



## BULLETIN NO 2

January 2008

### Winter signs . . .

. . . although we are still in the middle of the winter here in central Europe, the time until the spring arrives will be much shorter than many of us expect.

Pilots and Team Captains - get ready for the final entries, they will be due on March 31, 2008. We have received 163 preliminary and 49 reserve entries from 34 countries - thank you very much for this high level of interest in the WGC 2008 at our airfield Lüsse which makes us a little proud! However, this number makes it all the more important that final entries are planned carefully. If we get as many final entries as that, we will have to pull the emergency brake and reduce the number of competitors according to the rules announced in Bulletin No 1. We will open the final entries page in a few weeks time. Please check the [www.wgc2008.org](http://www.wgc2008.org) page periodically, also for other news.

Our planning is well on track. We are very busy with the organisation of WGC 2008. At the moment, we are preparing the airfield, the camping site and we are working on the Local Procedures so that they can be published by April 30. Please help us by providing the information requested as early as possible.

Please note that we have informed the invited nations' Embassies of the Opening Ceremony on August 2, 2008. Please encourage your Ambassador to personally attend the event.

Do not hesitate to contact us should you have any question or proposal. We are looking forward to welcoming you at the World Gliding Championships 2008 in Lüsse!

Kind regards,

Herbert Maertin  
Competition director



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## TIME SCHEDULE

The time schedule is unchanged. Please check the time schedule on: [www.wgc2008.org](http://www.wgc2008.org).

## PRELIMINARY ENTRIES

We have received a total of 163 preliminary entries from 34 countries, plus 49 reserve entries. We are very pleased with this huge level of interest which exceeds our boldest expectations ...

All depends of course on the number of final entries, however, as we can only accept a maximum of 130 competitors for safety reasons, we may not be able to accept 2 pilots per nation and class. Thus, should a reduction of the number of pilots become necessary, we will proceed as follows:

- First, entries will not be accepted if the entry fees have not been paid in full by March 31, 2008.
- Second, we will proceed pursuant to Sporting Code Annex A, Section 3.4.3 c, and inform the nations that must reduce the number of pilots on the basis of the Country Ranking of the IGC Ranking List. We will coordinate this procedure with the IGC Bureau.

In order to get a realistic picture of the number of competitors in advance of the final entry deadline, we urge all nations to carefully review their preliminary entries, and let us know as soon as possible whether and how many preliminary entries were entered by way of precaution, or how many can likely be reduced in view of the overbooking.



### Preliminary entries

	Open	Reserve	18m	Reserve	15m	Reserve	Total
1 Argentina	1	0	2	1	2	0	5 (1)
2 Australia	2	1	2	1	2	1	6 (3)
3 Austria	2	0	2	0	2	1	6 (1)
4 Belgium	2	1	2	1	2	1	6 (3)
5 Brazil	2	0	2	0	2	0	6 (0)
6 Canada	0	0	1	0	2	0	3 (0)
7 Czech Rep.	2	1	2	1	2	1	6 (3)
8 Denmark	2	1	2	1	2	1	6 (3)
9 Finland	2	0	2	0	2	0	6 (0)
10 France	2	1	2	1	2	1	6 (3)
11 Germany	3	1	2	1	3	1	8 (3)
12 Great Britain	2	1	3	1	2	1	7 (3)
13 Greece	0	0	1	0	0	0	1 (0)
14 Hungary	2	1	2	1	2	1	6 (3)
15 Ireland	0	0	2	0	2	0	4 (0)
16 Israel	1	0	2	0	2	0	5 (0)
17 Italy	2	0	2	1	2	0	6 (1)
18 Japan	0	0	2	0	1	0	3 (0)
19 Lithuania	2	1	2	1	2	1	6 (3)
20 Netherlands	2	1	2	1	2	1	6 (3)
21 New Zealand	1	0	0	0	2	1	3 (1)
22 Norway	1	0	2	0	0	0	3 (0)
23 Poland	2	1	2	1	3	0	7 (2)
24 Russian Federation	2	0	2	1	2	1	6 (2)
25 San Marino	0	0	1	0	0	0	1 (0)
26 Serbia	0	0	2	1	0	0	2 (1)
27 Slovak Rep.	0	0	2	1	2	1	4 (2)
28 Slovenia	2	0	0	0	0	0	2 (0)
29 South Africa	2	1	2	1	2	1	6 (3)
30 Spain	0	0	0	0	2	0	2 (0)
31 Sweden	0	0	2	0	2	0	4 (0)
32 Switzerland	2	0	2	1	2	1	6 (2)
33 Ukraine	1	0	0	0	2	0	3 (0)
34 USA	2	1	2	1	2	1	6 (3)
<b>Total</b>	<b>46</b>	<b>13</b>	<b>58</b>	<b>19</b>	<b>59</b>	<b>17</b>	<b>163 (49)</b>



## FINAL ENTRY PROCEDURE

The procedure for final entries is as follows:

Final entries shall be submitted not later than March 31, 2008. **Final Entry Forms** (for pilots and team captains) will be available on the website.

Completed entry forms shall be sent by **e-mail** to Deutscher Aero Club e.V. ([wgc2008@daec.de](mailto:wgc2008@daec.de)) at the latest on March 31, 2008 (e-mail time stamp UTC+2 hours). Please attach digital photos and pilot profiles as requested on the forms.

Completed final entry forms shall also be sent as **hard copy** (original), signed by the NAC, at the latest on March 31, 2008 (postmark on envelope containing original), to:

Deutscher Aero Club e.V. ("DAeC")  
Gliding Commission  
Hermann-Blenk-Strasse 28  
38108 Braunschweig, Germany

or fax (fax time stamp UTC+2 hours): +49-531-235 4055.

The **Entry Fee** (950 Euro per pilot) must be paid in full at the latest on March 31, 2008 by bank transfer to the following bank account:

Account holder:	Deutscher Aero Club e.V.
Bank:	Deutsche Bank AG Braunschweig
Country:	Germany
S.W.I.F.T/BIC:	DEUTDEDB270
IBAN:	DE91 2707 0024 0344 4999 22

Please keep the bank transfer voucher or equivalent evidence so that proof of timely bank transfer can be furnished in case any entry fee is not received in time.

## COMPETITION AREA / MAP

The map below is still preliminary because we have not yet received final approval for the competition area by the Polish Air Navigation Services Agency. However, what you see here will be the minimum area. We actually expect more airspace flexibility than in previous years and hope to get approval for use of a larger piece of Polish airspace than shown on the map below. This is because Poland has recently joined the so-called Schengen Agreement which means that border controls between Poland and the other EU countries must be abolished. Airspace borders will be opened on March 30, 2008 (just in time for the WGC!). In any event, we will adjust both the airspace and the turn point files to the approved competition area.

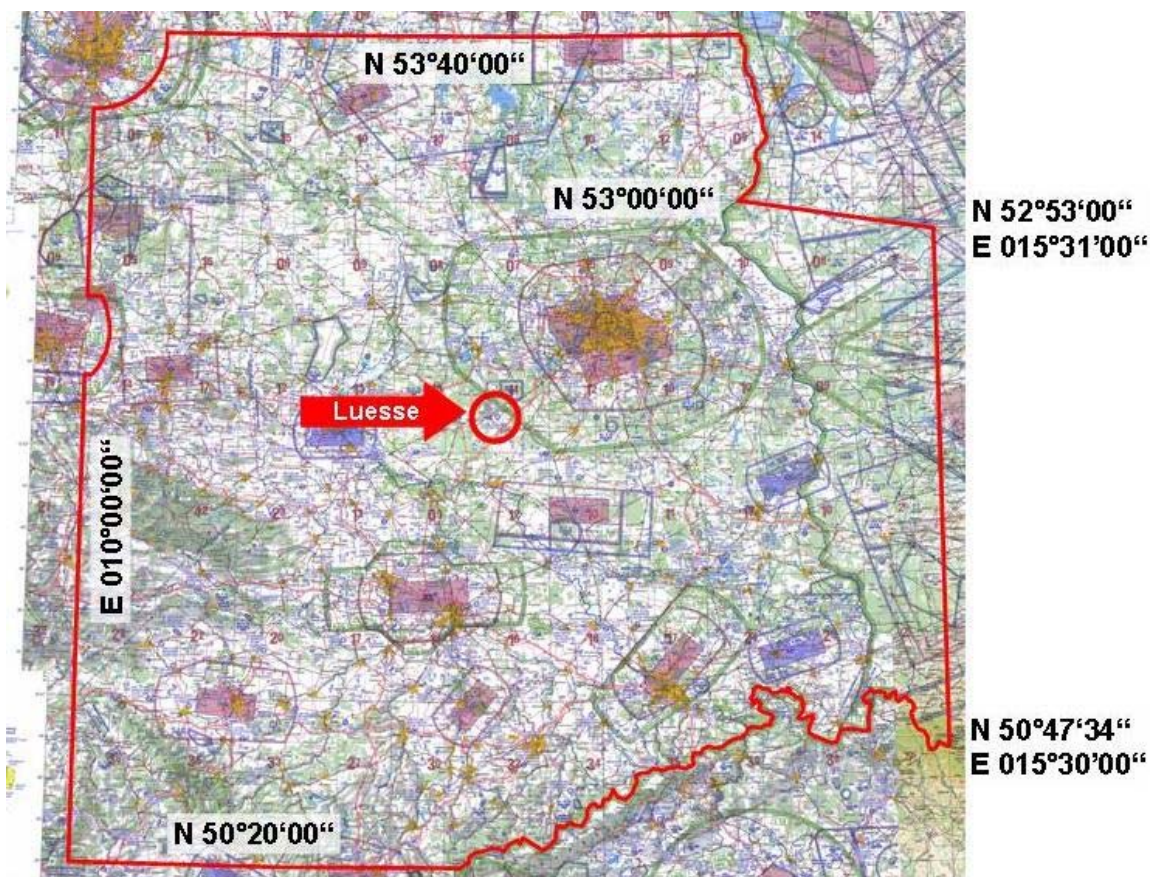
The maximum FL in Germany will be generally FL 95; for Poland, we expect generally



FL 85. The QNH will be specified on the task sheet every day. The competition map and the airspace files will include the regulations for airspaces such as TRA, ED-R und ED-P.

Each pilot and team captain will receive **2 competition maps** upon registration at Lüsse airfield. The competition map is made exclusively for the WGC 2008 and contains the competition area, all turnpoints and the relevant airspace for the Championships on the basis of the official ICAO map 1:500,000. It will be provided by the German Air Traffic Control Agency DFS as a gift – a big thank you to the DFS!

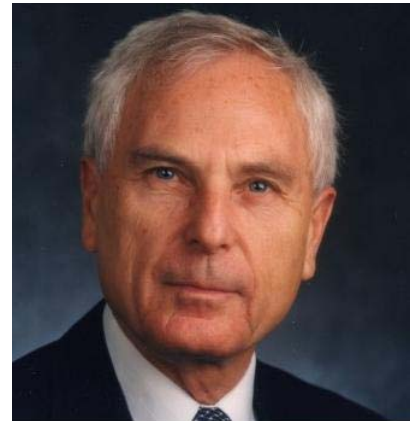
### Preliminary competition map



## MEET YOUR IGC OFFICIALS

We had a change in the International Jury – Bob Henderson had to withdraw from the position of Jury President due to work considerations. Instead, Tor Johannessen from Norway has been appointed for this position by the IGC. We thank Tor very much for taking over, and take the opportunity to introduce some of the IGC officials:

**Tor Johannessen, President of the Jury**, has accumulated his 20,000 flight hours not only in gliders, but also as an airline captain with SAS and in the Norwegian Air Force. Tor was born in 1929, and he flew six World Gliding Championships: 1960 Cologne-Butzweilerhof, 1963 Junin, 1965 South Cerney, 1968 Leszno, 1970 Marfa, 1976 Rääskälä. He was team captain for Norway in the WGC Waikerie 1974. Tor was President of the IGC from 1997 - 2003. He has received several high ranking awards, among them the Norwegian Aero Club's Gold Medal in 1994 and the Otto Lilienthal Medal in 1995, and he was elected FAI Companion of Honour in 2005.



Tor is the most experienced Jury President one can possibly imagine: He headed the Jury of 14 (!) WGCs, starting 1978 at Chateauroux, then 1981 Paderborn, 1983 Hobbs, 1985 Rieti, 1987 Benalla, 1989 Wiener Neustadt, 1991 Uvalde, 1993 Borlänge, 1995 Omarama, 1997 St. Auban, 1999 Bayreuth, 2006 Eskilstuna, 2006 Vinon, and 2007 at Rieti. When he does not fly, he enjoys history and astronomy.

**Janusz Szczupak, Steward**, is from Poland. He is both a glider and a power plane pilot. He flew the European Championships at Leszno in 1998, and the EWGC & WGC of the World Class at Leszno in 1999. At the World Gliding Championships Leszno 2003, he served as Assistant to the Competition Director. He has been Steward at the European Gliding Championships Lüsse 2000, WWGC Pociunai 2001, and at the EGC-Pociunai 2004. Janusz also served on the Jury at the EGC Bekescsaba 2002, as Jury President at the WWGC-Klix 2005, and as Jury member at the WWGC Romorantin 2007.



Professionally, Janusz is a commercial director in an international trade company. He has spent several years in South East Asia incl. Japan, Philippines, West Africa and Paris for the purpose of international trade. He was born in 1947, is married and has a daughter.

His hobbies (aside from gliding & flying) include photography with publications in aviation magazines, press photo, companies' calendars & general press photo.

**Hannes Linke, Steward**, USA, started flying gliders in Kaufbeuren (Germany) in 1953 as a 14 year old. In 1963, he decided that the weather is better in California, and has been living there since then. He owned a toolmaking company, but has retired from it for the sake of his other exciting and time consuming activities.

Hannes may be best known as Competition Director of the Barron Hilton Cup, however, he was also CD of the Smirnoff Sailplane Derby (the legendary race across America) and of the Hitachi Masters of Soaring. He was also Competition Director of the World Championships in Uvalde, Texas 1991, and has been a Steward at 4 WGCs. He served as Jury President at 2 European Championships.

Hannes visited his first WGC in Cologne-Butzweilerhof in 1960, and has attended 13 other World Championships. With some 3,000 gliding hours under his belly, Hannes has flown numerous Regionals and National Championships since his first contest in 1962. For him, cross country flying and competition flying makes soaring the really interesting activity that it is.



## DOPING

Competitors', Team Captains' and crews' attention is drawn to the FAI Anti Doping rules. Doping testing may be performed at any time during the competition in accordance with the FAI Anti Doping rules and national requirements. The WGC 2008 team fully supports the World Anti-Doping Code, and we can expect that the German Anti-Doping Organisation will perform doping tests during the competition.

According to FAI rules, Pilots, Team Captains and crews are obliged to complete an “**Anti Doping Testing - Acknowledgment and Agreement**”. You can download it from the WGC web site. Please complete it and hand it to the staff when registering upon arrival.

If, due to health problems, you are taking any medicines that are on the World Anti-Doping Agency's (WADA) prohibited list, you must obtain a Therapeutic Use Exemption (TUE). Please contact your NAC to get information on how to obtain a national TUE. A national TUE is automatically recognised by the FAI. Put the TUE in a sealed envelope and hand it to the WGC staff at the registration office. If you need a TUE but are for any reason unable to obtain it, please contact the FAI Secretariat for advice.

The current FAI anti doping rules can be found at:

[http://www.fai.org/medical/system/files/fai\\_antidoping\\_rules\\_2006.pdf](http://www.fai.org/medical/system/files/fai_antidoping_rules_2006.pdf),

and the 2008 WADA prohibited list at:

[http://www.wada-ama.org/rtecontent/document/2008\\_List\\_En.pdf](http://www.wada-ama.org/rtecontent/document/2008_List_En.pdf).

## GENERAL INFORMATION

### 1. Insurance

Competitors' and all team members' attention is drawn to the FAI Sporting Code Annex A to Section 3, part 3.6, paragraphs 3.6.1 to 3.6.3 inclusive.

*3.6.1. Third Party Insurance is the responsibility of the entering NAC.*

Third Party Liability insurance cover to include competition flying to a value of either the EU legal requirement or the insurance requirement set by the governing body of the glider's country of registration, whichever is the greater, is required for each participating glider. EU insurance requirements from May 1, 2005 are summarised in the following table:

Glider's Maximum Take Off Mass	<500 kg	500 - 1000 kg
Minimum Third Party Liability	€ 1,000,000.00	€ 2,000,000.00

*3.6.2. Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.*

All team members should ensure they are covered by suitable personal medical insurance. Pilots in particular should ensure that their cover will extend to accidents and injuries sustained whilst gliding.

*3.6.3. Required insurance shall be available for purchase at the contest site.*

The organisers strongly recommend that competitors and all team members have the required insurances before leaving their home country. However, in the event that team members arrive at the contest site without adequate insurance, the organisers will provide them with contact details of companies who should be able to arrange suitable insurance cover. Any resulting contract of insurance will be directly between the broker and the team member, whereas the organisers shall not be a party to nor shall they be liable for any part of that contract.

### 2. Licence Recognition

As a general matter, all pilots need a valid pilot licence for the type of aircraft they fly, and must comply with the requirements under FAI Sporting Code, Annex A to Section 3, paragraph 3.2. In addition, pilots need a licence recognition in Germany when flying aircraft registered in another country than the one that issued their pilot license (e.g., gliders rented in Germany). By contrast, pilots flying aircraft with the same nationality as their license (e.g., U.S. pilot flying a U.S. registered aircraft) do not need a license recognition.

In coordination with the German Federal Aviation Authority (Luftfahrtbundesamt - LBA), we will provide for a simplified procedure for licence recognition at Lüsse airfield which will work as follows:



- Pilots flying gliders without engine who have a valid licence issued in accordance with ICAO Standards must simply present their licence when registering at Lüsse airfield. Their licences are recognised without further formalities for flights with gliders registered in Germany.
- Pilots with licences not issued in accordance with ICAO Standards will be covered by a group recognition if they comply (which they must do anyway) with the requirements of FAI Sporting Code, Annex A to Section 3, paragraph 3.2. Compliance will be checked upon registration.
- Pilots flying self launching gliders will additionally have to provide evidence of at least three (3) take-offs and landings with the type of aircraft concerned within the last 90 days. Compliance will be checked upon registration.

### 3. Visa / Aircraft Papers

Because we use airspace not only covering Germany, but also parts of Poland, you must make sure that you, your crew and your aircraft are permitted to enter both Germany and Poland.

**Visa:** In case of an outlanding in Poland, pilots and crews from outside the European Union should be allowed to cross the border between Germany and Poland on the basis of the visa issued by the German authorities. Poland is a member of the European Union since 2004, and has recently joined the Schengen Agreement. This means that non-EU nationals who have been granted entry visa by a full Schengen member state (Germany) may normally enter all other full Schengen member states (e.g., Poland) on the basis of this visa. Please contact your embassy to verify this information.

**Aircraft Papers:** All aircraft must have a valid certificate of airworthiness or permit to fly not excluding competitions. If an aircraft has a temporary authority to fly or temporary certificate of airworthiness (whatever is applicable in the country of registration), the pilot is responsible to make sure that the aircraft is authorised to fly both in Germany and in Poland and that competitions are not excluded. Please contact the manufacturer.

### 4. Nations' Evenings

Team captains, please indicate as soon as possible, at latest by July 1, 2008, if your team plans to host a nation's evening, and which day you prefer, by sending an e-mail to [events@wgc2008.org](mailto:events@wgc2008.org). We will try to accommodate your preferred date, and plan our local catering accordingly.

Note that we can not make our kitchen available for use by any other person than the approved kitchen personnel due to public health authority restrictions. However, our chef (who has received his cook training at a Michelin star restaurant) and his catering team will be happy to assist and prepare any dish you request.

## 5. Rental Gliders / Swaps

We are trying to facilitate glider hires and crew searches through the contact platform on our website at: [www.wgc2008.org](http://www.wgc2008.org). Please use this platform to announce your needs. As some glider owners may be more interested in a swap rather than in a rental fee, consider a statement if swaps are possible.

In order to stimulate more offers for rental gliders or swaps, we have alerted the German Aero Club, the State Aero Clubs and several local clubs to help you find a suitable glider. Also, we have asked German and Austrian gliding portals and magazines to publish the request. We hope that many glider owners have read the alerts and are willing to help.

## 6. Crew Cars / Environmental Badge

If you plan to visit the city of Berlin by car during your stay, please note that Berlin as well as a number of other large cities have issued vehicle restrictions within an environmental zone that basically covers the whole city. Both German and foreign vehicles are not permitted to enter this zone without an environmental badge. If your car has no such badge, you can be stopped and fined.

To get such a badge, you must present the registration documents of your car at a workshop licensed for emissions inspections or at the Technical Inspection Authority. Not all cars qualify for an environmental badge, particularly those with high dust emission values such as older Diesel cars will have problems. However, most of the newer vehicles registered in the EU can receive an environmental badge. We will provide for a local workshop service that can issue badges on site. The badge costs 5 Euro plus a service fee, and is valid in all German cities with environmental zone.

## 7. Host Airfields for Visiting Teams

Lüsse airfield will be closed for training flights from July 1 – 25, 2008. However, several airfields within the competition area are happy to host international teams. You can find a list of the airfields, clubs and contacts on the web site at: [www.wgc2008.org](http://www.wgc2008.org). If you are interested, please contact these airfields directly via e-mail. To avoid spam filters, please write in the subject line: **Training WGC 2008 Luesse**.

In addition, the Dutch team has kindly informed us of 4 – 5 available places per class in the Dutch Nationals 2008 which will be held in Germany on Stendal airfield (in the competition area) from May 13 – May 22, 2008. Contact details on the website: [www.wgc2008.org](http://www.wgc2008.org).

## 8. Support for Airline Tickets to the WGC 2008



**Lufthansa**

Our main sponsor Lufthansa will try to make available special conditions for group flights to the WGC on all-Lufthansa flights (not code share), in particular an allowance for special baggage and excess baggage of up to 30 kg per person (equipment etc.), or, for flights from/to Canada and the USA even 2 x 23 kg.

If you are interested, please contact [via e-mail](#) the following Lufthansa City Center (LCC) for a special group quote:

### **Lufthansa City Center (LCC)**

Travel & Touristik  
Friedrichstrasse 185-190  
10117 Berlin, Germany

### **Marion Grosser or Elefteria Papadopoulou**

Group department  
Phone: +49-30-24659140  
Fax: +49-30-24659160  
E-mail: [marion.grosser@LCC-travel.de](mailto:marion.grosser@LCC-travel.de)

**Reference: WGC 08 - Luesse**

### **Required details:**

- Departure airport / destination airport
- Travel dates
- Number of persons (minimum 10)
- Baggage weight (if applicable)

LCC will solicit quotations from all airlines serving the requested routes, however, the excess baggage allowance of 30 kg per person is only available on Lufthansa flights. Please allow up to 3 days for processing your request.