



FAI Qualifying Sailplane Grand Prix Australia 2023

Local Procedures

***Location
Gawler, Australia***

2nd to 8th January 2023

Version 2 – October 2022

A GENERAL INFORMATION

1 Reference

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

- IGC Sailplane Grand Prix rules – V11: <https://Australia22.sgp.aero/images/docs/SGP-Rules-v11.pdf>

2 Name and location of the Event

Name: FAI Sailplane Grand Prix Australia 2023
Type: FAI Qualifying Sailplane Grand Prix
Organizer: The “**Adelaide Soaring Club**”
Airfield Gawler ICAO code [YGAW](#)
Coordinates: 34 35 55 S 138 43 17 E
Elevation: 165 ft
Frequency: 126.55 MHz

3 Time Schedule

Registration with priority order: 1st of January 2022 to 30th of September 2022
Closing date for preliminary entries: 30th of September 2022
Formal Registration: 1st of October 2022 to 31st of October 2022
Unofficial Training: Open until 30th December 2022
Official Training: 31st December 2022 and 1st January 2023
Scrutineering: 31st December 2022 and 1st January 2023
First Briefing: 31st December 2022 - 10.00am
Contest Flying: 2nd to 8th January 2023
Daily Briefings: 10.00am
Prize Giving Ceremony: 8th January 2023 - 8.00pm

4 Competition Officials

Competition Manager: Mandy Temple
Contest Director and Task Setter: Mandy Temple
Flight Operation Director: Paul Marshall
Weather: Matthew Scutter
Towplane Manager: Steve Peglar
Weighing: David Bradshaw
Gridding: David Bradshaw/Peter Sachs
Chief Scorer: Neil Campbell
Administration: TBC
FAI website and Social Media: Sean Young
Live Tracking: Alex Wallis
IGC Referee: Robert Moore

5 Contacts

Address: PO Box 94, Gawler, SA, 5118
Phone: +61 428 37 80 76
Website: <https://australia23.sgp.aero/>
Email: Mandy Temple <mandytemple.australia.igc@gmail.com>

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6 Price list

Entry fee: **\$500AUD**

Tow to 2165' AMSL (2000' AGL): **\$75 AUD**

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

Tows can be pre-paid at registration otherwise an invoice will be sent out at the end of the contest.

Payment information

Please use SGP and your name as payment reference e.g. "SGP Smith"

Swift Code: ANZBAU3M

Bank: ANZ

Bank Address: 121 King William Street, Adelaide, SA 5000, Australia

Account Name: Adelaide Soaring Club Inc

BSB and Account Number: 015010 439608434

7 Registration Procedure

On the 1st of October 2022, 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 the 31st of October 2022 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 extended to the minimum wing loading of the highest wing loaded dry sailplane in the competition if it is not able to reach the standard wing loading sporting limit of 48kg/m².

(Dry means with fuel added but no water ballast added).

2 Documents to be presented at Registration or Scrutineering

Pilot: Nil

Sailplane: Nil

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

Overseas pilots are requested to bring a country flag.

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

All sailplanes must carry a FLARM compatible device. It is forbidden to turn off the unit during the flight.

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 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.

7 Communication

During the contest WhatsApp will be 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 Covid Conditions

If any special conditions are necessary to comply with Covid 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 feet (ft or ‘)
- Distance in metres (m) or kilometres (km)
- Speed in knots (kts)
- Vertical speed in knots (kts)
- Mass in kilograms (kg)
- Temperature in degrees Celsius (°C)

The reference elevation of Gawler airfield is 165’.

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 126.55 MHz. The frequency for the Start, Finishes and Landing will be 126.55 MHz. After the start has been called switch to and remain on the safety frequency 122,025 MHz until 10nm from the finish, unless in the vicinity of another aerodrome.

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

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 2165ft AMSL (2000ft 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)

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 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 broadcast on 126.55 MHz. 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 126.55 MHz 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 mandatory reporting point will be defined on the task sheet.

The competitors shall remain above the minimum altitude of 600 ft AMSL (435 ft AGL) between the mandatory reporting point and the finish line. Non-compliance will be penalized by 2 seconds per metre below this minimum altitude (no warning at the first offence!).

The finish line is 0.5km long approximately 20m NW of the cross strip, as defined on the task sheet.

After finishing landing circuits should be made in accordance with daily briefing and as shown in the Self Briefing (pilots should follow any advice of the Competition Director or Safety Officer on the frequency 126.55 MHz.)

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 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.

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 \$250AUD 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

Paper map

It is a legal requirement to fly with appropriate charts (VNC), they can be downloaded from Air Services and we will have some available for sale.

Airspace files

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

L WAIVERS

- 1 A waiver from rule 4.3.1 a) Requirement for underwing markings (no longer required by Annex A)
- 2 A direct landing is not scored as a valid finish— due to the Geometry of the airfield and surrounds it is a dangerous option and not heavily penalised under the general rules