



World Series XIII



FRANCE
VINON SUR VERDON

Self Briefing



1st issue
30/07/2026





Welcome !

- ***We are so proud to welcome you
and to host the Grand Prix de France 2026***
It's a huge challenge for our club.
- We will do our best for sport and fun!
- ***Please pay attention to :***
 - Our neighbours,
 - We share the airfield with other air clubs,
 - Airspace
- **the sustainability of the competitions in Vinon**
- **depends on on the Grand Prix France 2022 !**



Schedule



- Unofficial training
- Official training
- Scrutineering
- Opening ceremony
- Official competition
- Reserve day
- Prizegiving ceremony
- Diner

august 27,28

august 29

august 28,29

august 29

18:00 at the airfield

August 30 to September 5

September 6

September 5 18:30

20:00





Organization



- Competition Managers : Philippe Souquet
- Contest Director and Task Setter: Roger Eyrier
- Flight Operation Director: Roger Eyrier
- Meteo: Dmytry Borovik
- Towplane Manager: Denis Burckel
- Weighing and scrutineering: Michel Vigouroux
- Gridding: TBD
- Chief Scorer: Jean Marc Savoie
- Administration: Kelly SACREZ - Nathalie PERON
- FAI website and Social Media: Jean-François VERRIER
- Live Tracking and Sportcaster: Gérard HERBAUD / Jean-François VERRIER
- IGC Referee: Benjamin Neglais



Official Documents



- Rules, local procedures, turnpoints and airspace files can be downloaded :
- All competitors are supposed :
 - To know the rules, local procedures and the self-briefing before the first official competition day ;
 - To upload turnpoints and airspace database into navigation system ;
 - To be able to provide the original IGC file from his flight recorder(s).

The organisation won't download the flight from your recorder !

You have to do it by yourself with your own tools.



Mandatory Requirements

Pilots :

- Valid glider pilot license or permit-to-fly in France
- Valid aero medical
- FAI licence
- FFVV licence (can be subscribed during the check in)

Glider :

- Liability insurance
 - Valid airworthiness or permit-to-fly in France
 - FLARM (competition mode not active) with OGN registration
 - High visibility markings (wings and fuselage, 20cm wide)
- or
- LED-Canopy Flasher (or similar) Mandatory



Equipements :

- IGC approved flight recorder
- Moving map showing special airspace
- Up-to-date aero map
- VHF transceiver (with 8,33 channel spacing)
- Parachute
- A smartphone with WhatsApp to receive the messages sent by the organization



Airfield Layout

- ① Airfield access
- ② Administration and Briefing
- ③ Grid 20 access

P Vehicles Parking Grid 20

 Water point

 Public area
do not overfly
at low altitude

 Airfield Boundary





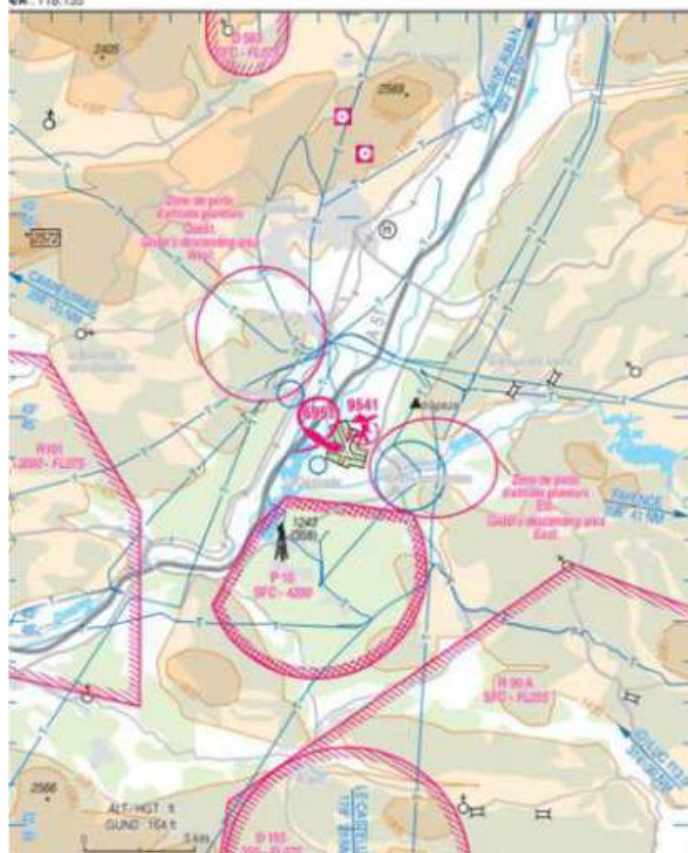
Visual Landing Card

LFNF



APPROCHE A VUE Visual landing	Ouvert à la CAP Public air traffic 22 FEB 24	VINON AD 2 LFNF APP 01
	ALT AD : 900 (33 hPa) LAT : 43 44 11 N LONG : 005 46 59 E	LFNF VAR : 2°E (20)

VPP : NIL
VWR : NIL
VA : 118,155



Alt : 900 ft (275 m)

Freq AA:118,155

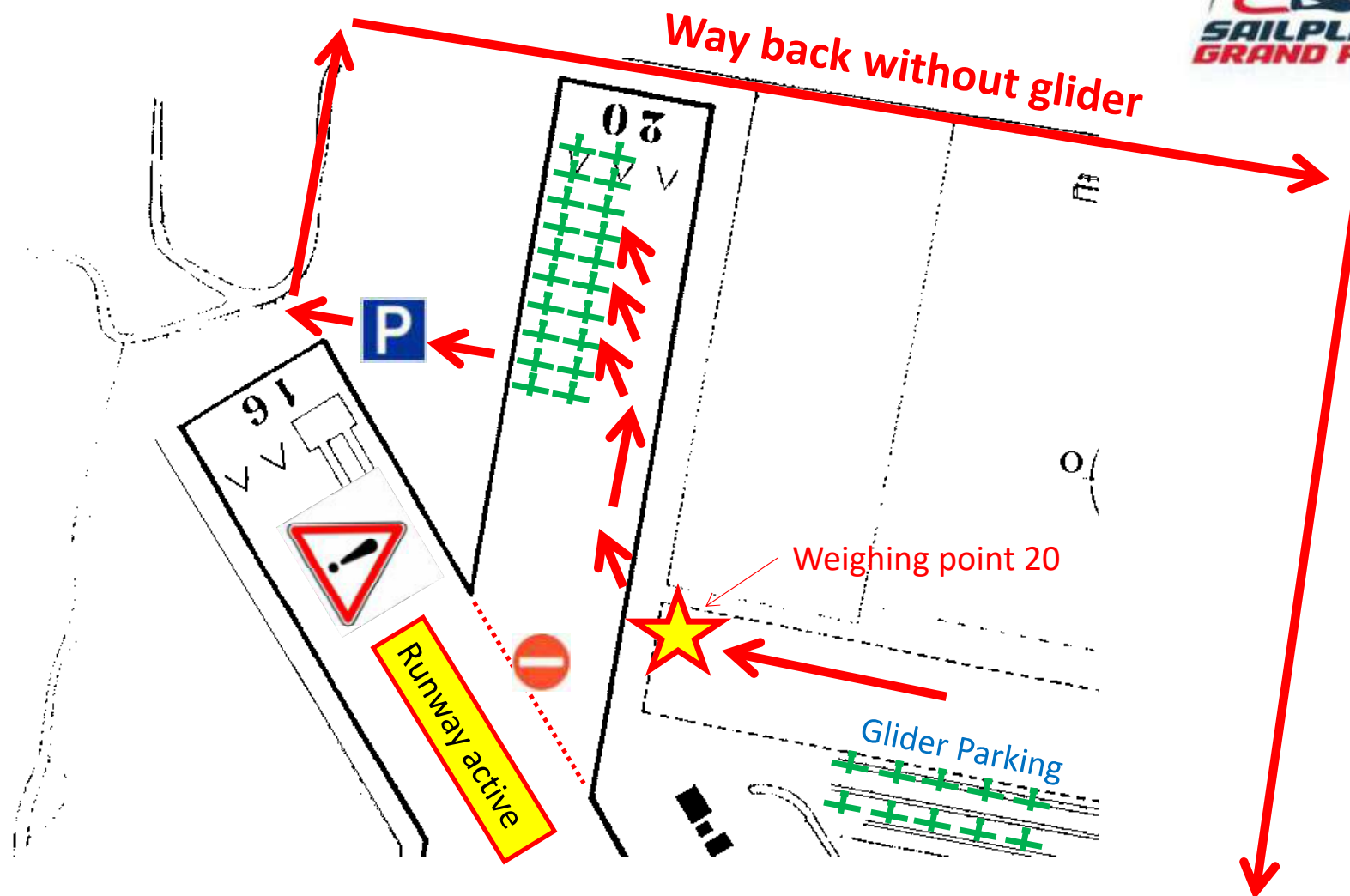
Air:122,150



Procedures

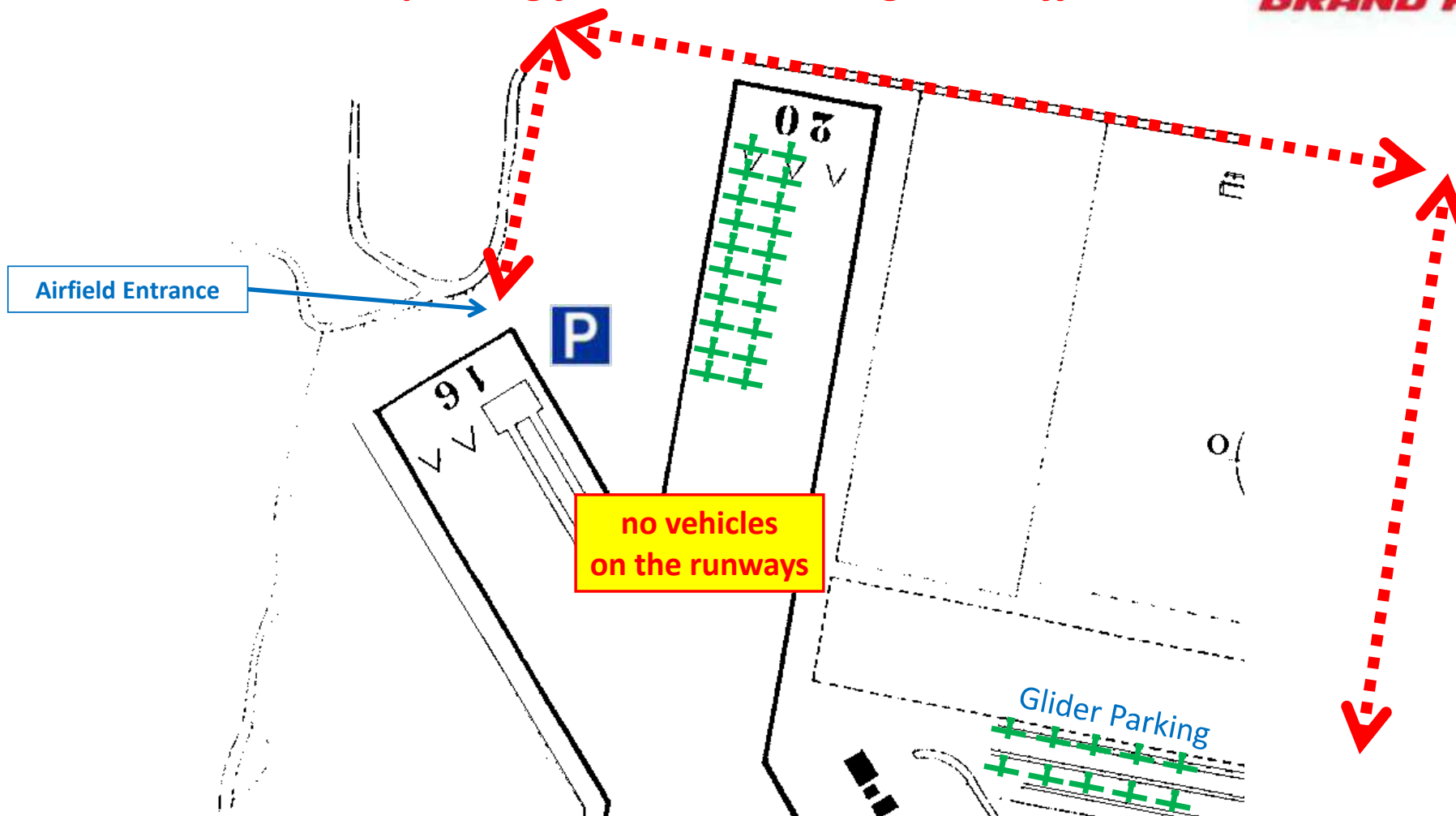
RWY 20

Grid RWY 20

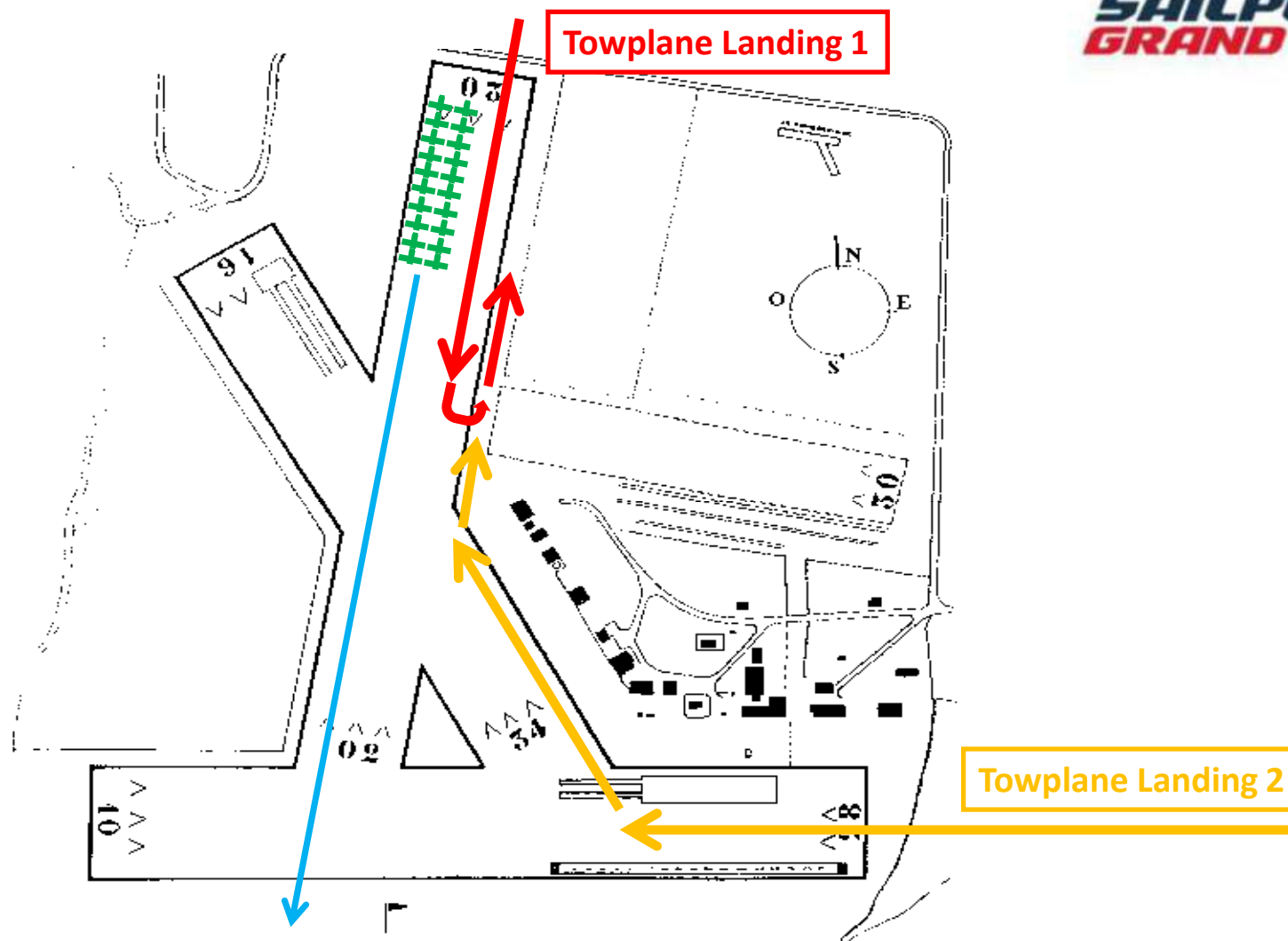


Take-Off RWY 20

Route and parking for vehicles during Take-Off time

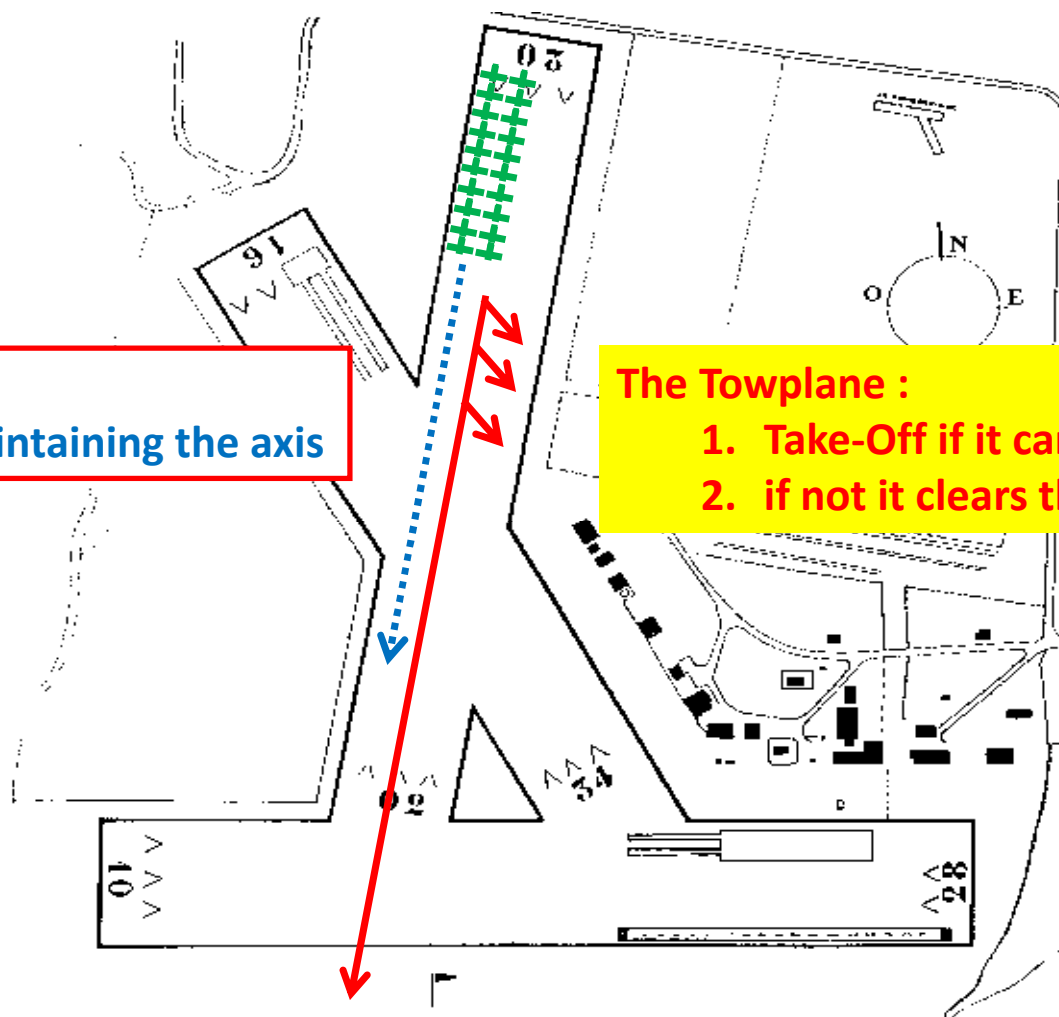


Take-Off RWY 20



Take-Off RWY 20

Aerotow incident on Take-Off

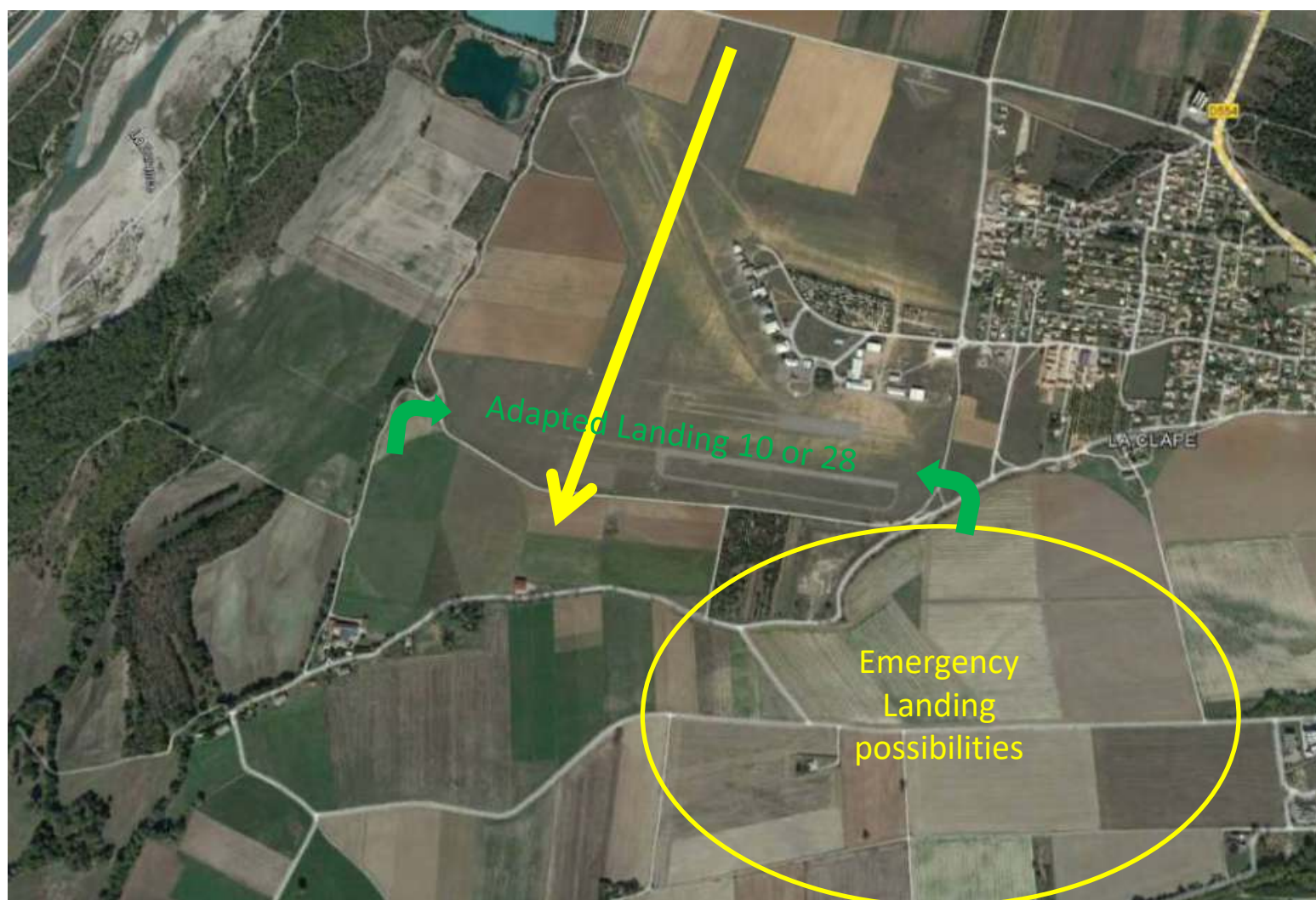


The Glider :
manages its energy by maintaining the axis

The Towplane :
1. Take-Off if it can
2. if not it clears the axis by the left

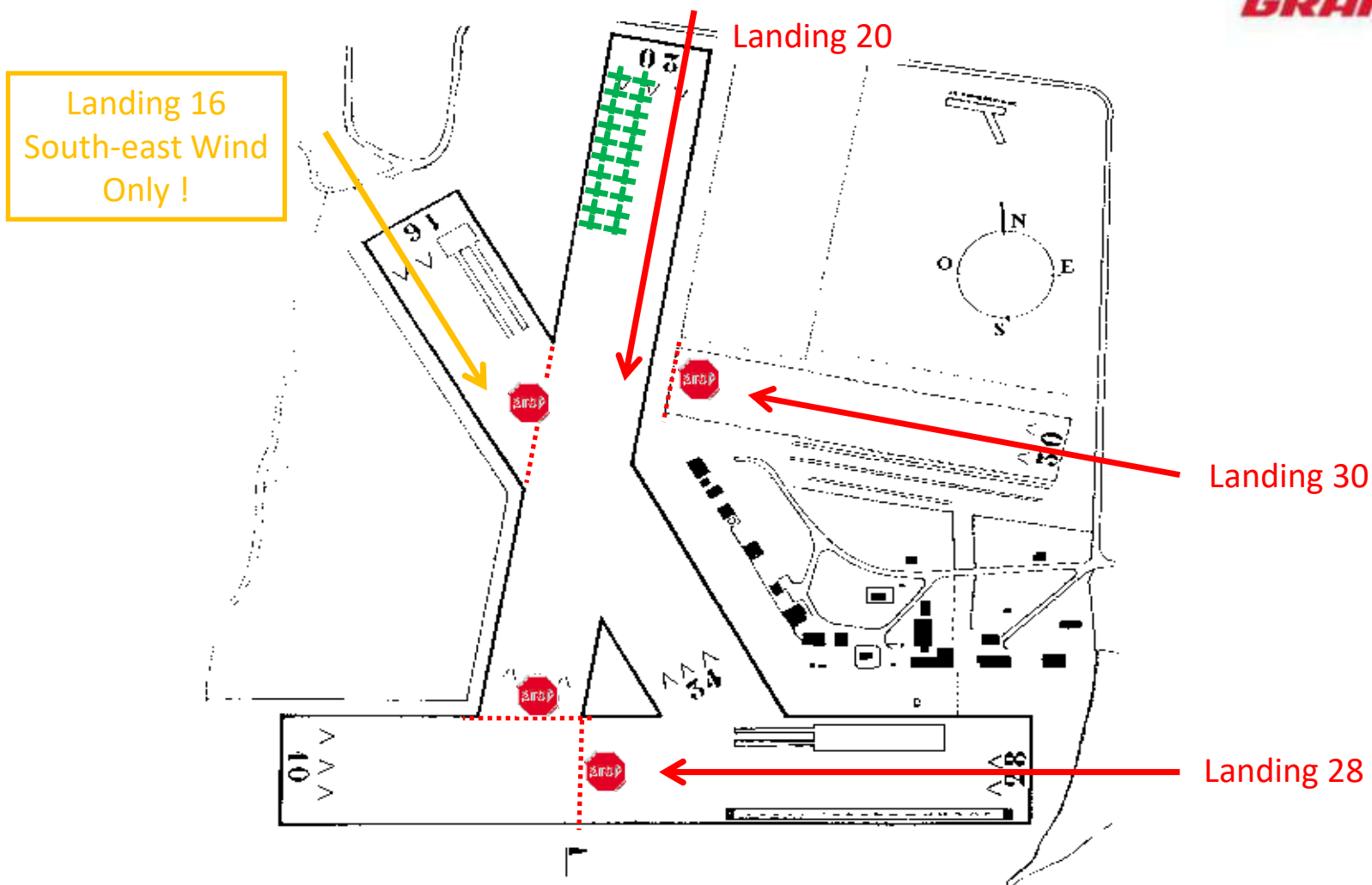
Take-Off RWY 20

Aerotow incident on Take-Off



Take-Off RWY 20

landing possibilities during Launch Time



DECOLLAGE 20 LARGAGE GREOUX



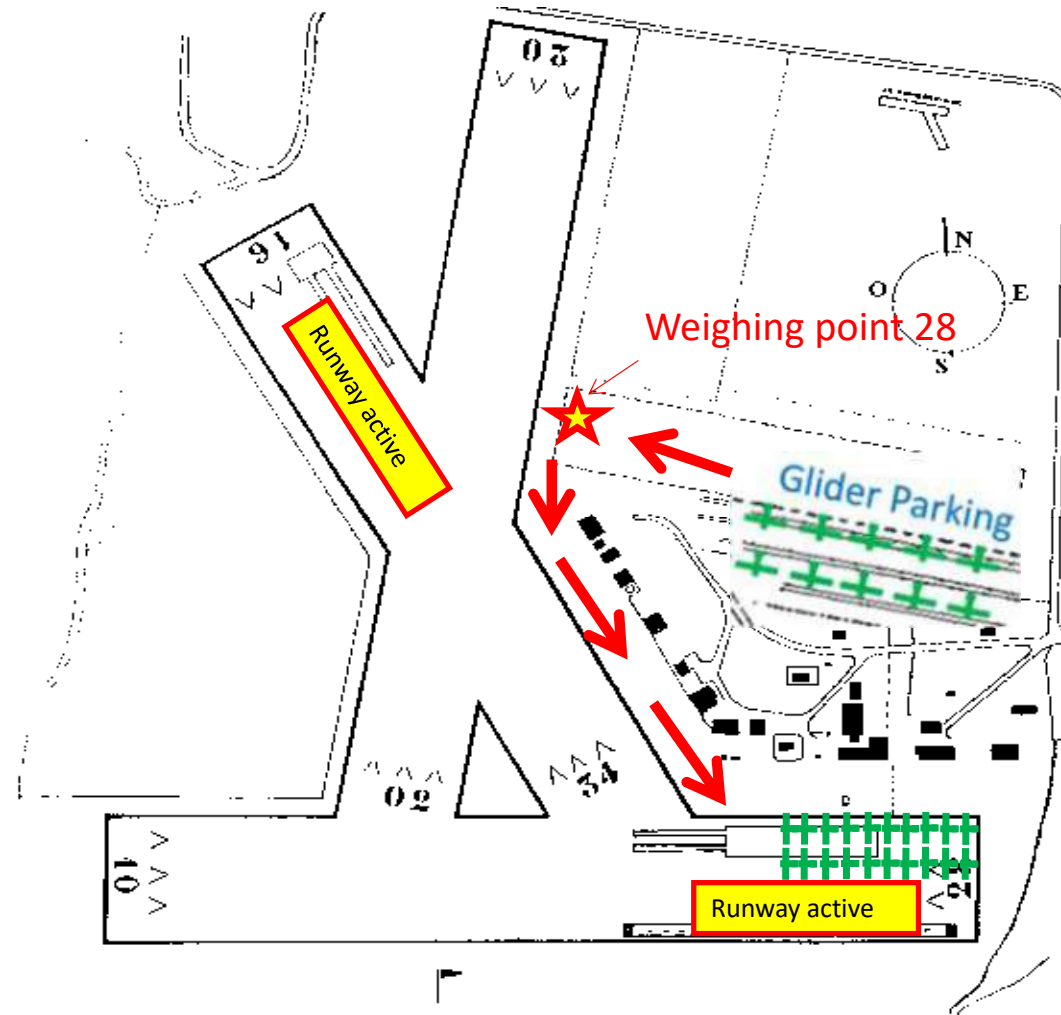




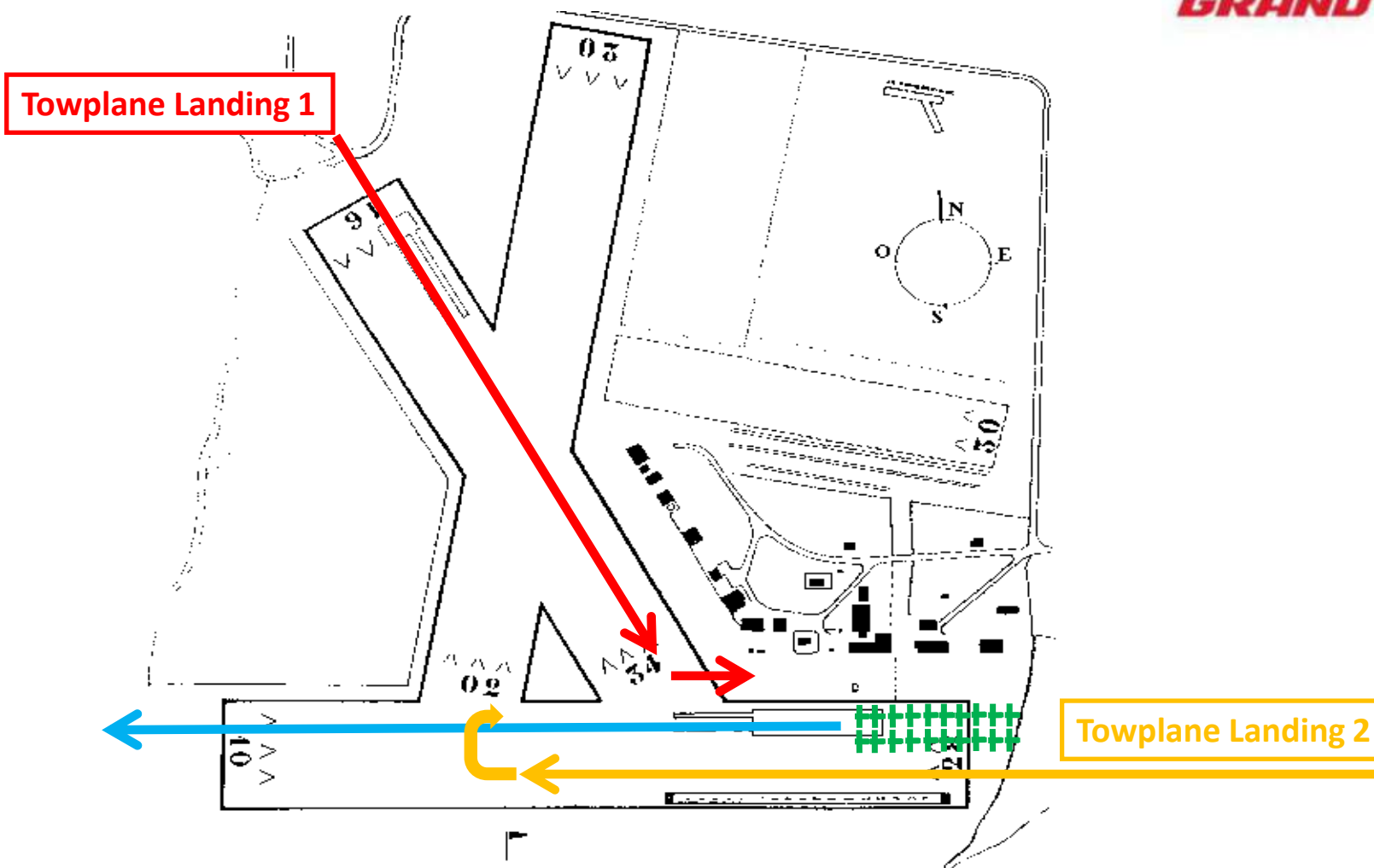
Procedures

RWY 28

Grid RWY 28



Take-Off RWY 28

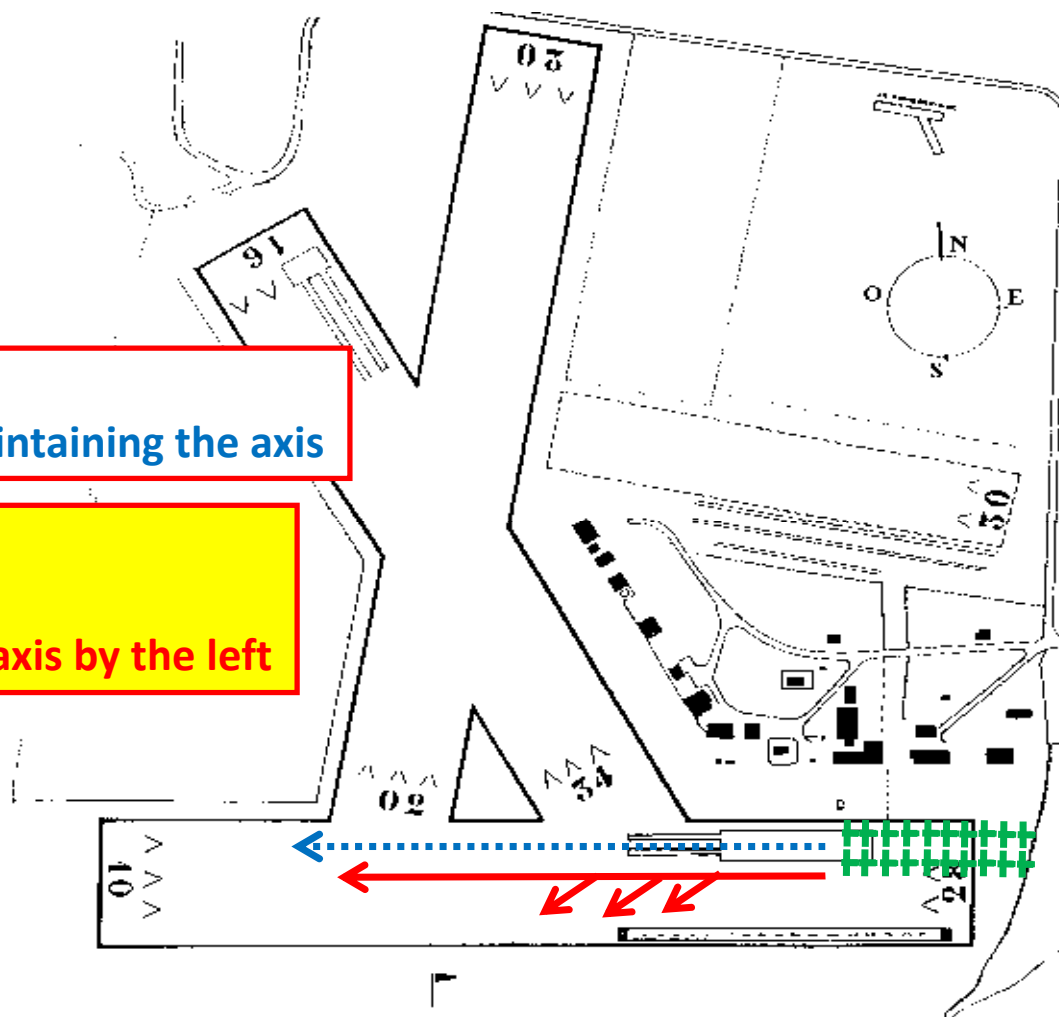


Take-Off RWY 28

Aerotow incident on Take-Off

The Glider :
manages its energy by maintaining the axis

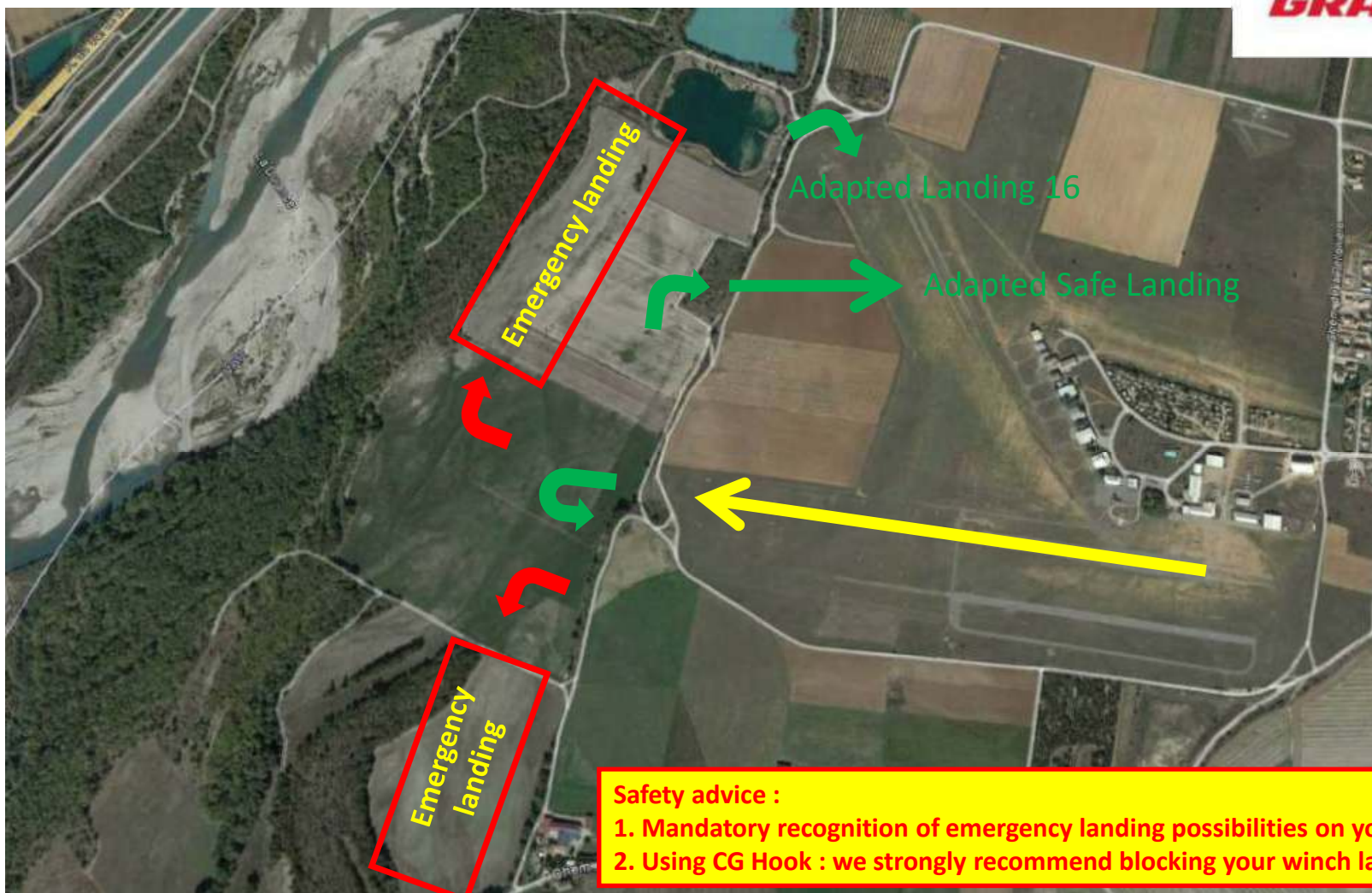
The Towplane :
1. Take-Off if it can
2. if not it clears the axis by the left



Take-Off RWY 28

Aerotow incident in initial climb

U-turn
safety altitude
80 m

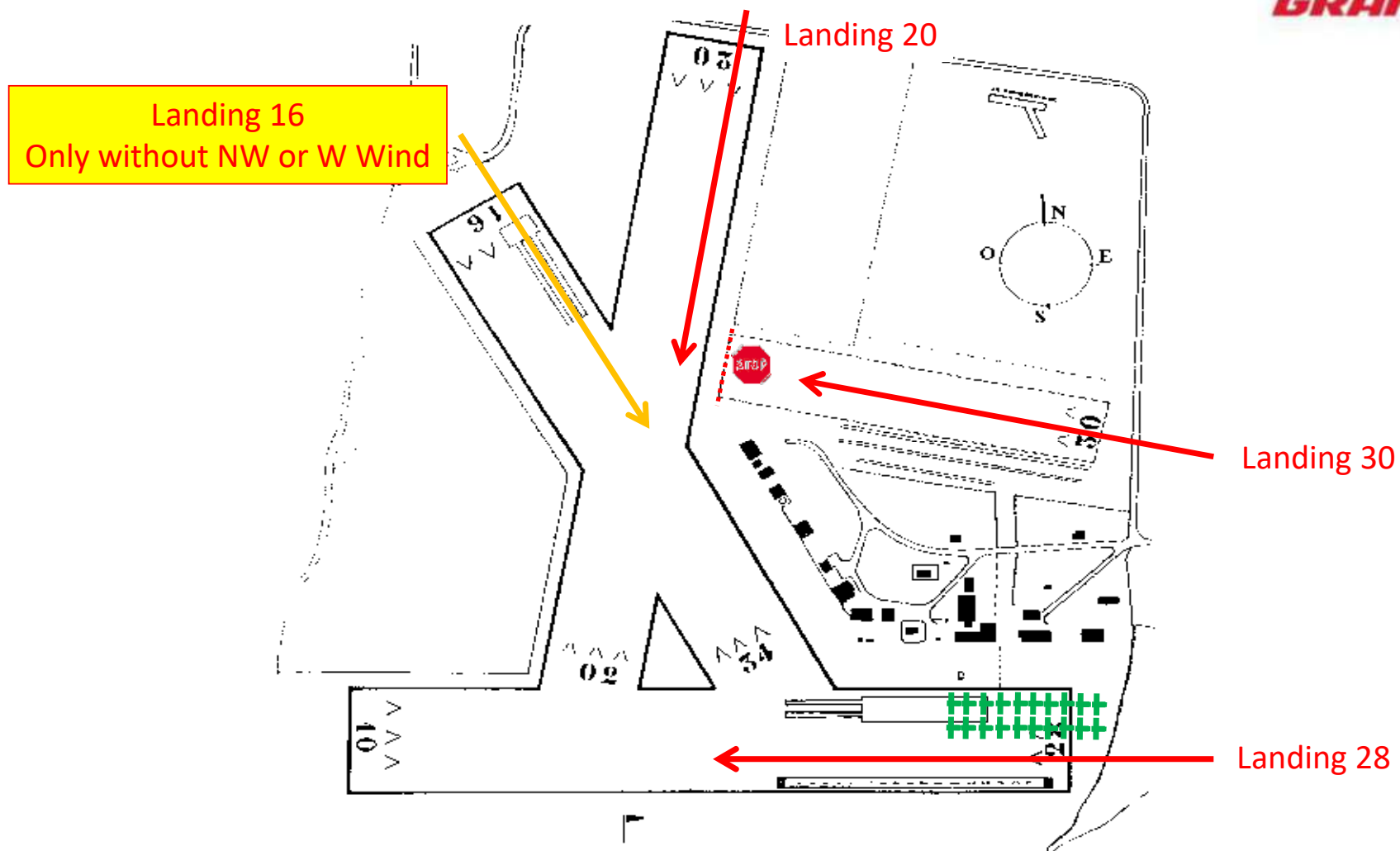


Safety advice :

1. Mandatory recognition of emergency landing possibilities on your first training flight
2. Using CG Hook : we strongly recommend blocking your winch launch release security

Take-Off RWY 28

landing possibilities during Launch Time

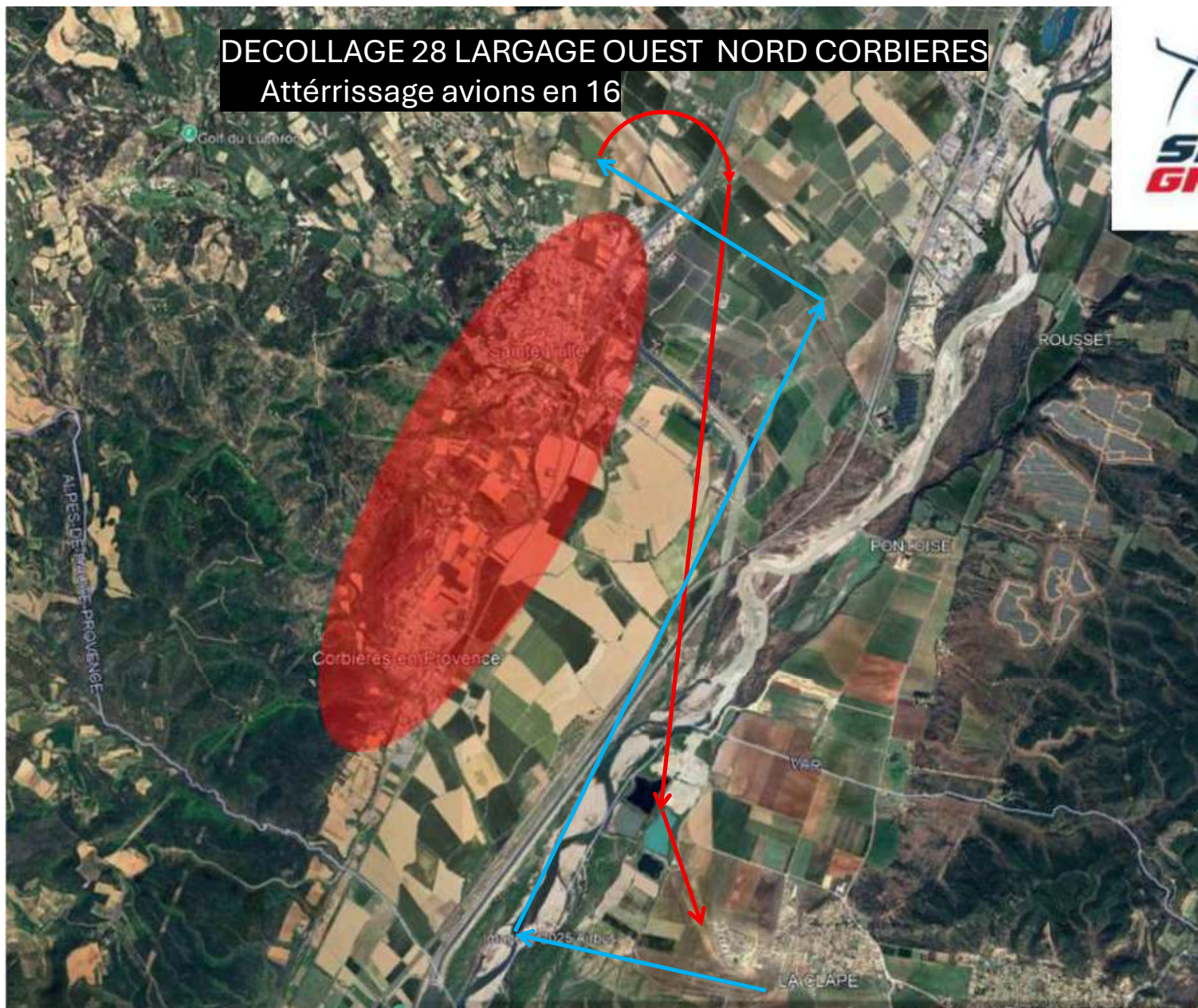


DECOLLAGE 28 LARGAGE GREOUX





DECOLLAGES 28 LARGAGE OUEST NORD CORBIERES Atterrissage avions en 16





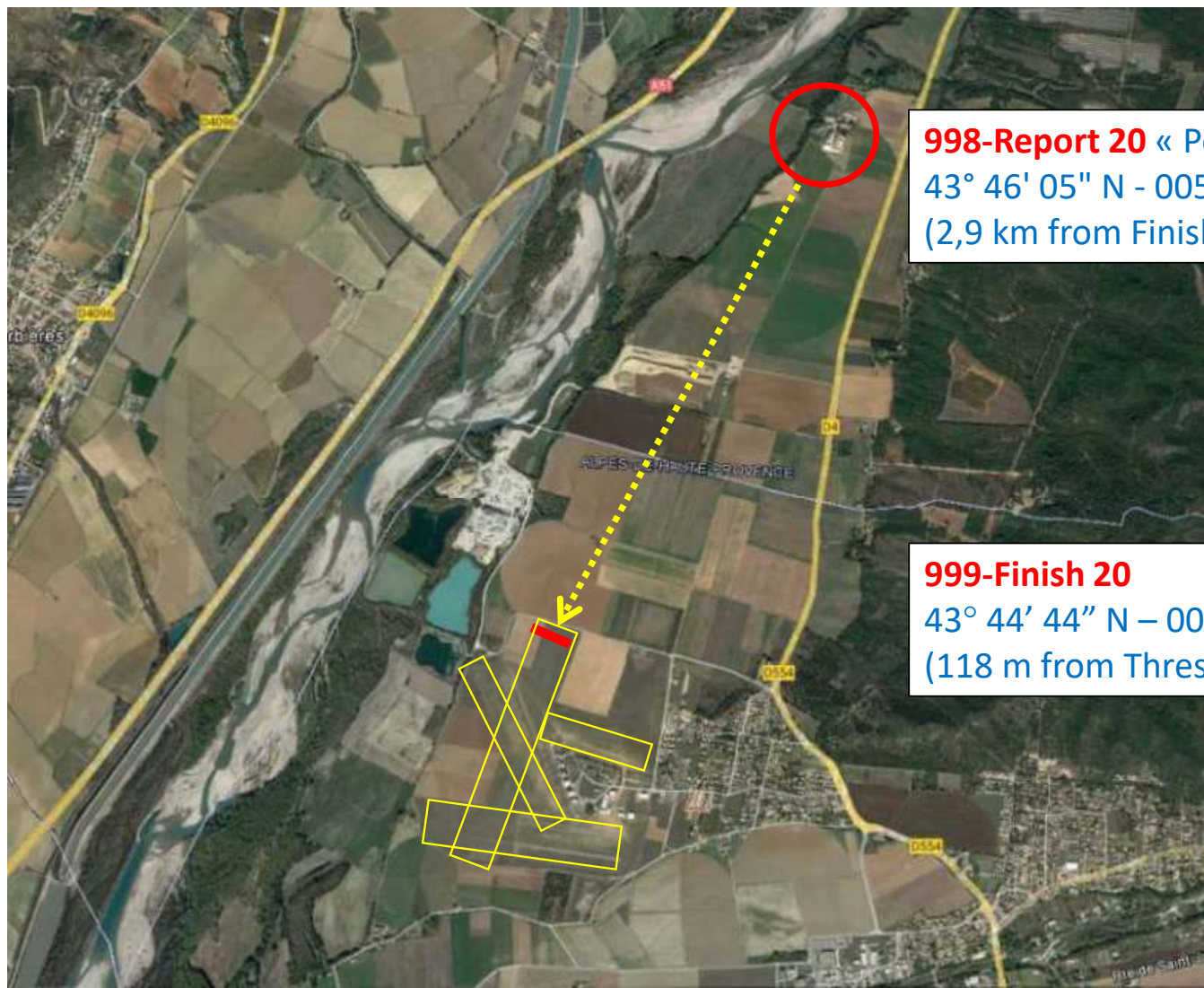
Aerotow



- Silence radio
- Release only when the tug rocks the wings.
 - Early release penalty : 1 minute
- No pull up after release.
 - Pull up release penalty : 1 minute
- It's totally **forbidden** to gear up during the tow at low altitude.
 - Highly dangerous, not only for you but for the tow pilot too !



Reporting Point



998-Report 20 « Pontoise Farm »
43° 46' 05" N - 005° 48' 21" E
(2,9 km from Finish Line 20).

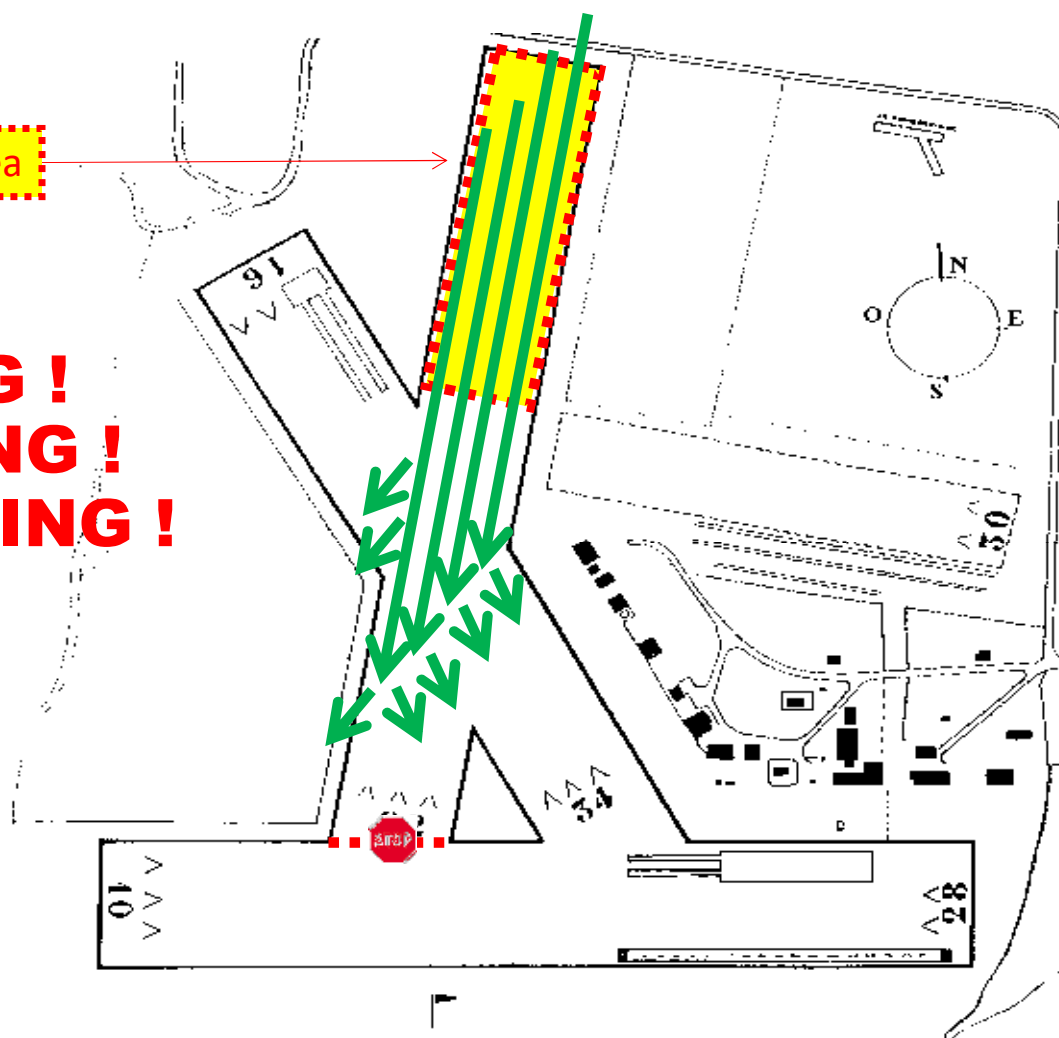
999-Finish 20
43° 44' 44" N – 005° 47' 13" E
(118 m from Threshold RWY 20)

Direct Landing RWY 20

Is the Normal Procedure

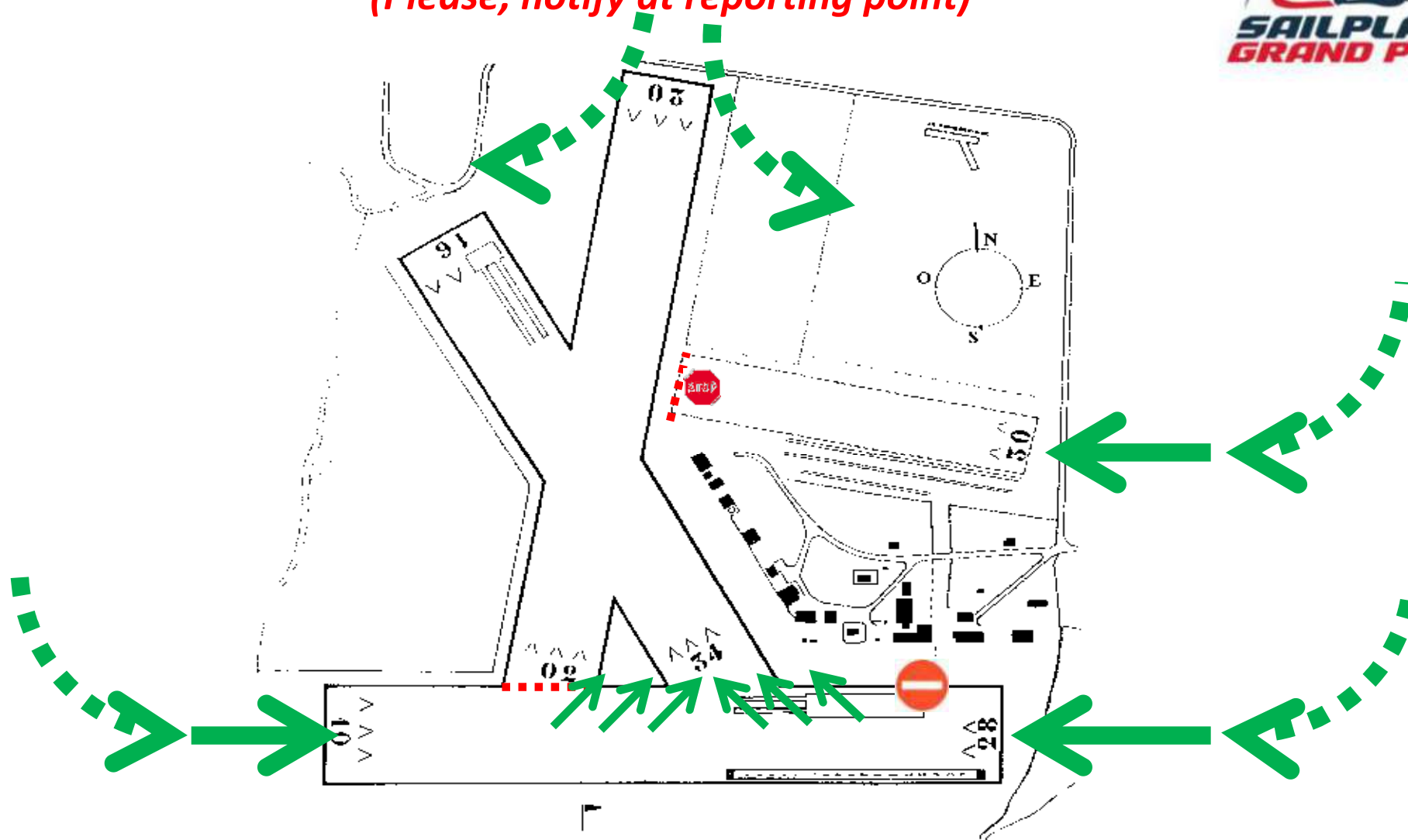
Non Stop Area

**LONG LANDING !
LONG LANDING !
LONG LANDING !**



Speed Finish – Landing 28 /30 /10

(Please, notify at reporting point)



Arrivals and Landings

S A F E T Y



**Avoid flying above
the public area at low
altitude**

After Landing

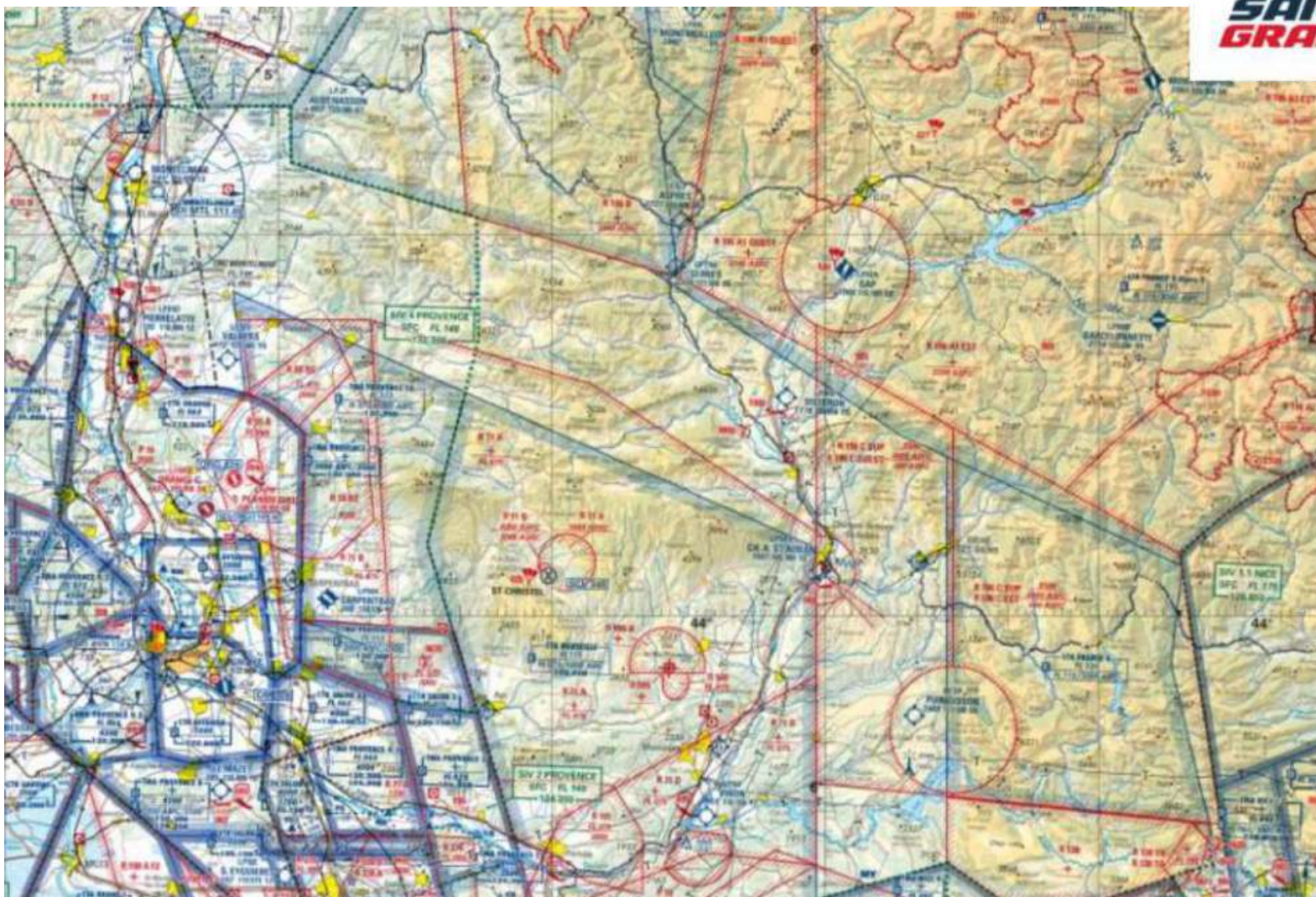
FOLLOW THE STARTER'S INSTRUCTIONS TO PICK UP THE GLIDERS





Regional Airspace

(ref : ICAO 1:500.000 VFR Sud-Est n°944)





Sport Airspace Configuration

Refer to the « Airspace » Self-briefing



Altitudes



- Before take-off :
 - Set the display of your altimeter and flight recorder to 275 m
 - It has no influence on your flight record.
 - The flight analysis software of the scoring team will apply an offset to your altitude records so your take-off altitude will be (275 m).
- In flight :
 - AMSL altitudes : check your altimeter
 - The maximum altitude allowed during the competition is FL 195.
 - Flight Level :
 - The organization will define the official QNH of the day.
 - The task sheet will display the QNH and the daily sport altitudes of FL75, FL115, FL125 and FL195



Airspace Files



Can be downloaded here :

Available formats :

- OpenAir *.txt
- SeeYou, LXNav *.cub



Turnpoint Files



Can be downloaded here :

Available formats :

- Only *.cup
- You can use a conversion software if needed
- Each turnpoint has a 4-digit ID in its name
 - Easier to identify
- There are 271 points in the database
 - It should be no problem with your modern navigation tools.
 - Else it's the pilot responsibility to extract a sublist that suits your needs.



Radio Procedures



- Take-off, Aerotow, Arrival, Landing : **118.155 MHz**
 - On tow : Silent **except for safety** (speed up, slow down)
- After release (above release altitude), Start line opening : **122.150 MHz**
 - Silent **except for safety**
- Arrival : **118.155 MHz**
 - Silent **except for safety** (downwind, final, etc.)
- At 10 km to the finish line :
 - « [Contest Number] 10 km »
 - The organization will reply by giving you the wind speed and direction
- At report point (998Report20_PontoiseFarm = 3,0 km from Rwy 20 THR) :
 - « [Contest Number] Report point, speed finish » : if the pilot expects to cross the finish line at the required altitude and use the standard landing pattern
 - « [Contest Number] Report point, direct landing » : if the pilot expects to be too low

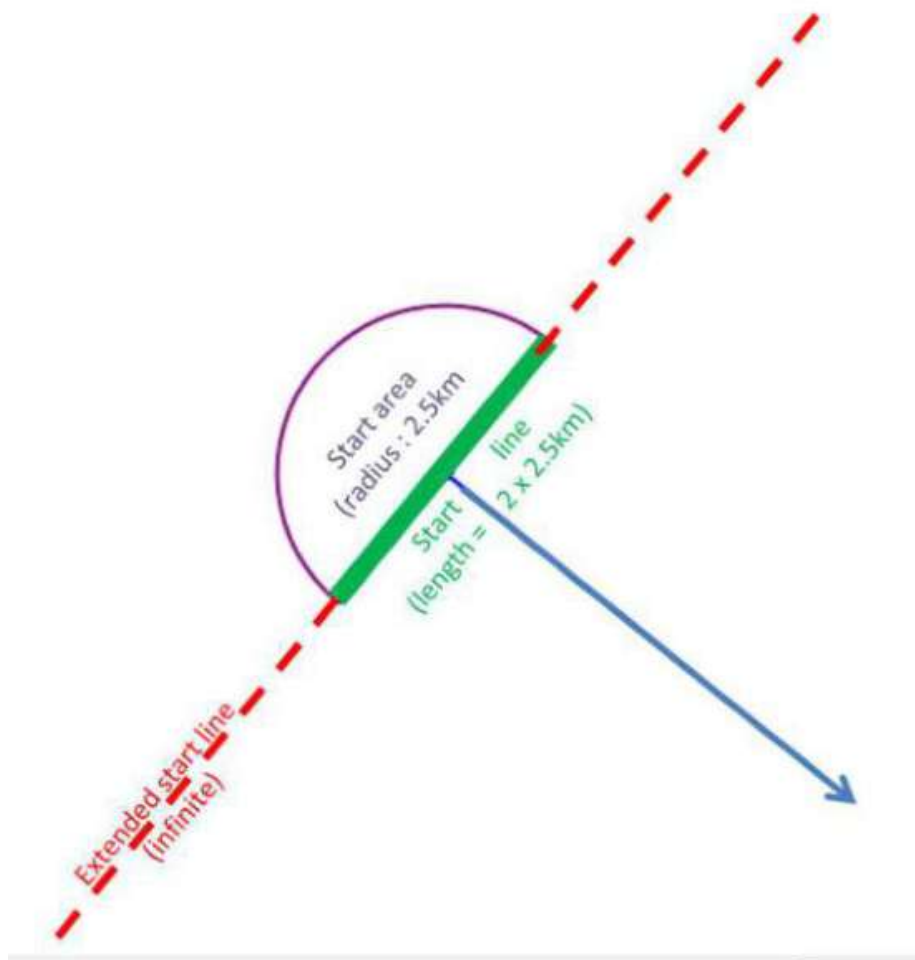


Grand Prix Start Procedure



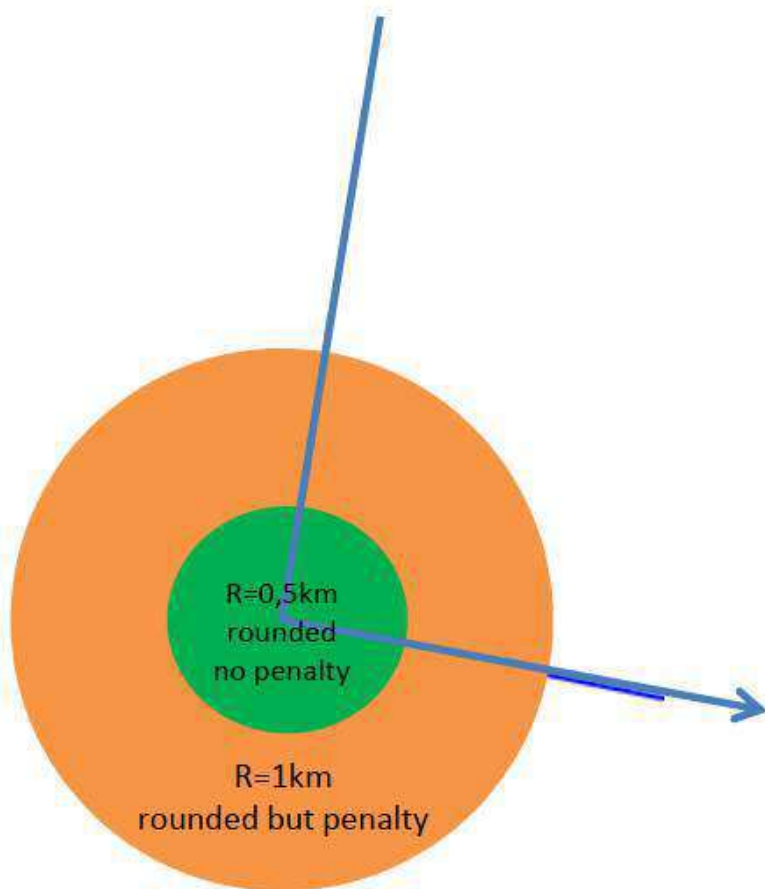
- The following radio messages will be made by the Organisers:
 - *At least 20 minutes before the opening of the start line:* "The Start Line will be open at XX Hour and the maximum start altitude is z m or zz ft " (altitude expressed in QNH)."
 - *At 10 minutes before the start:* "The Start Line will be opened in **ten minutes**. The maximum start altitude is z m or zz ft. Pilots must be behind the Extended Start line in 9 minutes".
 - *At 5 minutes before the start:* "The Start Line will be opened in **five minutes**, the maximum start altitude is z m or zz ft. From now, turns to the right are prohibited in the start Area . Pilots must be behind the Extended Start line in 4 minutes."
 - *At 3 minutes before the start:* "The Start Line will be opened in **three minutes**. Pilots must be behind the Extended Start line in two minutes".
 - *At 2 minutes before the start:* "The Start Line will be opened in **two minutes**. Pilots must be behind the Extended Start line in one minute".
 - *One minute before the start:* "The Start Line will be opened in **one minute**"
 - *30 seconds before the start:* "The Start Line will be opened in **30 seconds** "
 - *10 seconds before the start:* "Start in **10, 9, 8, 7, 6, 5, 4, 3, 2, 1, Go !**"
- The maximum ground speed while crossing the start line is 170km/h.
- The maximum altitude while crossing the start line will be set daily.

Grand Prix Start Tips



- Be behind the **extended start line** 1 minute before the opening of the start line,
- Turn only left in the **start area** 5 minutes before the opening,
- The start line must be crossed in the right direction,
- **If you start too early, don't go back !**
 - Highly dangerous : day disqualification.
 - The early start penalty is much weaker.
- Be fair and relax in the first thermal after the start !

Grand Prix Turnpoint Tips



- In the green zone : **OK**
- In the orange zone : **you will get a 300 second time penalty**
 - Sometimes, it's useful !

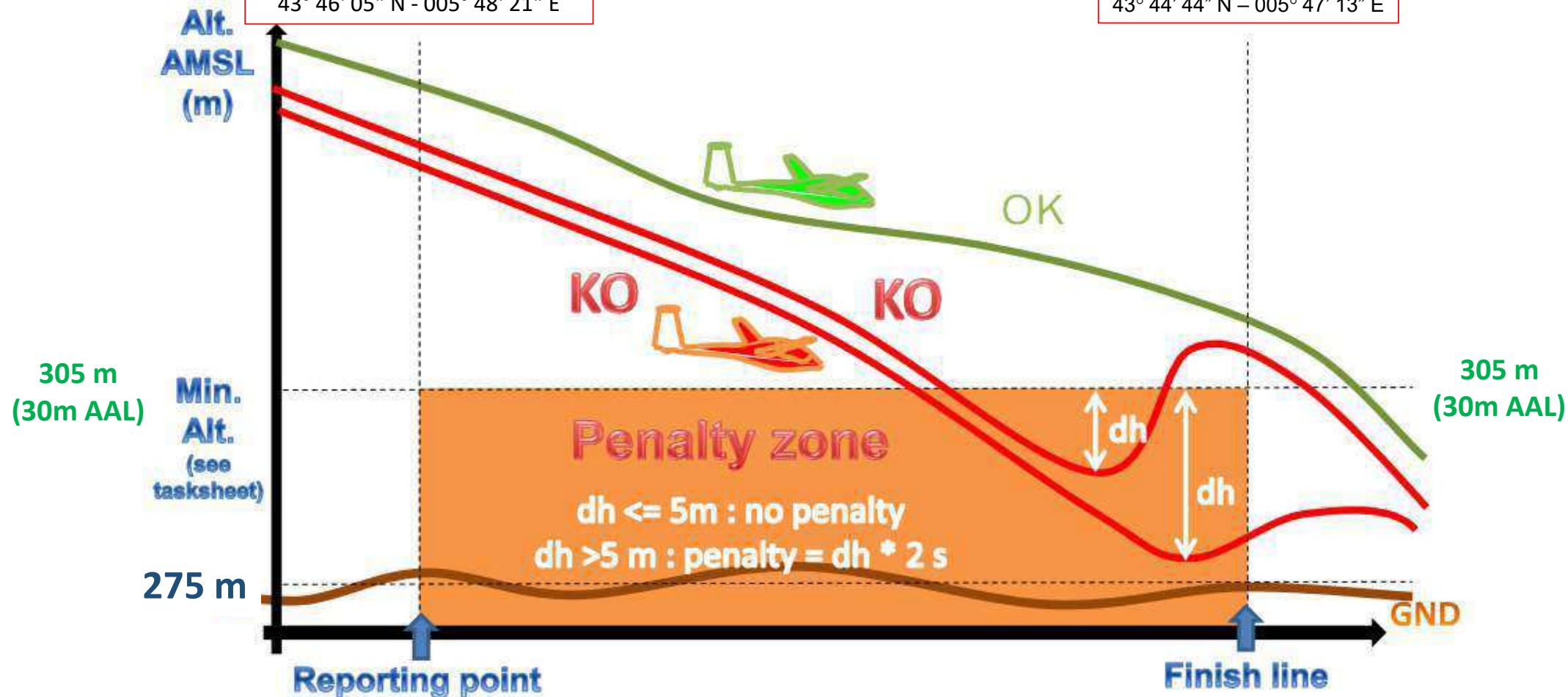
Grand Prix Finish Line

Finish Line : 500 m (2 x 250 m) line
centered on the point 999-Finish 20
N43°44'39" – E005°47'10"

About the Finish Penalty

998-Report 20 « Pontoise Farm »
43° 46' 05" N - 005° 48' 21" E

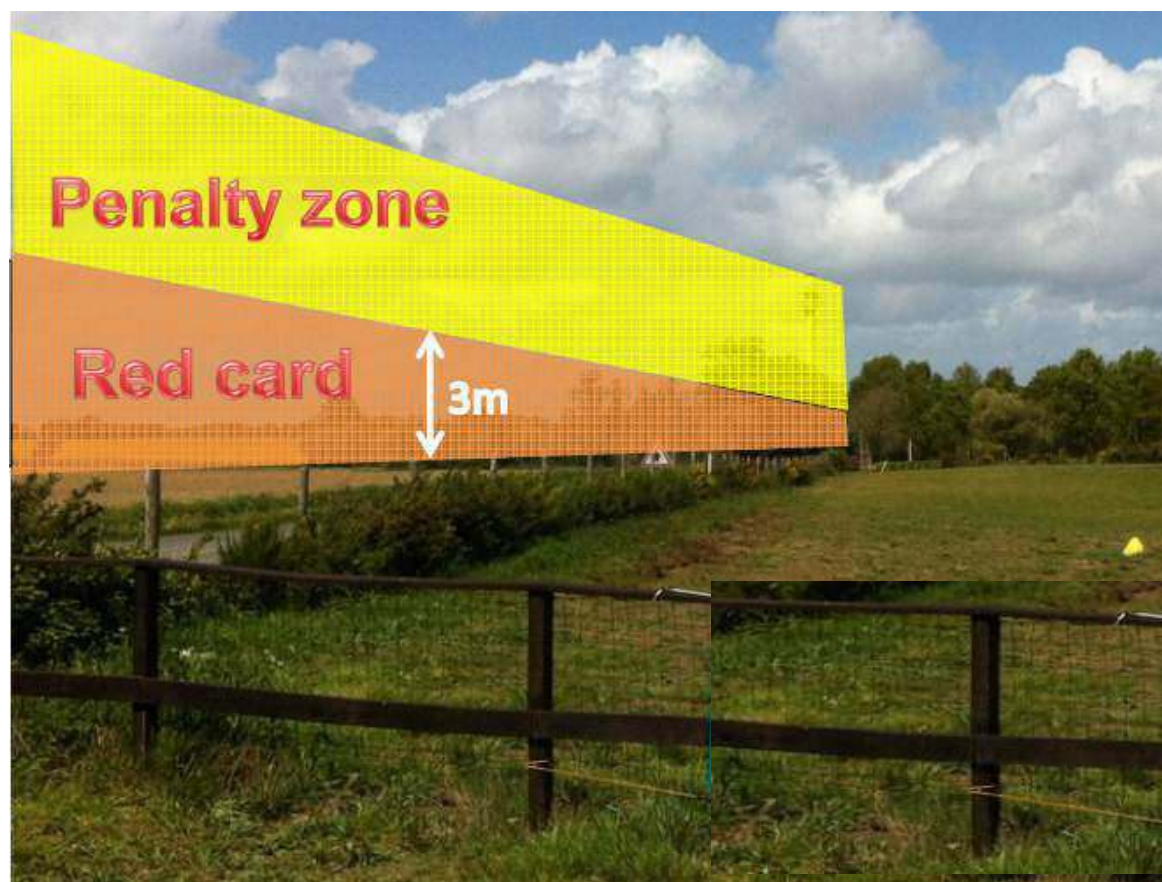
999-Finish 20
43° 44' 44" N - 005° 47' 13" E



Safety

Red card if jumping the fence :

- There could be a car, or a pedestrian on the road





Reminder about SGP Rules



- IGC SGP Rules V13, § 6.1.5
 - *“Only one Race may be flown per day”.*
- IGC SGP Rules V13, § 8.3.4
 - *“On the last designated competition day, the organizers shall give an additional 1 point bonus to the winner of the day. In case of a tie between two or more pilots, all the tied pilots will get an additional point ”*
- IGC SGP Rules V13, § 7.2.1.f
 - *“If a competitor requires an additional launch for any other reason, he shall be re-launched immediately after the main launch is complete and shall be released in the nominated release area at the nominated release altitude. However, a competitor landing back may also elect to be re-launched after the start line has been opened. He may then be released directly in the Start Area at the nominated start altitude (see rule 7.3.2 h). If several competitors require a relaunch they shall be offered a launch in the same order as they landed back.”*



Scoring



- The IGC file must be handed in 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:
 - **Highly recommended** : by attaching the IGC file(s) in an email sent to the following address :
scoring@vinon-soaring.fr
 - In a USB memory stick or memory card (SD or Micro-SD format only)
 - **Attention : the organization won't download the flight from your recorders! You have to do it by yourself with your own tools.**



Informations to Competitors



- The organisation will send information to the competitors using a WhatsApp group.

 - Gridding
 - Change in timing
 - Important note
 - Etc.
- Please send your CellPhone number to the organization.
- Share your pictures, videos, feelings, etc. !



Safety



- Safety is paramount.
- Gliding is only a funny game
 - You must be able to say « STOP »!
- Low circling and outlanding patterns will be automatically monitored
 - The organization will know if you break safety limits
- Do your own flight
 - Do not follow the mistake of others.
 - Make your own choices.
- Mid-air collision
 - Always watch out !
 - Be a gentleman in the air: no aggressive flying (be careful when entering/leaving the thermal)
 - Do not take any risk with the fences, cars and neighbours around the airfield
 - **Red card** if dangerous flying!

We're waiting for you every evening !



Have Fun and Fly Safe !