# FAI Sailplane Grand Prix©

## South Africa Worcester

1. **<u>African Leg of the 11th series Sailplane Grand Prix</u>**

    **a.** Worcester airfield (S33°40'06.01" and E019°25'15.00") from 21-28th January 2023.

2. **<u>Competition Officials:</u>**

    Competition Director: Jason Adriaan

    Scorer: Peter Wyld

    Weather: Ian Forbes

    Safety Officer: Graham Hibbin

    Scrutineering: DJ Rainier

    Task Setting: CD & Markus Geisen

3. Contest - *18 metre class, Grand Prix.*

4. Additional Safety rules.

    **a.** Direction of circling in a thermal is determined by the glider which starts circling first.

    **b.** Maximum speed for vehicles on the airfield is 20 km/h.

    **c.** Vehicular traffic to be kept to a minimum on airfield. Only Official vehicles and competitor vehicles actively retrieving a landed glider may be on the field. Crew persons to be properly briefed.

    **d.** All SGP rules apply **except** standard ridge rules will always take preference:

        1) Before start, turns in one direction may not be possible.

        2) Safety and common sense will always take preference

5. The daily briefing will be held daily at 10am unless otherwise communicated via the WhatsApp group.

6. The WhatsApp group will be the official channel of communication, tasks or info posted there can be considered official.

7. Documents required to be carried on board the sailplane

    **a.** Pilot's passport or other personal ID,

    **b.** Pilot licence or equivalent document, (Or validation if needed)

    **c.** Certificate of Airworthiness or Permit to Fly,

    **d.** Certificate of registration,

    **e.** Glider radio licence,

    **f.** Contest area map (Supplied by the Organisation)

    **g.** Any other document required by law of glider's registration country or by aircraft operator.

8. If carrying a PLB or spot device, please leave the details with the flight office.

9. Technical requirements

    **a.** Glider avionics (including flight recorders, navigation and anti-collision devices) must be firmly mounted to the glider. No instruments, accessories or baggage may limit the pilot's vision nor interfere with the glider controls.

    **b.** **Use of FLARM anti-collision devices is mandatory**.

    **c.** Cellular (GSM) or satellite phone to be carried on board.

    **d.** Hardware and software for downloading his/her flight recorders. Down loaded flights in igc format.

    **e.** Any devices allowing the pilots to fly without ground reference must be removed from the glider.

    **f.** All pilots will carry trackers for this event. (If available)

10. Procedures for checking aircraft mass – general

    **a.** During initial technical inspection, gliders will be weighed, ballasted to the required wing loading or certification limit (which ever is the lower), with all removable equipment, including parachute, on board. Pilots will be weighed separately. Then the glider "tow out reference weight" (TORW) will be determined on the main wheel only, with all extra car tow equipment attached (wing covers, tail and wing wheels, tow bar etc.).

    **b.** The maximum wing loading allowed will be **50 kg/m$^2$**

    **c.** During the competition days gliders will be weighed at the weighing station in the tow out configuration as presented during initial inspection. Only main wheel will be weighed, resulting value will be compared to TORW (Tow out reference weight).

        1) Weighing tolerance of +/- 5 kgs will be used.

        2) During scrutineering, engine hours will be checked and noted.

3) Gliders may be within this tolerance, however, gliders found to be outside of this tolerance, the glider will be required to dump down to the reference weight.

4) Drinking water up to 3 kgs for personal use is not considered to be part of the glider's take-off mass.

5) Adding water ballast or fuel beyond the weighing station is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of an IGC official.

6) If gliders main wheel weight exceeds its TORW, glider is required to drop ballast to meet reference weight.

11. Glider parking

**a.** Gliders will be parked in the open air in a designated part of the airfield. Organisers will not provide anchoring equipment. Gliders shall be anchored at four points (release hook, tail, wingtips). Please remember to remove all anchors at the end of competition. Hangarage may be available from Cape Gliding Club or private hangar owners (Pilots own arrangements.)

12. General flying procedures

**a.** Units of measurement:

1) Time: local time (UTC + 2h)

2) Altitude: for scoring purposes - meters above mean sea level AMSL/QNH)

3) Flight Levels (FL)

4) Distance: kilometres and meters

5) Horizontal speed: kilometres per hour

6) Vertical speed: meters per second

7) Heading, bearings and radials: degrees true.

8) Pressure: hectopascals / millibars

9) Weight: kilograms

**b.** All flight altitudes will be referenced to the surface pressure at the time of take-off

**c.** Flight Levels will be referenced to surface altitude at the time of take-off and QNH shown on the task sheet.

**d.** Radio communication required for contact with Air Traffic Services NIL. Pilots may contact ATS units **only** for safety-related reasons.

13. Radio frequencies to be used during the Championships:

**a.** Launches, finishes, landings 124,80 MHz, backup 123,60 MHz

**b.** Start time announcements 123,60 MHz, backup 124,80 MHz

**c.** Group circling frequency 123,60 MHz

**d.** Out-landing frequency 124,80 MHz

**e.** No other frequencies during the task will be allowed

14. Frequency selection procedures

**a.** If the 124,800 MHz is blocked during the launches, backup frequency of 123,600 MHz will be used.

**b.** When circling with other gliders, 123,600 MHz should be monitored.

**c.** During the approach for an out landing, pilot shall monitor 123,600 MHz and remain on it if he is close to another glider.

**d.** On final glide, 124,800 MHz should be selected before reaching 10km. Pilot should monitor 124,800 MHz until leaving the landing area.

15. Competition procedures

**a.** Discharging water ballast on the grid allowed only under control of an official.

16. Grid procedures

17. Launches will be confirmed or postponed not later than 10 minutes before scheduled first launch. When launches are confirmed all cars, bicycles and auxiliary devices shall be removed from the grid without delay. Organisers are not responsible for vehicles left on the grid without supervision and are approved to remove them to allow smooth operation of launches.

18. Launch procedures for motor gliders

**a.** Self-launching gliders shall use same launch patterns as tow planes. Engine shall be shut down in designated release area below the release altitude.

**b.** Motor gliders should otherwise conform to all procedures for non-powered gliders.

19. Release Areas and Release Heights

**a.** Towing patterns and release areas will be announced at the briefing. - See map for release areas. Release altitude will depend upon weather and release locality. The release altitude will be announced at the briefing or on frequency 124,80 MHz before start of launches.

20. Areas where circling is prohibited or permitted in one direction only.

**a.** During launches circling is prohibited in tow and release zones.

**b.** Within 10km of Worcester airfield only circling to the left is permitted.

21. Start geometry

**a.** Radio procedures for announcing start line opening

1) Time of opening of the start line will be announced **on frequency 123,60** MHz: as IGC rules for a SGP.

2) Suspension, delaying and cancelling of start line opening will also be announced on **123,600 MHz.**

3) Altitude procedures for the starts - In compliance with the IGC SGP rules (v11)

22. Instructions pertaining for real out landings

**a.** Out landings shall be reported without delay to the contest director. Telephone number to be announced at briefing.

23. Provision of and requirements for aero tow retrieves

**a.** Aero tow retrieves are possible **from airfields and airstrips** only. The organisers do not provide for aero tow retrieves, they are possible only after individual agreement with tow pilots and are charged at the full cost for the required **flight time**, from take-off at base to landing back at base.

24. Handling of flight documentation

**a.** Flight recorder files **(IGC files**) shall be delivered to Scoring office within 20 minutes of landing. After an out-landing files shall be delivered immediately after returning to the airfield. Backup device files shall be delivered within 60 minutes after notifying the pilot (personally or via telephone).

**25. Launching**

**a. <u>Grid Order:</u>**

1) There will be no grid order published as we have enough tow planes, that the launching will be fast enough not to disadvantage the early or late launchers.

**b. <u>Runway 15 Procedures:</u>**

1) Gliders to stage on end of runway (Nose to tail in correct order). Tugs to land either on 15 winch, cross to 15 main on cross runway (12 -30) and then back track onto 15 to launch. (See airfield sketch)

**c. <u>Launching Runway 33 procedures:</u>**

1) Gliders are to be staged at 33. Tugs land winch 33 and cross at wally's way and back track.

**d. <u>Re-lights:</u>**

1) The winch runway and the cross runway (12 -30) are available for landing if a relight or relights are needed. Note that any landings on winch runway during launching should be deep to avoid blocking tug landings.

2) If cross runway is used be aware of departing traffic.

3) AS per the SGP rules, Gliders with engines/jets may NOT do in air relights, **<u>however</u>** at the discretion of the CD, permission may be given to a glider to do an in air start, if the CD deems this to be safe and beneficial to the launching operation.

**e. <u>Release zones:</u>**

1) Glider release zones used are as per the sketches shown in the briefing

2) Release height will be announced along with task briefing – this will depend on weather, task and drop zone. Distant (e.g. Waaihoek) drop zones likely to be much higher than closer release areas. (Waaihoek likely drop height 4500' AMSL and others 3500')

**f.** **<u>Finish line:</u>** will be placed across the runway at the threshold of the runway in use such that a low energy finisher may land straight ahead (or use winch runway) and high energy finishers may proceed to a circuit. Minimum altitudes will be published daily.

1) Final control points may be so positioned that approaching gliders are aligned at right angles to the finish line and with the runway. Control points at 5 and 15 kilometres from finish line at each end may be used.

**g.** **<u>Dangerous flying:</u>** Dangerous flying will be penalised heavily. At the sole discretion of the Director and Safety officer. Standard ridge flying rules will be enforced.