



**Aeroclub Partizanske, Slovakia**  
is pleased to invite you:  
**8th Series Qualifying Sailplane Grand Prix**  
**Partizanske - Slovakia**

The FAI QSGP is organized under FAI Sailplane Grand Prix Rules v8

29th July - 5th August 2017

## LOCAL RULES

### I. LOCATION

Organizer	Aeroclub Partizanske, Slovakia
Airport (ICAO code)	Letisko Partizanske - Male Bielice - LZPT
Location	3,5 km from the city center Partizanske
Address	Aeroklub Partizanske, Letisko Male Bielice, Slovakia
Telephone	Marian Szabo: +421 910 990 822
E-mail:	freely.sk@gmail.com

### II. APPLICATION

Online registration	<a href="http://direct.sgp.aero/sgp-series/sgp_events_2013/sgp-slovakia-2017/enhome/event-information/pilot-entry-form.aspx">http://direct.sgp.aero/sgp-series/sgp_events_2013/sgp-slovakia-2017/enhome/event-information/pilot-entry-form.aspx</a>
Website	<a href="http://www.sgp.aero/slovakia2017.aspx">http://www.sgp.aero/slovakia2017.aspx</a>

### III. EVENT SCHEDULE

1. On-Line Entry Start	01.01.2017
2. End of online registration	08.07.2017
3. Unofficial Training	22.07 - 26.07.2017
4. Scrutineering & Registration	26.07 - 28.07.2017 (10:00 – 18:00)
5. Official Training	27.07 - 28.07.2017
6. Safety Briefing	28.07.2017 (20:00 - mandatory)
7. Opening Ceremony	29.07.2017 (09:00)
8. Contest flying	29.07 – 05.08.2017
9. Prize Giving Ceremony	05.08.2017
10. Reserve Day	06.08.2017

### IV. COMPETITION CLASS AND GENERAL RULES



The FAI QSGP will be run in the FAI 18 m Class. Sailplanes of less than 18 m span are eligible but there are no handicaps.

The general rules applying to the contest are the FAI Rules for Sailplane Grand Prix, version 8.0 valid for the 8th SGP Series (2016-2017).

## **V. MINIMUM REQUIREMENTS FOR COMPETITORS**

1. Valid glider pilot license (issued according to PART-FCL)
2. Valid medical certificate
3. FAI sporting license valid for 2017
4. Registration form completed (fully completed online application will be accepted)

It is the responsibility of all pilots and crew members to obtain personal medical insurance covering accidents and sickness during the SGP, including any local hospital costs and the costs of transport back to the team member's home country. Neither the organisers nor the FAI/IGC shall be responsible for any costs resulting from accidents or illness to SGP participants.

## **VI. MINIMUM REQUIREMENTS FOR SAILPLANES**

1. Certificate of Airworthiness or Permit to Fly
2. Certificate of Registration
3. Logbook
4. Third party insurance valid for competition in Slovakia

Remarks:

1. All sailplanes must carry a FLARM compatible device.
2. The following instruments may not be fitted:
  - Bohli, Schanz, KTI or other gimballed compass
  - Turn indicator
  - Artificial Horizon
  - No instrument to fly without visual reference to the ground may be used during the contest.

## **VII. TRACKING & MEDIA SYSTEMS**

Organiser will require competitors to carry data recorders, cameras and data transmitters to provide position information and video pictures to be broadcast via the Internet and television mediums. The pilots have to agree to carry this equipment on board. Any interference with these units in order to prevent them from working properly is prohibited and will be penalised. The races will be carried live broadcast for the spectators. The races will be broadcast live for the spectators. Pilot may not cease filming, photographing, nor transmitting the data.

Any declared GNSS FR that is not permanently mounted in the gliders instrument panel must be delivered to the scoring office by 18:00 of 28 July 2017 for evaluation of the declaration. Each competitor shall declare the competitors name, glider type and contest numbers in the GNSS FR.

## **VIII. FACILITY AND EQUIPMENT AVAILABILITY. ADDITIONAL EXPENCES**



The entry fee will covers all operational costs during the SGP (except aero tows).

The organizer provides:

- Well maintained airfield with smooth surface	covered
- Ground staff	covered
- Briefing room	covered
- Aero towing	40EUR / 600m AGL
- Parking for gliders in guarded area	covered
- Water filling facilities	covered
- Goodies bags, t-shirts, trophies, medals, diplomas, etc	covered

At Partizanske airfield you will find:

- Briefing room in a hangar	
- Daily open Bar (drinks & food)	a la carte
- Toilets, bathrooms and showers	FREE
- Free Wi-Fi (covers all airfield)	FREE
- Camping site and Caravan site (with power supply)	7 EUR



## VIII. SAFETY RULES





## **1. CIRCLING**

Direction of circling is determined by the first glider commencing circling in the thermal (Excluding zones where circling to the left is obligatory - pt. 7.3.2 c). Circling in opposite direction is allowed when altitude difference between respective gliders is not lower than 300 m. When altitude difference between gliders circling in the same thermal is decreasing below 300 m, all gliders must assume direction of circling of the lowest glider. Continuous circling is prohibited below the release altitude inside the aero tow area and within the release area. In the case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the Competition Director directly or through other competitors, and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.

## **2. VEHICLES**

Any vehicles maneuvering at the airfield shall not exceed speed of 30 km/h. Only vehicles with Competition Mark corresponding to the sailplane's CM, may enter the airfield property. The tag shall be attached to both sides of the vehicle. It is the pilots responsibility to train the crew in safe operation of the vehicle.

## **3. ANTIDOPING**

During the Championships Antidoping controls may be performed randomly according to the Polish Anti Doping Committee Rules, which fully apply the FAI Anti Doping Rules

## **IX. OFFICIAL PUBLICATIONS**

Official promulgation site is „Official board” located at the briefing hangar at the Airfield. Official information will be published on the official championships webpage. Decisions regarding briefing time and preliminary time of commencing take-offs will be sent by SMS directly to the mobile phones submitted in registration form.

## **XII. CHECKING AIRCRAFT WEIGHT PROCEDURES**

### **1. Initial weighing**

Glider with water ballast and with pilot, parachute, and any items usually carried by the pilot will be weighed. If MTOM will be exceeded, the water ballast must be dropped off until the proper weight is reached. A Reference Main Wheel Weight will then be determined in towing out configuration with all removable equipment on board, but without pilot (glider on the hook).

### **2. Daily weighing**

All gliders will be checked at weighing point before towing to the grid. Weighing will be made with glider on the hook with all removable equipment on board. The Reference Main Wheel Weight determined during the initial weighing will be used as the maximum allowable weight. Gliders exceeding their reference weight must discharge water ballast to reach the reference weight.

### **3. Refilling water on the grid**



No refilling (wings nor tail) water on the grid is allowed. If any such case is revealed, the glider will be sent for additional weighing. Exceeding the reference weight will result in disqualification of the pilot on the given day. Additional weighing does not hold off the take-off procedures - the pilot loses his position on the grid

### **XIII. GENERAL FLYING PROCEDURES:**

#### **1. Units of measurement:**

Units of measurements used on the pilot briefing sheet. Unless stated otherwise, distances will be expressed in kilometres, altitudes in metres Above Mean Sea Level (AMSL) and headings or radials in degrees.

#### **2. Radio frequencies to be used during the competition:**

For all operations, a unique frequency will be used: 123.500 MHz.

It includes take-off and landing, start and finish and safety messages.

#### **3. Gridding**

On the runway there will be set rows of max 2 gliders in one row.

Gliders will be allocated to the row. Position in the row will be determined by sequence of arrival to the grid, due to marshals decision.

Grid order for first race will be drawn by lot during Safety Briefing. The grid order will advance by one row after every valid race. No gliders on the grid before official opening of the Grid are allowed.

Gliders towed to the grid after Grid Time will start 15 minutes after last glider from the grid. No towing on the grid is allowed during take-offs. Any entering of the landing area only after being granted permission to do so by the Chief of Flying Operations.

#### **4. Take-Off and Launch Procedures**

Tow altitude will be 600 m AGL. All gliders must launch by aero tow. Depending on the weather several release areas may be used. Pilots shall not release until the tow pilot has rocked the wings of the tow plane.

### **XIV. DEPARTURES AND FINALS**

#### **1. Start Procedures**

are fully compliant with the FAI 8th Series Sailplane Grand Prix Rules (7.3).

#### **2. Finish line**

will be set along the border of the airfield, according to daily direction of final glides. Procedure for the day, will be annouced during morning briefing.

#### **3. Mandatory Reporting Points**

will be set as a last turning point before the finish. For every MRP a minimum altitude will be indicated on daily task. Flying below this minimum altitude between MRP and Finish Line will be penalised.

#### **4. Finishing procedures:**



- a. Competitors shall report their arrival on the frequency of 123,500 MHz as only they are 10 km before the finish line, and on a final glide. Competitors shall provide the following information: contest number and distance to the finish line only (e.g. "QX- TEN KILOMETERS"
- b. Competitors shall only cross the finish line if completing their nominated task. Procedures for crossing of the finish line will be announced at the Briefing.
- c. Pilots have to remain on that frequency for the remainder of the flight.
- d. Procedures for crossing of the finish line will be announced at the Briefing.

5. The finish time shall be interpolated to the nearest second, from the last GNSS fix prior to the finish line and the first fix after the finish line. If the primary and back-up GNSS unit both fail to record the finish, then the manual timing of the finish line crossing shall be used.

6. Competitors still on task after closure of the finish line will be considered as outlanded at the last valid GNSS fix immediately preceding the closure time.

7. In case of actual or forecasted significant meteorological phenomena, which may affect safety of flight operations, wind direction and strength will be announced by marshaller on frequency 123,500 MHz.

#### 8. Landings

Competitors rejoining the circuit to land shall join downwind. Competitors shall provide the following information: - their contest number, distance to the airfield and their intention to join downwind: e.g. "QX" NINE KILOMETERS, JOINING RIGHT/ LEFT DOWNWIND or BASE LEG

9. The landing procedure will be announced during the daily briefing. The frequency 123.500 MHz is mandatory for the landing procedure. Pilot who hasn't finished the task or for some other reason is planning on landing should enter the downwind position and land on the active (announced in the morning briefing) runway unless the flight director requests a different procedure. Before entering the traffic pattern the pilot should make the following announcements: Distance from the field - Entry procedure for the traffic pattern

#### Note:

In case of group-landings the organizer will support removing gliders from runway. In this case it's pilot's responsibility to cooperate with the driver (hook up the tow rope and walk the wing) and follow the instructions to vacate as soon as possible. The glider will be removed outside the landing area (not to the tie downs or other parking position)

#### 10. Outlandings

As soon as possible after the landing, the pilot or the crew team must inform the organizer. It is recommended to send an SMS. The phone number will be written on the tasksheet. Lack of information about outlandings will be sanctioned.

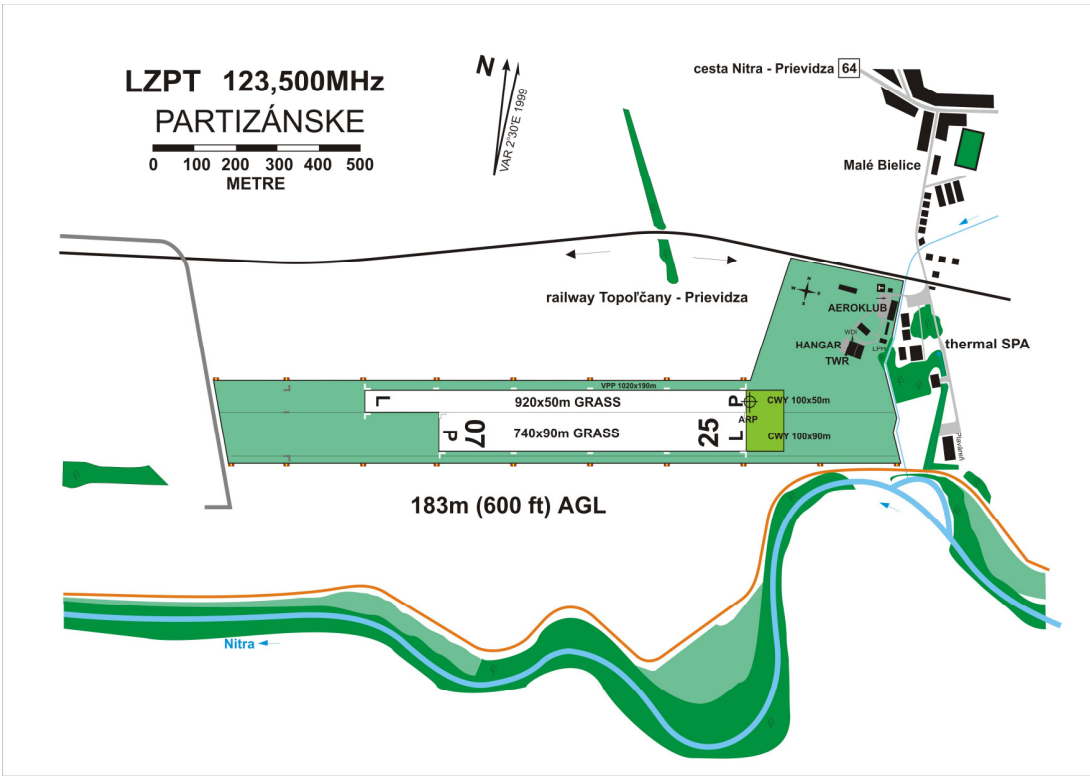
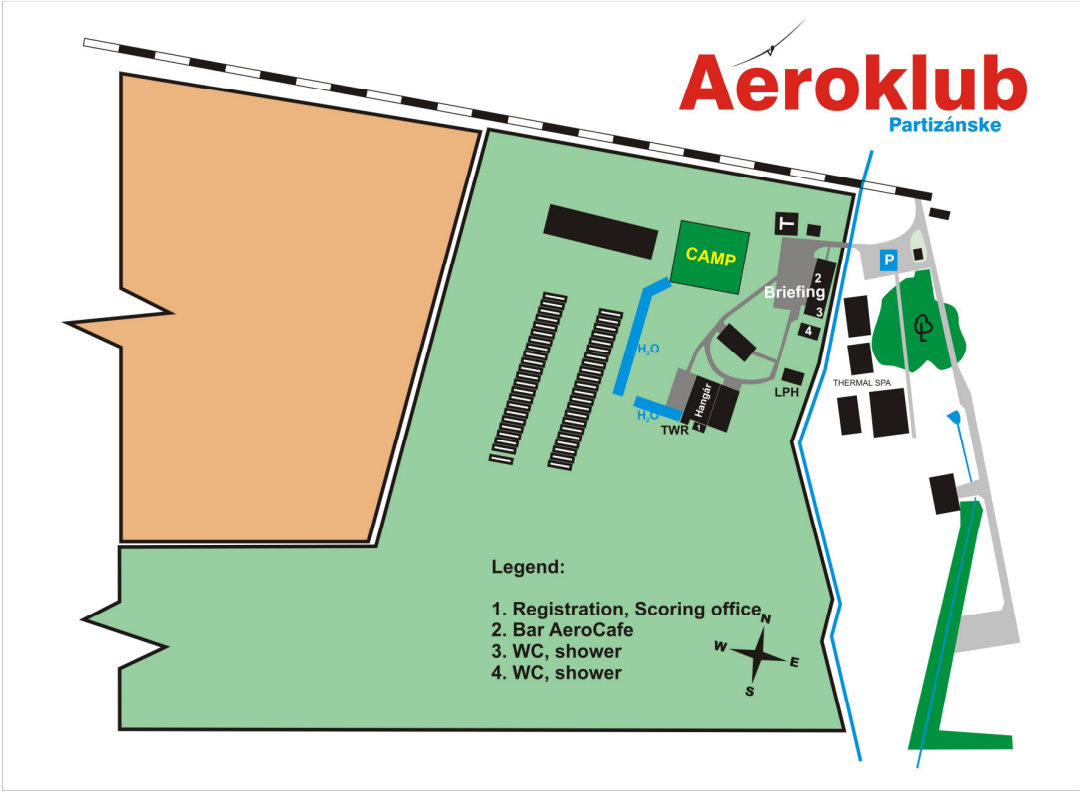
### XV. PROTESTS

The amount of the protest fee is 150 €.



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

XVI. THE AIRFIELD





29th July - 5th Aug 2017  
Partizánske - SLOVAKIA



**FAI Sailplane Grand Prix**