

ITALIAN CHAMPIONSHIPS
CIM International Mediterranean Cup
RIETI CUP

Additional Rules 2010

1. LIMITATIONS and VARIATIONS

- 1.1 The CD can, depending on the particular situation, impose a take-off weight limitations.
- 1.2 The CD can impose a height limitation for part of, or the whole of the competition and for the period before crossing the start line.
- 1.3 The CD can change the interval between the last launch in a class and the opening of the start line for that class.
- 1.4 The CD can, prior to first launch, change the release points given at briefing and the associated circuits.
- 1.5 The CD can, prior to first launch, change the competition task given out at briefing by written communication to all competitors of the class affected.

2. TAKE-OFF AND TOW – FREQ. 122.65

- 2.1 Take-off will usually be Direction 34 on Runways 1 and 2, except when specific situations dictate otherwise. This will be communicated in good time using the established procedure.
- 2.2 Motor-gliders launching by aero-tow must run their engine for at least one minute.
- 2.3 Self launching motor gliders must cross the release zone of their class with their engines switched off at the altitude given to them at the time they take off

3. AFTER RELEASE FROM TOW – FREQ. 123.375.

- 3.1 Leave the release zone immediately.
- 3.2 Do not subsequently over fly the release zone below unless the glider is at least 300m the upper limit of the zone .
- 3.3 After release change frequency from 122.65 to 123.375.
- 3.4 The opening of the start line will be communicated on frequency 123.375.

4. COMPETITION FREQ. 123.375 ONLY

THE USE OF THIS FREQUENCY MUST BE LIMITED TO COMUNICATIONS ESSENTIAL TO YOUR OWN OR OTHER PILOTS' SAFETY.

5. FINISH LINE – FREQ. 123.375 only

- **REMOTE** : Line orthogonal at the last leg, length m 1000 to right and to left
- **AIRPORT**
- Crossing of the finish line will always take place from NORTH TOWARDS the SOUTH.
- Pilots must call on 123.375, giving their competition number and saying “in arrival” as they approach Laghetti Lakes.

For example: Contest number ZA: “RIETI FINISH, ZULU ALPHA IN ARRIVAL”.

The CD will give the OK, repeating the number followed by the message “OK, change frequency”.

The pilot will change to freq. 122.650 RIETI GROUND. He will then communicate his intentions DIRECT LANDING or FAST ARRIVAL.

- 1) DIRECT LANDINGS will approach straight onto Runway 3 or 4.
- 2) FAST ARRIVAL will overfly airfield to west of runway 4.

6. LANDING PROCEDURE – FREQ. 122.650

6.1 Direct landings will be runway 3 or 4, using a free area and landing as far to the south as possible. Gliders must land straight ahead and is forbidden to turn off and cross the runway diagonally, as there may be others gliders landing at the same time.

6.2 Landing after a FAST ARRIVAL, normally in the direction 16. It's compulsory to turn left to join a downwind leg of runway 16, contacting Rieti ground on freq. 122.650 who will give either runway 1 or 2 for landing. Carefully evaluate altitude and speed for correct execution.

A COMPETITOR WHO CROSSES THE FINISH LINE WITH INSUFFICIENT SPEED OR HEIGHT TO PERFORM A SAFE CIRCUIT AND SAFE LANDING WILL BE DISQUALIFIED FOR THAT DAY.

NOTICE: Landing on runway 3 or 4 will not be allowed for any reason after declaring downwind on runway 16 because there is danger of collision with gliders performing direct landings. Pilots must land straight ahead on runway 16 and taxi as far south as possible and must not turn off and cross the runways diagonally as there may be other gliders landing at the same time. Where there is a strong wind from the North, the landing procedure after a fast arrival will be indicated by Rieti Ground for landing in direction 34 on runway 1 or 2.

Crews retrieving gliders must not enter the runway area unless they are given permission by ground control. Pilots are responsible for the behavior of there crews.