

INTERNATIONAL GLIDING COMMISSION SAILPLANE GRAND PRIX RULES FOR 2007

SGP Rules Version 2.0

ANNEX 1: LOCAL PROCEDURES

A. Documents to be presented by the pilot at registration

1. Pilot

Identification card or passport
Valid FAI sporting license
Pilot license
Radiotelephony license
Medical insurance including gliding activities

2. Crew

Medical insurance including gliding activities

3. Sailplane

Valid glider airworthiness certificate
Certificate of registration
Radiotelephony certificate
Certificate of third party insurance valid in EU

B. Technical requirements

1. Scrutineering

Scrutineering of all competition gliders will be executed during Saturday the 6th of September 2008 (10 AM - 6 PM) in front of the hangar. All gliders must be presented in flight configuration with tow out equipment and MTOW intended to be used for the contest flying. Pilot must be present during his glider check.

2. List of instruments that must be removed

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or other gimbaled compass
- Turn indicator
- Artificial Horizon

Further instruments not allowed – if any – may be specified at briefing.

3. Requirement for High visibility markings

Not required.

4. Procedure for checking aircraft mass

Initial Weighing

The organizer will initially provide the following weighing operation. The results of this operation will be recorded and made available to the pilot concerned:

- a) glider empty, i.e. without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing, water ballast (if applicable) etc.;
- b) Pilot with parachute;
- c) Reference main wheel weight in towing out configuration with all removable equipment on board.

Take-Off mass

A check of the glider mass is intended to verify that the take-off mass will not exceed 600 kg or the maximum certified mass of the sailplane if less than 600 kg.

Regular weighing

- a) During the official practice period, scales and officials will be available at the weighing points every day at 9am. All pilots will be weighed separately. The organizers will not take responsibility for the results of weighing.
- b) On all competition days all gliders will be weighed in their towing out configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutinizers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.

c) Aircraft mass may also be checked on the grid. The competitor will be informed of the weighing results. If checks show that the glider is overweight, penalty points shall be given according to the rules

d) A mass check will be required after re-lighting (re-launch) for another championship launch if water ballast is added. Re-ballasting the aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

C. General Flying Procedure

1. Map of the airfield

Map of the airfield is published in the Appendix 1 of this document.

2. Units of measurement

Unless otherwise stated the following units will be used:

- Distances will be expressed in kilometers (km),
- Heights will be expressed in meters Above Ground Level (AGL), altimeter setting for QFE,
- Altitudes will be expressed in meters Above Mean Sea Level (MSL), altimeter setting for QNH,
- Flight Levels will be expressed in meters Standard (STD), altimeter setting for 1013.25 hPa,
- Speed will be expressed in kilometers per hour (km/h),
- Vertical speed will be expressed in meters per second (m/s),
- Mass will be expressed in kilograms (kg),
- Tracks and radials will be expressed in degrees from north (True Track).

3. Single Frequency to be used

All pilots must remain on frequency dedicated for the race. The frequency will be set at the day briefing.

4. Carriage of tracking units

All gliders will be equipped with tracking units every day. Pilots must return the unit as soon as possible after the return to the airport in order to allow organiser to make them ready for the next day.

D. Gridding

1. Organisation of the grid

The grid order will be given each morning. The first grid order will be established based on secret bullet.

2. Requirements for discharging of water ballasts on the grid

The water ballast can be discharged at the grid only in presence of the Competition Director, his Deputy or Referee (Jury).

E. Launch procedure

1. Procedure for motor gliders if they are accepted

The take off pattern and release (altitude and position) must be the same as for the towplanes.

2. Release areas

The release area for the day will be set at each briefing and given in the task sheets.

3. Release

The release must be in the release area and in release altitude. The release signal (also in emergency) is rocking of the towplane wings.

4. Re-lights (re-launch)

The priority for re-launch will be given based on pilot landing time. Pilot who landed earlier will have priority. The organiser will ensure that enough towplanes will be available for this purpose.

F. Finish Procedure

1. Arrival announcement

The pilots must report position 10km to finish line with following phrase:

“Glider Contest Number, 10km, Speed Finish or Direct Landing”

2. Mandatory Reporting points (if any)

The organisers shall set a final turn point to align the gliders before the finish. A minimum altitude may be set for the Mandatory Reporting Point. The organisers may also set a

minimum altitude between the Mandatory Reporting Point and the beginning of the airfield. Flying below the minimum altitude, if any has been set for the mandatory point or between the reporting point and the beginning of the airfield, shall be penalized.

3. Procedure for direct landings

Glider approaching towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), and during the approach the landing area should be in the pilots sight and the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures. Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials given via race frequency. The common aim is that the first finishing sailplanes shall normally land along the North-East edge of the runway and continue as long as possible to allow other sailplanes to land safely behind or next (always to the South-West side) to them. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized.

4. Procedure for speed finishes

The gliders using speed finish shall, after crossing of the finish line, join the South-West traffic pattern and use the South-West edge of the runway for landing, if not otherwise instructed on frequency. The Altitude for speed finish will be given at the task sheets. Landing instructions for sailplanes landing from the runway circuit will be explained during the first briefing.

G. Outlanding

1. Telephone number of the outlanding office

Contact numbers in case of outlandings will be given in the task sheets (phone/SMS).

2. Outlanding form (information to be provided)

The organiser will need following information to be provided by the pilot in case of outlanding: Contest number, landing coordinates, landing place, number of TPs reached, condition of pilot and glider.

I. Scoring

1. Delay for handling of flight documents

All pilots must provide their GNSS FR file in IGC format to the scoring office maximum 30 minutes after their landing/arrival.

2. Handling of IGC files in electronic form

The IGC files will be accepted in electronic form on memory media or via FTP upload (address will be provided). If memory media will be used the file should be alone in the root address of the media with only one more folder allowed to be present there. This will speed up searching of the correct file by the scoring team.

J. Protests

1. Amount of protest fees

The protest fee amount is 100 EUR.

- END -

Appendix A
Map of the airfield.

