



FAI Sailplane Grand Prix®

World Series - XII



GERMANY

Aalen-Elchingen

FAI Qualifying Sailplane Grand Prix Germany 2024

Local Procedures

***Location:
Aalen-Elchingen***

24.05. – 01.06.2024

Version 1.1

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 – V12

2 Name and location of the Event

Name: FAI Sailplane Grand Prix Germany
Type: FAI Qualifying Sailplane Grand Prix
Organizer: Luftsportring Aalen
Airfield: Aalen-Elchingen
ICAO code: EDPA
Coordinates: N 48° 46,67' E 10° 15,88'
Elevation: 586 m AMSL
Frequency: 121.405 MHz

3 Time Schedule

Closing date for preliminary entries: 15.02.24
Formal Registration 16.02. - 01.04.24
Unofficial Training: Open until 23.05.24
Official Training: 24.05. – 25-05.24
Scrutineering: May 24th 14:00 until 19:00 lcl
May 25th 09:00 until 18:00 lcl
Location: At Hangar 4
First Briefing: 25.05.24, 07:30 p.m. in Hangar 1
Contest Flying: 26.05. – 01.06.24
Daily Briefings: 10:00 a.m. in Hangar 1
Prize Giving Ceremony: 01.06.24 - 8.00 p.m.

4 Competition Officials

Competition Manager: Manfred Streicher
Contest Director and Task Setter: Bernd Schmid
Flight Operation Director: Uli Schwarz/Daniel Albrecht
Weather: Bernd Schmid
Weighing: Siegfried Krauß
Gridding: Uli Schwarz
Chief Scorer: Florian Paul
Administration: Gerhard Bayer
FAI website and Social Media: Timo Elser
Live Tracking: Michael Kost
IGC Referee: Hanno Obermayer

5 Contacts

Address: LSR Aalen, Hinteres Härtle 6, D-73450 Neresheim
Phone: +49-7367-7122
Email: wettbewerb@lsr-aalen.de

6 Price list

Entry fee: 300 Euros; 180 Euro for Juniors (age below 25 years) in Standard and 15-m-Class.
300 Euros for the Double Seater class

Tow to 1200 m AMSL (600 m AGL): 48 Euros for Standard and 15-m-Class. 52€ for double seater.

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

Self-launching: 10€/landing.

Camping fee: 180 € for 2 persons for the training and competition period. For every additional person: 80€. Childs (below 6 years) are free.

Shirts : 2 shirts are free of charge for each crew. Additional shirts can be ordered via registration form (Price : 25 €).

Payment information

The entry fee must be paid until March 15th 2024. If not, the registration of the pilot will be cancelled and the first pilot of the waiting list can join the competition and has to pay the entry fee within one week after the information from the organizer.

Bank: Kreissparkasse Ostalb, Aalen
BIC OASPDE6AXXX
IBAN DE55 6145 0050 0110 0359 89

Please add: SGP plus Comp.-ID or Ostalb-GP plus Comp.-ID for double seater class

7 Registration Procedure

On *February 16th* 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 March 15th 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.
- German Pilots: Please, register via vereinsflieger.de, if you are member of vereinsflieger.de.
- If not : Please, upload the signed bank withdrawal authorization ([SEPA Direct Debit Mandate Form](#)) to your personnel folder on our common Google-Drive (link will be send out with the registration form).
- Fill out, sign and upload into your personell Google folder the Declaration of consent for Data Protection and the SEPA Direct Debit Mandate and all required documentation for the scrutineering.

B TECHNICAL INFORMATION

1 Class

The SGP will be run in a combined Standard and 15-m-class with a handicap of 2% in the distance for the 15-m-class. Any glider with less than 15-meter wing span may compete.

Wing loading sporting limit is: 48m²/kg.

Ostalb-Grand Prix for Double Seater with less than 20m: wing load sporting limit: 50 kg/m².

2 Documents to be presented at Registration or Scrutineering

Pilot: Pilot license, medical, confirmation of 5 tug launches in the last 2 years, Declaration of consent for Data Protection; waiver declaration

Sailplane: Valid ARC, Flarm range analysis, last weight and balance report, third party insurance.

Pilot: will be asked to sign registration form confirming that they have all relevant documents in parallel to the scrutineering.

All documents have to be uploaded to our Google Drive before April 1st 2024.

A link will be sent to all accepted participants after the closing of the registration.

There will be a personal folder for every pilot in Google Drive, in which the documents have to be uploaded.

If the documents are not upload on April 1st 2024, 23:59 o'clock, the registration of the pilot will be cancelled and half of the entry fee will not be paid back.

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 mechanical 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).
- artificial horizon must be block via software, in a way that if it will be used during the flight a notice must be written at the IGC file. The usage will be penalized accordingly to the rules.

4 Safety equipment requirement

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

Requirement for high visibility markings : All aircrafts must be equipped with a canopy flasher or equal equipment/markings.

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 of the SGP 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 *meter [m]*.
- Distance in *kilometer [km]*.
- Speed in *kilometer per hour [km/h]*.
- Vertical speed in *meter per second [m/s]*.
- Mass in kilograms *[kg]*.
- Temperature in degrees *Celsius [°C]*.
- The reference elevation of airfield is *586 m AMSL*.

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, Finishes and Landing will be 121.405 MHz. The frequency for the Start, will be tba MHz. After the start has been called switch to and remain on the safety frequency tba MHz until 10 km from the finish.

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| IGC SGP Rules § 8.7: Use of frequency other than the common frequency: 5 minutes |
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4 Carriage of GNSS data transmitters for public displays

The organizers may 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 5 rows of 4 gliders and 6 rows of 3 gliders for the double seater class.

The grid order: Free gridding! (See self-briefing) to avoid pushback periods and additional efforts.

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

Every crew needs an own towing rope. There is no possibility to exchange the ropes during launching because of the towing pattern (see self-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 (only double seater class) must launch as directed by the Contest director in accordance with 7.2.2. The stop of the MoP must be less than **50m** above the standard tow altitude (1250m AMSL).

The standard tow altitude will normally be *1200 m AMSL (600 m 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.

For the double seater class the re-launch procedure will be published in the self-briefing and at the opening briefing.

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 tba MHz. A maximum altitude limit at the start will be imposed and announced at briefing.

G FINISH AND LANDING PROCEDURE

1 Arrival announcement

Competitors shall announce their arrival on *121.405* 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 *730 m* AMSL between the mandatory reporting point and the finish line. See SGP rules V12 7.6.1.c

The finish line is 0.5 km long at the beginning of the paved run, as defined on the task sheet.

Landing on paved runway is only possible if a direct landing is necessary!

- Precondition: Being lower than 680 m AMSL at the finish line. You have to land directly on the paved runway. Please, land as long as possible.
- Inform AALEN RADIO on 121.405 MHz about the need for a direct landing and follow the instructions.

After finishing, landing 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 121.405 MHz.

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. Please use lowcrop.aero in addition for communicating out-landings.

A parallel usage of lowcrop.aero will be shown at the opening briefing and is 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: Send to IGC-file to auswertung@lssr-aalen.de.

J PROTESTS

The value of the protest fee

The amount of the protest fee is 200 €. 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

A *.cup-file* files will be available on the SGP web site and Soaring Spot. Approx. mid of March.

L WAIVERS

A waiver document will be sent out to every participant, which has to be filled out, signed and uploaded into your personal Google folder.