

Local Procedures

REV1 2008-8-26

for the

Grand Prix de France 2008

St Auban, France

31th August-6th September

A TECHNICAL REQUIREMENTS

1 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

2 High visibility marking requirements

All sailplanes should be marked with high visibility markings to improve in-flight observability. The markers should be either orange or red, with a minimum width of 30 cm and they should be applied to both upper and lower wings surfaces at a distance of approximately 1 m from the wingtip to improve in flight observability. The organizers will supply these markings.

3 Emergency Locator Transmitters (ELTs)

Each pilot will be provided with an portable ELT prior to the competition.

4 Procedures 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 525 kg or the maximum certified mass of the sailplane if less than 525 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 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.
- c) 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.

B GENERAL FLYING PROCEDURE

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 Launch, Finishes and Landing will be 122.30.
The frequency for the Start will be 123.65.
The common radio frequency that shall always be used by competitors for flight safety shall be 123.65
No additional frequencies will be specified for the teams.

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 will be prohibited

Lots will be drawn to nominate the pilots carrying tracking units for the first day. Afterwards the units will be allocated every day to the 10 first pilots of the overall ranking after the previous day.

C GRIDDING

1 The launch grid

There will be 5 rows of 4 gliders either on the South West or the North East runway.

Lots to be drawn at the first team captains' briefing shall determine the grid order.
A row will be allocated to every pilot but the position in the row will not be defined.

The grid order shall advance by one row after every valid competition day.
The grid order will be displayed every morning at 9pm on the official board in the briefing hangar.

1 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.

D LAUNCH PROCEDURES

1 Launch procedure for motor gliders

Motor gliders shall launch by aero tow only.

2 Release areas

Depending on the weather conditions 4 releases areas may be used (Collette, Les Mées, Peyruis, Lure).

3 Maximum tow altitude

The maximum tow altitude will normally be 1400m AMSL.

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-lights (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.

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

E START PROCEDURES

1 Opening of the start line

The Start Line shall normally be opened 15 to 20 minutes after the release of the last sailplane, which was in its specified grid position on time.

The pilots must be in the Start Area no later than 1 minute before the Start Line is opened. Non-compliance shall be penalised.

Once the Start Line is open the pilots must start by crossing the Start Line in the direction of the first Turn Point. below the maximum start altitude defined at the briefing and at a ground speed below 170 Km/h.

If a pilot has been re-launched after the opening of the Start Line, he can be towed directly behind the start line and does not have to stay for one minute behind the line. He nevertheless shall cross Start Line in the direction of the first Turn Point. below the maximum start altitude defined at the briefing and at a ground speed below 170 Km/h.

2 Radio Procedures

The Organizers will make the following radio messages on 123.65:

- After the last launch: "The Start Line will be opened at 'y time' and the maximum start altitude is 'z M' " (altitude expressed in QNH).
- Every 5 minutes before the start time "The Start Line will be opened in yy minutes, the maximum start altitude is z M".
- At 3 minutes before the Start: "The Start Line will be opened in 3 minutes".
- At 2 minute before the start: "The Start Line will be opened in 2 minutes, pilots must be behind the start line in one minute".
- 1 minute before the start: "The Start Line will be opened in 1 minute, pilots must now be behind the start line".
- 10 seconds before the start: "Start in 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, GO!"

3 Delaying or cancelling the opening of the start line

The Competition Director may delay or cancel the opening of the Start Line if:

- (i) Pilots are unable to achieve the nominated Start Altitude
- (ii) It is dangerous to continue launching or the weather deteriorates so that the task may not reasonably be attempted.

F FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on the finish line frequency (122.30) by giving their contest number at the distance 10 km before the Finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting points

At the end of all tasks the pilots will have to turn at a mandatory reporting point (Rocher Saint Jean when coming from the North or Les Mées when coming from the South)

When arriving at this point competitors shall indicate if they will make a direct landing or a speed finish on the finish line frequency (122.30) by giving their contest number and their intent. The acceptance will be the contest number and the wind speed

For the finishes coming from the North a minimum altitude of 550 m is set at a line, parallel to the finish line and located at 1.2 km from this finish line. (This corresponds to the northern border of the forest.) Non compliance will be penalized by 1s per meter below this minimum altitude (no warning at the first offence !).

3 Direct landings

Direct landings will be made on the Eastern part of the airfield

4. Speed Finishes

Speed finishes will be made on the Western part of the airfield but not closer than 100 m to the barriers. The circuit pattern after a speed finish will be on the western side of the airfield

G OUTLANDING

A pilot who lands out must call the tower or competition control (telephone +33 4 92 64 94 32 or +33 6 81 89 05 51) within a reasonable time to provide the Organisers with the following information:

- (a) The pilot's safety (injuries if any)
- (b) Glider condition (i.e. damage if any)
- (c) Any damage to third party property
- (d) Contact telephone number
- (e) Location co-ordinates (GPS)
- (f) Location name and nearest main feature
- (g) Number of turn points rounded.
- (h) Arrangements for recovery / retrieve

The pilot's retrieve crew shall inform Control before departure from St Auban to collect their pilot and glider.

H SCORING

1 Handling of flight documents

All flight documentation, including GNSS recorders and outlanding certificates shall be handed in by the pilot or the team captain at the competition office within 30 minutes of the glider's landing time at the contest site even if the task was cancelled and the competitor didn't make a valid start. In the case of an outlanding the flight documentation must be handed into the competition office immediately the glider returns to the contest site. The organizers may also require back-up documentation. This must be delivered to the competition office within 2hrs of the pilot or team captain being notified that the backup logger is required. Non-compliance may be penalized.

Instead of handing in GNSS recorders it is allowed to hand in downloaded flight documentation as an IGC-file on diskette, USB-stick, CF- or SD-card. In this case the original flight documentation on GNSS recorder must be made available to the organizers, if required by them.

I PROTESTS

1 The value of the protest fee

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