



FAI Qualifying Sailplane Grand Prix SERIES 13

2026

Local Procedures

Location

Vinon sur Verdon

29th august – 05th September

Version 1st issue 04th Avril 2026

A GENERAL INFORMATION

1 Reference

This document adapts the General Procedures of the FAI Sailplane Grand Prix rules to our local operation, considering local knowledge, the relationship with the community and the environment.

- FAI Sailplane Grand Prix rules – **V13.1**

2 Name and location of the Event

Name: FAI Sailplane Grand Prix France 2026
Type: FAI Qualifying Sailplane Grand Prix
Organizer: The “**Association Aéronautique Verdon Alpilles**” gliding club with the support of the FFVP.
Airfield: Vinon sur Verdon
ICAO code: [LFNE](#)
Coordinates: N 43° 44' 11" - E 005° 46' 59"
Elevation: 275m 900ft
Frequency: 118.155

3 Time Schedule

Registration with priority order: *June 15th 2026*
Closing date for preliminary entries: *June 15th 2026*
Formal Registration: August 27th, 28th, 29th 2026
Unofficial Training: Open until 27th august
Official Training: 28th-29th august
Scrutineering: 28th-29th august
First Briefing: 29th august 18h30
Contest Flying: 30th august-05th September
Daily Briefings : 10:30pm
Prize Giving Ceremony: 30th august - 8.00pm

4 Competition Officials

Competition Manager: Philippe Souquet president@vinon-soaring.fr
Contest Director and Task Setter: Roger Eyrier rogeraava@gmail.com
Flight Operation Director: Roger Eyrier
Weather: Gérard Herbaud
Towplane Manager: Denis Burckel
Weighing: Michel Vigouroux
Gridding: Valentin Bouvin
Chief Scorer: Jean Marc Savoie jmsavoie@free.fr
Administration: Kelly Sacrez - Nathalie Peron secretariat@vinon-soaring.fr
FAI website and social media: Jean François Verrier
Live Tracking: Jean François Verrier
SGP referee: Benjamin Neglais benjamin.neglais@ffvp.fr

5 Contacts

Address: 1 route de aerodrome 83560 Vinon sur Verdon
Phone: +33 4 92 78 82 90
Email: secretariat@vinon-soaring.fr

6 Price list

Entry fee: 250€

Tow to 900 m (AMSL)65. Euros + 6 € / per 100m above 900m AMSL

In addition, tows to a higher altitude or to a remote start may be charged and will be advised at briefing.

For payment details see bulletin 1.

7 Registration Procedure

On **June 10th, 2026**, the organization will contact the 20 selected pilots using the priority order defined by the Grand Prix rules. The selected pilot must pay their entry fees before **June 15th, 2026** to confirm their entry.

Remarks:

- any pilot already qualified for the world final will be discounted from the results for qualification purposes.
- there will be no refund in case of pilot withdrawal.

B TECHNICAL INFORMATION

1 Class

The SGP will be run in the 18m class. Any glider with less than 18m span may compete. Wing loading sporting limit shall be 51 kg/m².

2 Documents to be presented at Registration or Scrutineering

Pilot:

- Valid glider pilot licence
- For non-Easa registered gliders, pilot must have a proof she/he can fly this glider in French airspace with his/her current sailplane pilot licence
- FFVP Licence valid for September 2026 (this Licence can be subscribed to onsite).
- Registration form completed
- FAI sporting Licence
- country flag

Sailplane:

- Certificate of Airworthiness or Permit to Fly
- Certificate of registration
- Logbook
- Third party Insurance valid for competition.
- copy of last weight and balance sheet

Pilot: will be asked to sign a registration form confirming that they have all relevant documents during scrutineering

3 Instruments that must be removed or disabled in the sailplane

No cloud flying is permitted. All instruments providing the ability to cloud fly must be removed or disabled, specifically including:

- Any type of artificial horizon,
- Gyro Instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz compasses, turn and bank indicators).

4 Safety equipment requirement

Flarm must be set with "tracking" mode enabled, and that in the OGN database, proper aircraft registration, callsign and type must be set for tracking purpose

canopy flasher is mandatory

5 Emergency Locator Transmitters (ELTs)

ELTs are not required but strongly recommended.

6 Procedures for checking aircraft mass

Take-off mass:

A check of the glider mass will be done to verify that the take-off wing loading will not exceed the agreed wing loading for the contest

Initial Weighing:

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

- a) Glider at max take-off wing loading with pilot and parachute, loose items such as water, tie-down equipment, additional clothing. water ballast may be added or dropped in order to adjust the weight.
- b) Reference "main wheel weight" in "towing out" configuration and all removable equipment on board.
- c) drinkable water allowance of max 3kg has to be removed from the glider during the initial weighing

Glider	Wing area (m ²)	Maximum Allowed mass (kg)	Max achievable wing loading (kg/m ²)	Grand Prix Comon wing loading (kg/m ²)	Grand Prix Maximum mass (kg)
ASG 29 - 18m	10,50	600	57,14	51	535,5
DG 800S - 18m	11,81	525	44,45	51	525
JS 1 - 18m	11,21	600	53,52	51	571,71
JS 1 - 18m EVO	11,19	600	53,62	51	570,69
JS 3 - 18m	9,95	600	60,30	51	507,45
LAK 17A - 18m	9,80	500	51,02	51	507,45
LAK 17B - 18m	10,32	600	58,14	51	526,32
LS 6C - 18m	11,40	525	46,05	51	525
Ventus 2C - 18m	11,03	525	47,60	51	525
Ventus 2CX - 18m	11,03	600	54,40	51	562,53
Ventus 3 - 18m	10,84	600	55,35	51	553,84
AS 33 - 18m	10,00	600	60,00	51	510

Regular weighing:

a) 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 scrutineers 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.

b) A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added.

7 Communication

During the contest WhatsApp will be the primary communication method.

8 Sponsors

The organizers may require all competing gliders to carry a logo of the organizer's sponsor in the same position on all gliders.

9 Pandemy Conditions

If any special conditions are necessary to comply with Pandemy restrictions these will be announced in a special bulletin.

C GENERAL FLYING PROCEDURES

1 Circling in thermals

All sailplanes must turn in the same direction as the first glider in the climb.

See SGP rules §7.3.2c for turning requirements 5 minutes before the opening of the start line.

2 Units of measurement

- Height and altitude in meters(m)
- Distance in Km)
- Speed in Km/h
- Vertical speed in m/s
- Mass in kilograms Kg
- Temperature in degrees Celsius C°
- The reference elevation of airfield is 275m

3 Radio frequencies to be used during the Grand Prix

Transmissions may only be made on the frequencies prescribed by the organizers. The frequency for the Launches will be 118.155 MHz. The frequency for the Start, Finishes and Landing will be 118.155 MHz. The common safety racing frequency that shall always be used on task by competitors for flight safety shall be **122,150 MHz**.

In case of outlanding on an airfield, pilots may use local airfield frequency to land out without penalty

IGC SGP Rules § 8.7: Use of frequency other than the common frequency: Day disqualification

4 Carriage of GNSS data transmitters for public displays

The organizers will require competition sailplanes to carry trackers (data transmitters) to enable the public display of glider position during competition flights. The position of the sailplanes shall be displayed without a time delay. The trackers are of small size, easy to install, and do not interfere with the usual instrumentation. Any interference to prevent them from working shall be penalized.

D GRIDDING

1 The launch grid

There will be up to 10 rows of 2 gliders.

A row will be allocated to every pilot but the position in the row will not be defined.

The grid order will be drawn by lots during the first briefing.

The grid order shall advance by two rows after every valid race.

The grid order will be displayed every morning in the briefing room.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. Refilling has to be observed by the Competition Director, Referee or delegate.

E LAUNCH PROCEDURES

1 Take-off procedures will be given at the daily briefing

2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions.

3 Standard tow altitude

Self-launching gliders must launch as directed by the Contest director in accordance with 7.2.2. The standard tow altitude will normally be 900m AMSL (625m AGL). The tow altitude will be defined at the daily briefing.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

5 Re-launch (re-lights)

It will be prohibited to use the engine on motorised gliders to "relight the air without landing"

A glider may be re-launched provided it has landed within the boundaries of the airfield.

The glider will be re-launched as soon as possible. If several pilots need a re-launch they shall be re-launched in the same order as they landed back.

Gliders requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriate time delay.

F START PROCEDURES

The opening of the start line and the radio procedures shall be compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcast on 118.155MHz. A maximum altitude limit at the start will be imposed and announced at briefing.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on 118.155MHz by giving their contest number at the Mandatory reporting point

2 Mandatory reporting point and finish line

To complete all tasks the pilots will have to turn at a mandatory reporting point.

The finish procedure is defined for arrival from the North (axis 201° = Finish 20) according to the Visual Approach card of Vinon.

Finish 20 :

For arrivals from the North the mandatory reporting point shall be reporting point (7,3 Km) **407Manosque Pont** N43°48'16"- E005°49'28"

The finish line is a straight line, of 0.5 km length, centered on the point **999-Finish 20** Coordinates: N43°44'39"– E005°47'10"

The competitors shall remain above the minimum altitude of 305m AMSL (30m AAL) between the mandatory reporting point and the finish line. Non compliance will be penalized by 2 seconds per meter below this minimum altitude (no warning at the first offence!).

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After finishing landing circuits should be made in accordance with daily briefing and advice of the Competition Director on the frequency 118.155 MHz. Competitors should avoid flying over the public area.

In case of strong North-West wind (Mistral situation), the minimum altitude on finish line will be raised to **450m AMSL (175m AAL)** and landing pattern will be for RWY 28 or 34

Because of roads around the runway, flying lower than 3 meters above the fences will be considered as dangerous flying.

IGC SGP Rules § 8.7: *Flying below the minimum altitude between the reporting point and the finish line.:*

- 0 sec/metre for the first 5 metres,

- 2 sec/metre below the minimum altitude thereafter measured at the lowest point

3 Finishes

Finishes should be done in accordance with the patterns shown in the Self-Briefing

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform contest director. It is recommended to send a WhatsApp private message or SMS to the contest director. The Phone/WhatsApp number will be written on the task sheet.

I SCORING

Handling of flight documents

The IGC file in secure mode must be submitted by the competitor as soon as practicable, but not later than 30 minutes after landing.

IGC files must be handled by each pilot in any of the following electronic means:

- By uploading the IGC file as described at briefing.

J PROTESTS

The value of the protest fee

The amount of the protest fee is 300€ The protest fee shall be returned if the protest is upheld or is withdrawn prior to the hearing by the Referee.

K AIRSPACE

The status of airspace will be clearly defined during each briefing

Airspace files

SeeYou (*.cub) and Open Air (*.txt) files will be available on the SGP web site and Soaring Spot

L DANGEROUS FLYING

IGC SGP Rules § 8.6.6: *In case of unsporting behaviour the SGP Director may penalise a pilot with a warning (yellow card) or depriving him from one position in the overall ranking for first offence. A second offence may be penalised by disqualification (red card) from the event.*



Flying under 3 metres above the roads and fences around the airfield is highly dangerous for the pilot and moreover for our neighbours!

ANNEX 1

Visual Approach Card LFNF

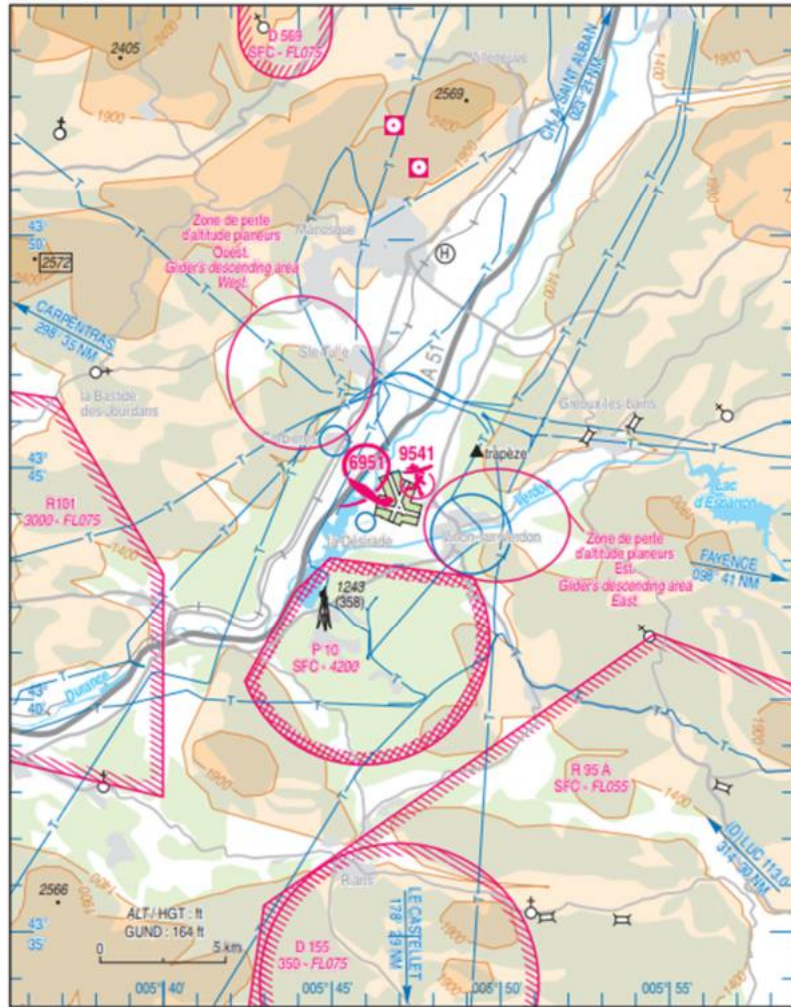
APPROCHE A VUE
Visual landing

Ouvert à la CAP
Public air traffic
22 FEB 24

VINON
AD 2 LFNF APP 01

	ALT AD : 903 (33 hPa) LAT : 43 44 11 N LONG : 005 46 59 E	LFNF VAR : 2°E (20)
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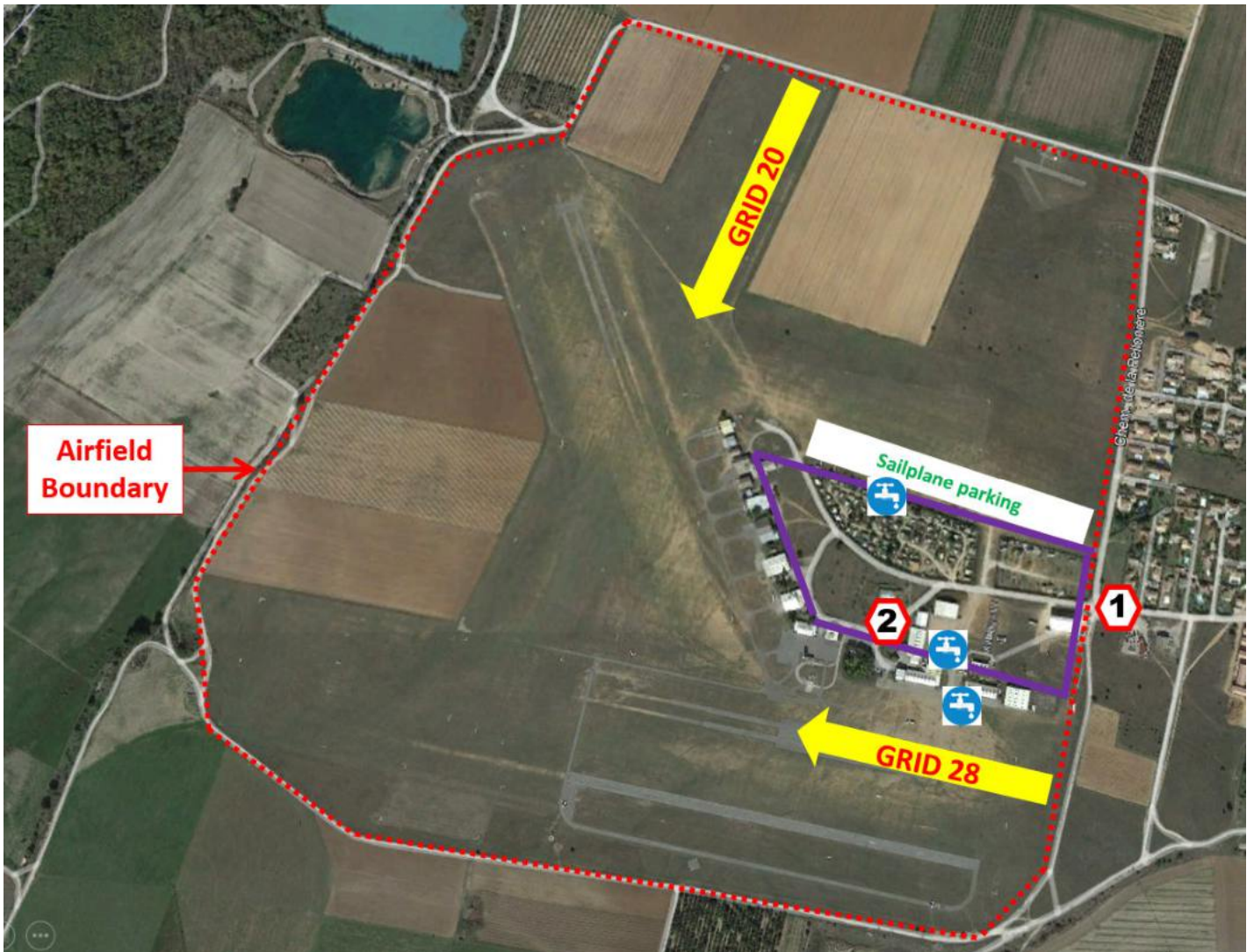
APP : NIL
TWR : NIL
A/A : 118.155



AMDT 03/24 CHG : indication d'échelle.

© SIA

ANNEX 2 Airfield Layout



Main entrance to the Airfield



Administration and Briefing

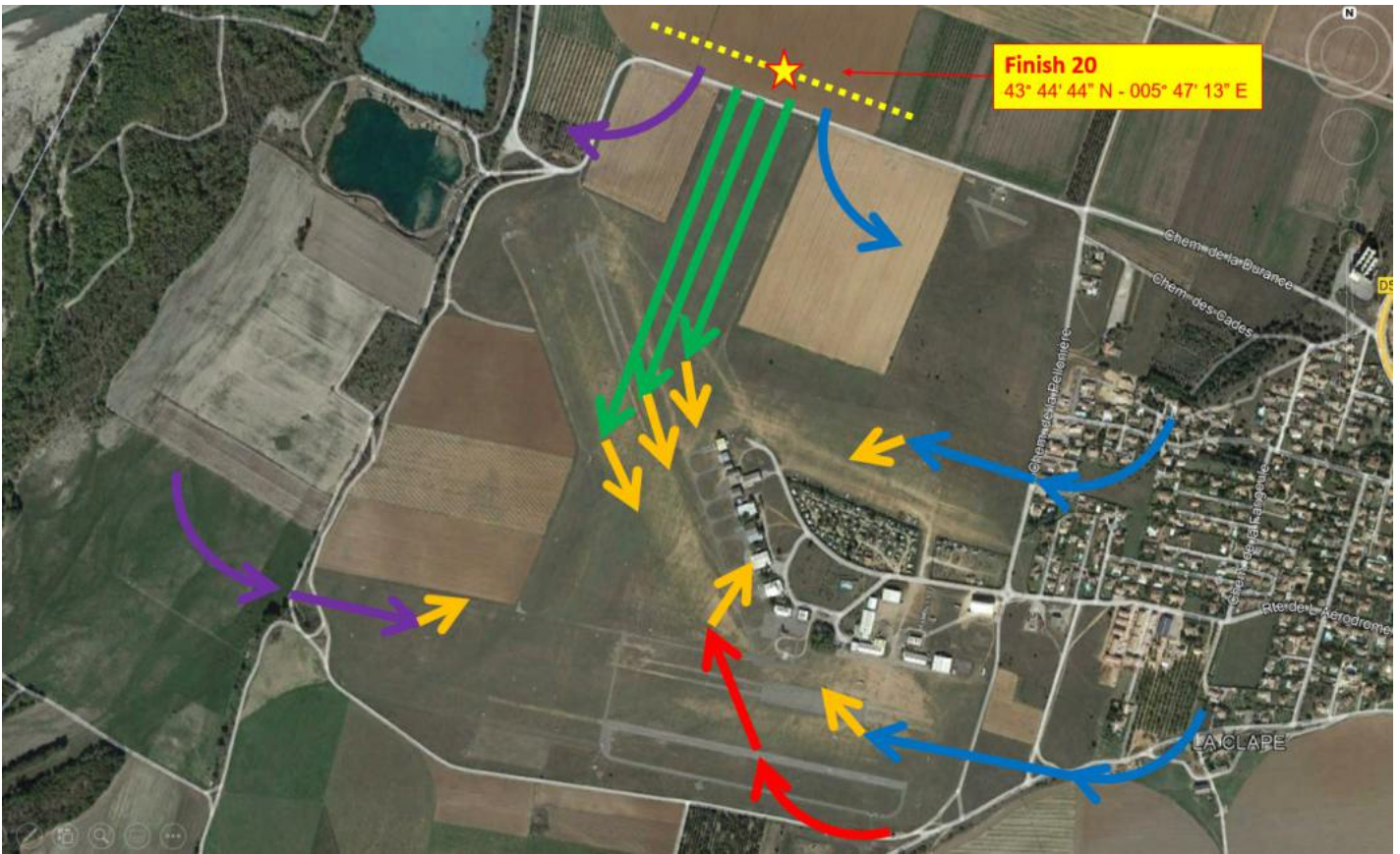


Water Point



Public Area – Do not overfly at low altitude

ANNEX 3 FINISH LINE AND LANDING PATTERNS



Finish Point 43° 44' 44" N - 005° 47' 13" E



Finish Line Line 500 m = 2 x 250 m



Direct Landing (Recommended Finish procedure)



Speed Finish + Landing RWY 28 or RWY 30



Speed Finish + Landing RWY 34 (**Strong NW wind = NO Direct Landing RWY 20**)



Speed Finish + Landing RWY 10 (Strong East Wind)



Direction of Runway vacation

Speed Finish : Do not fly over the public area

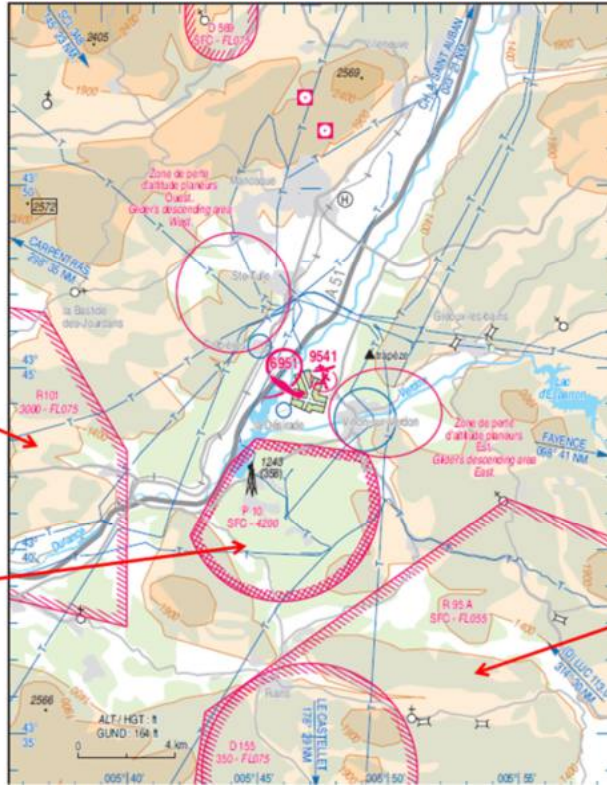
ANNEX 4 AIRSPACE

Local Airspace around Vinon

R 101 **FL 75**
900 m AMSL

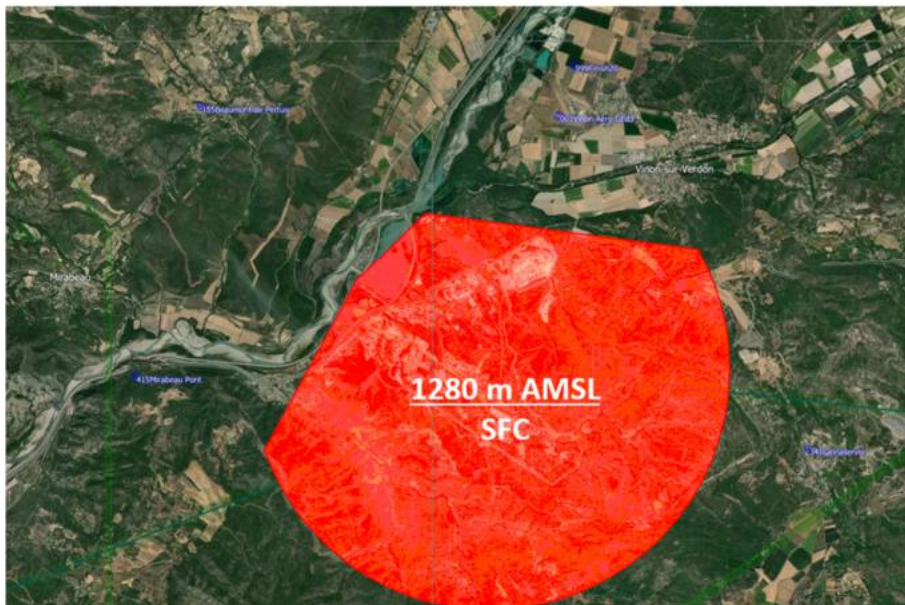
P 10 **1280 m AMSL**
SFC

R 95 A+D1 **FL 65**
SFC



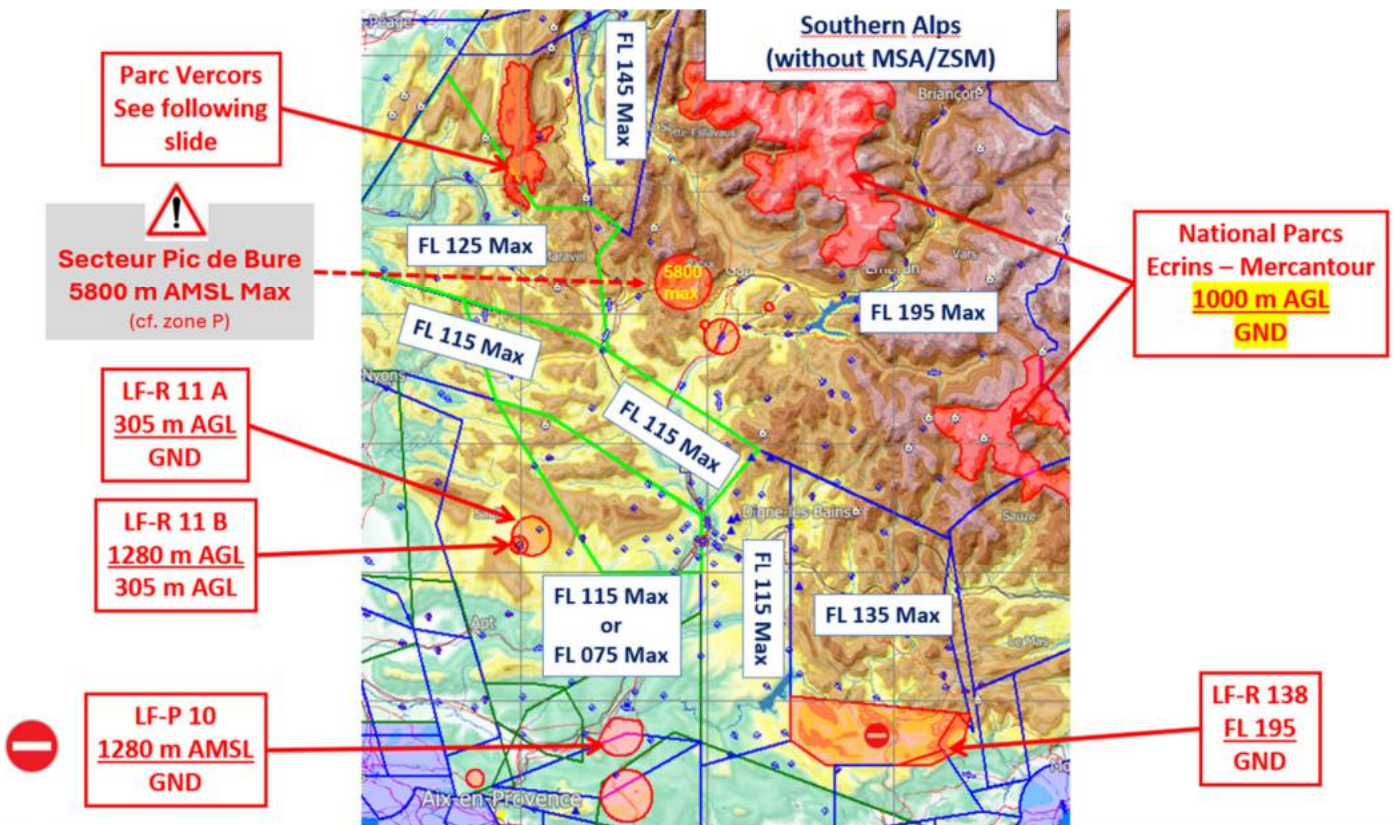
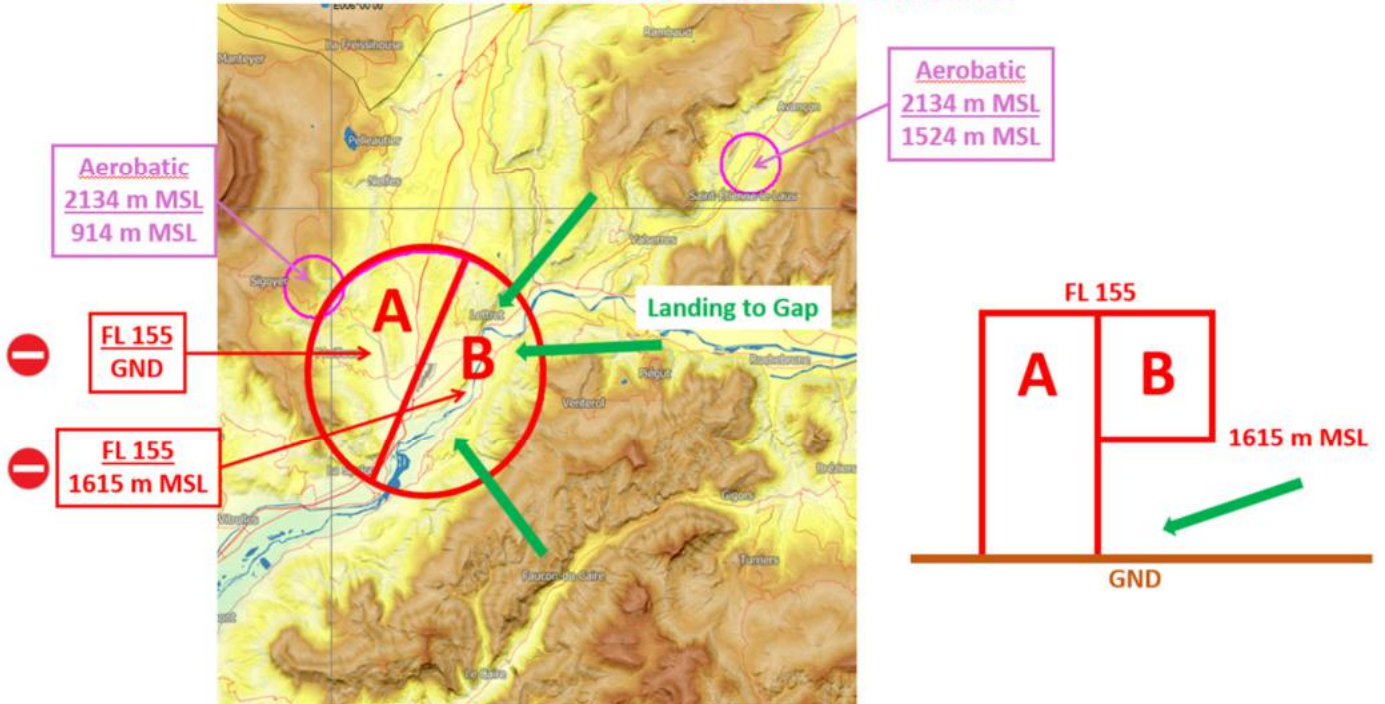
LF-P 10 « CADARACHE »

(Caution ! ground security personnel monitor this area)



GAP-TALLARD (LFNA)

Aerobatics areas and Skydiving aeras – 119,10 MHz



 **Parc Régional du Vercors**
300 m AGL
GND

