

10th Sailplane Grand Prix Final

Local Procedures

Location
Château-Arnoux St Auban France

5th - 11th September 2021

V4 – 03 September 2021



A GENERAL INFORMATIONS

1 Location of the Event

Airfield St Auban	ICAO code LFMX
Coordinates :	LAT : N 44° 03' 31"
	LONG : E 005° 59' 27"
Elevation :	AD ELEV : 1507 ft / 460 m
Frequency :	122.30 MHz

2 Time Schedule

Unofficial Training :	2 nd of September
Official Training :	3 rd and 4 th of September
Scrutineering :	3 rd and 4 th of September
First Briefing :	4 th of September evening
Contest Flying :	5 th to 11 th September 2021
Prize Giving Ceremony :	11 th of September 20h00

3 Competition Officials

Competition Manager :	Valérie GALANTINI
Deputy Manager / Coordination	Luc GUILLOT
Contest (Sport) Director :	Régis KUNTZ
Weighing :	Monique RAYNAUD / Didier MORIN
Gridding :	Daniel GERVAIS
Chief Scorer :	Angel CASADO
Flight Operation Director :	Régis KUNTZ
Administration :	Patricia MARTIN
FAI website	Claire HELIOT / Benjamin NEGLAIS
FFVP Communication	Maritchu HEGUIAPHAL
Sportscaster (English)	Brian SPRECKLEY
Sportscaster (French)	Eric NAPOLEON / Aude UNTERSEE
IGC Referee :	Roland STUCK

4 Contacts

Website :	https://finals2021.sgp.aero/
Email :	info@cnvv.net
Facebook :	https://www.facebook.com/faisgp

5 Price list

Entry fee : **400 €**
Tow to 1100m AMSL : **60 €** (may vary depending on the fuel price)

6 Entry to the 10th World SGP

Rule 3.1.b of the FAI/SGP 10th series will be waived due to the cancellation of national events affected by travel and national restrictions as a result of the Covid pandemic. The cancelled event organisers and the IGC will invite pilots to fill the available places.

B TECHNICAL INFORMATION

1 Class

The SGP will be run in the 18 m Class and any glider with less than 18m span may compete. The maximum wing loading allowed is 48kg a square meter.

2 Documents to be presented at registration

Pilot :

- Valid glider pilot licence
- Valid medical certificate

Sailplane :

- Certificate of Airworthiness or Permit to Fly
- Certificate of registration
- Logbook
- Third party Insurance valid for competition.

The required coverage must comply with EU Regulation 785/2004 which states the following limits :

- ✓ Certified MTOM < 500 kg Minimum Limit SDR (*) 750 000
- ✓ Certified MTOM < 1000 kg Minimum Limit SDR (*) 1 500 000

() Note : SDR means “Special Drawing Right” as defined by the International Monetary Fund. To view the current conversion rates from SDR’s to other currencies see : www.imf.org/.*

Documentary proof of insurance shall be made available to the organizer in French or English languages.

3 Instruments that must be removed from the sailplane

The following instruments may not be fitted :

- Bohli, Schanz, KTI or other gimballed compass
- Turn indicator
- Artificial horizon

4 High Visibility markings requirement

High visibility markings (red or orange) are required and in compliance with any specifications required by the manufacturers.

5 Emergency Locator Transmitters (ELTs)

ELTs are not required.

6 Procedures for checking aircraft mass

Take-off mass :

A check of the glider mass is intended to verify that the take-off wing loading will not exceed 48kg / m².

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 weight with pilot and parachute, loose items such as thermos, drinks, tie-down equipment, additional clothing. Water 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.

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. Re-ballasting the aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

7 Covid Conditions

If any special conditions are to required to comply with an Covid restrictions these will be announced two weeks before the contest in a special bulletin.

C GENERAL FLYING PROCEDURES

1 Units of measurement

Units of measurement used on the pilot briefing sheet : unless otherwise stated distances will be expressed in kilometres and altitudes in metres AMSL.

2 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 122.30 MHz). The frequency for the Start, Finishes and Landing will be 122.30 MHz. **The common radio frequency that shall always be used on task by competitors for flight safety shall be 123.65 MHz.**

IGC SGP Rules § 8.7: Use of frequency other than the common frequency : 5 minutes

3 Carriage of GNSS data transmitters for public displays

The organizers require competition sailplanes to carry data transmitters to enable the public display of GNSS flight records during competition flights. The actual position of the sailplanes shall be displayed without a time delay. The units are of small size, easy to install, and do not interfere with the usual instrumentation. The pilot does not have to switch them on or off. Any interference to prevent them from working shall be penalized.

All competing Sailplanes must have an external antenna fitted prior to the official practice day. Instructions and requirements are outlined in the document SGP Antenna requirements, available at : <https://finals2021.sgp.aero/information/16-downloads>

D GRIDDING

Gridding will be made on the Preferential Area for SGP Activity on the Western part of the airfield. Gridding will be made either on the South West runway or on the North West runway (Annex 2)

1 The launch grid

There will be 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 at 9 AM on the official board in the briefing hangar.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. If refilling of the tail tank is intended, the whole procedure of discharging and refilling of the tail tank has to be observed by the Competition Director.

E LAUNCH PROCEDURES

During the competition the Centre National de Vol à Voile (CNVV) will continue their activity on the airfield. Therefore, the runway will be divided into two parts: the Preferential Area for SGP activities on the Western part of the airfield and the Preferential Area for CNVV activity on the Easter Part of the Airfield (see Annex 3)

There will be no take off on the CNVV area during the launches

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

The standard tow altitude will normally be 1100 m AMSL (650 m AAL). 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. Pull-ups before releasing are prohibited.

5 Re-launch

A glider may be re-launched provided it has landed within the boundaries of the airfield, which are the roads around 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.

Glider requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriated 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 broadcasted on 122.30 MHz. A maximum height 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 frequency 122.30 MHz by giving their contest number at the distance 10km before the Finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

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

The finish procedures are defined for arrivals from the North (axis 202° = Finish 20) or from the South (axis 022° = Finish 02) according to the Visual Approach card of St Auban.

- **Finish 200** :

For arrivals from the North the mandatory reporting point shall be point **474 report 200** « **Dam over Durance** » Coordinates : 44° 05' 08" N - 006° 00' 43" E (3 km from Finish Line 200).

The finish line is a straight line, of 0.5 km length, centered on the point « **326 Finish 200** » Coordinates : 44° 03' 53" N - 005° 59' 37" E

- **Finish 020** :

For arrivals from the South the mandatory reporting point shall be point **473 report 020** « **Roundabout motorway toll** » Coordinates : 44° 02' 16" N – 005° 57' 42" E (3 km from Finish Line 020).

The finish line is a straight line, of 0.5 km length, centered on the point **327 Finish 020**
Coordinates : 44° 03' 15" N - 005° 59' 24" E.

The competitors shall remain above the minimum altitude of 500m AMSL (40m 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 !).

After finishing landing circuits should be made to the West of the airfield and competitors should avoid flying over the public area.

3 Direct landings

The activity on the Area for CNVV activity be kept as low as possible during the finishes. Direct landings must be performed on the West side of the runway.

4 Speed finishes

Speed finishes will be made on the west side of the airfield and before the landing the finishers will make a west pattern similar to the usual Saint Auban pattern. (See Annexes 4 and 5)

Speed finishes must be done higher than the minimum altitude above the ST AUBAN airfield when crossing the finish line.

In case of numerous unavoidable simultaneous landings, pilots having crossed the finish line can land outside the airfield or start their engines without penalty but at their own risk.

Crews are required to be ready to retrieve their glider from the airfield immediately after landing. The movement of crews and vehicles on the airfield must be coordinated through the Ground Safety Officer.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the organization. It is recommended to send a WhatsApp private message or SMS to the organization. The Phone/WhatsApp number will be written on the task sheet : +33 (0)6 81 02 45 23 or +33(0)4 92 64 94 32.

Lack of information about outlandings will be sanctioned.

I SCORING

Handling of flight documents

The IGC file in secure mode 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 :

- Via the competition web site. (highly recommended) ;
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office.

J PROTESTS

The value of the protest fee

The amount of the protest fee is 200 EUR. The protest fee shall be returned if the protest is upheld or is withdrawn prior to the hearing by the Referee.

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ANNEX 1

Visual Approach Card LFMX

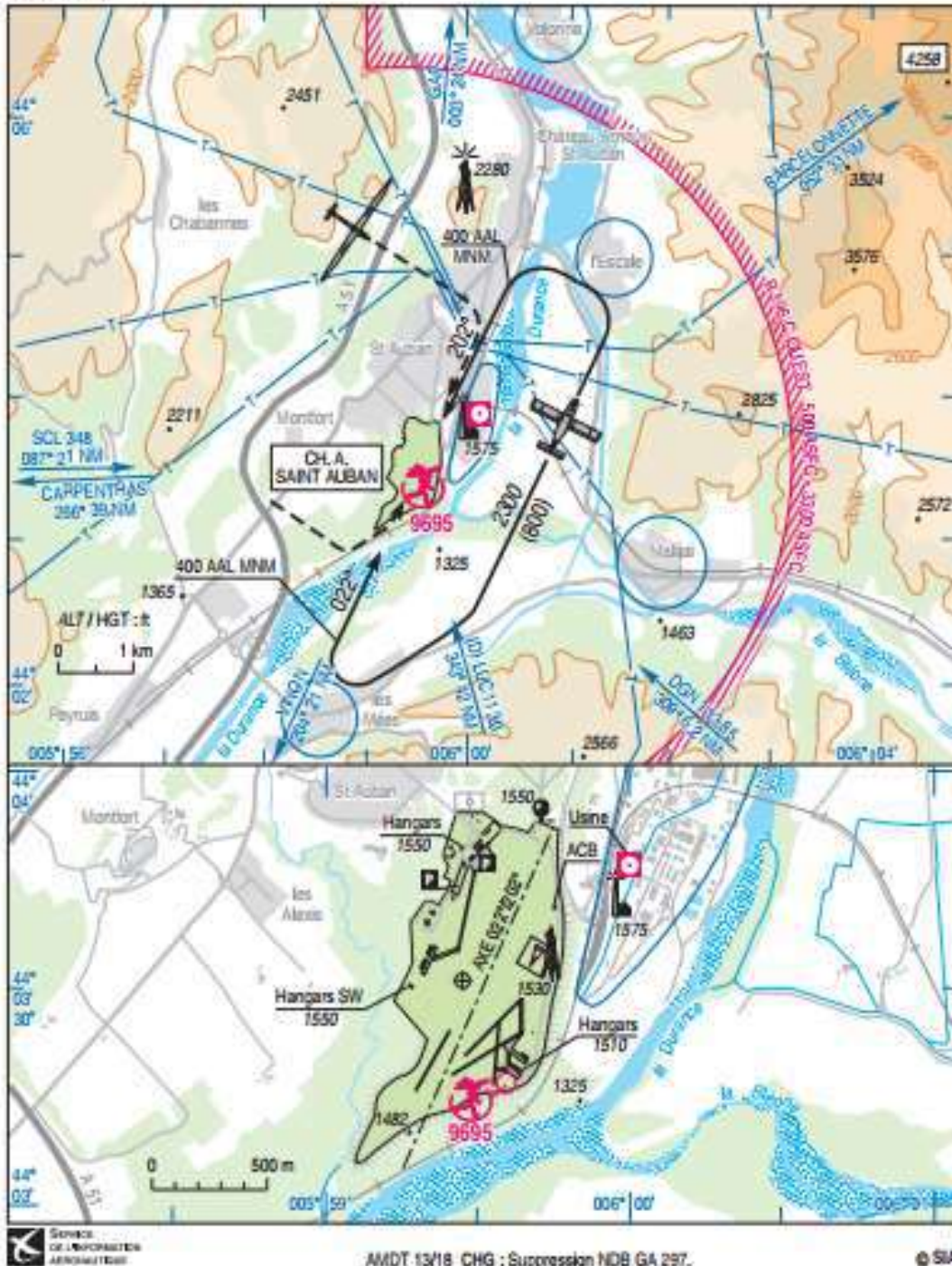
ATTERRISSAGE A VUE
Visual landing

Ouvert à la CAP
Public air traffic
08 NOV 18

CHATEAU ARNOUX SAINT AUBAN
AD 2 LFMX ATT 01

	 CABLE			ALT AD : 1507 (54 hPa) LAT : 44 03 31 N LONG : 005 59 27 E	LFMX VAR : 1°E (15)
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APP : NIL
TWR : NIL
A/A : 122.3



ANNEX 2 Airfield Layout



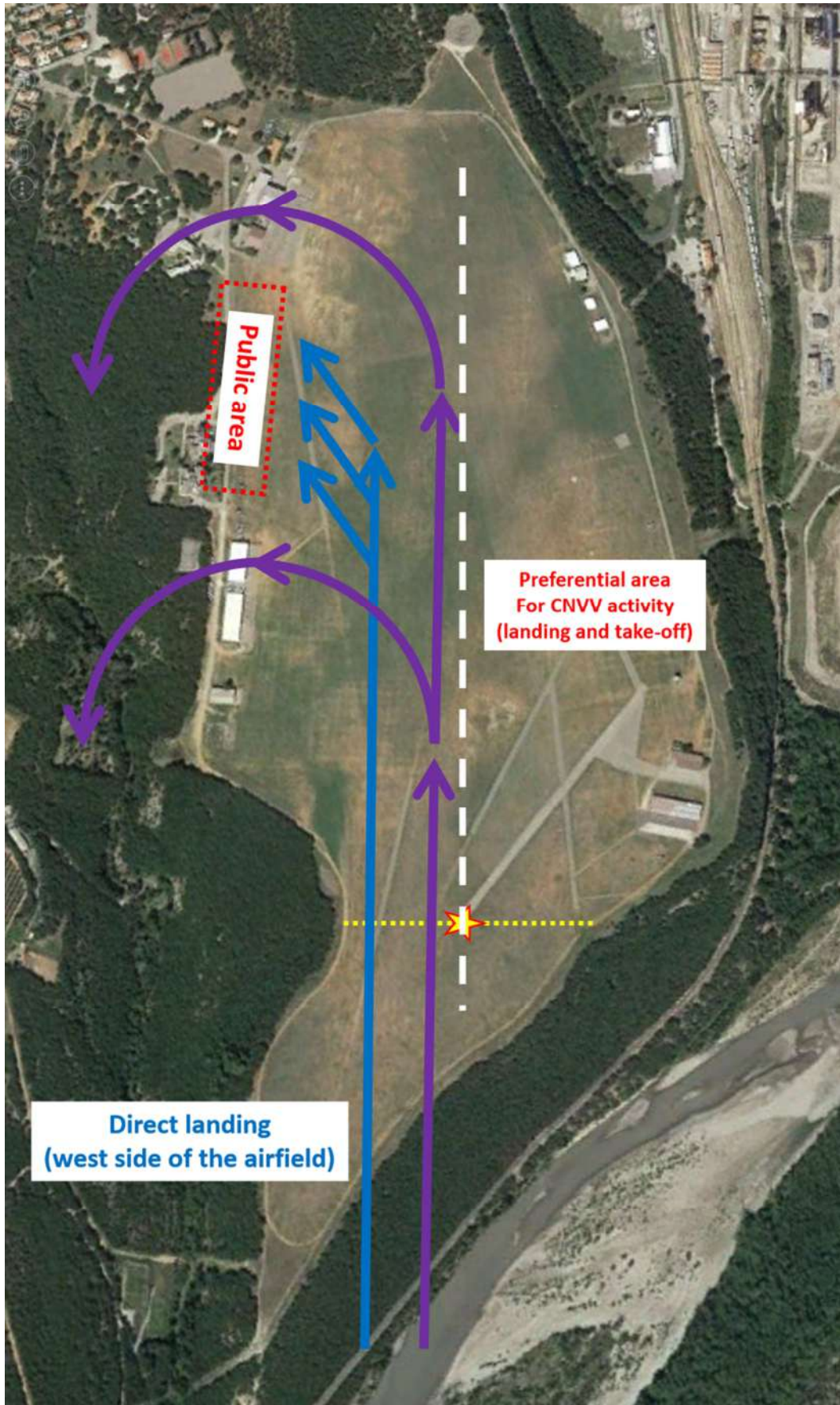
ANNEX 3 FINISH LINES



Finish 200 (Line 500 m) : 44° 03.324' N - 005° 59.395' E

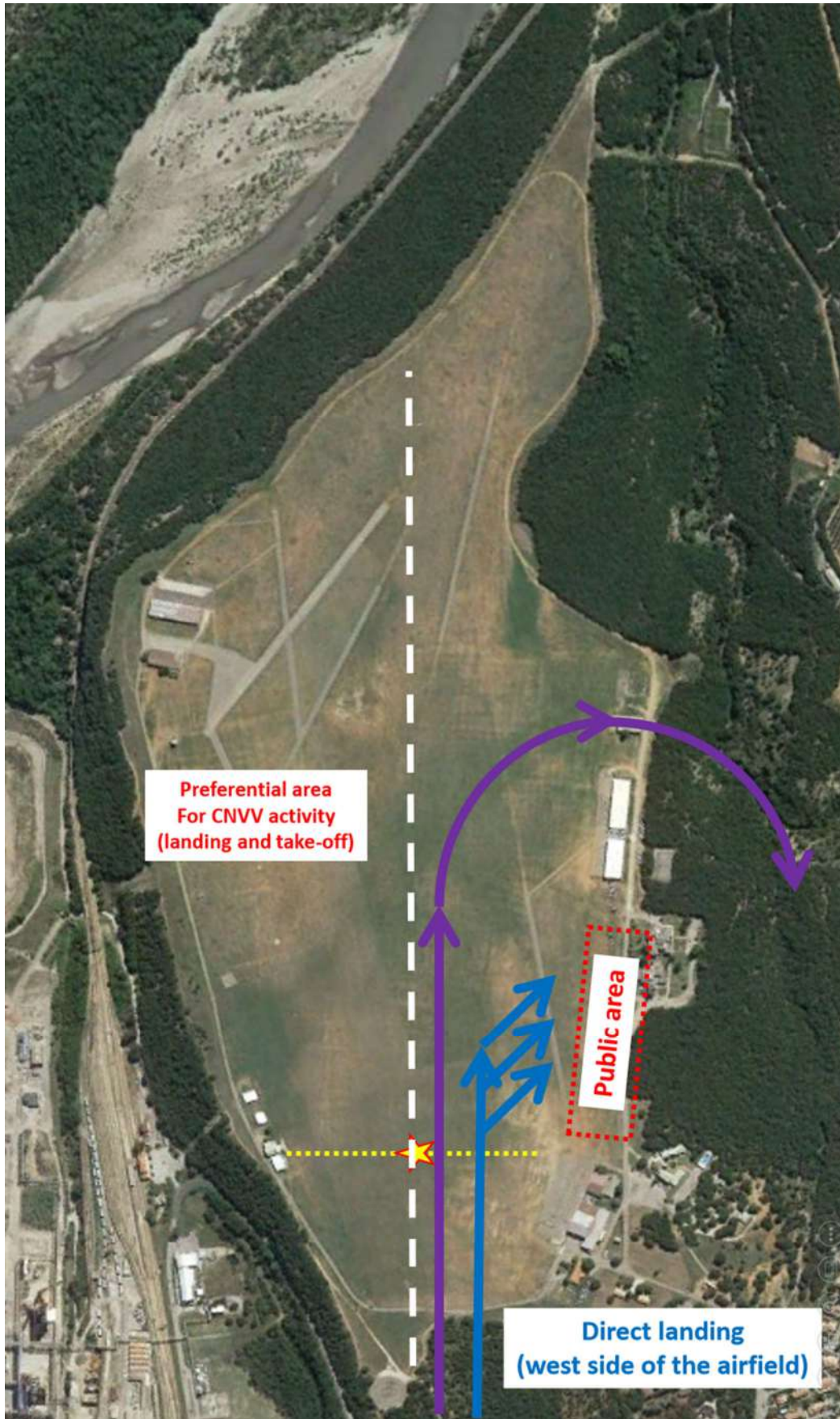
Finish 020 (Line 500 m) : 44° 03,757' N - 005° 59.585' E

ANNEX 4
FINISH 020



Speed Finish : Do not fly over the public area

ANNEX 5
FINISH 200



Speed Finish : Do not fly over the public area