

Local Procedures

30 January 2026

Alföld Cup International Gliding Competition and 1st Central European Gliding Youth World Cup

Mixed 15m, Club and Mixed Open
classes

Competition details:

Alföld Cup 2026

Club, mixed 15m and mixed Open classes, and the 1st Central European Youth World Cup

Competition venue: **Szatymaz Airfield (LHST)** Szatymaz, Reptéri bekötőút 1.

Altitude: 80 m (262 feet)

Required documents:

Equipment:

- all documentation required for the legal take-off of the aircraft, in particular:
radio licence; airworthiness certificate, Third-Party Liability insurance (TPL),
- IGC flight recorder(s),

Crew:

- valid SPL licence and medical certificate;
- FAI Sport Licence (only athletes who are members of a club affiliated to the MRLSZ and MVSZ organisations, and whose club has registered them with the MRLSZ, will be included in the Hungarian national championship rankings. Foreigners will only be included in the CAT2 championship rankings)
- Identity document

Technical requirements and prohibited equipment:

- Use of a registered FLARM with the tracking function switched on is mandatory!
- In accordance with FAI IGC rules
- Strobe light is mandatory

Weighing procedures:

Throughout the entire duration of the competition, we will carry out random spot checks on all aircraft!

Radio frequencies:

The following frequencies will be in use during the competition:

SZATYMAZ RADIO (frequency 118.840 MHz): all competition-related radio communications will take place on this frequency

Tasks:

The following types of tasks will be set.

- Racing Task (RT) Annex A 6.3.1
- Assigned Area Task (AAT) Annex A 6.3.2

Competition procedures:

Start procedure: in accordance with FAI SC3

Ballast adjustment on the grid:

Not permitted due to local conditions!

Water ballast must not be discarded on the grid; refilling is prohibited!

Competition venue boundaries:

The competition area: the area bounded by the fence, ditch and woodland surrounding the airfield.

Rules for motor-assisted gliders:

Glider taking off under their own power must take off from the runway specified later and climb to the release altitude designated for that day within the release airspace. After the engine is shut down, the logger must record at least one data point below the tow-off altitude (600 AGL) at a maximum ground speed of 160 km/h.

For gliders equipped with an sustainer engine, the FAI logger's engine start-up recorder must be calibrated using one of the following methods:

Before take-off, after switching on the FAI logger, the engine must be started and run for a maximum of 2 minutes. The engine must then either be shut down and take-off performed from tow, or – provided the aircraft type is suitable and local procedures permit – take-off may commence.

For sustainer types, before crossing the start line, if this takes place on the day of the competition, the engine must be started within 5 minutes of release, run for a maximum of 2 minutes, and then stopped.

Engine noise must be recorded at least once during the competition. If the engine noise recorder on the on-board logger is not switched on, the flight is invalid and will not be accepted by the competition organisers!!

Circling directions:

Pilots are required to follow the circling direction of the first aircraft to arrive in the thermal, regardless of altitude.

The start line:

A 10 km wide start line, perpendicular to the course drawn to the first point.

Start procedures: - standard and, in accordance with SC3, using event markers (PEV)

Line opening:

NOTIFICATION OF LINE OPENING will be given on the 118.840 MHz frequency as follows:

- The line for class xx will open at xx hours xx minutes for tasks A/B/C.

This announcement will be made after the last non-delayed aircraft has taken off

- The line for flight group xx will open in 10 minutes for tasks A/B/C.

10 minutes before the line opens

- The xx flight class queue will open in 5 minutes for tasks A/B/C.

5 minutes before the line opens

- The line for machine class xx has opened for tasks A/B/C.

At the moment the line opens

The line usually opens 20 minutes after the last car has taken to the track, but the organisers may extend this to 30 minutes due to the free grid.

The competition area:

Usually the Hungarian border, but the organiser may also specify routes into Croatia, Slovenia and Slovakia. In the latter cases, the organiser will indicate the competition area for that day separately on the task sheet.

Outlanding:

In the event of an outlanding, the pilot/team captain/assistant is obliged to notify the sports committee of the outlanding (including coordinates and the last turning point) within 5 minutes of landing. If the report is not received by sunset and there is no news of the aircraft's whereabouts, the sports committee will notify the search and rescue service. If the notification is not received within 5 minutes, a warning will be issued on the first occasion; on the second occasion, the airport operator will ban the pilot from the airport.

Finish line (finish circle):

A 3 km radius finish circle is used in the competition, located south of the airport ('ingyensör'). Minimum arrival altitude QNH 380 m.

Arrival procedures:

The arrival report must be made on 118.840 MHz, 10 kilometres before reaching the final approach circuit. You must switch to this frequency at least 15 kilometres before the final

approach circuit. The report should be brief: call sign 10 km. e.g.: AA 10 km (accepted in both Hungarian and English)

Arrival procedures will be detailed in a separate document and will also be emphasised during the briefing.

Landing:

Only a near-one-way landing is permitted, in accordance with the wind direction (16/18 or 36/38). The landing run must be as long as possible. Any sudden manoeuvre during the roll-out is considered a dangerous manoeuvre, except for a turn authorised by radio. Retrievals must take place at the designated locations. Cars are not permitted to cross the runway. The designated retrieval routes will be shown at the briefing.

Submission of files:

We only accept files via email or by uploading them to the website. Competitors are responsible for downloading their log files.

Scoring:

In accordance with the current regulations.

Appeals:

The protest fee is in accordance with IGC regulations and must be paid at the time of lodging the protest. If the protest is rejected, the sports committee will retain the protest fee.

Other rules:

Aircraft may only be stored in a secure location or on a trailer.

Only those who have signed a legal declaration confirming that they have read, understood and accepted the airport regulations and rules of use, and who are registered with one of the member organisations of the MRLSZ, may take off from Szatymaz Airport.