



Bid to host the 2017 Class 2 World Championship

Organiser(s):

Association pour le Developpement du Planeur Ultra-Léger (ADPUL)

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Note:

ADPUL is a non profit organisation created in 2014 to promote and help for the development of ultralight gliders, and especially the FAI class 2 gliders. To demonstrate the great cross country capacity of those free flight gliders, ADPUL organised The first Southern Alps Big Tasks Open competition in Aspres in August 2015, and that was completely successful: 5 tasks of an average 309km with 80% at goal! And not open distance with down wind, but with return to the start point.

A World championship with such flights would be the best promotion for the class 2.

Name of Championship:

2017 FAI World Hang Gliding Class 2 Championship.

Proposed dates of Championship:

24/7/2017 – 6/8/2017.

Location(s) of Championship:

Aspres-sur-Buech, France (Zip code 05140).

Launch sites:

Aspres sur Buech airfield.

This airfield is the base of ADPUL's flight operations.

The 2015 southern Alps Big Task Open, class 2 FAI category 2 event was successfully held there.

Launch site details:

All take-off will be by **aerotow** from Aspres airfield runway 18, length 895m, width 100m, altitude 830m.

All facilities available: camp ground, restaurant, swimming pool, etc.

East-West runway will be closed during the launch window, and aerotowing will have priority over other traffics by NOTAM.

Site Safety record: not any fatality or serious accident on the site in the past 5 years, (except a crash of a motorglider doing aerobatic a couple of years ago...).

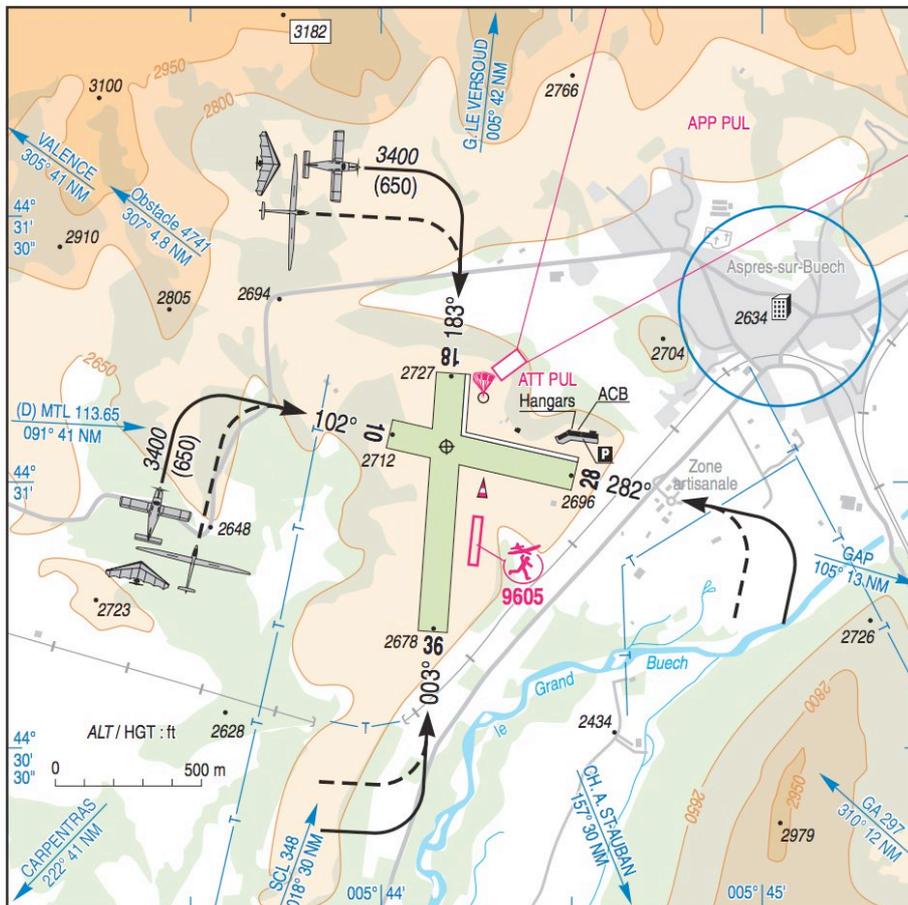
ATTERRISSAGE A VUE Visual landing

Usage restraint
Restricted use
12 NOV 15

ASPRES SUR BUECH AD 2 LFNJ ATT 01

				ALT AD : 2727 (98 hPa) LAT : 44 31 04 N LONG : 005 44 10 E	LFNJ VAR : 1°E (15)
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APP : NIL
TWR : NIL
A/A : 123.5



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
18	183	895 x 100	Non revêtue Unpaved	-	895	895	895
36	003	895 x 100	Non revêtue Unpaved	-	895	895	895
10	102	650 x 100	Non revêtue Unpaved	-	650	650	650
28	282	650 x 100	Non revêtue Unpaved	-	650	650	650

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 13/15 CHG : VAR, QFU RWY 10/28, orientations, manche à air.

© SIA

Distance/access to launch site(s):

Headquarter, take-off and goal are at the same location: Aspres Airfield.

Task flying area:

The **entire French Alps**, the furthest turn point will be at less than a 2:30 hour drive. Top of thermal being in the average 3000-4000m, there is no problem to find a suitable landing field, as valleys are 300-1000m above sea level.

Airspace:

Above airfield:

- LTA VERCORS class D airspace above FL125, typical top of thermal here in summer seldom above 3300m.
- R196B restricted area 1006m above ground: combat aircraft training area only activated by NOTAM (never in spring and summer during the gliding season).

Over task flying areas:

- in the south R71A restricted area above FL75: french air force training area, seldom active from mid July till mid August (vacations); before setting a task in this area, we will contact Salon approach to be sure it is inactive and will remain so all the day long.
- in the East, ECRIN natural park restricted area from ground till 1000m above: hanggliders and paragliders benefit from an exemption from July the first till October.
- in the south east, MERCANTOUR natural park restricted area from ground till 1000m above: should we set a task in this direction, we will use turnpoints to fly around the restricted area.
- in the North, VERCORS natural park restricted area from ground till 300m above: should we set a task in this direction, we will use turnpoints to fly around the restricted area.

No frontier crossing planed (flying conditions usually bad in this part of Italy in summer).

Safety issues:

Mistral may blow: there will be no flying by Mistral days (a strong "blue" North regional wind).

Rotors over the airfield when the wind is blowing over 15Kts from the Northwest to Northeast sector. With such wind conditions, no task.

Pilots need to be proficient in aerotowed launching.

Maps of task area:

<http://www.ultralight-glider.fr/en/task-4/>

More on our website, menu competition / 2015 Results.

Transport:

No transport needed to take-off area (same place as HQ & goal).

Self retrieve by the pilots' team.

"Safe landed" communication procedure will be organised.

Rescue & Medical Services:

Aspres fire fighting squadron is available, with an emergency Doctor.

SMUR, Emergency ambulance with specialised doctors and teams is on 24h standby in Gap city, 35km drive.

Fully equipped hospital in Gap

Emergency helicopter on a daylight standby in Gap-Tallard airfield, 24km away (they are used to rescue mountain climber in the 4000m Ecrins mountain range).

Liaison with police, military, public services:

Gendarmerie at Aspres city, a 2 minutes drive; they are experienced with hangglider events for years (Laragne and Aspres are well known HG competition sites).

Insurance:

Pilots must have a 5.000.000€ third part liability insurance, which includes the practice of aerotowing, and must be valid in France; if not, they can subscribe either on line, or on site, to the FFVL which does provide such an insurance to it's members.

A special short term insurance will be offered to competitors: it should be one month, 25 euros.

ADPUL is the single operator allowed to provide ultralight glider aerotowing in Aspres airfield, so competitors will have to be members (subscription is 25€ in 2016).

ADPUL being affiliated to the FFVL, its Organisers' Liability cover for the event, including public liability, is provided as long as the event is on the FAI and/or national agenda.

Communications:

- i) 2m radios transmitting on 143,9875MHz is allowed in France without any licence.
- ii) Aeronautical handheld VHF welcome for landing on the runway.
- iii) Regarding the safety benefits and the interest for the public to follow tasks, ADPUL will look for a Live Tracking system.
- iv) Mobile/Cell Phone Coverage: best is Bouygues Telecom, then Orange, then SFR, then Free; local SIM cards available in any french city.

Weather:

During the competition period, typical weather is made of very good air masses, without any inversion, thermal activity starting at 11am with 1800m top of climb, rising in the early afternoon to 3000-3300m, 4000-4500m in the east, with very good visibility and low wind, except some well known valleys (high upper Durance, and entry of Ubaye); over development generally are limited to the high mountains on the Italian border.

Some well known mountains (Tête de Seguret, Tête d'Amont, i.e.) are the location of very turbulent thermals but with a class 2 glider they remain manageable (no tumbling hazard thanks to the 3 axes flight controls) it's just uncomfortable.

Recommended maximum wind speed:

- on launch: 15Kts from North sector; 20Kts from South,
- for task flying: 20Kts general airflow at 2500m altitude.

Meteorology:

ADPUL is used to provide daily weather briefing, with accurate experience based forecasts for the different areas which might be overflowed.

Web sources: TopMeteo-Segelflug, Meteo.de-Toptherm, MeteoParapente.

Automatic wind station monitoring: Aspres Longeagne, Laragne, Luc en Diois, etc (FFVL Automatic wind station network).

Event Headquarters:

General briefing: camping reception hall.

Daily briefing: at the runway threshold.

HQ & Registration: at the campground in a 50sqm room adjacent to the reception hall.

WiFi: camp ground, aeroclub, airfield restaurant.

3G: all the airfield area.

Local facilities:

Directly at the runway is the camp ground:

<http://www.ultralight-glider.fr/en/accommodation/>

Restaurant/bars:

- At the airfield: airfield's restaurant & ferme auberge du Chevalet.
- In the city, 2km away: restaurants, bars, shops, hotels, other camp ground, train station.
- In St Pierre d'Argençon, 2km west: restaurant "Auberge de la Tour".
- In Aspremont, 5km south: supermarket, restaurants, hotel.
- In Serres la Batie glider airfield, 8km south: restaurant "le Cabanon".
- In Veynes, 10km East: gas station, big supermarket, shops, repair facilities, hotels, train station, etc.

Media coverage, publicity, sponsorship:

We will use the services of a communication agency for media coverage.

Locally we will edit and display banners, posters and flyers before the event.

We have good contacts with reporters of local, regional and national newspapers and magazines.

Filming/video: Thierry Bento who made the movie of the 2015 Southern Alps Big Task Open is hired: <http://www.ultralight-glider.fr/en/southern-alps-big-task-open-great-fun/>

Sponsorship search: in progress.

Competition website:

<http://www.ultralight-glider.fr/>

see competition menu.

Organisers, Directors and key officials.

Organisation/Event Director: President of ADPUL, Jacques Bott.

Meet Director: Pascal Lanser.

Safety Director: Michel Paté.

Chief Launch Marshal: Michel Paté.

Chief Goal Marshal: Michel Paté.

Meteorologist: Jacques Bott

Scorer: Brian Harris

Check in: Michel Paté

HQ/Admin manager: Michel Paté

Tow team leader: Pierre-Yves Bélot

- Jacques Bott: <http://www.ultralight-glider.fr/en/jacs-experience/>

- Pascal Lanser: Member of the french team which was class 5 world champion in QuestAir in 2006, Meet Director of the 2015 Southern Alps Big Task Open, President of the HG competition committee of the FFVL.

- Michel Paté: long time HG pilot, glider pilot, Swiftlight pilot, long time HG flight instructor, experienced in aerotowing.

All 3 above speak fluent English (years of world wide professional experience in aviation, business and industry).

Regarding, first the small number of competitors, then the same location for HQ, take-off area and goal, we might seek clearance from the CIVL for a single person to share multiple functions.

Finance and sponsorship:

Anticipated sources of finance: Communauté de communes du Haut Buech, Département des Hautes-Alpes, Région Provence Alpes Côte d'Azur, FFVL, Comité National pour le Développement du Sport (government).

Entry Fee for Category 1 championship:

Pilot: 400€

Team Leader/Assistant: none.

Additional charges:

- ADPUL membership (25€, 2016 rate).
- 25€ per aerotow.

Optional charge: third part liability insurance.

Pilot Entry:

Number of competitors unlimited: class2 world championship never exceeded 10 pilots so far... We hope to do better...

Team size: 3, but only the best 2 of each task will score (so as countries with only 2 pilots are not too heavily penalised).

Early arrivals:

Unlimited; valid third part liability insurance and ADPUL membership required.

Customs & equipment importation:

Carnet ATA is the best option.

Practice Event:

2nd Southern Alps Big Tasks Open from July the 30th till August the 7th 2016, category 2 competition:

<http://www.ultralight-glider.fr/en/southern-alps-big-task-open/>

Any additional information in support of the bid:

It's a big challenge to organise such a small big competition, small regarding the number of Class 2 pilots, big regarding its Cat 1 status.

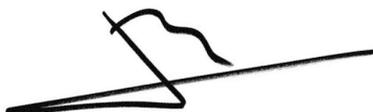
A Cat 1 competition request a lot more work and a much larger budget than a Cat 2. We will hold the World championship only if the practice event is successful.

Should 12 pilots come to the practice event, we would consider it a "big" success...

Due to that small number of participants, we are confident that CIVL will ease the usual requirements so the organisation cost per competitor remains affordable.

Jacques Bott
President of ADPUL

9/2/2015

A handwritten signature in black ink, consisting of a stylized, cursive script that appears to read 'JB' or similar initials, followed by a horizontal line.