



# Sailplane Grand Prix VARESE 2018

## 18m class

*Aeroporto Adele e Giorgio Orsi, Varese*

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## Local Procedures

### Location

ICAO Code:	LILC - Aeroporto Adele e Giorgio Orsi - Varese
Coordinates:	45°48'33" N / 008°46'06" E
Elevation AMSL:	243 m / 797 ft

## 1. Technical and mass checks

All competing sailplanes must be presented for the technical scrutineering to the organisers (June 15<sup>th</sup> and 16<sup>th</sup>). Items that will be checked include: that any instruments which may be used as an aid to "blind flying" (horizons, gimballed compasses) has been inhibited; that high-visibility markings or devices have been installed; measurements of the mass of the sailplane in various configurations (ready-to-fly without ballast, pilot weight, maximum allowed ballast), and finally setting a reference weight in tow-out configuration (for the quick daily checks).

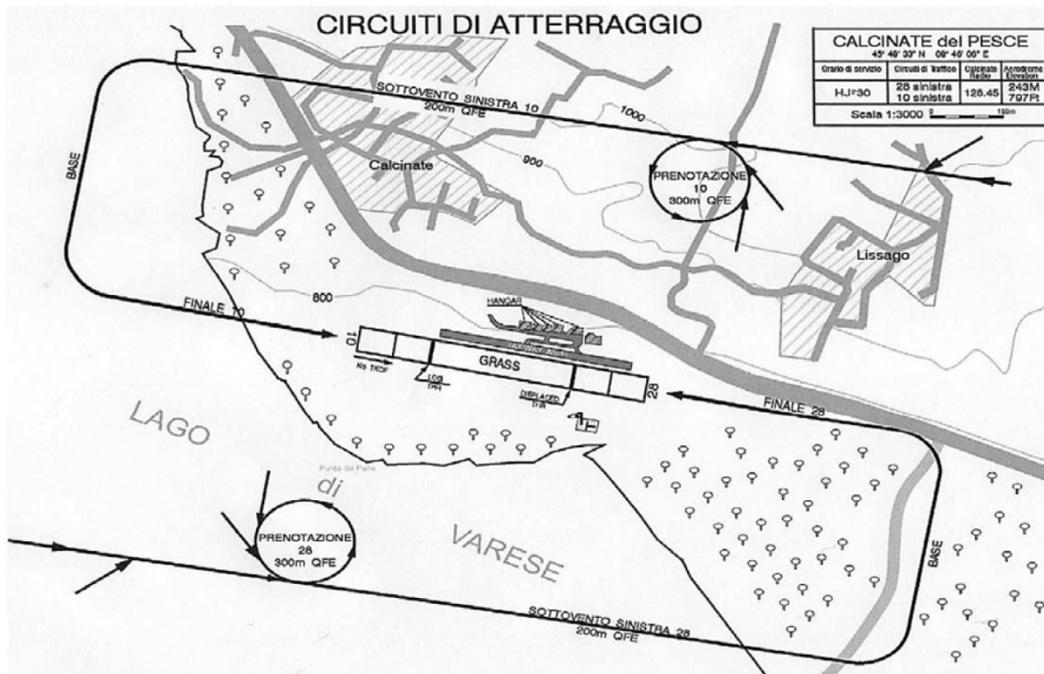
## 2. Location

Aeroporto Adele e Giorgio Orsi, Calcinate del Pesce, VARESE

ICAO Code: LILC

Coordinates: 45°48'33" N / 008°46'06" E

Elevation AMSL: 243 m / 797 ft



## 3. Contacts

Address	Aero Club Adele Orsi, Lungolago di Calcinate 45, 21100 Varese (VA), Italy
Website	<a href="http://www.acao.it">www.acao.it</a>
Telephone	+39 0332 310073
Fax	+39 0332 313018
Mobile	+39 335 7265330
Competition Director	+33 6 75 76 37 16
E-mail	<a href="mailto:acao@acao.it">acao@acao.it</a>
GP Varese website	<a href="http://www.sgp.aero/italy2018.aspx">http://www.sgp.aero/italy2018.aspx</a>

#### 4. Schedule

Final entries closed	April, 30 <sup>th</sup>
Unofficial training	June, 13-15 <sup>th</sup>
Official training	June, 16 <sup>th</sup>
Registration & scrutineering	June, 15-16 <sup>th</sup>
First official pilots briefing	June, 16 <sup>th</sup> at 18.30
Opening briefing	June, 16 <sup>th</sup> at 18.30
Opening ceremony	June, 16 <sup>th</sup> at 18.30
Contest flying	June, 17 <sup>th</sup> – 23 <sup>rd</sup>
Public Day	June, 17 <sup>th</sup>
Prizegiving ceremony	June, 23 <sup>rd</sup>

#### 5. Competition Officials

Competition director	Roland Stuck
SGP Referee	Roberto Manzoni
Task setting	Alberto Albertazzi
Scoring	François Robert
Event management	Margherita Acquaderni
Public relations	Margherita Acquaderni Daniela Miglierina Fabio Bossi
Meteo	Ezio Sarti
Website	François Robert

#### 6. Sailplanes and limitations

The Varese qualifying Grand Prix will be flown as an 18m Class event. Due to the inherent characteristics of the location and of the available towplanes, a limitation to a maximum wing-loading of **48 kg/m<sup>2</sup>** is established for any participating sailplane. See Annex 1 for some sample MTOM.

Required documentation: see FAI SGP Rules v9.1 paragraph 4.1.x

Weight check procedures: see FAI SGP Rules v9.1 paragraph 4.2.x

#### 7. Units

Altitude and elevation	m
Distance	m or km
Horizontal speed	km/h
Vertical speed	m/s
Wind speed	kts
Mass and weight	kg
Wing loading	kg/m <sup>2</sup>
Temperature	°C

## 8. Radio frequencies

Radio communications during the Varese QGP2018 shall make use of a maximum of two radio frequencies:

**The Airfield Frequency 128.450 MHz** for taxiing, take-off, flight in close proximity to the airport, and landing.

**The Competition Frequency 123.375 MHz** after release from tow and until the approach for landing. No other frequencies are authorised, and all pilots shall listen to the appropriate frequency until completion of all flight operations.

## 9. Safety equipment

An ELT and/or PLB, either operating at 406 MHz, is **mandatory equipment**. The requirement may be fulfilled also by other locator devices, if approved by the Competition Director and if the organising team is given direct access credentials to the locator system.

A Flarm, its software updated during the previous 3 months, or known compatible device, is **mandatory equipment**, and shall be turned on and operative continuously during each flight.

## 10. Tracking devices

The Competition Director reserves the right to demand that a tracking unit shall be brought by selected sailplanes, in order to enable the locator, tracking and live-viewing systems required by the GP competition format. That may include broadcasting and diffusion of data, positions, images and videos on TV, websites and other media, both in real-time and in delayed transmissions.

## 11. Gridding

Sailplanes shall be placed on the grid in two parallel rows, at the eastern runway threshold. Take-off direction will only be 28. At the opening briefing, every sailplane shall be randomly given a line number, valid for the duration of the competition. On competition days, each sailplane shall be placed on the grid in correspondence of the assigned line, as indicated by the posts temporarily prepared on the runway. The sailplane coming first shall take the northern part of the runway, leaving enough room on the south part for the next sailplane on the same line.

The position of the numbered post on the runway shall advance by two lines for each valid competition day.

Pilots must take care personally or delegate a crew member to help speed up gridding operations.

The circulation of people and of vehicles on the airport shall happen only under the coordination of the delegated members of the organising staff.

See also FAI SGP Rules v9.1 chapter 7.x.

## **12. Take-off procedures**

Everybody except the essential personnel and crews, shall remain in the area North of the runway during take-off and tow operations.

The sailplane shall remain on tow until the towplane rocks his wings (release signal).

If the sailplane pilot, unable to gain altitude, intends to land back at the departure airport and he requires a second or third launch, the pilot shall communicate with the Operations Director, landing on runway 10R (grass) occupying the southern part near the trailer parking area. His crew shall take care of moving the sailplane to the grid without crossing the runways.

## **13. From the release to the start**

The towplane shall rock its wings as a signal for the sailplane to release.

Immediately after release, the pilot shall switch to the **Competition Frequency**.

Inside the Start Area, any circling flight shall be to the left (see the definitions of the relevant items in the FAI SGP Rules v9.1 para 7.3.1).

The Start Altitude is the maximum altitude when crossing the Start Line, after the Start has been declared open, as indicated during the official daily briefing in consideration of the daily weather forecast.

The FAI SGP Rules v9.1 apply integrally (see paragraphs 7.3.x).

## **14. Starting Procedures**

FAI SGP Rules v9.1 apply integrally (para 7.3.2 with particular attention to the new paragraph 7.3.2.g)

## **15. Finishing and landing**

FAI SGP Rules v9.1 apply integrally (paragraphs 7.6.x and 7.7.x).

Additionally, each pilot shall call the CD on 123.375 MHz when approaching at about 10 km from the Finish Line.

Landing procedures shall be detailed during the briefing or briefings.

Any dangerous manoeuvres during approach and landing shall be penalised.

Landing after legal daylight is prohibited. In such case, the task will be scored as not finished, and penalties shall apply.

Crossing of the runways is prohibited. It is allowed to vacate the runways towards the sailplane parking areas, provided this doesn't imply crossing the runway. In any other case, each sailplane should proceed straight ahead.

## **16. Outlandings**

FAI SGP Rules v9.1 apply integrally (paragraphs 7.5.x).

Immediately after his outlanding, the pilot shall phone the CD at +33 6 75 76 37 16 providing the coordinates of the landing, the names of the flown Turn Points, and describing the situation in regards of any eventual injury, damage, and useful indications for the retrieve. Failing to promptly inform the CD about an outlanding implies a penalty.

## **17. Flight recorders**

Paragraph 5.4 applies integrally (in particular the recording interval shall be set to one second).

Any flight record produced by a FR which has not been declared in advance to the CD, can't be accepted for flight verification purposes. If a substitution is necessary, such as after a malfunction, the pilot has to declare it to the CD before the beginning of the take-off procedures. Each FR shall be turned on at least two minutes before take-off.

The file record produced by one of the two FR shall be sent or brought to the CD (or the Scoring officer) **as soon as possible** and not later than 30 minutes after landing at the departure airport, or before 8:00 a.m. if it was an outlanding. E-mail to the prescribed address, or an SD card, or an USB flash memory are acceptable means of providing the file to the CD. Penalties apply for late delivery.

## **18. Scoring and flight analysis**

The official scoring program "Cross Country Aero" shall be provided by the IGC specifically for the GP.

## **19. Prizegiving**

The prizegiving ceremonies of both the Championship and the QGP will take place on the airport Adele and Giorgio Orsi, during the closing ceremony scheduled on June, 23<sup>rd</sup> possibly at 19:00 LT and only after the final results have been produced. If on the given date the conditions would not allow to set a task, the ceremony may be anticipated accordingly.

## **21. Acceptance of Rules and Procedures**

By participating to the first competition day, the pilot implicitly declares full acceptance of:

- a) the FAI Sailplane Grand Prix Rules v9.1;
- b) the Local Procedures;
- c) the flight analysis software(s) used by the scoring team;
- d) the public broadcast of their position as produced by the tracking system adopted;
- e) the treatment of identification, flight records and other data when done with the purpose of public relations, media communications, diffusion of the image and content of Gliding Competitions in Italy and the rest of the World.

## Annex 1: Maximum Take Off Mass (MTOM) for some glider types

GLIDER	WING AREA (m <sup>2</sup> )	MTOM (kg)	COMMON WING LOADING (kg/m <sup>2</sup> )	MTOM DURING THE GP (kg)
ASG 29	10,50	600	48	504
JS1 A,B	11,20	600	48	538
JS1C Evo	11,10	600	48	533
Ventus 2	11,03	600	48	530
Ventus 3	10,84	600	48	521
Antares 18 T	10,97	660	48	527