

Application for organizing a

"World Gliding Championships"



Junior World Gliding Championships 2013

Bid of Ocseny Flying Club

Hungary

Application for organizing a "World Gliding Championships"

All the information sought in this bid document must complete prior to the application being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Specialist (emozer@deltamold.com) before the closing deadline of September 30 to enable the application to be checked for completeness. Once the application has been checked and amended as necessary, the IGC Bid Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name: Ocseny Flying Club - www.ocseny-airfield.hu/en/

Hungarian Aeronautical Association - www.aeroclub.hu/

Date of Application: 29 September 2009

Organising Gliding Club or other organisation:

Ocseny Flying Club

Repuloter Pf. 6

H-7143 Ocseny

Hungary

Name and address of National Aero Club:

Hungarian Aeronautical Association

11/A Dagaly utca

H-1138 Budapest

Hungary

Proposed Competition Director:

Jozsef Koller - www.hm.gov.hu/adatlapp/koller_jozsef/

Mr. Koller has been gliding since he was 15.

At present he is a military helicopter pilot.

He has 2100 hours on MI-24 and MI-8 type of helicopters.

He has 1500 hours on gliders.

He has gliding instructor rating.

He is an accredited Civil Aviation Authority examiner.

He is the leader of gliding section of Ocseny Flying Club.

He speaks the following languages fluently: Hungarian, English, Italian, Russian

He participated in the following international gliding competitions:

- International Military Gliding Championships 2002 (Bückeburg, Germany)
- Military Gliding European Championships 2002 (Rieti, Italy)
- Military Gliding World Championships 2003 (Rieti, Italy)
- Military Gliding World Championships 2004 (Rieti, Italy)

He was the Competition Director of the following gliding competitions:

- 19th Gemenc Gliding Championships 2005 (Ocseny, Hungary)
- 20th Gemenc Gliding Championships 2007 (Ocseny, Hungary)

Proposed Organisation of the event:

- 2009 planning and preparing of the final application, preparing the budget
- 2010 organizing 21th Gemenc Gliding Championships
- 2011 organizing Hungarian National Championships
- 2012 organizing pre JWGC competition
- 2013 organizing JWGC

Our club has a stable financial background, so we are able to organize the event even without outside financial support which we can prove via bank guarantee if needed.

Airfield: Ocseny Airfield

LHOY

Hungary

Contact person (for the applicant):

Name: Zsolt Mattburger

Address: Ócsény Repülőtér, H-7143 Ócsény

Email address: info@ocseny-airfield.hu

Phone Number:

Mobile Number: +36 30 661 8116

Fax Number: +36 1 577 7365

1. Event and Year

1.1 Name of Competition:

Junior Word Gliding Championships

Classes: Club Class and Standard Class

1.2 Year of event: 2013

2. Site

2.1 Name of the airfield: Ócsény Airfield (LHOY)

2.1.1 Co-ordinates: N461843 - E0184550 (WGS84)

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

6km / 3nm SE Szekszárd (which has a population of 40,000)

2.1.3 Experience of airfield staff in organising championships

The flying club was founded in 1957.

We have organized the following events:

- many national aerobatics training camps and competitions

- many international hot air ballon competitions

- many gliding camps for foreign participants

- many air shows

- twenty Gemenc Gliding Championships from 1973 to 2007

Our lastly organized competition was the following:

20th Gemenc Gliding Championship 2007

www.ocseny-airfield.hu/en/competitions/2007_gemenc/



It was an FAI Cat 2 ranking list competition:

www.fai.org/gliding/rankings/displaycomps2.php?champid=272

Between 1973 and 2007 we organized twenty international gliding championships with Hungarian and foreign participants from Austria, Finland, Germany, Netherland, Poland, and United States

Among many others, the following foreign competitors participated in our competitions during the years from 1977:

Raine Mönkönnen (Finnish): winner in 1980

Allen Leffler (United States): winner in 1983

Dr. Herbert Pirker (Austrian): winner in 1984, 1985

Klaus Wedekind (German): winner in 1993, 1996.

We organized 13 gliding competitions between 1973 and 1985 in every consecutive year.

We did not organize any competitions in the last two years, because we did not have any opportunities for organizing a competition beside of the following international gliding

championships (and their compulsory preliminary contests) held in Hungary:

- Womens World Gliding Championships 2009
- World Gliding Championships 2010

2.2 Proposed period for the event

2.2.1 Training Dates

Official training: 15 July 2013 - 19 July 2013

2.2.2 Competition Dates

Official contest: 21 July 2013 - 02 August 2013

2.2.3 Alternate dates for training

Official training: 29 July 2013 - 02 August 2013

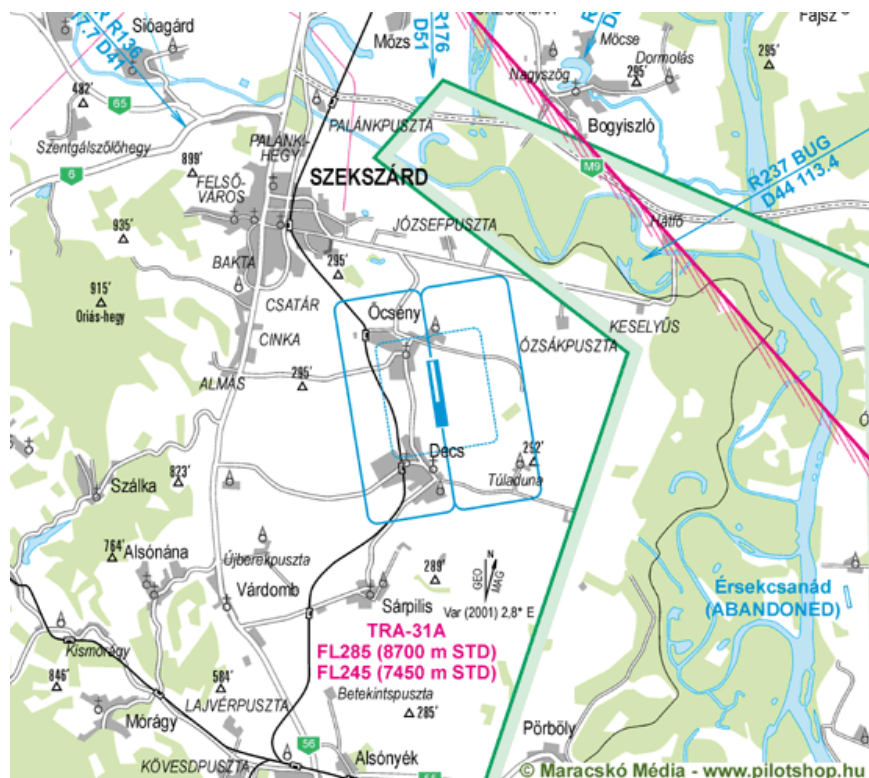
2.2.4 Alternate dates for competition

Official contest:: 04 August 2013 - 16 August 2013

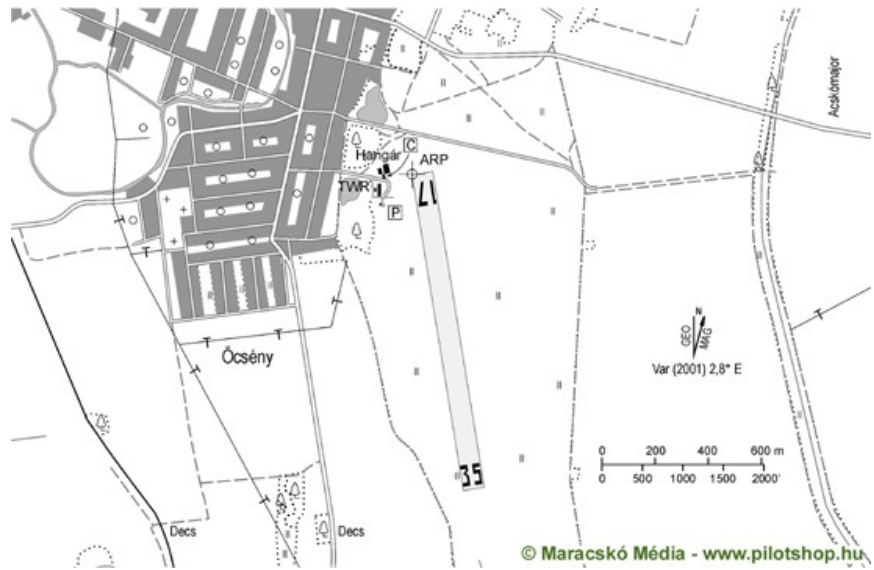
2.3. Airfield operating data

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

Position: 6 km / 3 nm SE Szekszárd



RWY: 17/35, dimensions: 1200 x 150 m



Surface: grass



www.ocseny-airfield.hu/en/informations/airfield_info/

- 2.3.2 Number of towplanes that will be employed
Between 10 and 12
(depending of the actual number of participants)



- 2.3.3 Meteorological facilities that will be provided
The National Meteorological Service
(Országos Meteorológiai Szolgálat -
OMSZ - www.met.hu) will provide the presence of
one forecaster person on the airfield and the
meteorological information needed for providing
thermal forecast. The OMSZ also provides
forecasting and alerting of dangerous conditions
based on RADAR information. The OMSZ will
provide the hardware and software (HAWK) to
display these informations too.

2.3.4 Parking facilities for gliders

For about 100 gliders on the tie-down area or in trailers.



2.3.5 Repair facilities for gliders

There are two hangars and some maintenance workshops on the airfield with qualified aircraft mechanic personnel.

2.3.6 Repair facilities for radios and instruments

There is no facilities for radios and instruments on the airfield, but can be arranged for the competition if required.

2.3.7 Oxygen requirements and supply facilities, if required

Oxygen equipments are not needed, because the maximum allowed flying altitude is 9500 feet MSL in the Hungarian flying areas.

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

We have thoroughly studied and understood the materials found on the following URLs:

www.fai.org/environment/code_conduct/
www.fai.org/environment/codeconduct/codeconduct_airsports.zip

Based on these materials, we plan to implement as many steps from these policies as we can, and during the first briefing we will request all of the participants to abide these policies during their operations.

2.4 Airfield Infrastructure



2.4.1 Briefing Room

Can be set up for several hundreds of people in one of the hangars.

2.4.2 Common Room(s) for the competitors

Meeting room

Restaurant

Drink bar

2.4.3 Meeting Room for the International Jury

A separate office can be set up if required.

2.4.4 Press Centre

A separate office can be set up if required.

2.4.5 Communication and internet equipment

Free, continuous wired and wireless (Wi-Fi) Internet connection, (currently an ADSL connection with 1024/512 Mbps total bandwidth, but we plan to increase the total available bandwidth and set up webcams soon too.)

2.4.6 Post and Banking

Post office and ATM is available in Ocseny.

Banks are available in Szekszard in 5 km distance

from the airfield.

2.4.7 Insurance

It's available in Ocseny and Szekszard.

2.4.8 Toilets, wash rooms and shower rooms

See the accomodation section below.

There are enough bathrooms for the rooms in the hotel, the bungallows, and the camping.

2.4.9 Car parking

The size of the airfield area is 170 hectar.

There are a limited number of concrete surface car parking and an unlimited number of grassy car parking sites.

2.4.10 Emergency (including fire)

There are enough dry powder fire extinguishing apparatus at the airfield required by Hungarian law.

2.4.11 Medical and First Aid

There is a 24 hours emergency medical service on the airfield during the competition. There is a hospital in Szekszard in 5 km distance of the airfield..

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

A meeting room and conference center can be provided for about 50 persons if needed.

3. Accommodation and food for competitors



3.1 Accommodation facilities available in the local area

Hotel in the main building, full comfort

2 rooms with 2 beds, 4 rooms with 3 beds,

2 rooms with 4 beds and shower

Hotel in the main building, half comfort (common shower and toilet on the corridor)

4 rooms with 4 beds



Accommodation in bungalows, full comfort

11 bungalows for 6 persons, in rooms containing 2 beds



Accommodation in bungalows, half comfort

2 bungalows for 12 persons, in rooms containing 2-4 beds



Accommodation in private houses in the village

Summary:

13 bungalows for 90 persons

12 hotel room for 40 persons

other accomodation opportunities are available in the nearby village and in Szekszard (in 5 km distance from the airfield).

3.2 Camping facilities at the airfield

Camping

At the area of the airfield with electrical power and water supply.

3.3 Catering for competitors at the airfield Eating possibilities



We can offer a prepaid meal program in the restaurant at the airfield according to the needs:

- Breakfast
- Hot two-course lunch
- Hot one-course dinner

A general food store will be run on the competition site. The restaurant and the “Izobar” will be able to serve drinks, sandwiches and cold meal all the day.

4. Competition area



4.1 Topography in the contest

The Tolna county lies at the meeting point of Great Plain and Transdanubian Hill. The town kept growing in the valley of Remete patak (Séd patak) in the lap of hills of Szekszárd and the Great Plain. The town is bordered by Sió canal from the north. The Great Plain is connected with the gently sloping Mezőföld and Transdanubian Hills by Sárköz and Gemenc which is a favourite trekking spot of locals.

The airfield can be found 10 km distance from the Danube river which separates the country into two halves. East of the Danube river can be found the Alföld (great flatland) that provides really great meteorological conditions for gliding. West of the Danube can be found the Transdanubian hills, with greater variance in the landscapes with 600-700 meter high hills. (Zengo is 682 meters, Harmas hegy is 606 meters, and Tubes is 612 meters high).

4.2 A comprehensive survey of meteorological conditions

Favorable meteorological conditions for soaring attested by all the results achieved during the previously organized twenty competitions held in Ocsény Airfield and during the club flights.

The following results were achieved in the international competitions held about 100 km distance from our airfield this year:

WWGC maximum distance: 656 km

WGC maximum speed: 136 km/h (on a 418 km distance flight)

Pre WGC maximum distance: 520 km

Pre WGC maximum speed: 137 km/h (on a 480 km distance flight)

Our club flying achievements this year:

OLC Ócsényi Repülőklub 3rd place from 50 clubs: [OLC Hungary Club](#)

OLC Hungary Ócsény airfield: 4th place from 19: [OLC Hungary Airfield](#)

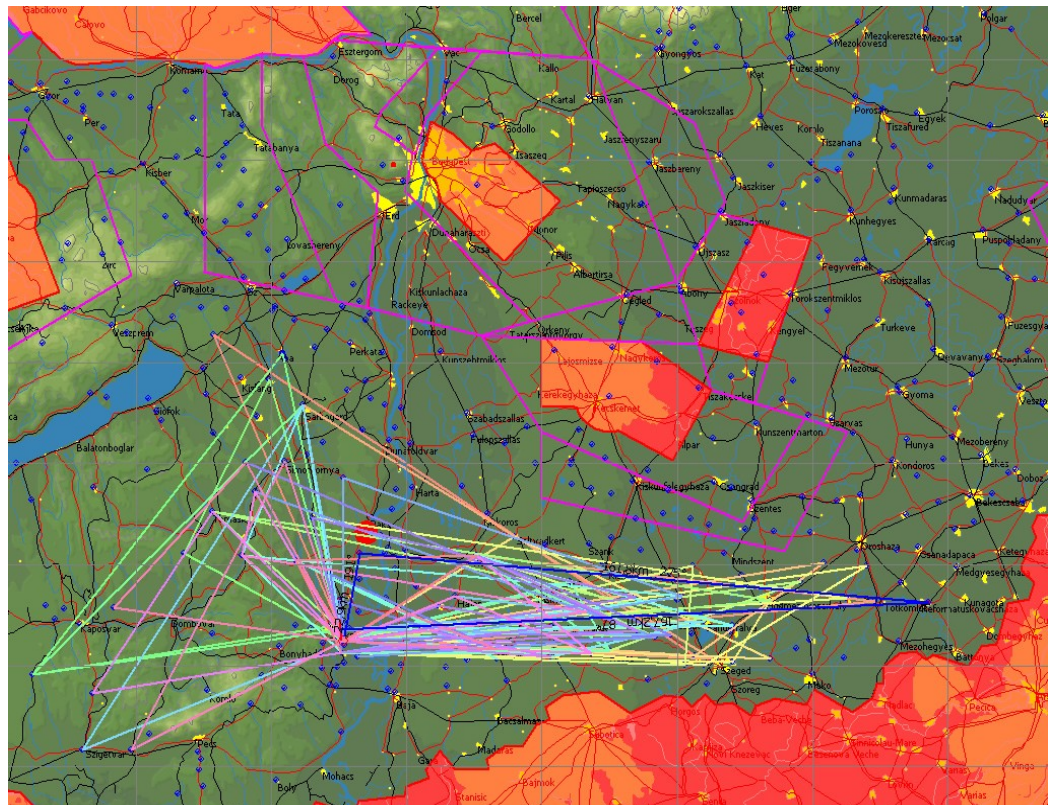
Hungarian Gliding Cup - Ócsényi Repülőklub: 5th place from 19: [MVK Club](#)

4.3 Airspace restrictions in the contest

The west, north, and east directions from the airfield are good for flying. In these directions there are good opportunity to fly far away from controlled and military airspaces. In south direction the country border is not too far, so there are no opportunities to fly long distances in that direction.

On weekends when there is no military aviation activity, almost the the whole airspace above the country is flyable expect Ferihegy TMA.

Even on weekdays with full military aviation activity large areas are available for gliding in west, north, and south-east direction from the airfield.



SeeYou illustration of a competition day at Ocseny airfield showing the restricted and controlled airspaces in red.

4.4 Typical tasks to be expected:

Between 300 and 600 km speed and AAT tasks.

In weaker, inhomogene or stormy weather we prefer to designate **Speed Task - Assigned Areas** or **Distance Task – Assigned Areas** with preferred flying time limit of between 2 and 4 hours.

In good weather conditions we prefer to assign Racing Tasks between 300 and 600 km.

Our aim is that neither of the task types exceed the two third of the number of the total tasks.

4.5 Road and traffic conditions

Szekszárd will be reached on speedway M6, which is between Budapest and Pécs or road 56 coming from Baja. The road 63 to Székesfehérvár or the road 65 to Siófok also can be reach from speedway M6. By rail you can travel to the county town on Budapest-Pécs railway line. Szekszárd is 144 km from the capital.

The speedway M6 is at the very close vicinity of the airfield.

5. Rules

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

5.1.1 Starting procedures

Preferred starting method is the Start Line according to Annex A: "A straight line, of defined length, perpendicular to the track to the first Turn Point, or the center of first Assigned Area"

Opening of the start line is after 20-30 minutes of the last starting glider according to Annex A: "The start shall normally be opened 30 minutes after the take-off of the last sailplane in the class, which was in its specified grid position on time. This delay can be reduced to 10 minutes after the release of the sailplane, if the last round of sailplanes is towed to starting altitude."

Opening of the start line is announced by radio.

5.1.2 Tasks

We usually set Racing Task or Speed Task - Assigned Areas or Distance Task – Assigned Areas according to the current meteorological conditions.

5.1.3 Finish procedures

Because of aviation safety considerations we prefer finish ring instead of finish line. Details can be found in local procedures.

5.1.4 Scoring

We use 1000-Points Scoring System according to Annex A.

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

5.2.1 For pilots and crews

According to Annex A:

- Proof of nationality or certificate of residence (FAI General Section 3.7);

- Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and
- FAI Sporting Licence valid for the year of the event.
- A Therapeutic Use Exemption (TUE)

5.2.2 For sailplane and equipment

- Valid Certificate of Airworthiness or Permit to Fly
- Third party insurance certificate for the sailplane

Others according to Annex A PART 4 TECHNICAL REQUIREMENTS.

5.3 Number of competitors:

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

Total of 100 competitors (50 in each of two categories)

5.3.2 Provide explanation for this number kategóriánként 50 fő erpisti
According to Annex A the maximum number of competitors in a category is 50.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

Separated starting points far enough from each other for all the categories.

5.3.2.2 On task

Tasks can be set in sufficiently large competition areas in three main directions, so the tasks of the categories can be separated well from each other in space and time via starting in different directions.

5.3.2.3 Finishing and landing

We plan to use finish ring. The runway is large enough for the arriving gliders to land.

6. Costs

6.1 Entry fee 600 EUR

6.1.1 Services included in the entry fee killessük valahonnan

Entry fee covers all operational costs during the contest except aero tows.

6.1.2 Cost of aero tows 40 EUR

6.2 Price of car fuel per litre/gallon

Gas (95 octane): 1.2 EUR/litre
Diesel: 1 EUR/litre

6.3 Rental cars

Can be arranged in Szekszárd if needed.

6.4 Accommodation

6.4.1 Hotels 12 EUR/person/night

6.4.2 Apartments 10 EUR/person/night

6.4.3 Bed and Breakfast

Breakfast: 3 EUR

Lunch: 5 ERU

Dinner: 6 EUR

6.4.4 Camping 4 EUR/person/night

6.5 Catering

6.5.1 Hotels – See section 3.3.

6.5.2 Restaurants - See section 3.3.

6.5.3 Airfield - See section 3.3.

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

Entry fee: 600 EUR

Aerotow: $12 \times 40 = 480$ EUR

Accommodation for 3 persons:

1 person in hotel $16 \times 12 = 192$ EUR

2 persons in camping $2 \times 16 \times 4 = 128$ EUR

Eating for 3 persons: $3 \times 19 \times 9 = 432$ EUR

Total: 1832 EUR

(All costs are calculated by 1EUR=280HUF exchange rate.)

7. Glider Hiring

7.1 The availability of local gliders for hire

It's possible to rent gliders from Hungarian owned private planes and the from the gliders of the national team if needed. If there's such a claim we can help by putting advertisements onto the website of the competition.

7.2 The costs of hire

According to the market prices in effect during the period of the competition and according to the terms of mutual agreements.

7.3 Any restrictions on hire.

Under an agreement between the parties involved.

8. Training

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

The flying club is operating continuously from the beginning of April to the end of September and anybody can come to visit us. Based on preliminary appointments we can arrange flying days on weekdays also during this period. On the weekends we organize club flying days.