8.1. Ports or cities of entry:

Closest sea-port for importing Glider from overseas is Split (Croatia)

8.2. Customs requirements:

European Custom Regulations.

8.3. Customs brokers:

Avaliable at Szeged, as it is very close to the Schengen border.

8.4. Estimated costs and fees, including cost of transport of containers:

- 40ft container from U.S. to Europe ca 3000 euros, return
- 40ft container form Australia/New Zealand 5000 euros, return

9. Training

9.1. Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

There will be 3 official training days prior the competition. The training is for registered pilots only, (registration must be complete before the first training day to fly on any of the training days) Same tow and camping costs apply.

The host club will continue organizing the FlatlandCup series until the event, while hosting the Hungarian nationals as well for the following years. This allows continuous preparation and possibility for training on the site for other pilots from abroad as well.

Based upon prior arrangements, competitors are welcome at Szeged Airfield to practice at any time.

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

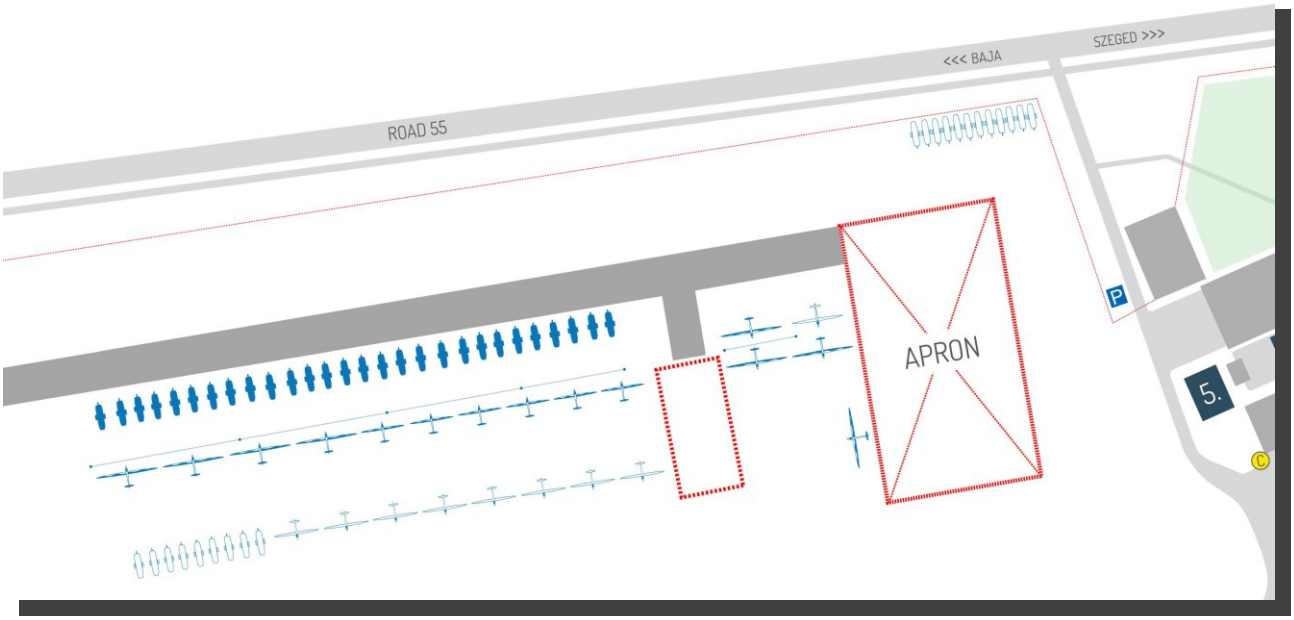
10. Attachments

10.1. Image of airfield 1

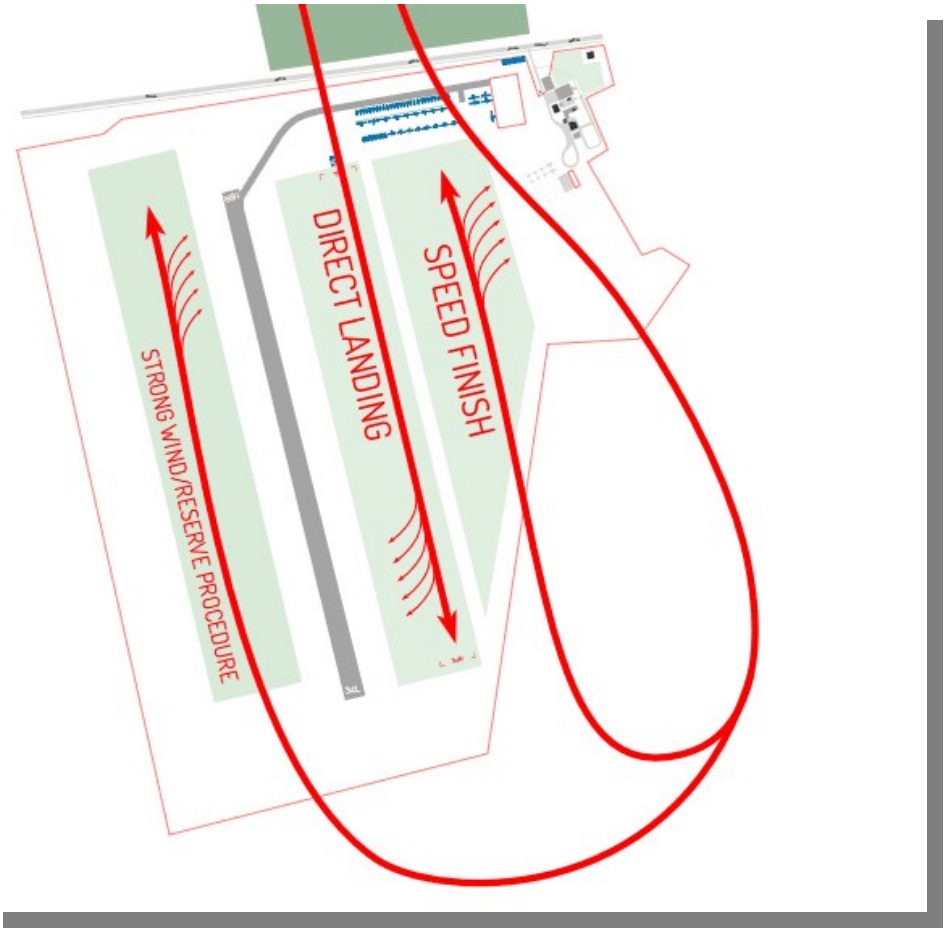
10.2. Image of airfield 2

Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary

10.3. Tiedown procedure



10.4. Arrival procedure



Hungarian Flying Association
2042 Budaörs, 2 PO box 8. - Hungary
Hungarian Gliding Association
1138 Budapest, Dagály str. 11. - Hungary
Délvidéki Aero Club 1930
6720 Szeged, PO. box 1014 - Hungary