

# Application for organizing a "World Gliding Championships "

## Applicant:

Name: *Federación Argentina de Vuelo a Vela (FAVAV)  
(Argentine Gliding Federation)*

Date of Application: *15/01/09*

Organising Gliding Club or other organisation: *Federación Argentina de Vuelo a Vela (FAVAV)*

Name and address of National Aero Club: *Confederación Argentina de Aero-deportes (CADEA) (Argentine NAC)*

## Proposed Competition Director:

**Ing Eduardo Daniel Toselli**

**Age: 61 Date of Birth : November 29, 1947**

**Profession: Electronic Engineer**

**Job: Professor at the University and private professional activity.**

**Gliding Pilot Lic N° 2667, FAI Lic 662, since 1965**

**Gliding instructor since 1981, more than 4000 hs in gliders. Power Plane Pilot. Official Observer.**

**Active competition Glider Pilot, flying Glider contest since 1972.**

**Member of 4 Argentine National Teams, Rayskala '76; Paderborn '81;**

**New Zealand '95 and South Africa '2001, last two as Argentine Team Manager.**

**Actual IGC Delegate for Argentina.**

## Proposed Organisation of the event:

Airfield: *Airfield Adolfo Gonzales Chaves, Province of Buenos Aires, Argentina.  
(Lat 38° 02´ 169 S; Long 60° 08´ 051 W; Elev 193 m).*

## Contact person (for the applicant):

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## 1. Event and Year

1.1 Name of Competition

**World Gliding Championship Argentina 2012 "Rolf Hossinger". Classes Standard, Word and Club**

1.2 Year of event  
**2012**

**2. Site**

2.1 Name of the airfield

**Adolfo Gonzales Chaves, Province of Buenos Aires, Argentina, place of the "Otto Ballod Gliding Club".**

2.1.1 Co-ordinates

**Lat 38° 02' 169 S; Long 60° 08' 051 W; Elev 193 m.**

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

**Adolfo Gonzales Chaves city, NW 3 Km, population: 10.000.**

2.1.3 Experience of airfield staff in organising championships

***The "Otto Ballod Glider Club" is the most popular Soaring Site in Argentina, commonly used in Argentine Gliding Contests, was the Site proposed for the World Gliding Championships of 1983, unfortunately discarded because of the Malvinas' War in the South Atlantic in 1982.***

***For the last 30 years, 14 National Championships were flown in Chaves, and also several Regional Contest such as the last South American Championships 2008, also designated recently as the site for de Second South American Championship (January 2010).***

2.2 Proposed period for the event

2.2.1 Training Dates: **01/12/2012 to 07/12/2012**

2.2.2 Competition Dates: **09/12/2012 to 21/12/2012**

2.2.3 Alternate dates for training

2.2.4

**25/11/2012 to 30/11/2012**

2.2.5 Alternate dates for competition

**22/12/2012 to 24/12/2012 (extension)**

2.3. Airfield operating data

2.3.1 Surface of airfield, number and directions of runways (provide diagram and photograph)

**The Airfield has tree runways:  
18-36 (1200 x 120) m, grass**

**13-31 (1200 x 120) m, grass**  
**09-27 (900 x 70) m, grass**  
*(Runways wide, will be enlarged for the Contest)*

2.3.2 Number of Tow Planes that will be employed

**Fourteen (14) Tow Planes**

2.3.3 Meteorological facilities that will be provided

**Yes. Provided by the Argentine "Servicio Meteorológico Nacional" ([www.smn.gov.ar](http://www.smn.gov.ar))**

2.3.4 Parking facilities for gliders

**Large enough for 120 gliders (more info in Annex I).**

2.3.5 Repair facilities for gliders

**Available at the Airfield**

2.3.6 Repair facilities for radios and instruments

**Available at the Airfield**

2.3.7 Oxygen requirements and supply facilities, if required

**Not required due to flying conditions in the area**

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

**The Argentine NAC and the Argentine Gliding Federation, (FAVAV) through of their Contest Authorities takes the compromise to follow the directives stated by the FAI about to complain with every norm and regulations related with the FAI Environmental Code of Conduct for Gliding, during the event.**

2.4 Airfield Infrastructure

2.4.1 Briefing Room

**Available for 200 people**

2.4.2 Common Room(s) for the competitors

**Available, more info soon.**

2.4.3 Meeting Room for the International Jury

**Available, probably in town, with Internet, telephone and fax.**

2.4.4 Press Centre

**Available, with telephone, Internet. and fax**

2.4.5 Communication and internet equipment

**Available, including wi-fi in camping and Pilot room area.**

2.4.6 Post and Banking

**Available in town (3 km),**

2.4.7 Insurance availability

**Available from local Insurance Companies**

2.4.8 Toilets, wash rooms and shower rooms

**Yes, excellent quality and capacity**

2.4.9 Car parking

**Available, large enough. for more than 200 vehicles**

2.4.10 Emergency (including fire)

**Available from local Community Authorities**

2.4.11 Medical and First Aid

**Available at the airfield**

2.4.12 Conference and office rooms for the OSTIV Congress, if required  
*In town.*

### **3. Accommodation and food for competitors**

3.1 Accommodation facilities available in the local area

**Hotels, Motels and private local houses, in Adolfo Gonzales Chaves and Tres Arroyos city, (44 km from the Airfield).**

3.2 Camping facilities at the airfield

**Camping area at the Airfield, large enough to accommodate more than 450 people at no cost.**

3.3 Catering for competitors at the airfield

International Catering at the airfield will be available.

### **4. Competition area**

4.1 Topography in the contest area

**All flights are essentially over flat Pampas, also some hilly terrains are available at approx. 200Km WEST. There are no problems for out landings and retrievals in this area.**

- 4.2 A comprehensive survey of meteorological conditions

**Soaring conditions for the area are excellent. High thermal amplitude averages at 12° C minimum and 28° C maximum, allows plafond of 1500 m to 2000 m. With higher temperatures is easy to reach 3000 m AGL. Many flying hour for every day, sometimes sea breeze that generates beautiful cloud streets and powerful thermals. Few rains and moderate winds are also characteristics of this site.**

- 4.3 Airspace restrictions in the contest area

**No airspace restrictions.**

- 4.4 Typical tasks to be expected

**AAT and AST**

- 4.5 Road and traffic conditions

**The Province of Buenos Aires has the best road net in the Country, several paved roads and non paved ones but in good shape, will allow easy travel from one point to another making easy occasional retrievals, most places with Cell Phone Services.**

**The traffic density is low to moderate, Gonzales Chaves is far away from high population centres where the traffic is more complex.**

## 5. Rules

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

- 5.1.1 Starting procedures

**In compliance with point 7.4.2 b (i). A straight line, of 10km perpendicular to the track to the first Turn Point.**

- 5.1.2 Tasks:

**In compliance with Point 6.1 the task to be flown will be:**

**AST: Racing Tasks**

**AAT: Assigned Area Tasks**

- 5.1.3 Finish procedures

**In compliance with point 7.7.1 b the finish procedure will be:**

**Finish Ring: A ring of specified radius around the finish point encompassing the airfield and the landing circuits.**

- 5.1.4 Scoring

**In compliance with point 8.1 a the selected Scoring System will be:**

**1000-Points Scoring System: The Score is expressed in points (the maximum available Score for the Day is 1000 points).**

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

5.2.1 For pilots and crews

**None**

5.2.2 For sailplane and equipment

**None**

5.3 Number of competitors:

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

**130 max. – 50 max for each Class.**

5.3.1.1 Provide explanation for this number

**The above numbers were stetted according to Airfield characteristics for a Secure Operation and in compliance with IGC requirements.**

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

**Several and separated Start Gates for all Classes.**

5.3.2.2 On task

**Different and/or non-coincident courses**

5.3.2.3 Finishing and landing

**Cylinder finish + Traffic and Landing Control by the people of the Operation Staff.**

**6. Costs**

6.1 Entry fee **700 Euros**

6.1.1 Services included in the entry fee

Only the Entry Fee.

6.1.2 Cost of aero tows

**45 Euros per Aero Tow**

6.2 Price of car fuel per litre/gallon

**0, 80 Euros/litre**

6.3 Rental cars

**Commercial Car Rentals available at Buenos Aires and other important Cities and also Private Car Rentals available from Argentine glider pilots.**

6.4 Accommodation

6.4.1 Hotels

**Hotels available at Gonzales Chaves and at Tres Arroyos, 44 km far away from the Airfield, reasonable prices.**

6.4.2 Apartments

**There are apartments and houses available for accommodation at Gonzales Chaves.**

6.4.3 Bed and Breakfast

**Very few**

6.4.4 Camping

**Camping area at the Airfield, large enough to accommodate more than 450 people at no cost.**

6.5 Catering

6.5.1 Hotels

**Hotel Restaurants, aprox. cost 8 to 14 Euros p/person**

6.5.2 Restaurants

**Several available in the area, aprox. cost 7 to 12 Euros p/person.**

6.5.3 Airfield

**International Catering fo the event, aprox. cost 6 to 12 euros p/person**

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

**The approximate cost for a pilot and 2 crew members, including bed, meals and local transport might be around 2000 Euros for the whole event**

**7. Glider**

7.1 The availability of local gliders for hire

**Local Gliders hiring will be available from Glider Clubs and private owners for Classes PW-5 and Club Class, (not available for modern Standard Class).**

7.2 The costs of hire

**The costs of hiring will depend of each particular deal, as an average pilot must consider: PW-5 : between 300 to 400 Euros per week, Club Class Glider: between 350 to 450 Euros per week. No modern Standard Class,ot at least very few, for hiring in Argentina.**

7.3 Any restrictions on hire

**Only validate their Glider Licenses from origin to Argentina to fly an argentine based Glider, this bureaucratic step will receive important support from Argentine Gliding Federantion (FAVAV).**

## **8. Training**

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

**Argentine Gliding Federation (FAVAV) will be scheduling 2011 Nationals, coincident with the Pre-World Championships, there will be also possible to contestants to practice in the site of the world championships some time before the event, not only at the Glider Club of Otto Ballod but in different Glider Clubs, close to Gonzales Chaves. FAVAV will course invitations closer to the date of the Championships.**

*Manuel Fentanes  
Argentina NAC  
President*

*Eduardo A. Barrera  
Favav  
President*

*Eduardo D. Toselli  
IGC  
Delegate*