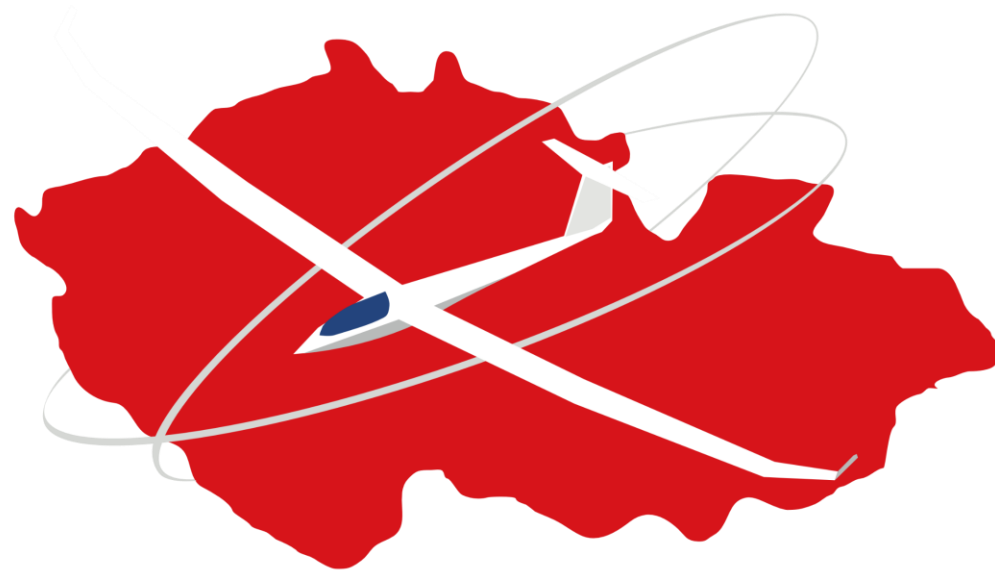


EGC
2024



3 August - 17 August 2024 ,Tábor, Czech Republic

MANDATORY SAFETY BRIEFING

02/08/2024

AGENDA



- INTRODUCTION OF OFFICIALS AND TCs
- SELFBRIEFING SLIDES
- START PROCEDURES
- IGC FILE DELIVERY
- AIRSPACE
- SAFETY BRIEFING
- OPENING CEREMONY
- SOCIAL MEDIA
- COMPETITION APPAREL

ORGANISING TEAM



COMPETITION DIRECTOR

Matěj Rendla +420 602 277 772

DEPUTY

Tomáš Rendla +420 602 284 272

CHAIRMAN OF AERoclub TÁBOR

Jiří Lískovec

ORGANISING TEAM



SCORER

Hynek Chovan

METEOROLOGIST

Jan Horák

OPERATIONS DIRECTOR

Tomáš Jirmus

ORGANISING TEAM



CHIEF STEWARD

Robin van Maarschalkerweerd (NED)

STEWARD AND HEAD OF SAFETY COMMITTEE

Enrique Lippi (ARG)

JURY PRESIDENT

Christof Geissler (GER)

AIRFIELD FACILITIES



RESTAURANT

- OPEN EVERY DAY FOR BREAKFAST, LUNCH,
DINNER
- ALL FOOD AND DRINKS AVAILABLE ON
DEMAND

CAMPSITE



GLIDER TIE-DOWN AREA



CONTEST SITE BOUNDARY



GRID ORDER RWY 29

**ORDER OF CLASSES MAY CHANGE
ROW NUMBERS WILL BE KEPT CONSTANT**

**CLUB CLASS (40)
ROWS 1 - 8**

**STANDARD CLASS (34)
ROWS 9 - 15**

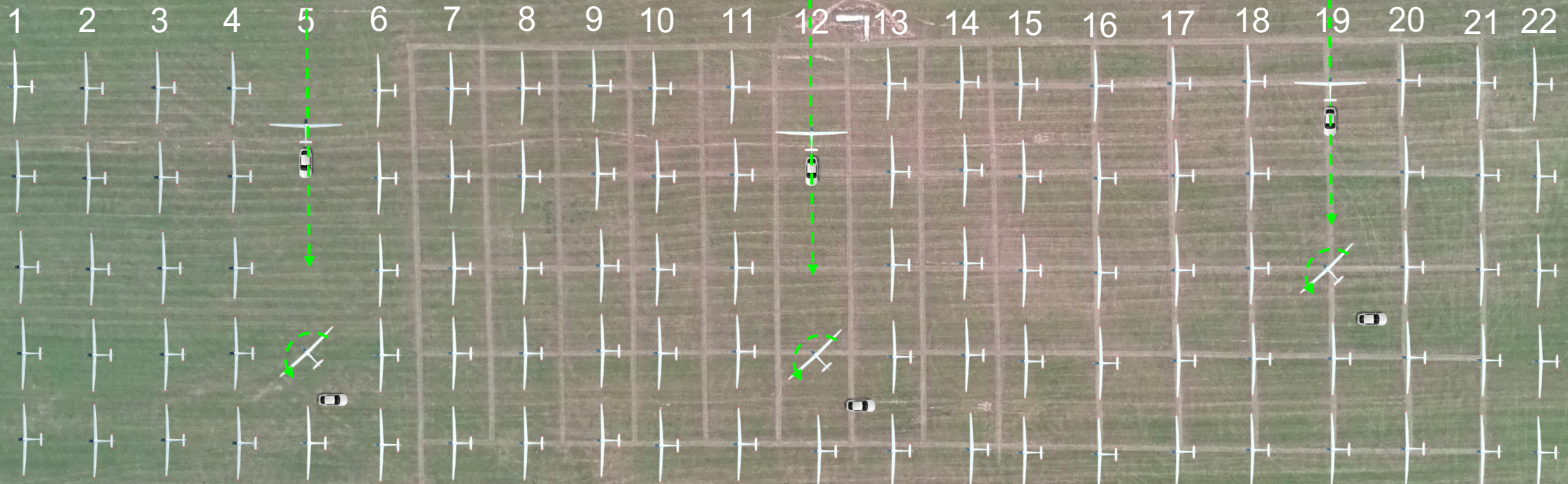
**15M CLASS (29)
ROWS 16 - 21**

**IF A COMPETITOR IS
ASSIGNED ROW 1,
THEY WILL REMAIN IN
ROW 1 FOR THE
ENTIRE
CHAMPIONSHIPS BUT
LOCATION OF THE
ROW WILL CHANGE
EACH DAY**

GRID RWY 29

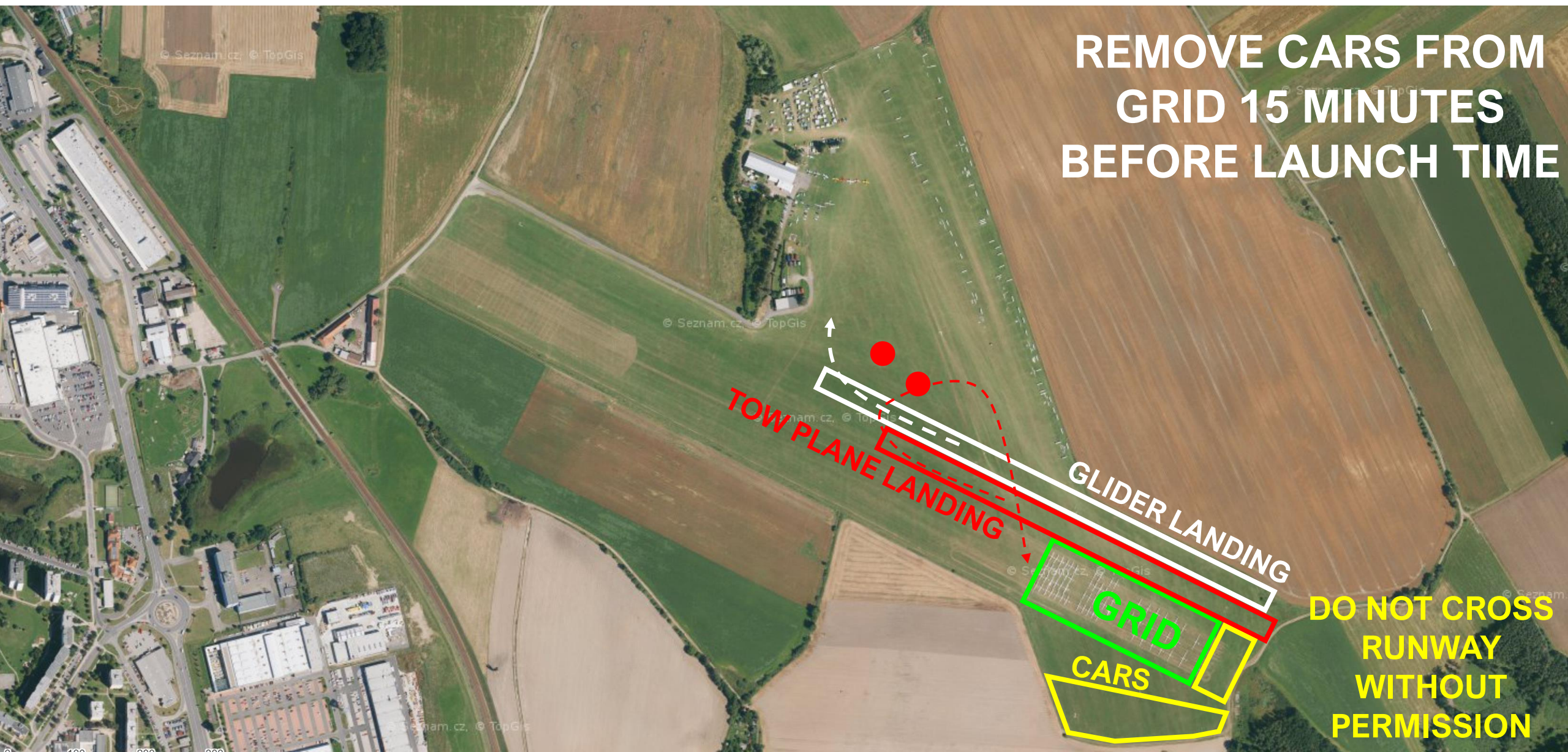


FOLLOW MARKING ON GROUND
COME FROM THE NORTH SIDE
BUILD ROWS FROM SOUTH TO NORTH



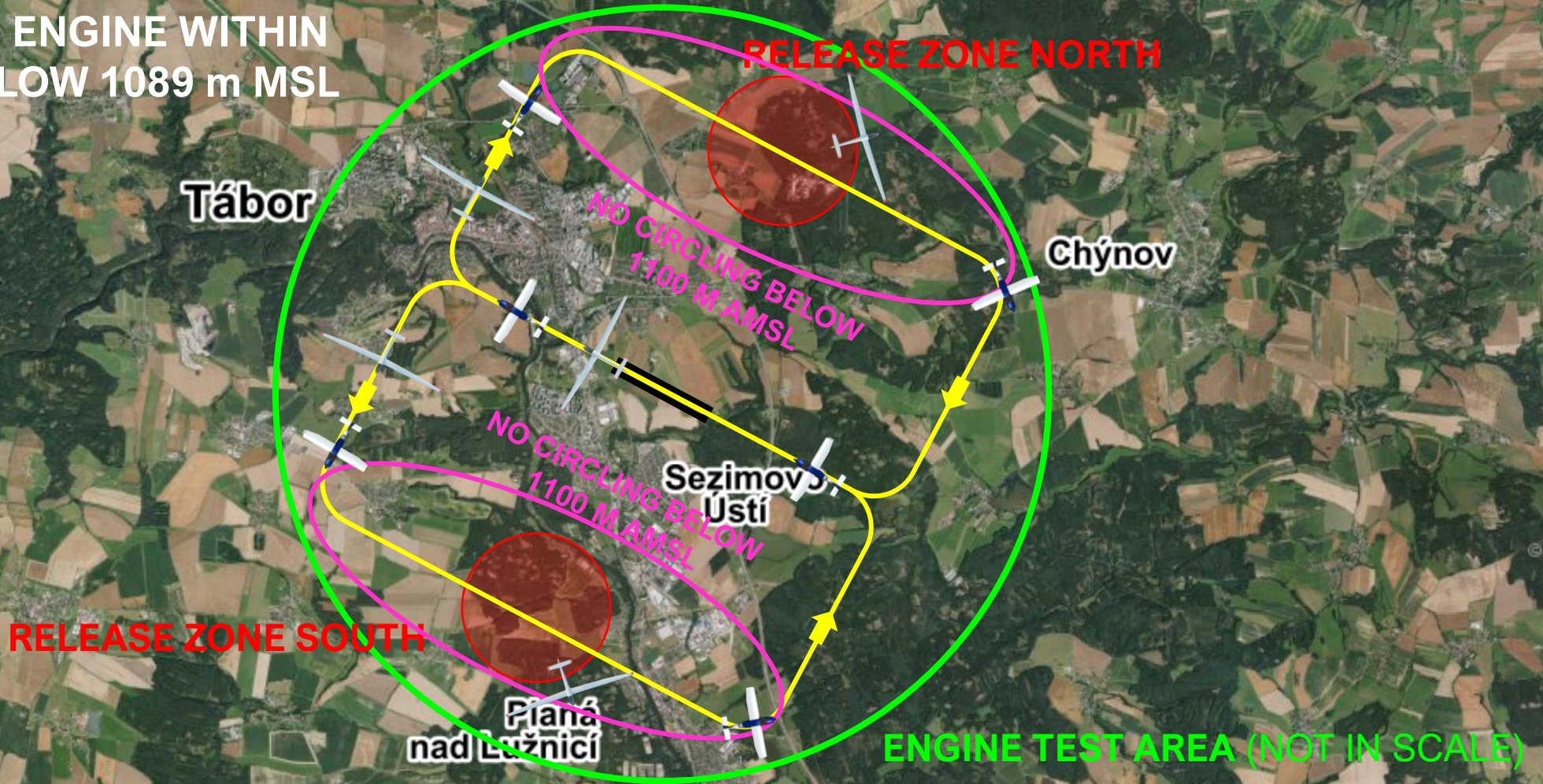
TAKE-OFF RWY 29

REMOVE CARS FROM
GRID 15 MINUTES
BEFORE LAUNCH TIME



AEROTOWS RWY 29

FOR SELF-LAUNCH FOLLOW
SAME PROCEDURE
TURN OFF THE ENGINE WITHIN
TEST AREA BELOW 1089 m MSL

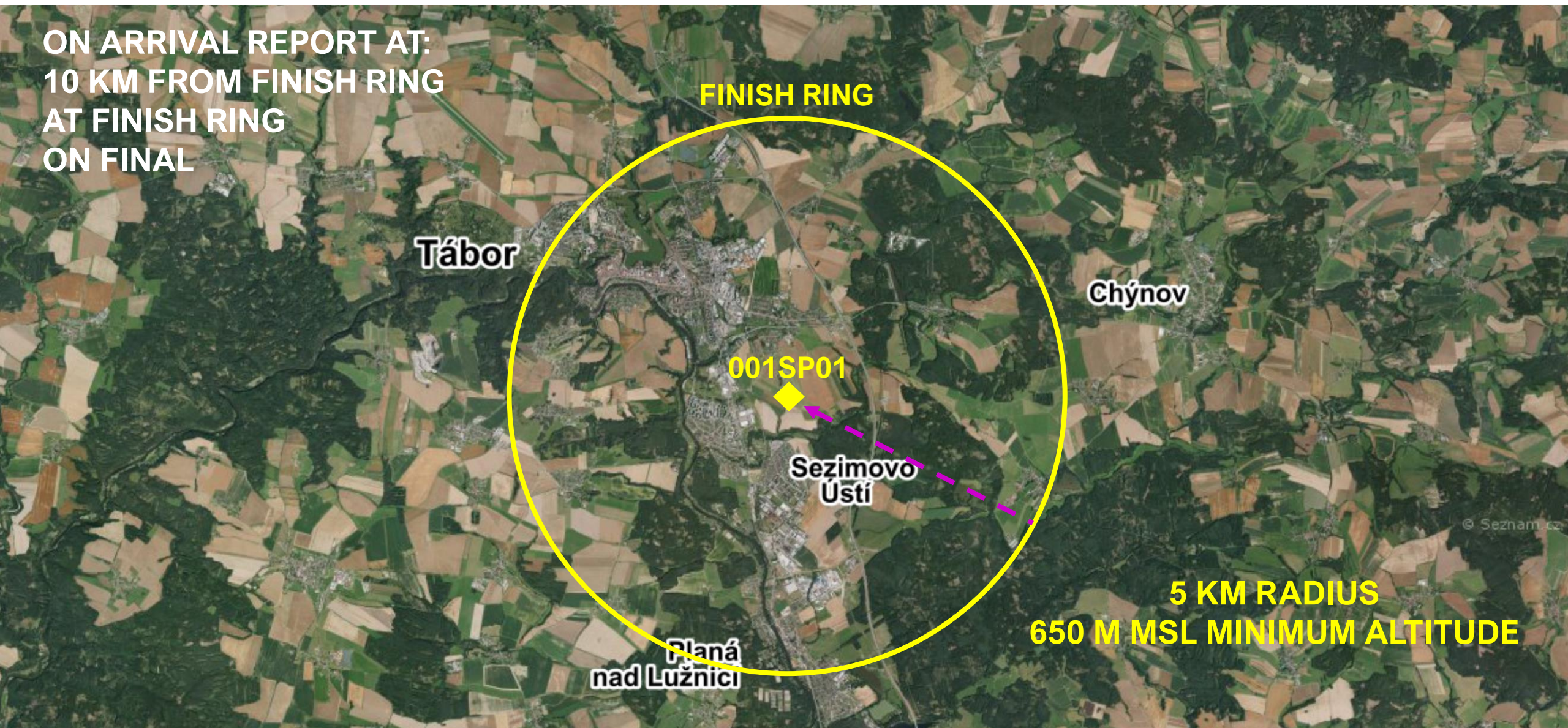


ENGINE TEST PROCEDURE

- START ENGINE WITHIN 5 MINUTES AFTER
RELEASE
- RUN ENGINE FOR MAXIMUM OF TWO
MINUTES
- REMAIN WITHIN ENGINE TEST AREA

FINISH RWY 29

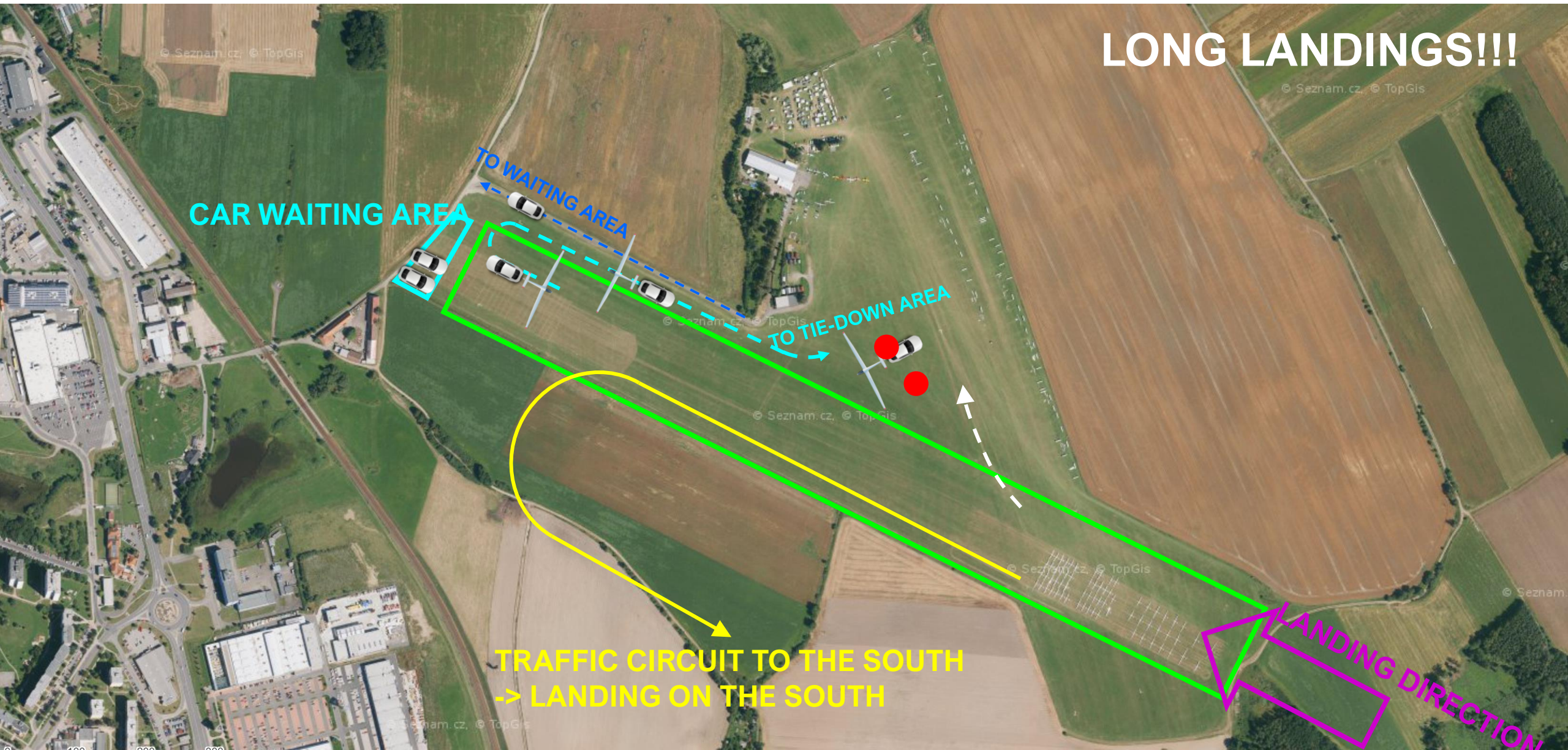
ON ARRIVAL REPORT AT:
10 KM FROM FINISH RING
AT FINISH RING
ON FINAL



LANDING RWY 29



LONG LANDINGS!!!



GRID ORDER RWY 11

**ORDER OF CLASSES MAY CHANGE
ROW NUMBERS WILL BE KEPT CONSTANT**

**15M CLASS (29)
ROWS 16 - 21**

**STANDARD CLASS (34)
ROWS 9 - 15**

**CLUB CLASS (40)
ROWS 1 - 8**

**IF A COMPETITOR IS
ASSIGNED ROW 1,
THEY WILL REMAIN IN
ROW 1 FOR THE
ENTIRE
CHAMPIONSHIPS BUT
LOCATION OF THE
ROW WILL CHANGE
EACH DAY**



GRID RWY 11

FOLLOW MARKING ON GROUND
COME FROM THE NORTH SIDE
BUILD ROWS FROM SOUTH TO NORTH



TAKE-OFF RWY 11

**DO NOT CROSS
RUNWAY
WITHOUT
PERMISSION**

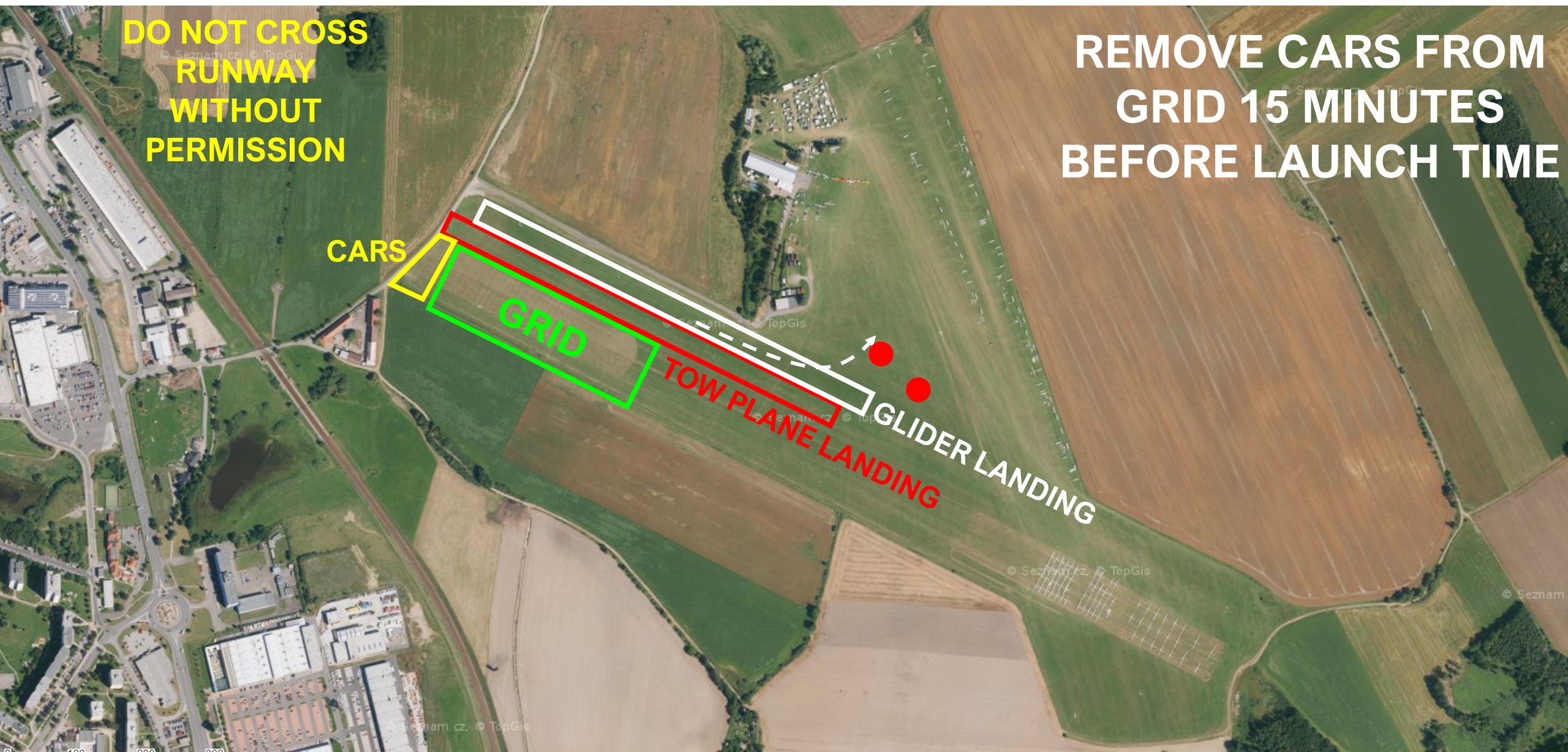
**REMOVE CARS FROM
GRID 15 MINUTES
BEFORE LAUNCH TIME**

CARS

GRID

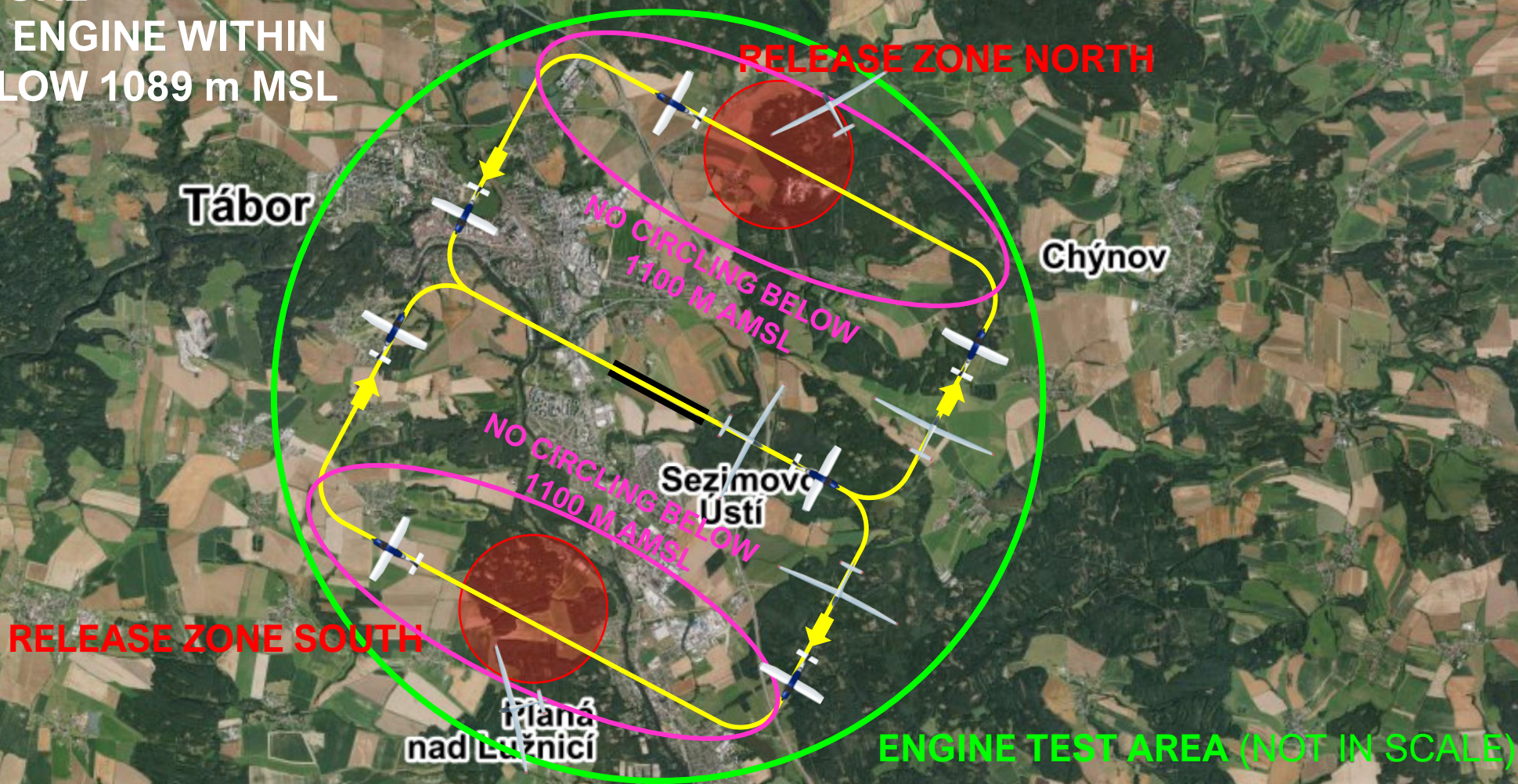
TOW PLANE LANDING

GLIDER LANDING



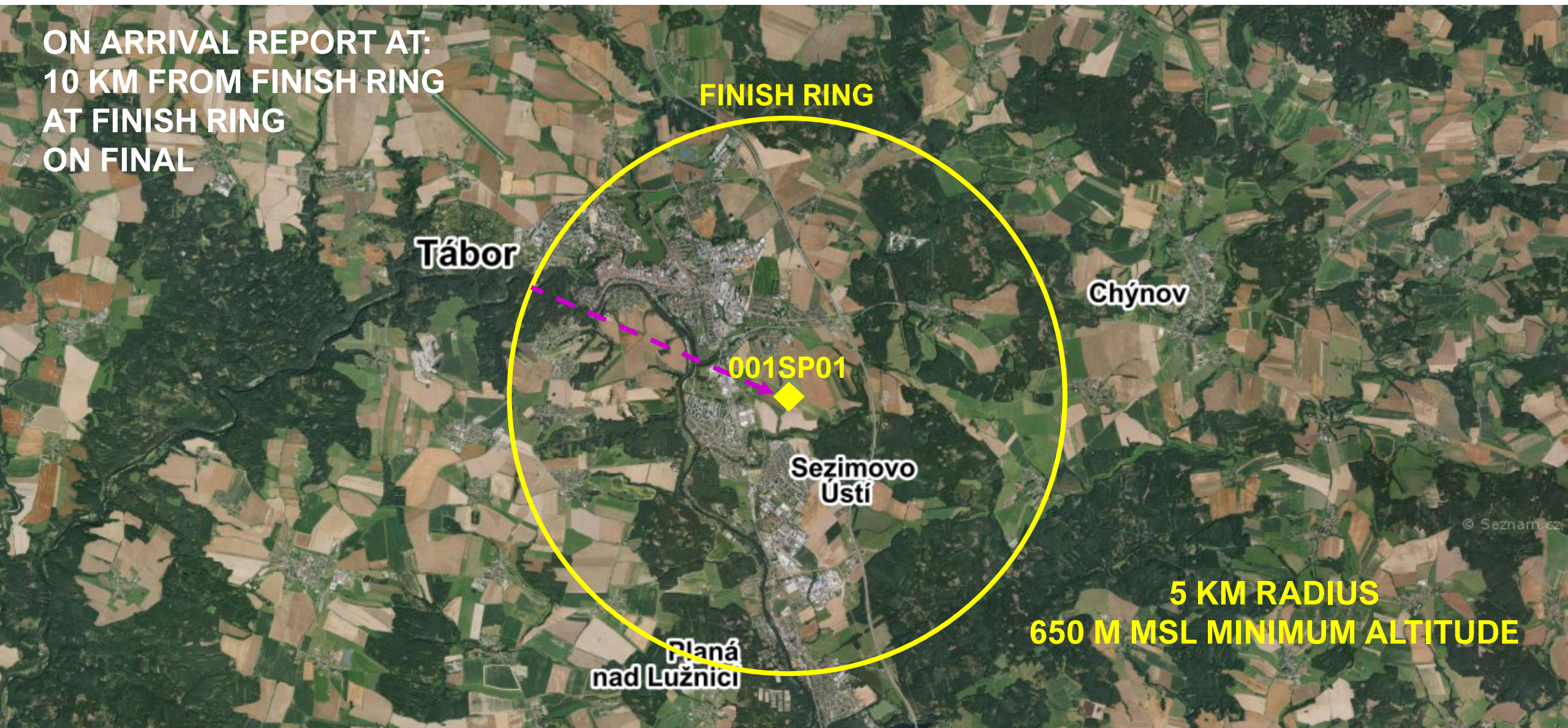
AEROTOWS RWY 11

FOR SELF-LAUNCH FOLLOW
SAME PROCEDURE
TURN OFF THE ENGINE WITHIN
TEST AREA BELOW 1089 m MSL



FINISH RWY 11

ON ARRIVAL REPORT AT:
10 KM FROM FINISH RING
AT FINISH RING
ON FINAL

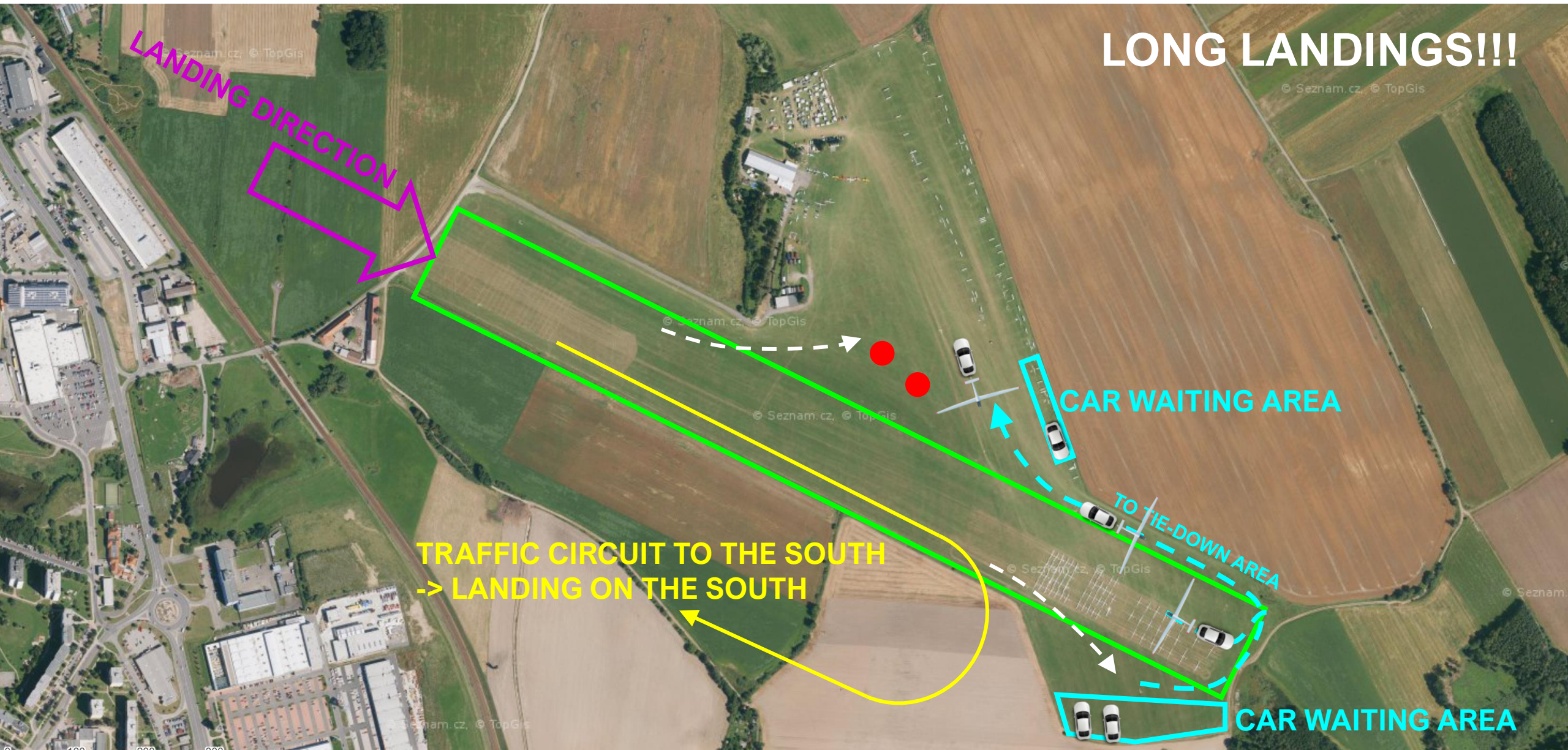


LANDING RWY 11

EGC
2024



LONG LANDINGS!!!



START LINE OPENING



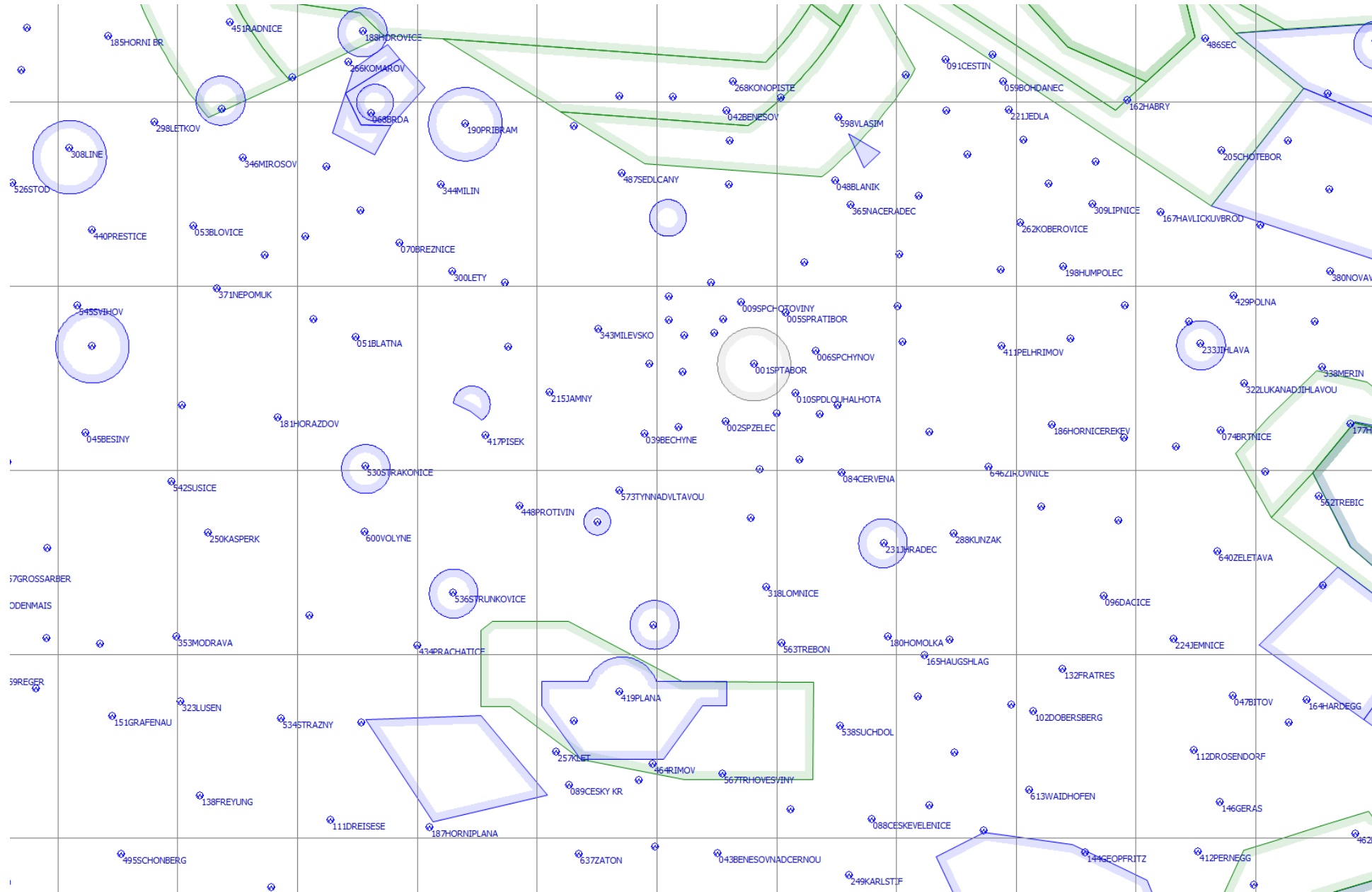
- START LINE WILL OPEN 30 MINUTES AFTER
LAST LAUNCH IN CLASS

IGC FILE DELIVERY

- SEND ALL FILES TO IGC@POHODA.COM
- **30 MINUTES FOR FILE DELIVERY**
- INCLUDE CN IN EMAIL SUBJECT
- ENSURE CORRECT FILE HEADER
- 1 SECOND FIX RATE

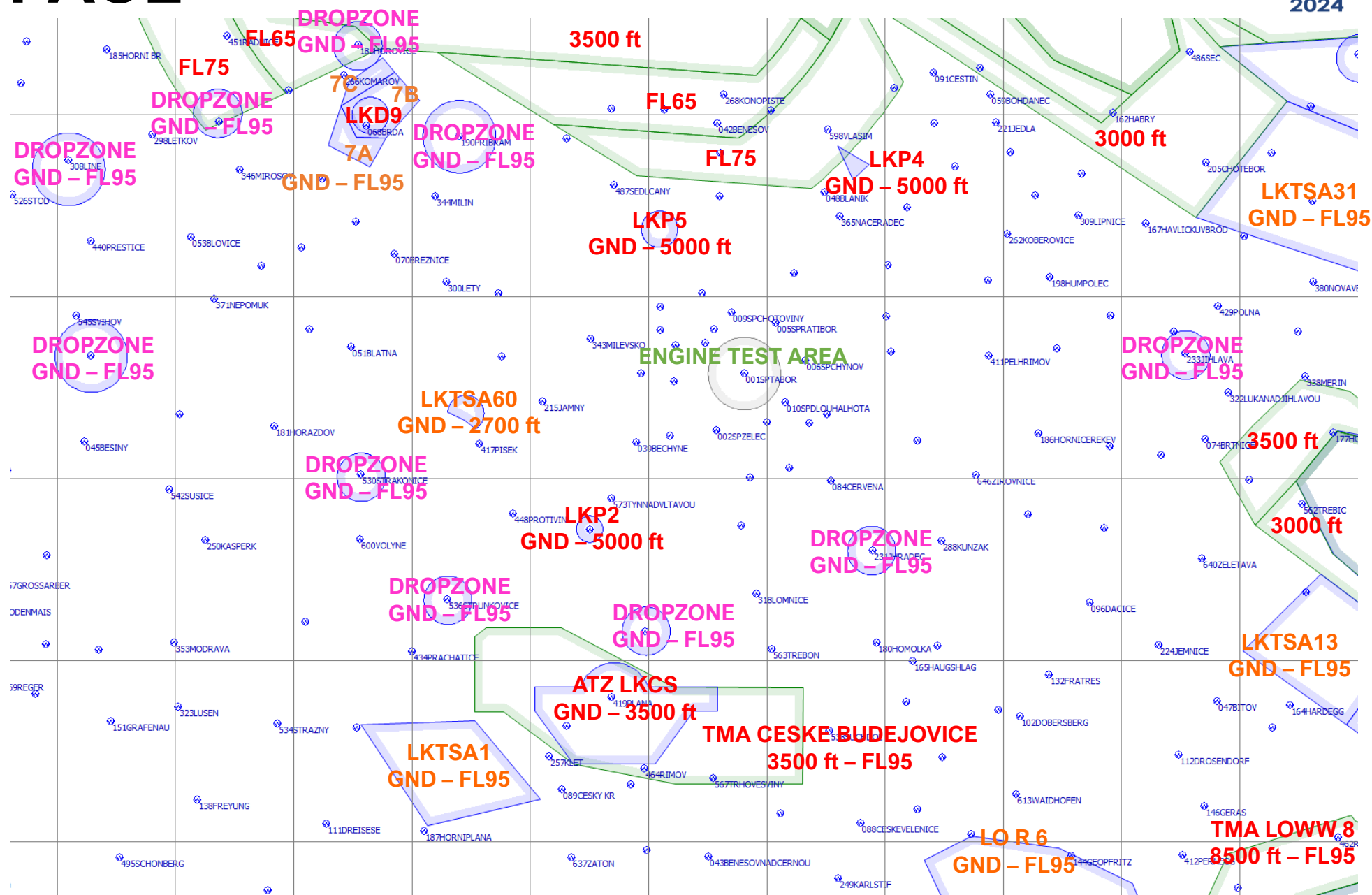
AIRSPACE

EGC
2024



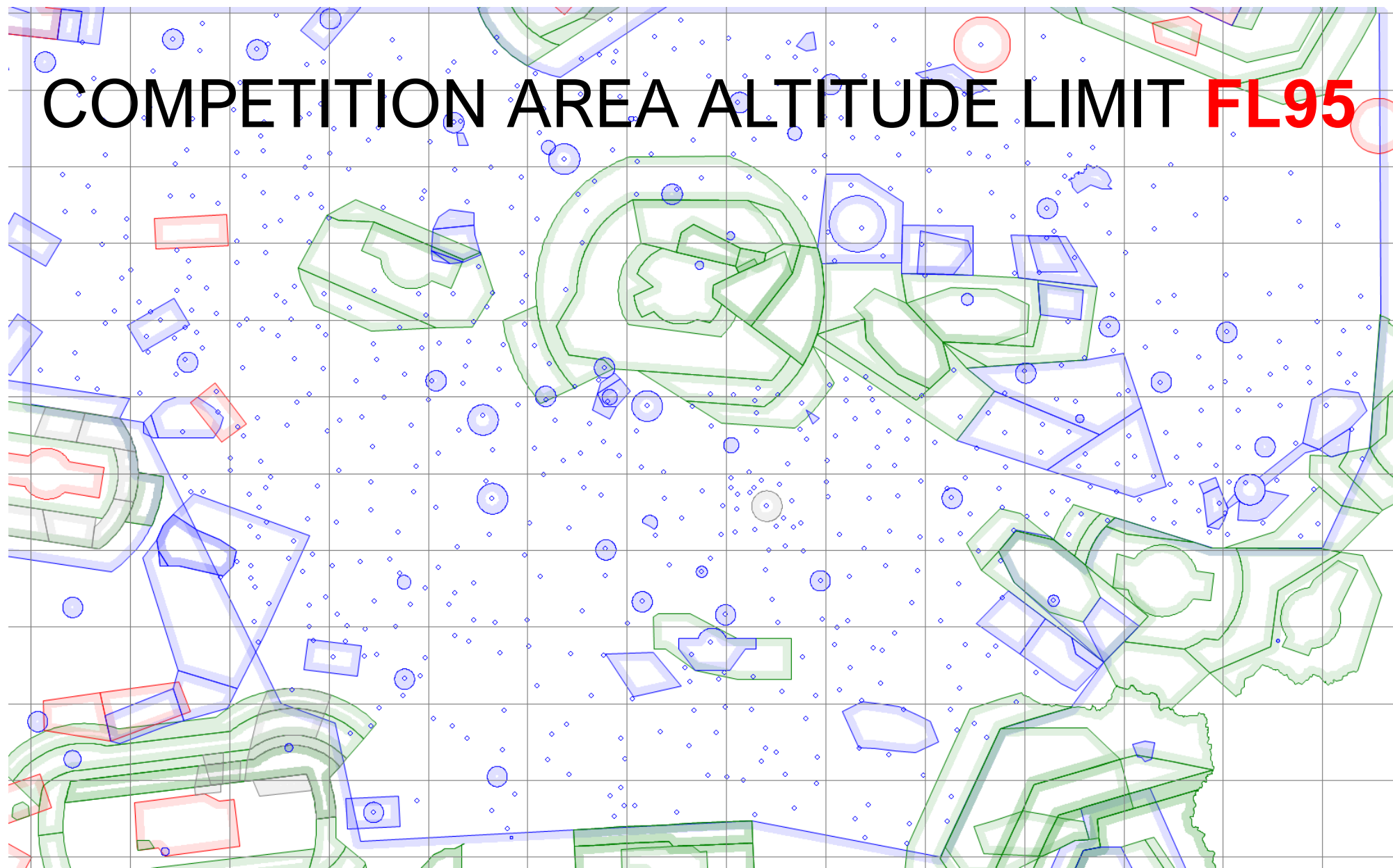
AIRSPACE

EGC
2024



AIRSPACE

EGC
2024



SAFETY

FLYING IS INHERENTLY RISKY ...
... BUT WE NEED TO MANAGE
THIS RISK AND MINIMISE IT

HOW TO MINIMISE IT?

GROUND PREPARATION

IT ALL BEGINS ON THE GROUND ...

GOOD GROUND PREPARATION CAN:

- LIMIT WORKLOAD AND STRESS IN THE AIR
- ALLOW FULL CONCENTRATION IN FLIGHT
- PREVENT FATIGUE AND DEHYDRATION

BEFORE TAKE-OFF



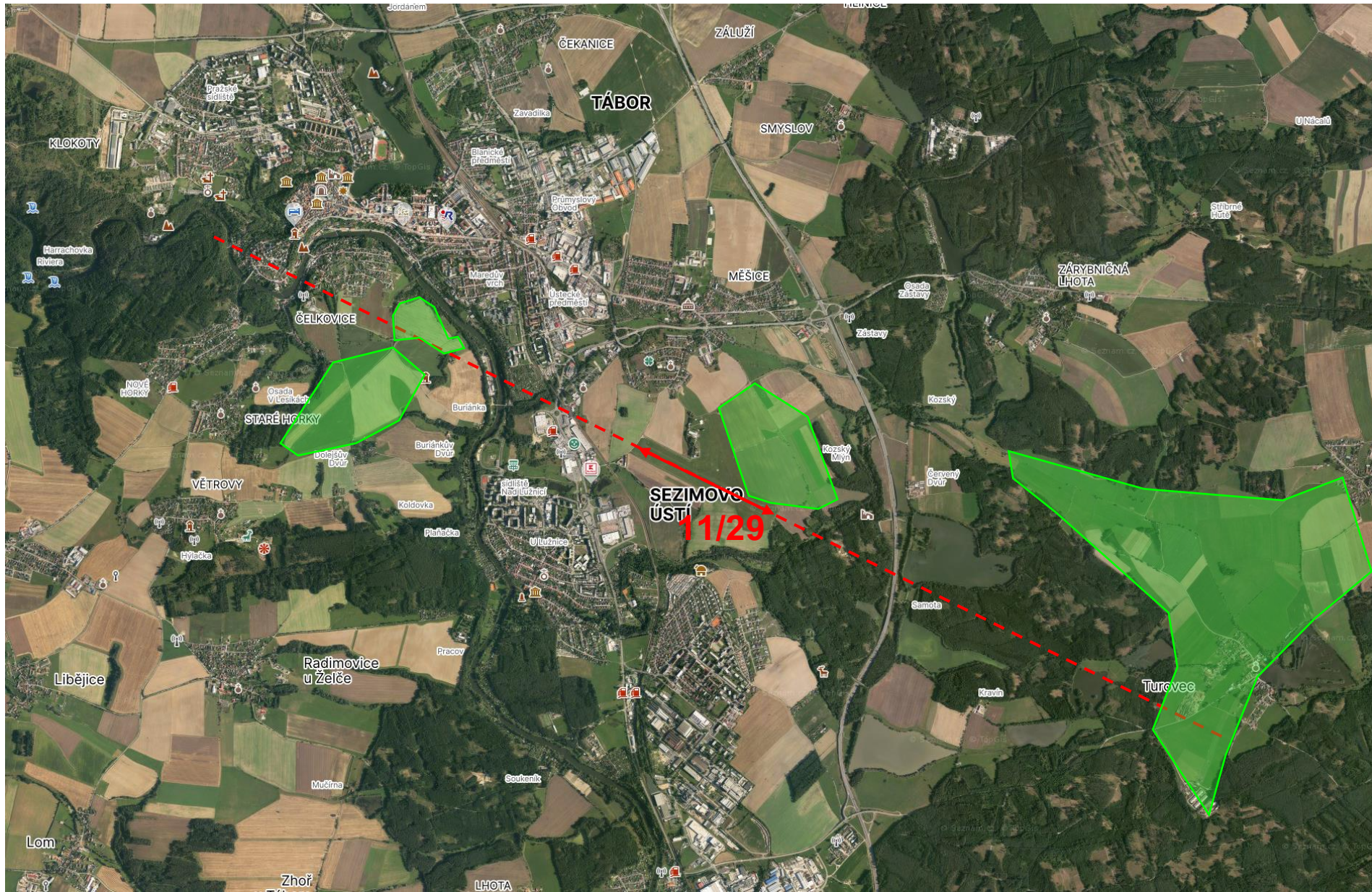
- BE READY WELL IN ADVANCE SO YOU DON'T NEED TO RUSH -> LAUNCH ORDER IS RANDOM
- YOUR CREW NEEDS TO HOOK THE TOW ROPE AND RUN WITH THE WING -> THEY SHOULD BE FAST
- BE READY FOR TAKE-OFF WHEN YOUR ROPE IS HOOKED

DURING TAKEOFF



- BE AWARE OF OUTLANDING OPTIONS AVAILABE DURING AEROTOWS

DURING TAKEOFF - OUTLANDING



AFTER RELEASE

- RELEASE WHEN TOW PLANE ROCKS WINGS
- FLY AWAY FROM RELEASE AREA, AWAY FROM THE AIRFIELD
- DO NOT CIRCLE IN THE RELEASE AREA BELOW 1100 m MSL
- TAKE CARE WHEN FLYING THROUGH RELEASE ZONE

BEFORE START GATE OPENS



- RACE IS NOT ON YET → NO NEED TO FLY AGRESIVELY
- WE WILL ALWAYS USE ENERGY CONTROL OR PRE-
START ALTITUDE LIMIT → NO NEED TO FLY IN CLOUD
BASES
- SAVE ENERGY AND CONCENTRATION FOR FLIGHT → FLY
AWAY FROM THE GAGGLE

AFTER START GATE OPENS

PRE-START ALTITUDE LIMIT

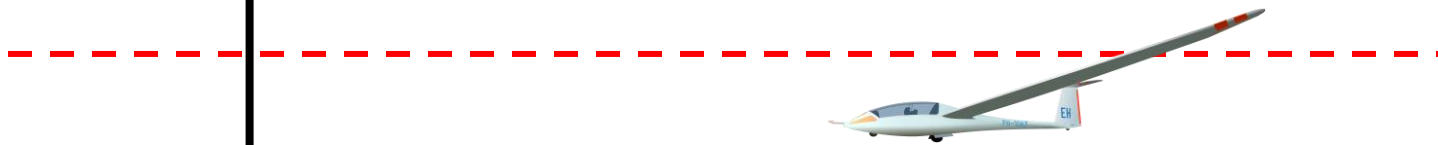
- USED CONTROLLED DESCENT, NO DIVING DOWN IN THERMALS

ENERGY CONTROL

- WHEN CROSSING START GATE, LOOK OUTSIDE NOT INTO YOUR OWN INSTRUMENTS
- TAKE A SAFE MARGIN

ENERGY CONTROL

EVERY METER ABOVE ALTITUDE LIMIT ->
1 PENALTY POINT



ON 3 HOUR AAT TASK WITH 2 m/s
THERMALS EVERY 50M BELOW ALTITUDE
LIMIT -> ~1 SPEED POINT LESS

ENTERING THERMALS

- GLIDER ENTERING THERMAL MUST ALWAYS BE IN CONTROL AND MUST NOT DISTURB GLIDERS ALREADY IN THERMAL -> ALWAYS RESPECT CIRCLING DIRECTION
- NO PULL-UP TO GET BETWEEN PILOTS ESTABLISHED IN THERMALS -> YOU MUST JOIN FROM OUTSIDE

IN THERMALS

- GLIDER BEHIND IS THE ONE RESPONSIBLE FOR SEPARATION -> YOU MUST NEVER LET THE FRONT GLIDER INTO YOUR BLIND SPOT, IF NECESSARY, YOU MUST MAKE THE TURN WIDER
- RESPECT CIRCLING DIAMETER OF ESTABLISHED GLIDERS -> DO NOT CIRCLE INSIDE

IN THERMALS

- FLARM IS NOT A COLLISION AVOIDANCE SYSTEM, IT IS A TRAFFIC WARNING SYSTEM
- FLARM WARNS YOU ABOUT GLIDERS ON COLLISION COURSE, NOT NECESSARILY ABOUT GLIDERS YOU ARE ABOUT TO HIT IN A THERMAL

LEAVING THERMALS

- BE PREDICTABLE WHEN LEAVING THERMALS -> THERE
MAY BE GLIDERS IN YOUR BLIND SPOT

DURING GLIDE

- LOOK OUT, LOOK OUT, LOOK OUT
- DO NOT PULL UP INTO OR FLY THROUGH GLIDERS
ESTABLISHED IN THERMALS
- ALWAYS MAKE YOUR OWN DECISIONS ABOUT
MINIMUM SAFE ALTITUDE

ON ARRIVAL

- LEAVE ENOUGH MARGIN FOR SAFE ARRIVAL BACK HOME
- CONTINUOUS DESCENT ON FINAL GLIDE -> NO PULL UPS BEFORE OR AFTER FINISH RING
- RACE ENDS AT FINISH RING -> SLOW DOWN AND LAND SAFE

WHEN LANDING

- BE PREDICTABLE, BE AWARE OF GLIDERS BEHIND YOU
- LONG LANDINGS!!!
- ROLL OUT STRAIGHT AHEAD, DO NOT TURN AFTER TOUCH DOWN
- USE THE RADIO, TELL OTHERS YOUR INTENTIONS
- SPEED FINISH IS NOT A LOW PASS -> LOW PASS IS AN IMMEDIATE PENALTY

OPENING PARACHUTE

- OPEN PARACHUTE BY PULLING DOWN, NOT SIDEWAYS
- IT MAY BE NECESSARY TO USE BOTH HANDS



SAFETY COMMITTEE



- HEAD OF SAFETY: ENRIQUE LIPPI (ARG)
- ONE PILOT FROM EACH CLASS:
 - CLUB CLASS: ROELOFF CORPORAAL (NED)
 - STANDARD CLASS: AUDE UNTERSEE (FRA)
 - 15M CLASS: RICARDO BRIGLIADORI(ITA)

SAFETY REPORTING



1. INVOLVED PILOTS TALK TO EACH OTHER
2. PILOTS/TCs TALK TO SAFETY COMMITTEE
3. PILOTS/TCs TALK TO COMPETITION DIRECTOR

ORGANISATIONAL ISSUES – TALK TO CD

NOT PREFERRED - ONLINE SAFETY BOX

OPENING CEREMONY



SATURDAY – AUGUST 3

15:00 – BUSES DEPART TO TÁBOR

16:00 – BEGINNING OF THE CEREMONY AT “Náměstí T. G. Masaryka” (very limited parking options)

17:30 – END OF CEREMONY

18:00 – BUS DEPARTS BACK TO THE AIRFIELD

SOCIAL MEDIA



- PLEASE CONTRIBUTE TO OUR GOOGLE PHOTOS GALLERY
- FOLLOW US ON INSTAGRAM AND YOUTUBE
- WATCH LIVE STREAMS OF BRIEFINGS ON INSTAGRAM
- SHARE YOUR POSTS WITH #egc2024

COMPETITION T-SHIRTS AND HOODIES



- YOU CAN COME TO BUY COMPETITION APARELL FROM THE COMPETITION OFFICE FROM TOMORROW
- T-SHIRT – 300 CZK
- HOODIE – 1000 CZK
- NECK SLEEVE – 100 CZK



Jihočeský kraj



Air Navigation Services
of the Czech Republic

eclipse.

SKUPINA
GW JIHOTRANS

 **ABS JETS**

NOBIS GROUP
WWW.AGROPANEL.CZ

FOPO II.

ENJOY THE WELCOME
PARTY