

39<sup>th</sup> FAI  
WORLD GLIDING  
CHAMPIONSHIPS  
TÁBOR I 2025



**MANDATORY SAFETY BRIEFING**

06/06/2025

# AGENDA

- INTRODUCTIONS
- AIRFIELD PROCEDURES
- SPORTING PROCEDURES
- GENERAL FLYING RULES & RECOMMENDATIONS
- PRESENTATION FROM CHIEF STEWARD
- SAFETY COMMITTEE AND SAFETY REPORTING
- ANNOUNCEMENTS

# ORGANISING TEAM

## CHAMPIONSHIPS AND SPORTING DIRECTOR

Matěj Rendla +420 602 277 772

## DEPUTY DIRECTOR AND SAFETY OFFICER

Tomáš Rendla +420 602 284 272

## AERoclub CHAIRMAN

Jiří Lískovec +420 739 275 750

# ORGANISING TEAM

## CHIEF SCORER

Hynek Chovan

## METEOROLOGIST

Jan Horák

# FAI OFFICIALS

## CHIEF STEWARD

Øjvind Frank (DEN)

## STEWARD

John Godfrey (USA)

## PRESIDENT OF INTERNATIONAL JURY

Rick Sheppe (USA)

# AIRFIELD PROCEDURES

# OFFICIAL COMMUNICATION

## COMPETITORS WHATSAPP GROUP

- All daily info, postponing and confirming first launch, change of task, general information

## TEAM CAPTAINS WHATSAPP GROUP

- Communication towards the Organisers
- Outlanding reporting

## OFFICIAL NOTICE BOARD

- Replaces the physical notice board, only documents that would normally go on the notice board will be posted there including protest period times

# DAILY PLAN

8:00 – WHATSAPP MESSAGE WITH PLAN AND GRID

9:00 to 10:30 – GRID

10:00 – BRIEFING

TBC – FIRST LAUNCH

MESSAGE ON OFFICIAL NOTICE BOARD CHAT ONCE

UNOFFICIAL RESULTS ARE PUBLISHED

22:00 – END OF SCORING HOURS

# CONTEST SITE BOUNDARY



YOU MUST LAND WITHIN THE CONTEST  
SITE BOUNDARY TO BE ABLE TO HAVE A  
SECOND LAUNCH

# GRID ORDER RWY 29

39<sup>th</sup> FAI WGC  
TÁBOR I 2025



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

**CLUB CLASS  
ROWS 1-9**

**STANDARD CLASS  
ROWS 10-17**

**15M CLASS  
ROWS 18-24**

**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**

**ORDER WITHIN A ROW IS NOT IMPORTANT**

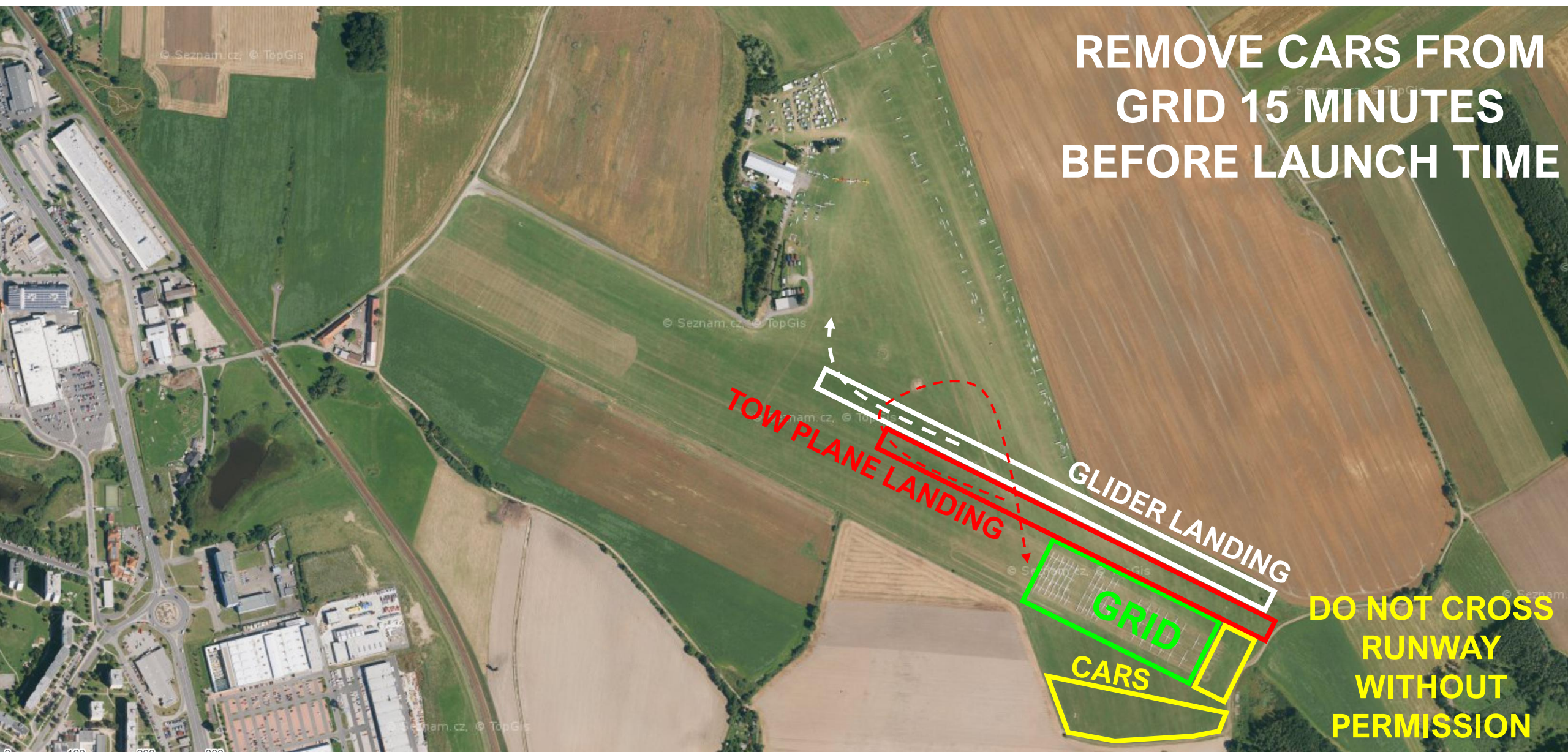
# GRID RWY 29



# CARS

# TAKE-OFF RWY 29

REMOVE CARS FROM  
GRID 15 MINUTES  
BEFORE LAUNCH TIME

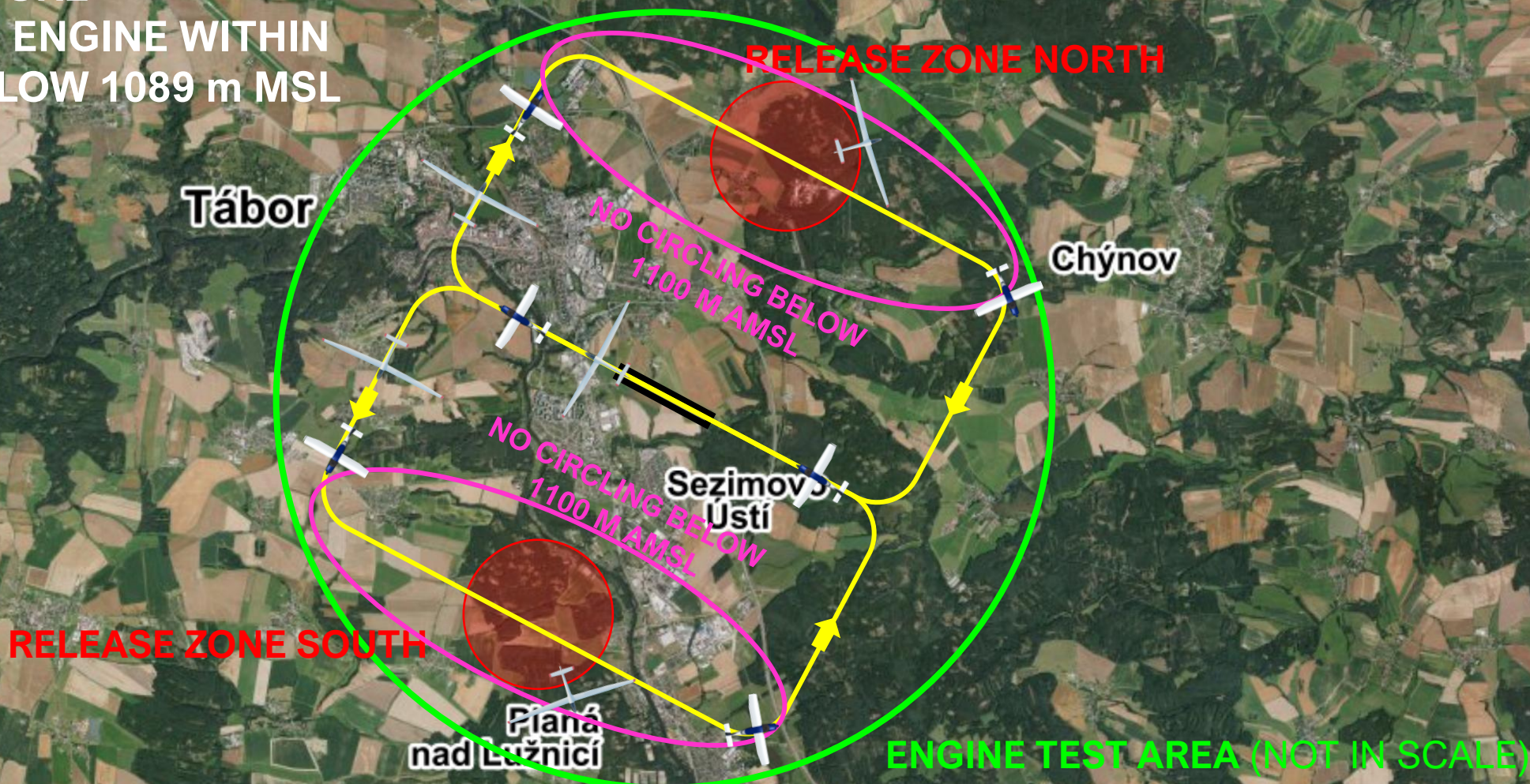


# BEFORE TAKE-OFF

- 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 AND DON'T LEAVE STUFF LYING ON THE GROUND
- BE READY FOR TAKE-OFF WHEN YOUR ROPE IS HOOKED
- BRAKE WHEN TENSIONING THE ROPE

# AEROTOWS RWY 29

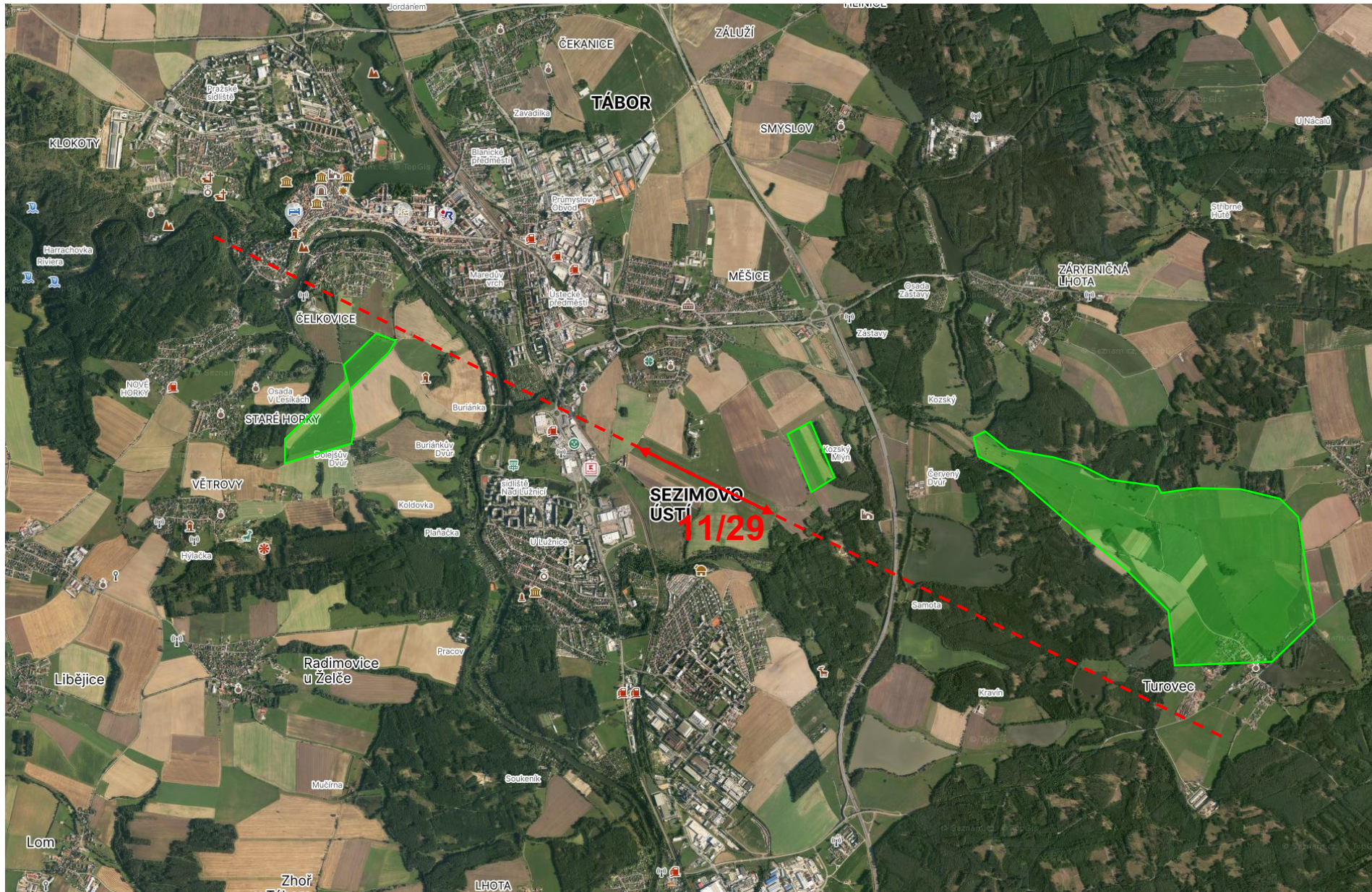
FOR SELF-LAUNCH FOLLOW  
SAME PROCEDURE  
TURN OFF THE ENGINE WITHIN  
TEST AREA BELOW 1089 m MSL



# 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 ZONES

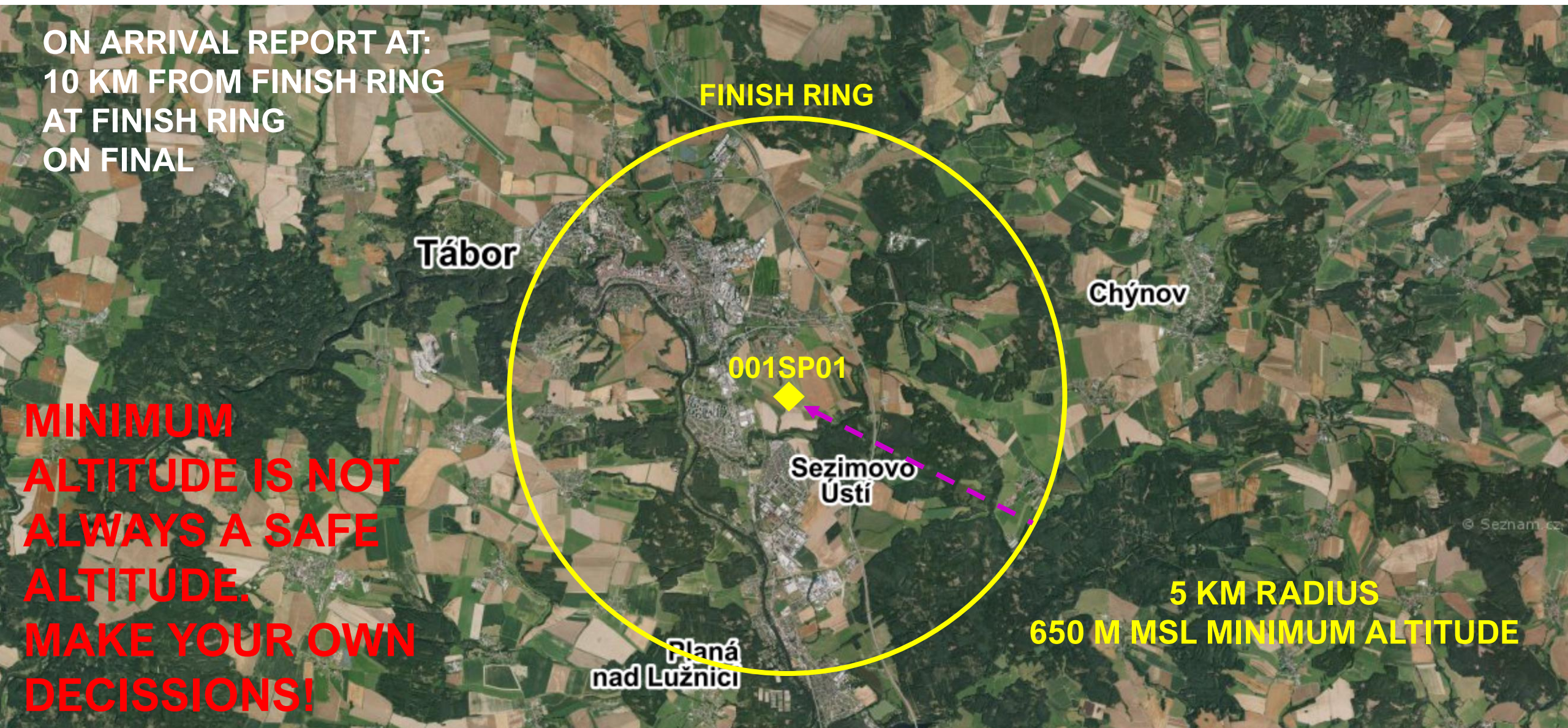
# DURING TAKEOFF - OUTLANDING



# FINISH RWY 29

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

**MINIMUM  
ALTITUDE IS NOT  
ALWAYS A SAFE  
ALTITUDE.  
MAKE YOUR OWN  
DECISIONS!**



FINISH RING

Tábor

Chýnov

001SP01

Sezimovo  
Ústí

Planá  
nad Lužnicí

5 KM RADIUS  
650 M MSL MINIMUM ALTITUDE

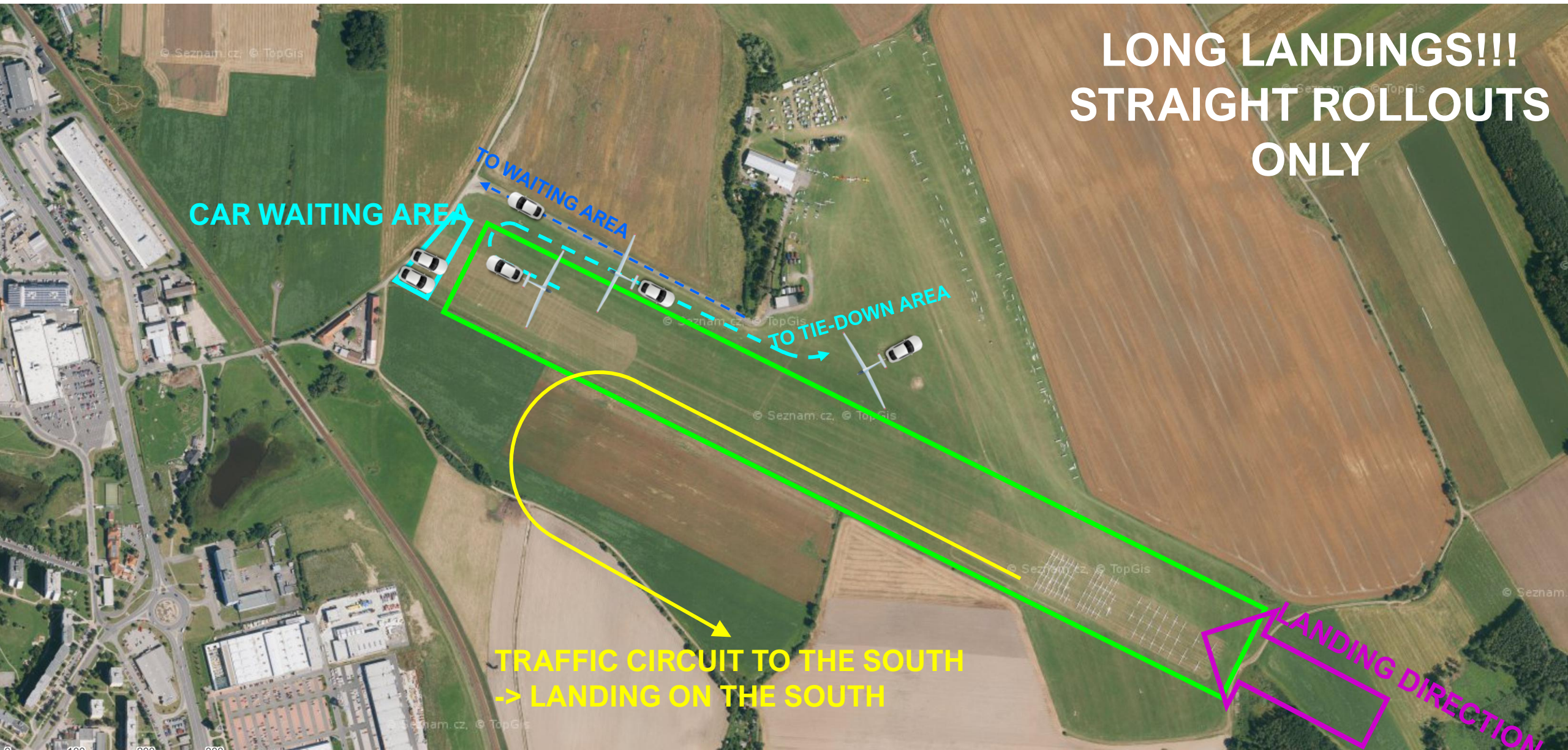
# ON ARRIVAL

- 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
- DO NOT CROSS OR OVERTAKE EACH OTHER

# LANDING RWY 29



**LONG LANDINGS!!!  
STRAIGHT ROLLOUTS  
ONLY**



# WHEN LANDING

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

# GRID ORDER RWY 11

39<sup>th</sup> FAI WGC  
TÁBOR I 2025



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

**15M CLASS  
ROWS 18-24**

**STANDARD CLASS  
ROWS 10-17**

**CLUB CLASS  
ROWS 1-9**

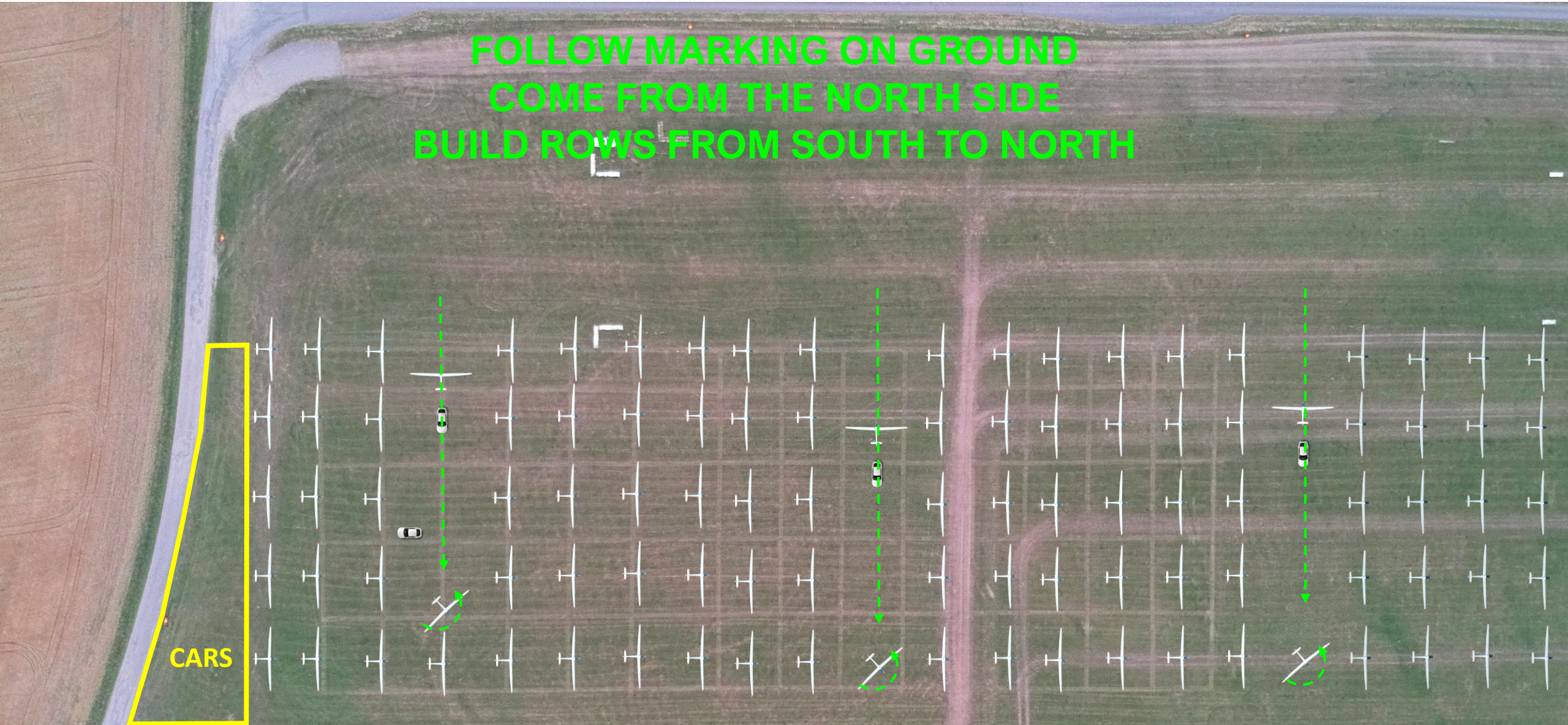
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ROW 1 FOR THE  
ENTIRE  
CHAMPIONSHIPS BUT  
LOCATION OF THE  
ROW WILL CHANGE  
EACH DAY**



# GRID RWY 11

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

**CARS**



# TAKE-OFF RWY 11

**DO NOT CROSS  
RUNWAY  
WITHOUT  
PERMISSION**

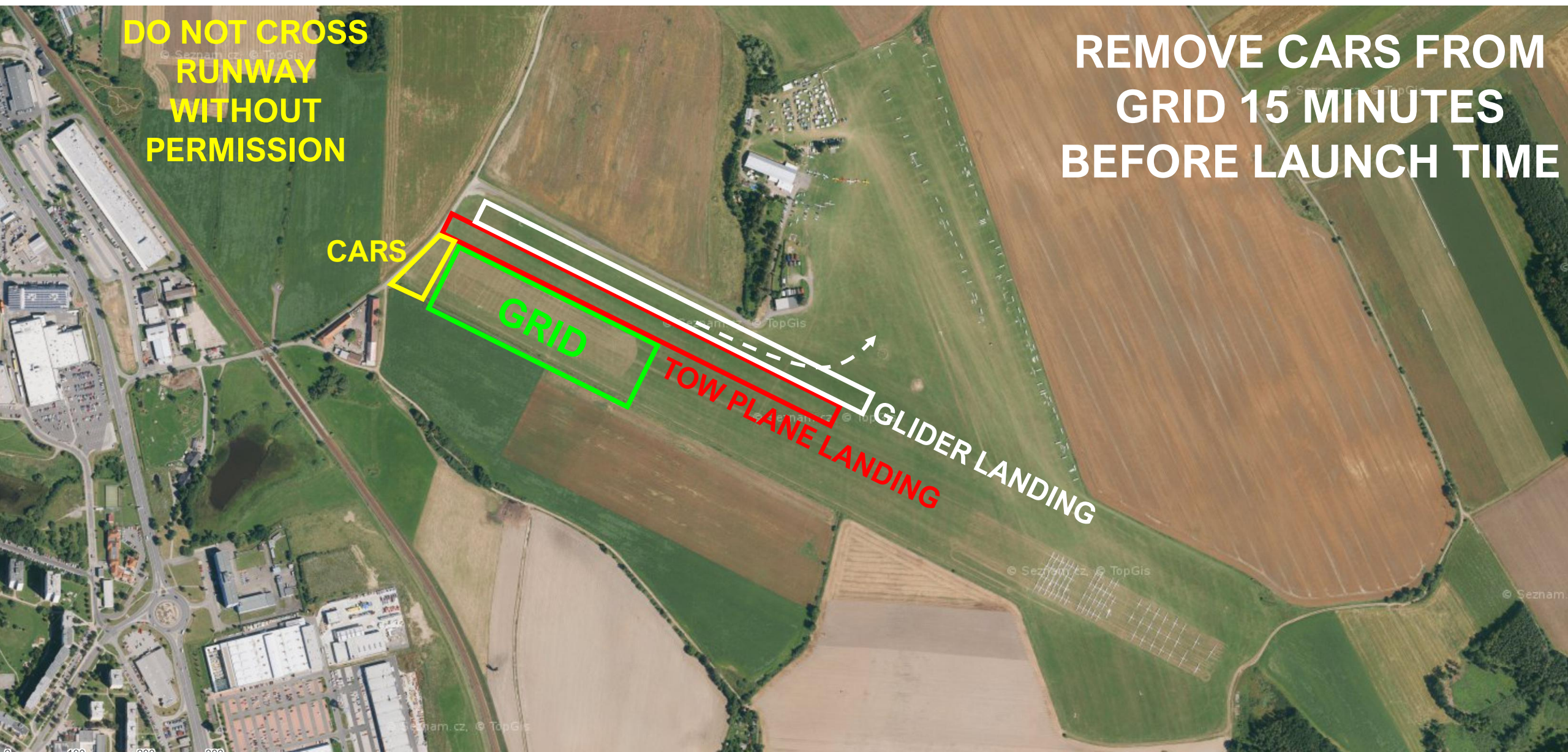
**REMOVE CARS FROM  
GRID 15 MINUTES  
BEFORE LAUNCH TIME**

**CARS**

**GRID**

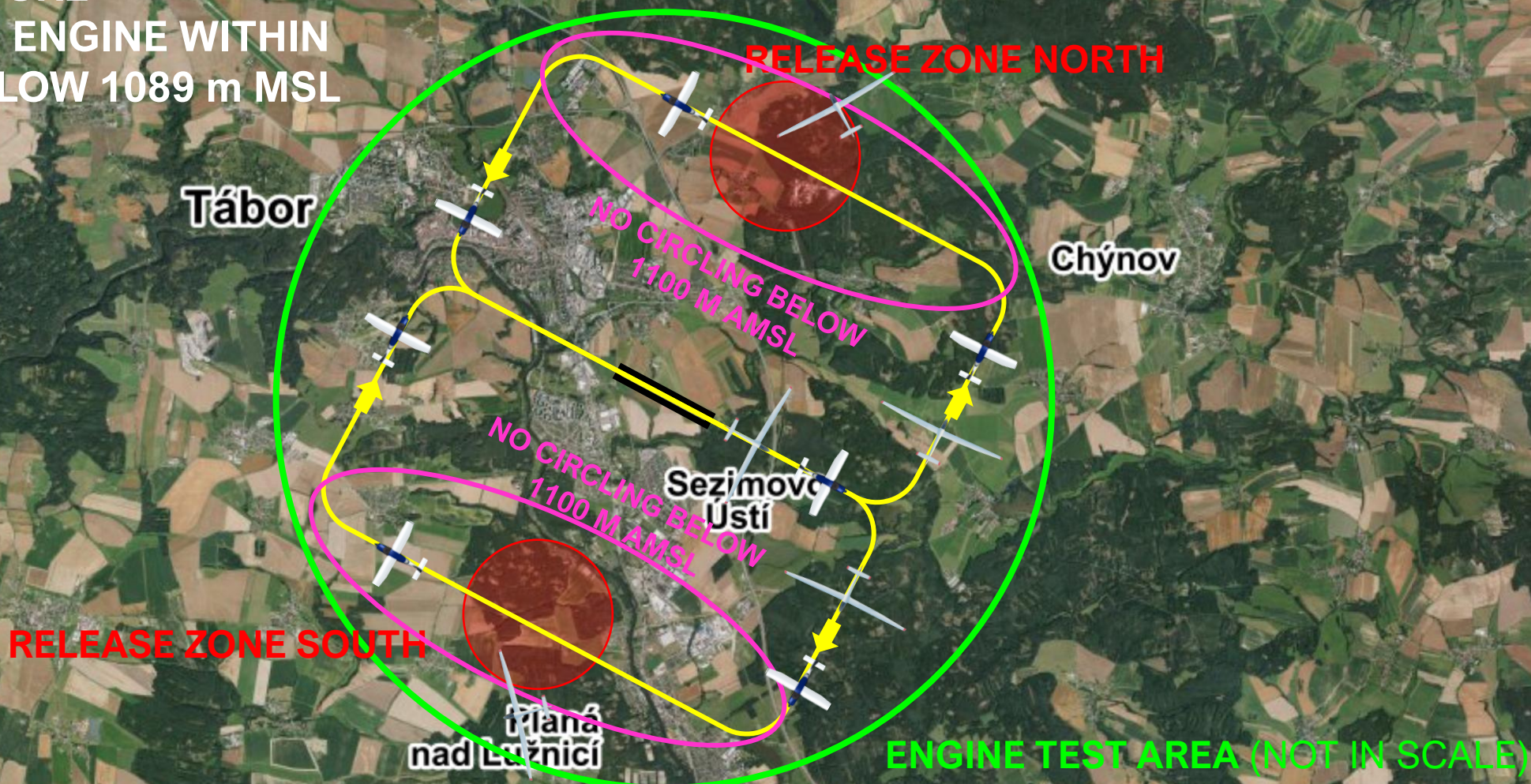
**TOW PLANE LANDING**

**GLIDER LANDING**



# AEROTOWS RWY 11

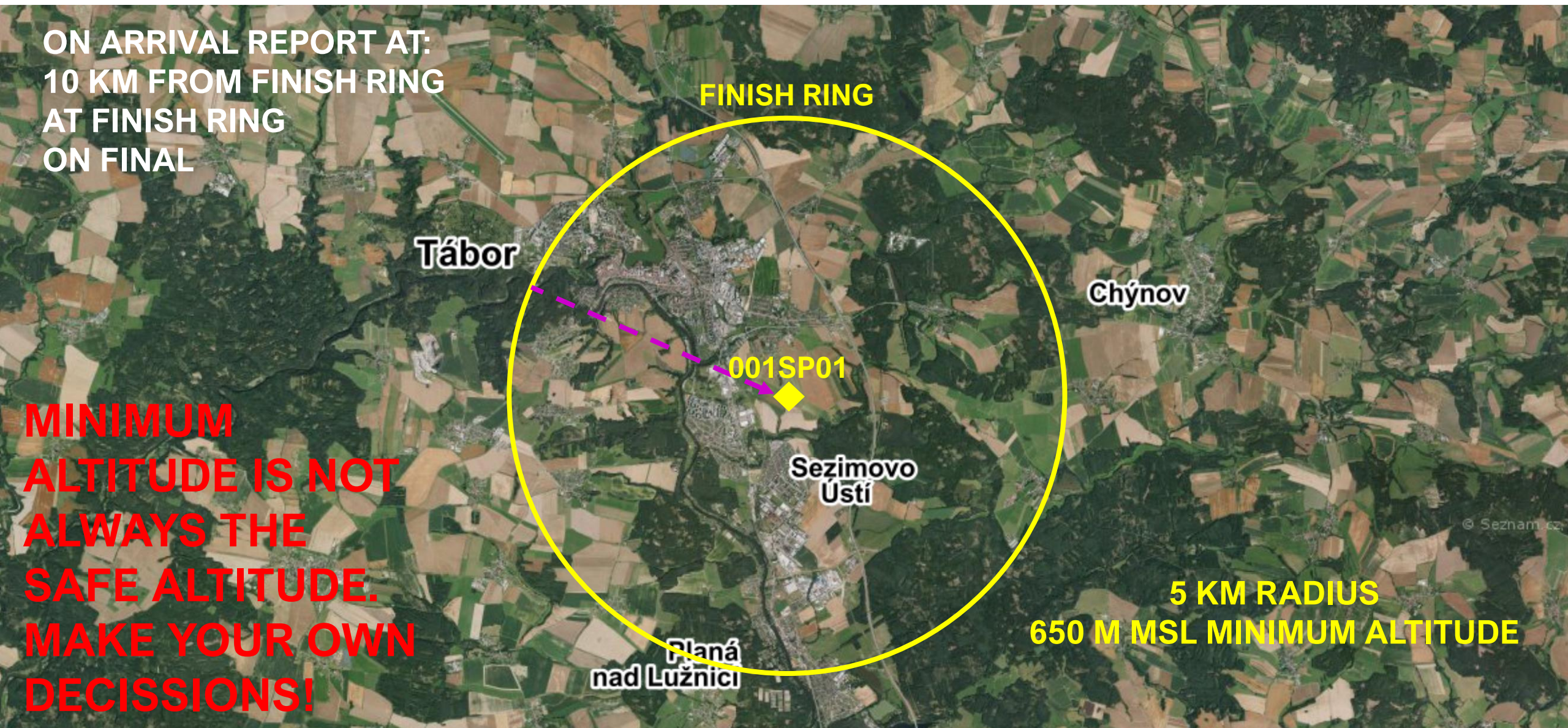
FOR SELF-LAUNCH FOLLOW  
SAME PROCEDURE  
TURN OFF THE ENGINE WITHIN  
TEST AREA BELOW 1089 m MSL



# FINISH RWY 11

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

**MINIMUM  
ALTITUDE IS NOT  
ALWAYS THE  
SAFE ALTITUDE.  
MAKE YOUR OWN  
DECISIONS!**



FINISH RING

Tábor

Chýnov

001SP01

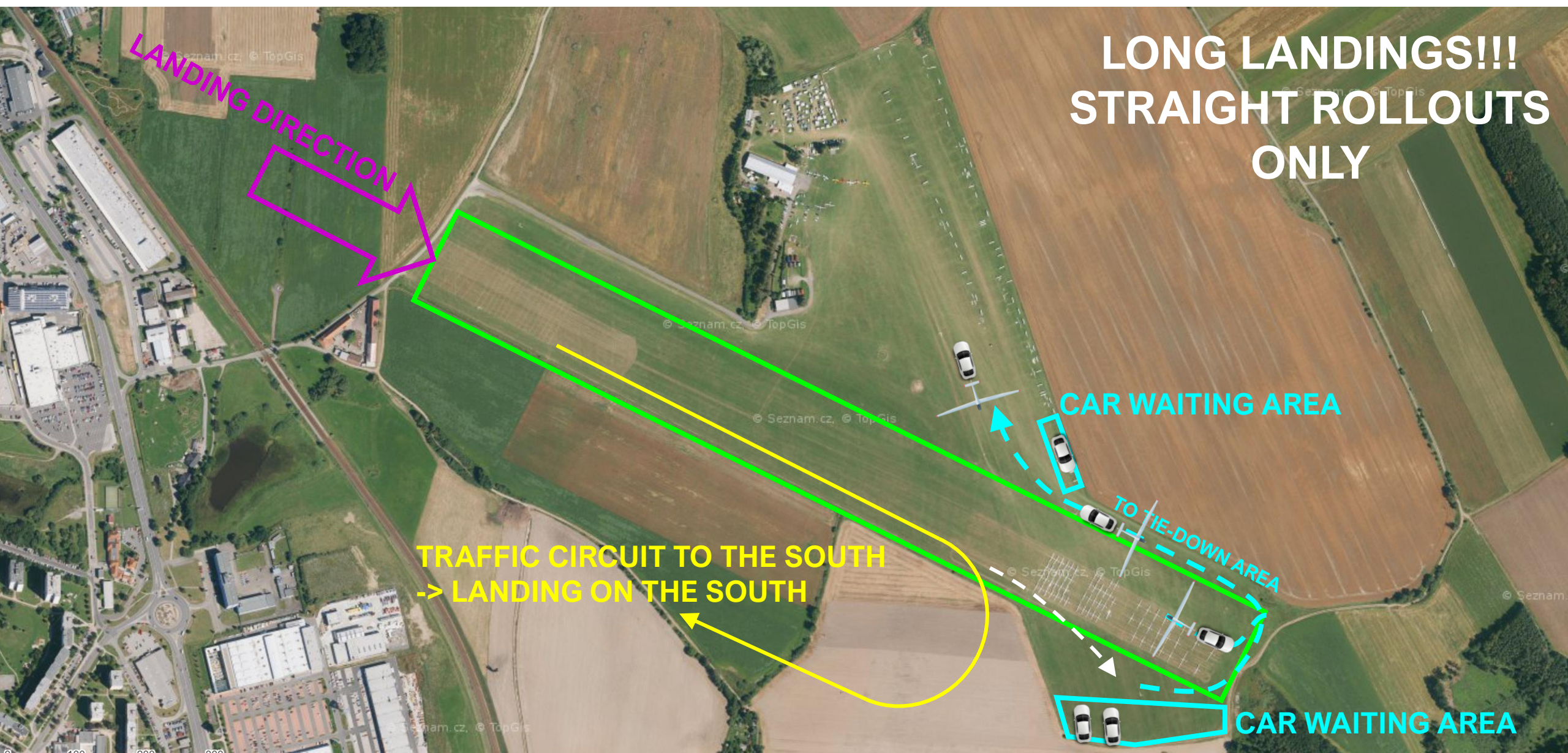
Sezimovo  
Ústí

Planá  
nad Lužnicí

5 KM RADIUS  
650 M MSL MINIMUM ALTITUDE

© Seznam.cz

# LANDING RWY 11



# FREQUENCIES

- 118.140 MHz (Tábor COMPETITION) used for all competition purposes and actively monitored throughout the day
- 118.165 MHz (Tábor SAFETY) used for air-to-air safety communication between gliders, not actively monitored

# SPORTING PROCEDURES

# START LINE OPENING

- START LINE WILL OPEN 30 MINUTES AFTER  
LAST LAUNCH IN CLASS
- CAN BE SHORTENED TO 20 MINUTES ON  
DAYS WITH SHORTER FLIGHT INTERVAL

# START PROCEDURES

- SPECIFIC START PROCEDURES USED ON A GIVEN DAY WILL ALWAYS BE SPECIFIED IN THE DAILY BRIEFING AND ON THE TASK SHEET

# ENERGY CONTROL

- LIMITS THE MAXIMUM ALTITUDE AND SPEED  
WHEN CROSSING THE START LINE

# ENERGY CONTROL

— TYPICAL MAXIMUM START ALTITUDE

**2000m MSL**

— TYPICAL MAXIMUM START GROUND

**SPEED**

**170 km/h**

# PRE-START ALTITUDE LIMIT

- REQUIRES ONE VALID FIX BELOW THE PRE-START ALTITUDE LIMIT AFTER THE START LINE OPENING TIME AND BEFORE START

# PRE-START ALTITUDE LIMIT

— TYPICAL PRE-START ALTITUDE LIMIT

**1500m MSL**

# SAFETY WHEN STARTING

## PRE-START ALTITUDE LIMIT

- USE CONTROLLED DESCENT, NO DIVING DOWN

## ENERGY CONTROL

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

# NO NEED TO FLY ON THE EDGE

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

# PEV START PROCEDURE

— PEV WAIT TIME

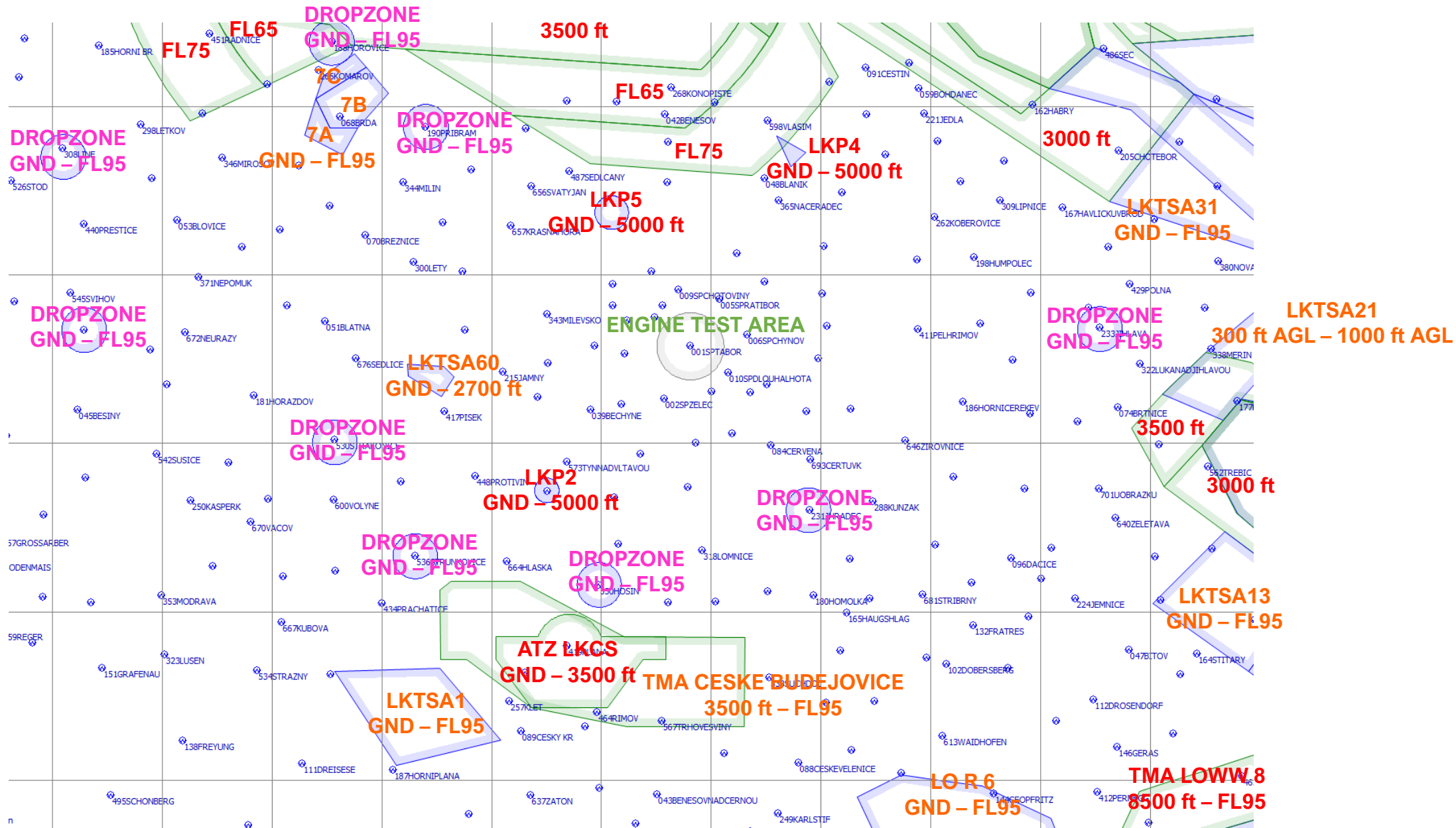
**8 MINUTES**

— PEV START WINDOW

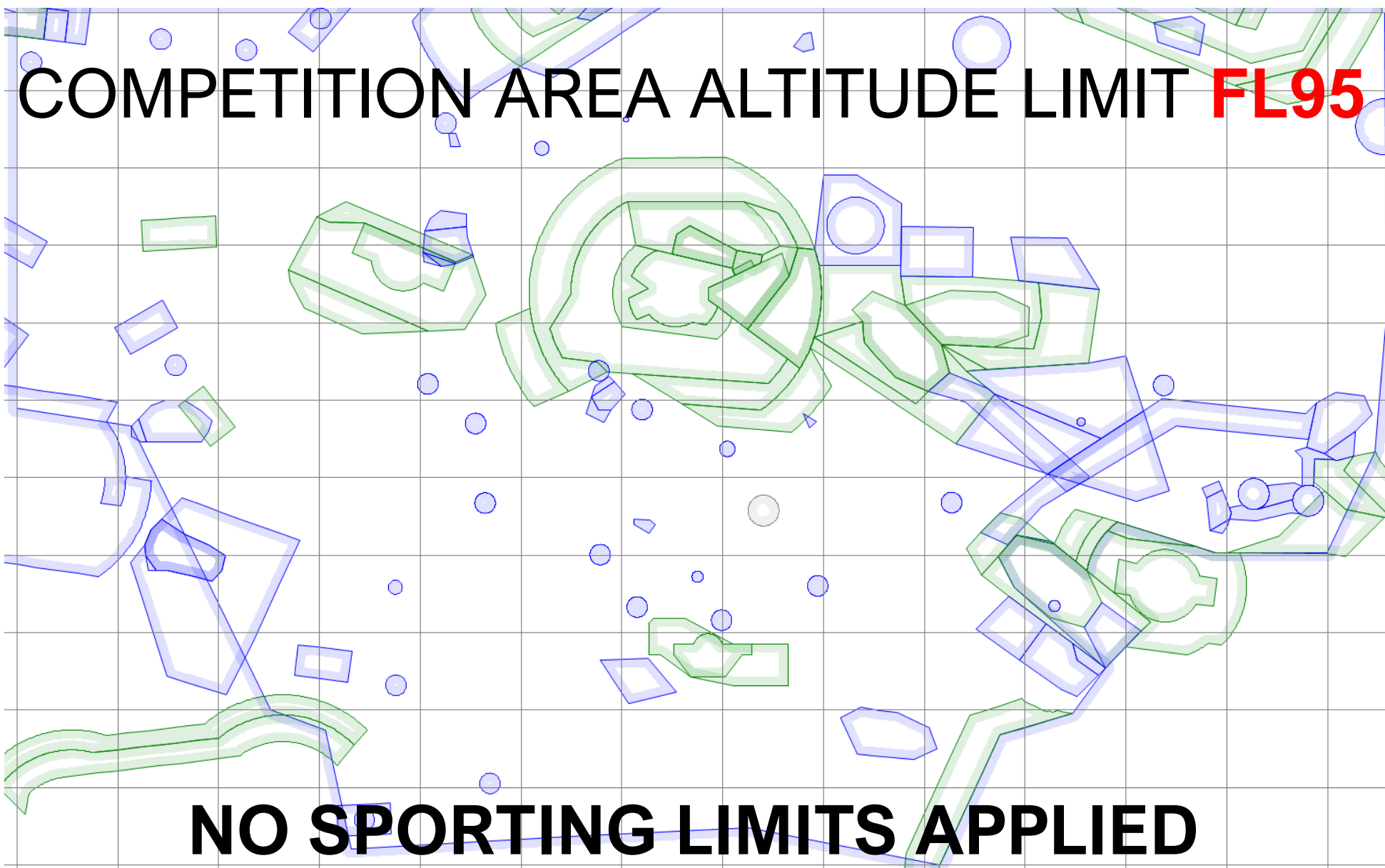
**5 MINUTES**

— MAXIMUM NUMBER OF STARTS: 3

# AIRSPACE



# AIRSPACE



# LANDING IN FORBIDDEN AIRSPACE

- LANDING ON AN AIRFIELD IN A FORBIDDEN AIRSPACE WILL NOT COUNT AS AN ADDITIONAL OFFENCE IF YOU ENTER AND LAND DIRECTLY

# IGC FILE DELIVERY

- SEND ALL FILES TO [IGC@POHODA.COM](mailto:IGC@POHODA.COM)
- **45 MINUTES FOR FILE DELIVERY**
- INCLUDE CN IN EMAIL SUBJECT
- ENSURE CORRECT FILE HEADER
- 1 SECOND FIX RATE



# **GENERAL FLYING RULES & RECOMMENDATIONS**

# GROUND PREPARATION

EVERYTHING BEGINS ON THE GROUND

GOOD GROUND PREPARATION CAN:

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

# ENTERING THERMALS

- GLIDER ENTERING THERMAL MUST ALWAYS BE IN CONTROL AND MUST NOT DISTURB GLIDERS ALREADY IN THERMAL, ALWAYS RESPECT CIRCLING DIRECTION
- NO PULL-UPS 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 ABOUT GLIDERS CIRCLING CLOSE 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

# OUTLANDINGS

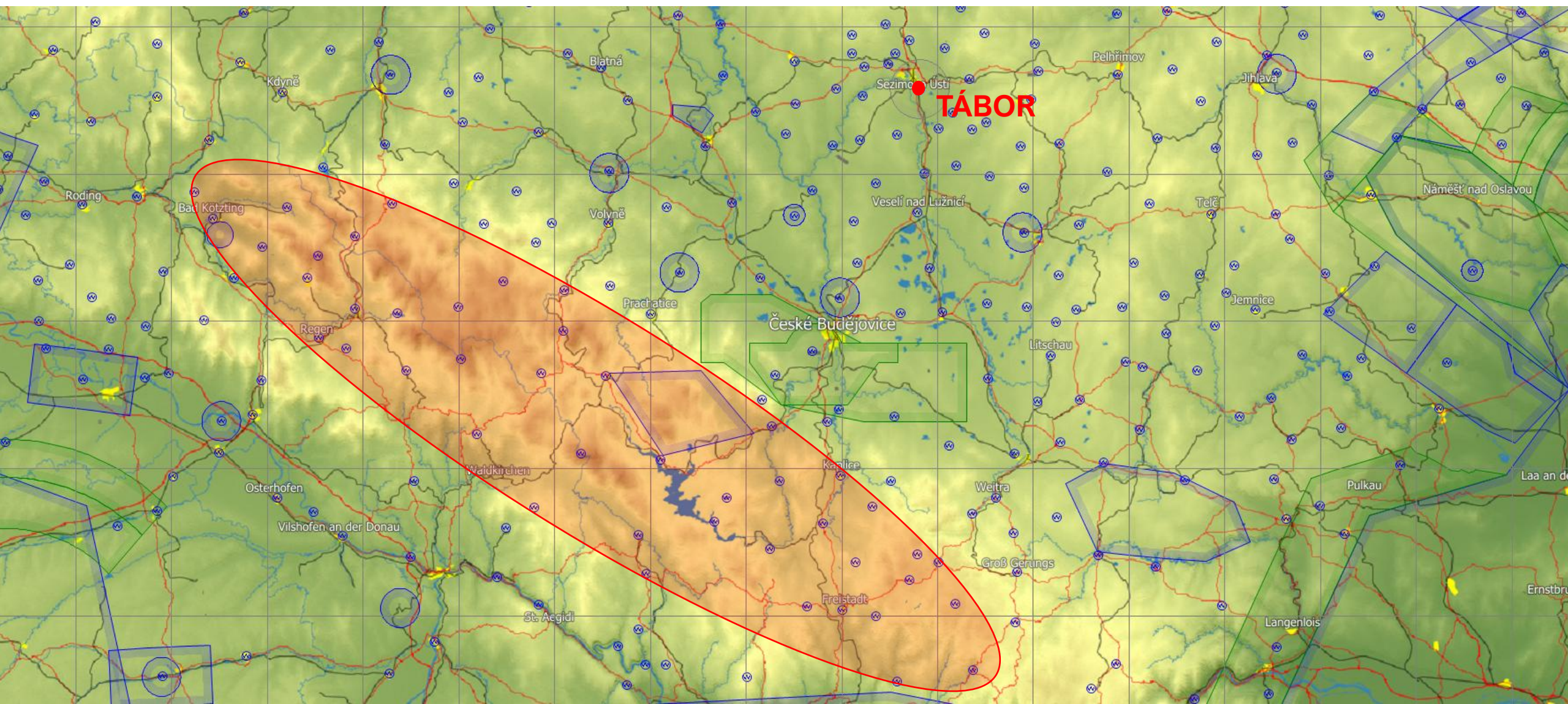
- PICK A SUITABLE FIELD IN A SAFE HEIGHT
- AT THIS TIME OF THE YEAR THERE ARE LESS AVAILABLE OPTIONS
- GOOD OPTIONS: MOWED GRASS MEADOWS
- OKAY OPTIONS: BROWN FIELDS, LOW CROPS (E.G. CORN)
- BAD OPTIONS: RAPESEED/CANOLA, WHEAT, PASTURES

# OUTLANDINGS

- TAKE CARE WHEN FLYING AROUND BOHEMIAN FOREST (ŠUMAVA) MOUNTAINS
- THERE ARE LARGE AREAS OF FORESTS AND FEW OUTLANDINGS POSSIBILITIES
- DUE TO HIGHER TERRAIN THERE IS LESS OPERATIONAL HEIGHT AVAILABLE

# OUTLANDINGS

39<sup>th</sup> FAI WGC  
TÁBOR I 2025





# **PRESENTATION FROM CHIEF STEWARD**

# 4 of my good friends were in this BMW 2002

I took this photo 45 years ago

They drove 200 km/h before  
it started to go wrong.

At the end of the  
presentation, I will show you  
a picture of the man who was  
sitting in the front seat.

It's a scary picture for me.  
But there is a learning point.



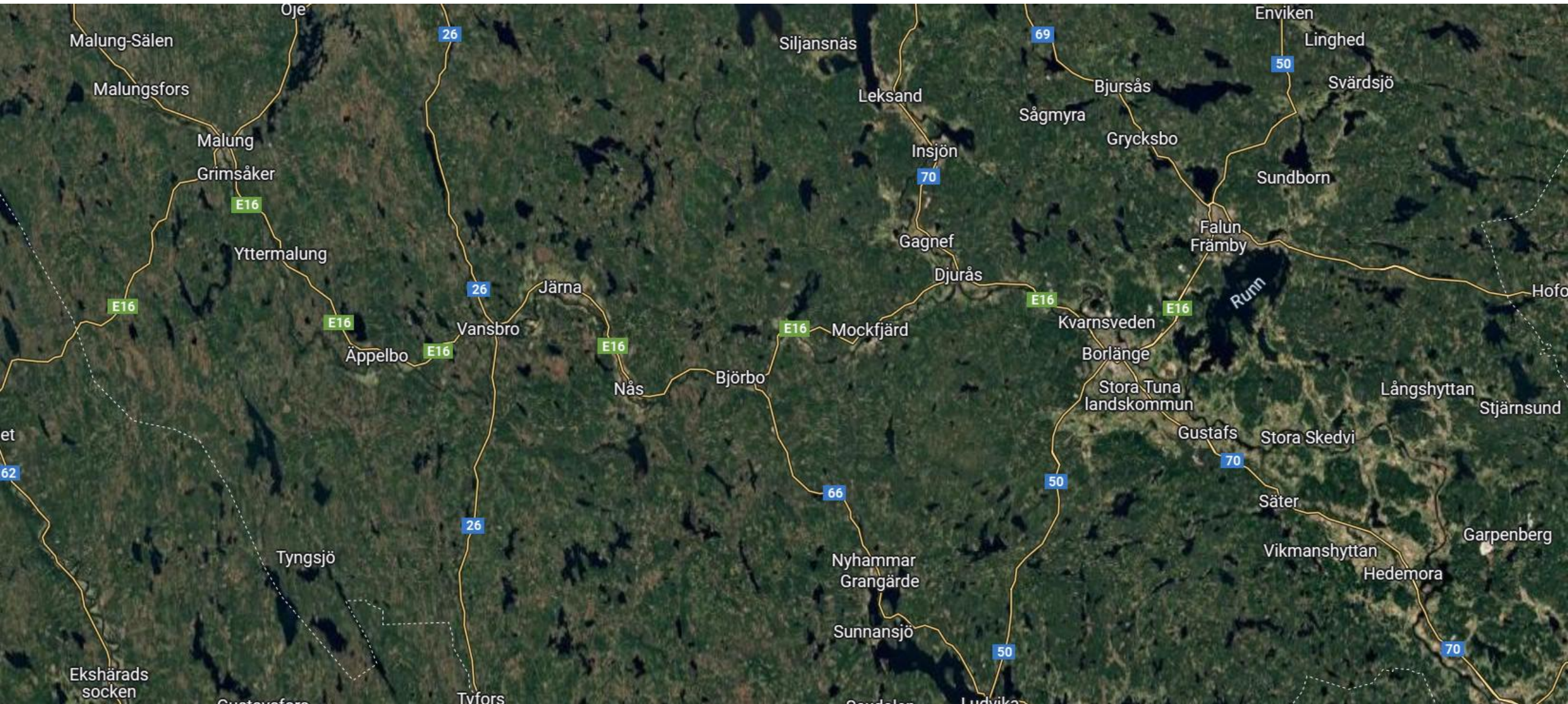
The standard you walk past is the standard you accept



# Picture of how we make rules and how the human brain works



# Borlänge, Sweden, 1993, LS7



# Borlänge, Sweden, 1993, LS7



# How many of you have lost friends, club members, etc., to gliding?



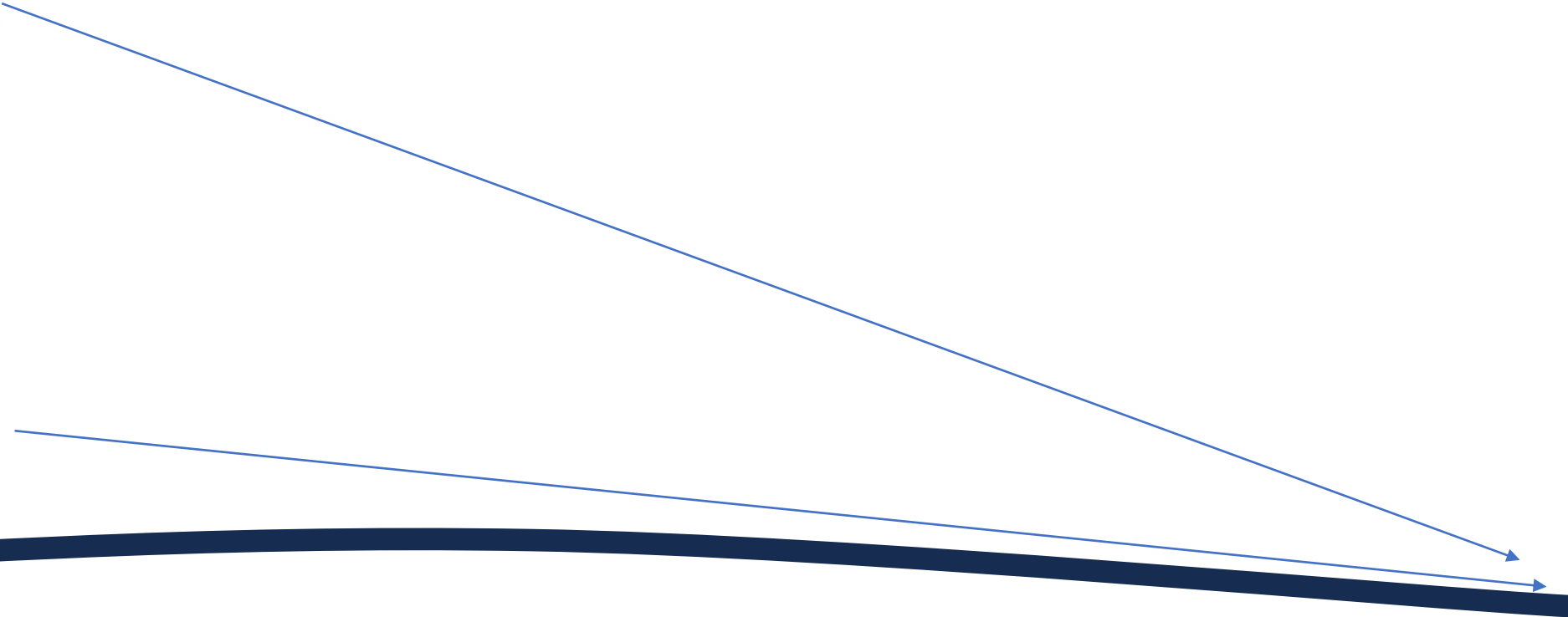
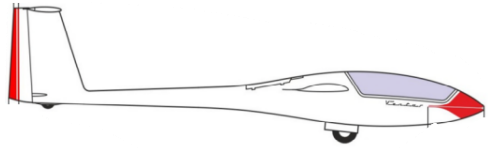
120

17

5Y

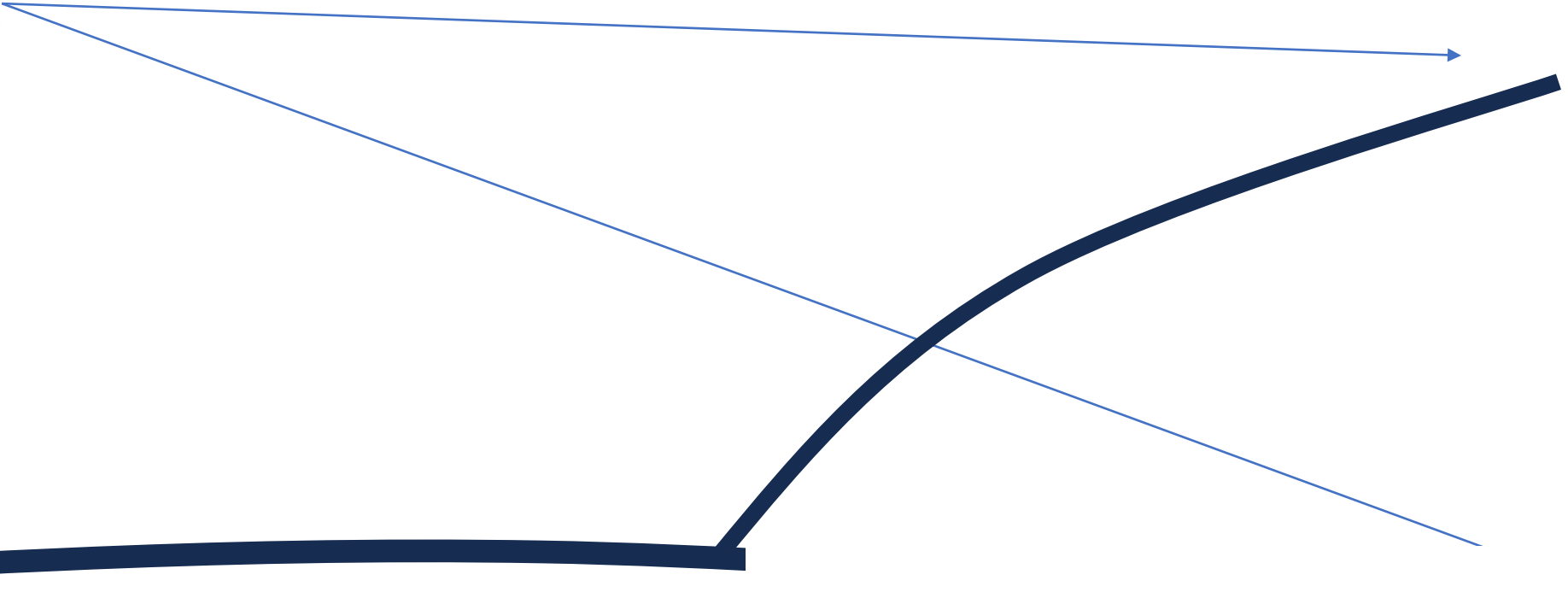
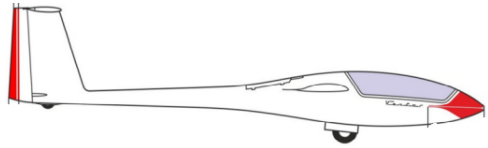
3

# What happened to the LS7 ?



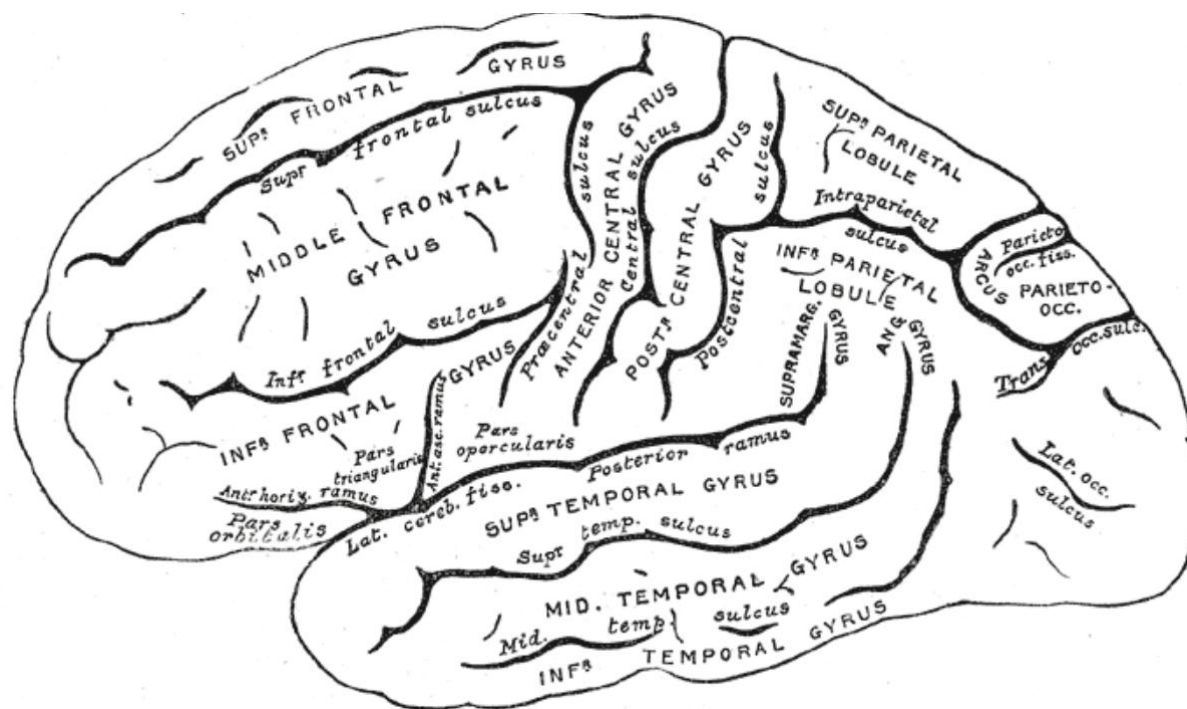
The horizon

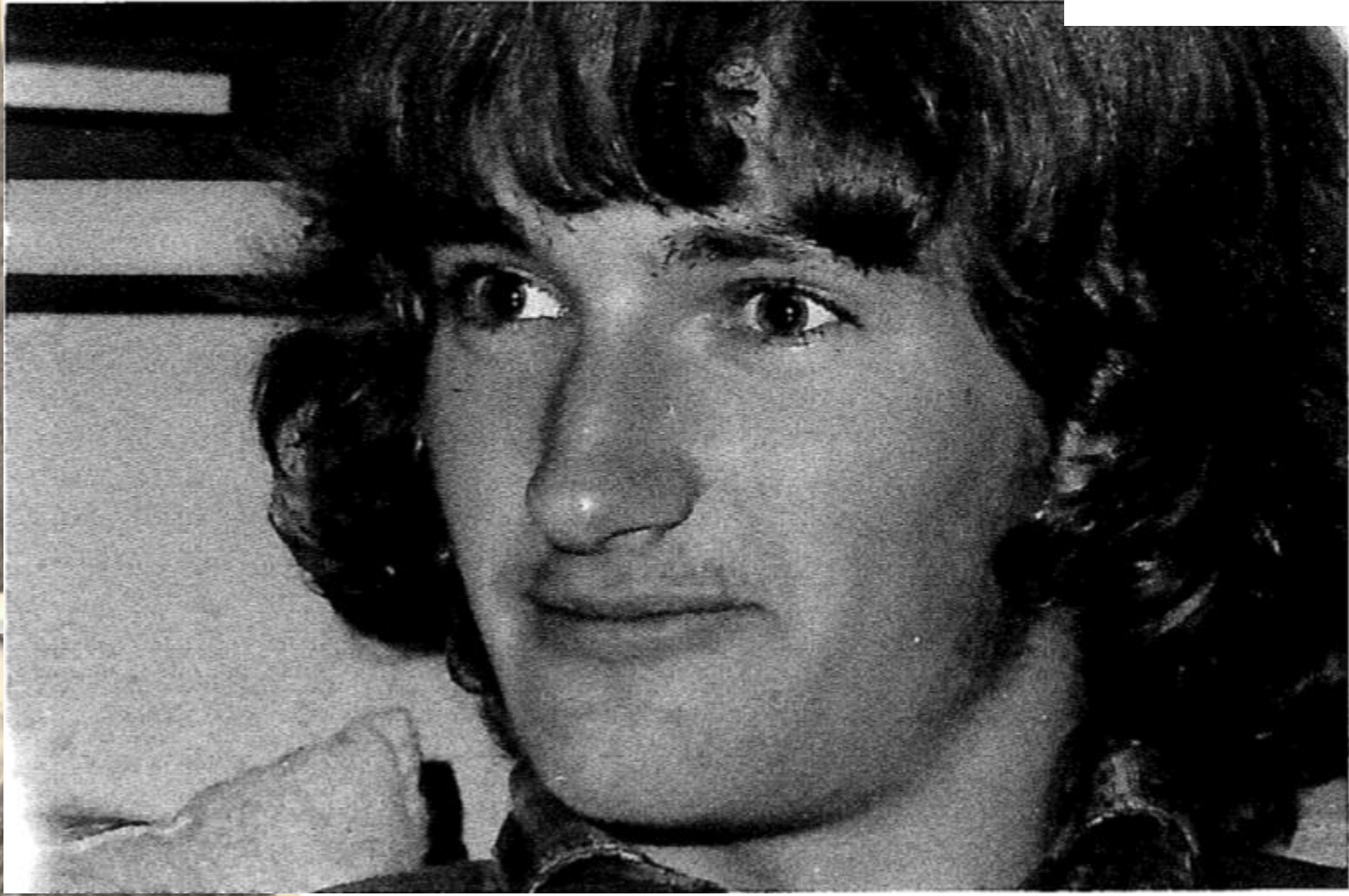
# Agner



The horizon

# Blind spots





# Safety First





# **SAFETY COMMITTEE & SAFETY REPORTING**

# SAFETY

- NO TOLERANCE FOR DANGEROUS FLYING
- WE WILL BE ISSUING PENALTY POINTS FROM THE BEGINNING OF THE COMPETITION
- PAT TOOL WILL BE USE DAILY

# PAT TOOL

- IT IS AN ANALYSIS AND VISUALISATION TOOL FOR CLOSE ENCOUNTERS
- IT IS USED TO INFORM AND TEACH PILOTS AND THE ORGANISERS, NOT TO PENALISE
- ANONYMOUS RECORDINGS FROM PAT TOOL WILL BE SHOWN AT BRIEFINGS

# 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

# SAFETY COMMITTEE

- HEAD OF SAFETY: JOHN GODFREY (USA)
- DEPUTY: ØJVIND FRANK (DEN)
- ONE PILOT FROM EACH CLASS:
  - CLUB: Stefan Langer [GER]
  - STANDARD: Louis Boudier [FRA]
  - 15M: Jeroen Verkuil [NED]

# SAFETY DISCUSSIONS

- DURING BRIEFINGS WE WILL INVITE SPEAKERS TO SHARE THEIR EXPERIENCE AND INSIGHTS FROM THE AIR
- THEN WE WILL USE A SHOW OF HANDS TO GET FEELING ABOUT PILOTS' FEELING ABOUT SAFETY

# ANNOUNCEMENTS

# COMPETITION MERCHANDISE

- COMPETITION MERCHANDISE CAN BE PURCHASED  
FROM SATURDAY IN THE COMPETITION OFFICE

VEST 1200 CZK / 49 EUR	NECK SLEEVE 130 CZK / 5 EUR
T-SHIRT 400 CZK / 16 EUR	PEN 50 CZK / 2 EUR
TOWEL 350 CZK / 14 EUR	TOTE BAG 220 CZK / 9 EUR

# OPENING CEREMONY

## SATURDAY – JUNE 7

15:00 – DEPARTURE OF BUSSES TO TÁBOR

16:00 – BEGINNING OF THE CEREMONY AT ŽIŽKA SQUARE IN  
TÁBOR (VERY LIMITED PARKING OPTIONS)

17:00 – END OF CEREMONY

17:00 to 17:45 – RECEPTION FOR TEAM CAPTAINS AT TÁBOR  
CITY HALL

18:00 – BUS DEPARTURE BACK TO THE AIRFIELD



Jihočeský kraj



eclipse.



Air Navigation Services  
of the Czech Republic



Cred0.

SKUPINA  
**GW JIHOTRANS**



**NOBIS** GROUP  
WWW.AGROPANEL.CZ

**ma dona**  
Zpracování PUR a PE pěn

**ENJOY THE WELCOME  
PARTY!**