Slovak Grand Prix 2013

Local Procedures

Prievidza, Slovak Republic

May 26th, 2013 – June 1st, 2013

A GENERAL INFORMATION

1 Location of the Event

Airfield Prievidza	ICAO code LZPE
Coordinates:	48 45.58 N; 018 35.12 E
Elevation:	260 m / 853 ft
Runway:	22 / 04 (950 x 115 m grass)
Frequency	122,60 MHz

2 Time Schedule

Unofficial Training	May 19th, 2013 – May 22nd, 2013
Official Training	May 23rd, 2013 – May 25th, 2013
Scrutineering	May 25th, 2013, 9 AM – 6 PM
First Briefing:	May 25th, 2013 7 AM
Contest Flying:	May 26th, 2013 – June 1st, 2013
Prize Giving Ceremony:	June 1st, 2013 8 PM
Reserve Flying Day:	June 2nd, 2013 (will only be used if there will be less than 3 valid races between May 26th, 2013 and June 1st, 2013)

3 Competition officials

Competition Director:	Roland Stuck
Deputy Competition Director:	Jozef Šnirc
Scrutineering:	Alojz Maroš
Task Setter:	Drahoš Sitár
Chief Scorer:	Gabriela Beláková
Meteorologist:	Ivan Chlebovec
Flight Operation Director:	Jiří Wala
Administration:	Ľuboš Jánošík
Webmaster:	Miroslav Maťaš
IGC Referee:	Jaroslav Vach

4 Access to the airfield, parking and camping

The airport maps - *Pictures1* and *Picture2* - show the access roads and the areas reserved for gliders, trailers, caravans, visiting airplanes and motor vehicles. The pilots and their teams are kindly requested to comply with the following rules:

- The road marked in red on *Picture1* must be used for both entering and leaving the airfield.
- All trailers and gliders have to be parked in the "**T&G**" parking area.
- "**Campsite**" is the area reserved for caravans and tents. The area is equipped with 220V power outlets.
- The competitors and their crews may park their motor vehicles in the areas "**P1**", "**P2**" and "**P3**". The speed limit for all vehicles in the airport area is 20km/h.
- The area "**AC**" is reserved for the visiting airplanes. It is forbidden to park gliders or motor vehicles in this area.
- The gliders may be filled from water tanks in the parking area "**T&G**" or directly from the designated water station "**W**".

These rules are binding for all participants in the Grand Prix.

B TECHNICAL INFORMATION

1 Class

The GP will be run in the 18 m Class.

2 Documents to be presented at registration

Pilot:

- Valid glider pilot license
- Valid medical certificate

Sailplane:

- Certificate of Airworthiness or Permit to Fly
- Certificate of Registration
- Logbook
- Third party insurance valid for competition in Slovak republic, Poland, Czech republic, Hungary

  The required coverage must comply with EU Regulation 785/2004 which states the following limits:

  Certified MTOM < 500 kg Minimum Limit SDR * 750 000

  Certified MTOM < 1000 kg Minimum Limit SDR * 1 500 000

  ** Note: SDR means "Special Drawing Right" as defined by the International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org/.*

  Documentary proof of insurance shall be made available to the organiser in Slovak, Czech or English languages.

2 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

3 High visibility marking requirements

Not required.

4 Emergency Locator Transmitters (ELTs)

ELTs are not required.

5 Procedures for checking aircraft mass

Take-Off mass

A check of the glider mass is intended to verify that the take-off mass will not exceed 600kg or the maximum certified mass of the sailplane if less than 600kg.

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 weight with pilot and parachute, loose items such as thermos, drinks, 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. Re-ballasting the aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

C 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 Launches will be 123,475 MHz (call sign: Prievidza Ground).
The frequency for the Start, Finishes and Landing will be 122,60 MHz (call sign: Prievidza Traffic).
The common radio frequency that shall always be used by competitors for flight safety shall be 122,60 MHz.

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 shall be penalized.

D GRIDDING

1 The launch grid

There will be 4 rows of 5 gliders either on runway 220 or 040.
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 one row after every valid race.
The grid order will be displayed every morning at 9 AM on the official board in the briefing hangar.

2 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.

E LAUNCH PROCEDURES

1 Take off procedures

- **A. Take-off from the runway 220** (*Picture 3 A*)

This procedure will be applied in case of Southern wind up to 10kt and Northern wind up to 8kt. The glider take-off direction is 220, tow planes landing in direction 040.

If necessary, gliders may land back in direction 040.

- **B. Take-off from the runway 220** (*Picture 3 B*)

This procedure will be applied in case of Southern wind more than 10kt. The glider take-off direction is 220, tow planes landing in direction 220, if necessary gliders may land back in direction 220.

- **C. Take-off from the runway 040** (*Picture 3 C*)

This procedure will be applied in case of Northern wind more than 8kt. The glider take-off direction is 040, tow planes landing in direction 040. If necessary, gliders may land back in direction 040.

2 Launch procedure for motor gliders

Motor gliders shall launch by aero tow only.

3 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions.

4 Maximum tow altitude

The maximum tow altitude will normally be 900m AMSL (640m QFE).

5 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane. Pull-ups before releasing are prohibited.

6 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.

F START PROCEDURES

The opening of the start line and the radio procedures are fully compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcasted on 122,60 MHz.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on frequency 122,60 MHz by giving their contest number at the distance 10km before the Finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

At the end of all tasks the pilots will have to turn at a mandatory reporting point.

- For arrival from the South West the mandatory reporting point shall be point "*Laskar*"
- For arrivals from the North East the mandatory reporting point shall be point "*Kuty*".

The finish line will be a 500m long line located in the middle of the runway and marked on ground with noticeable white strips. The minimum altitude on the finish line will be 360m AMSL (100m QFE).

The competitors shall remain above the minimum altitude of 360m AMSL between the mandatory reporting point and the finish line. Non compliance will be penalized by 3 seconds per meter below this minimum altitude (no warning at the first offence!).

In order to avoid any interference with landing gliders the finishers should preferably cross the finish line on the South East side of the runway (See *Picture 4a and Picture 4b*).
They nevertheless should avoid flying over the public area.

3 Landings

After crossing the finish line the competitors shall join the landing circuit on the North -West side of the airfield and land on RWY 220R for arrivals on 220 and on RWY 040L for arrivals on 040 (See *Picture 4a* and *Picture 4b*).

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the organiser. It is recommended to send an SMS to the organiser ***(+421 908 706 340)***.

I SCORING

Handling of flight documents

The IGC file in secure mode must be handed in 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:

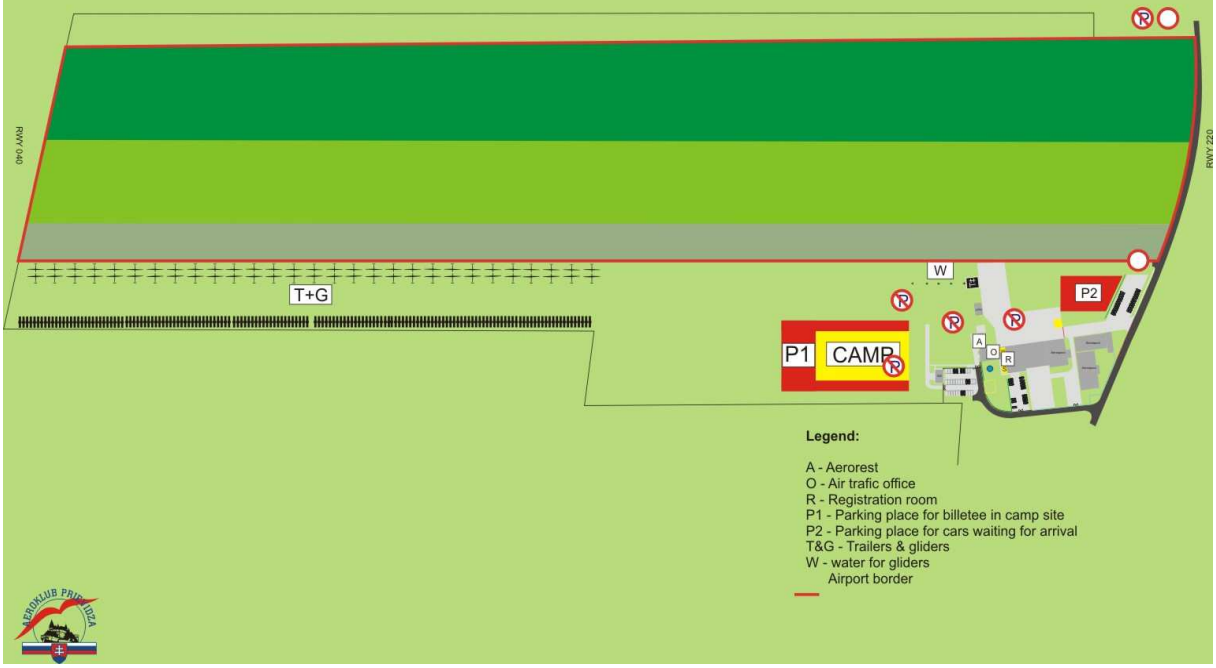
- By attaching the IGC file(s) in an email to the following address: gabriela.belakova@gmail.com (highly recommended)
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office.

J PROTESTS

The value of the protest fee

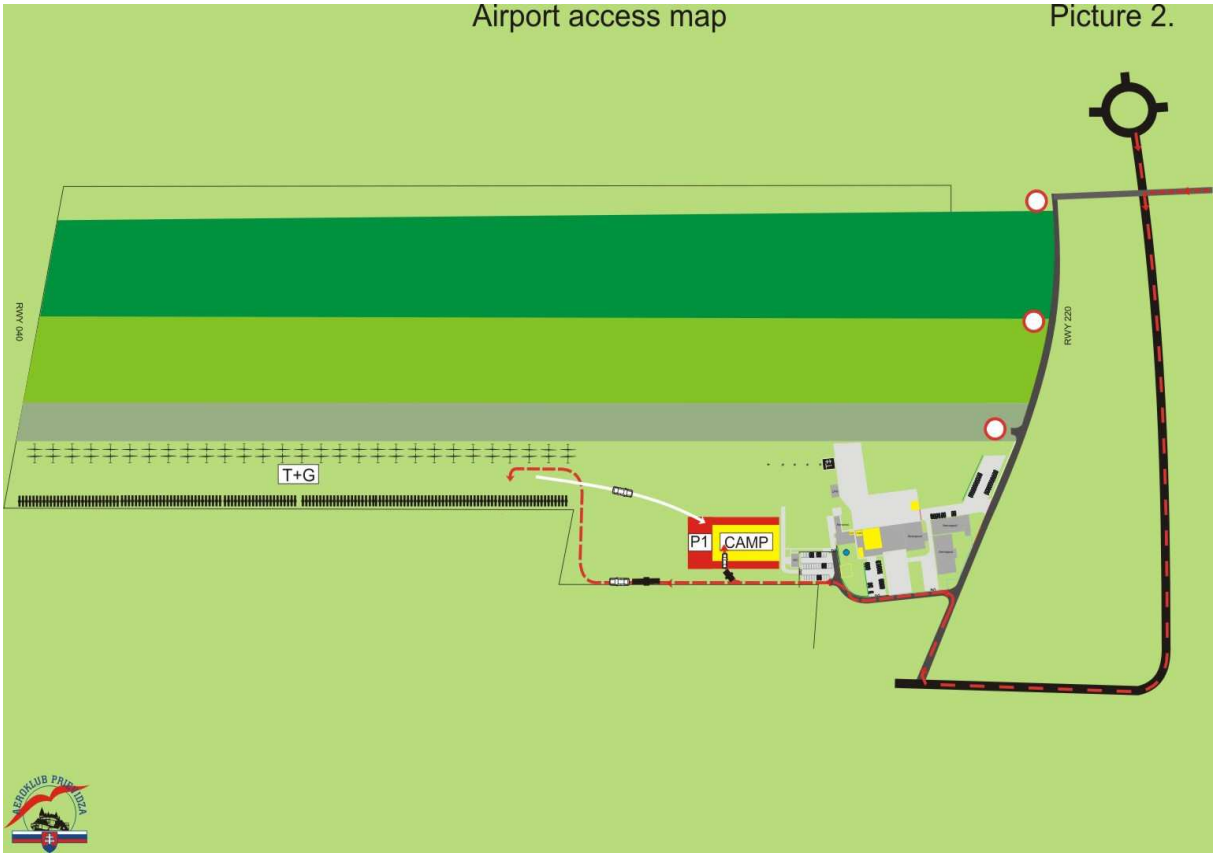
The amount of the protest fee is 200 EUR. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

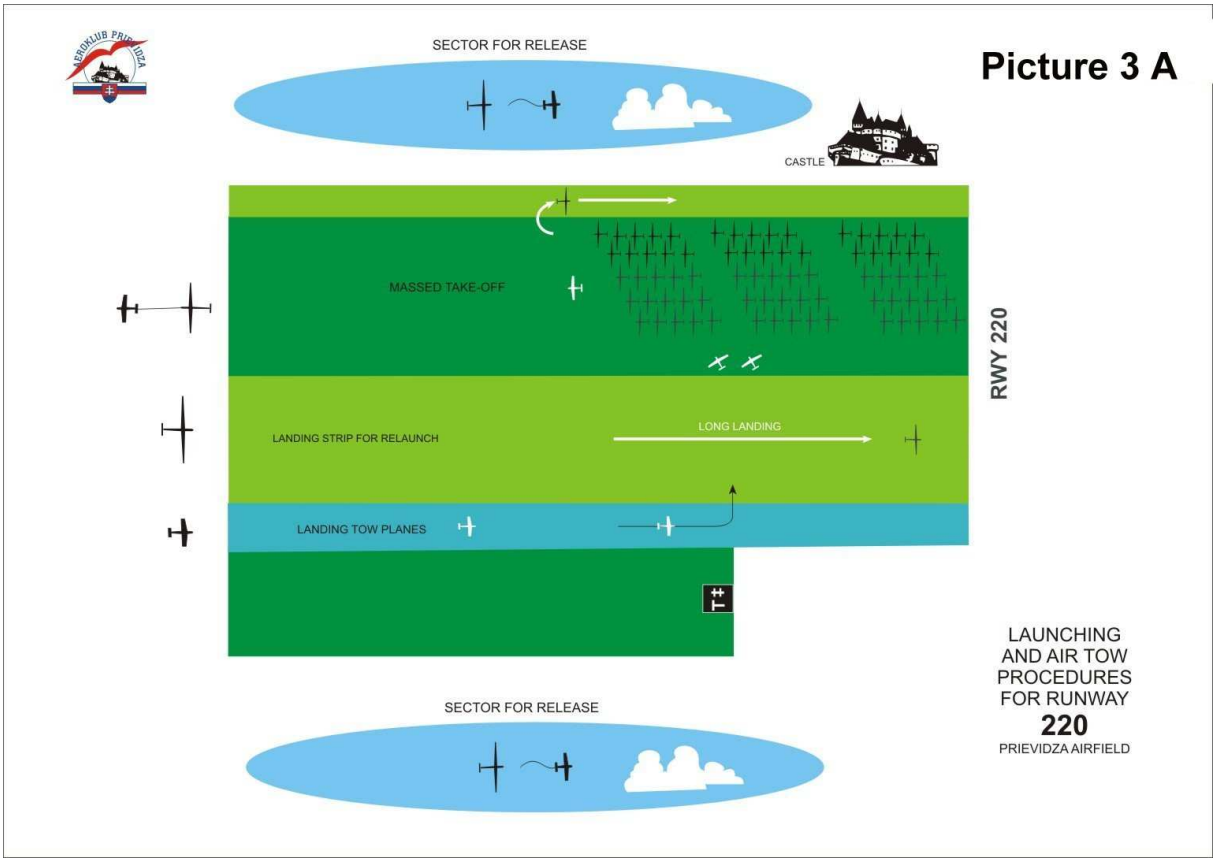
Airport map Picture 1a.

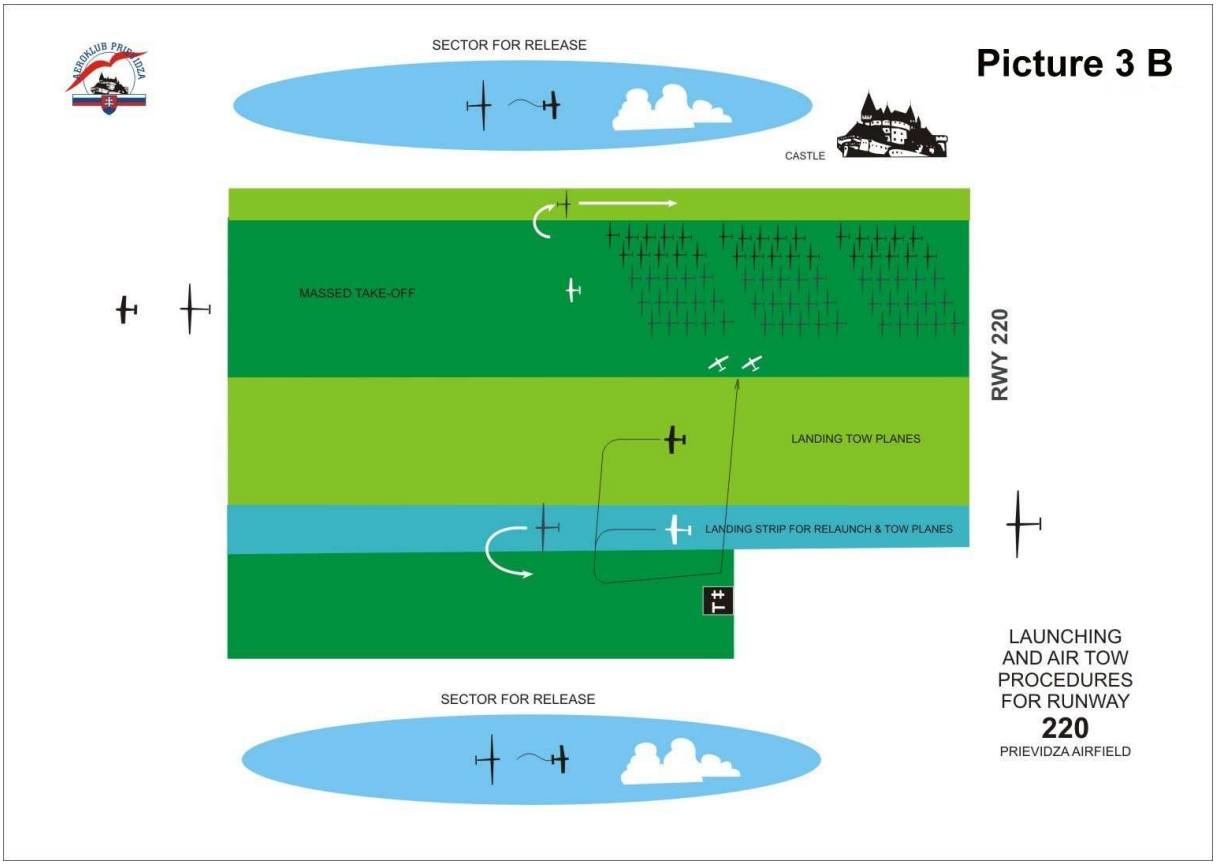


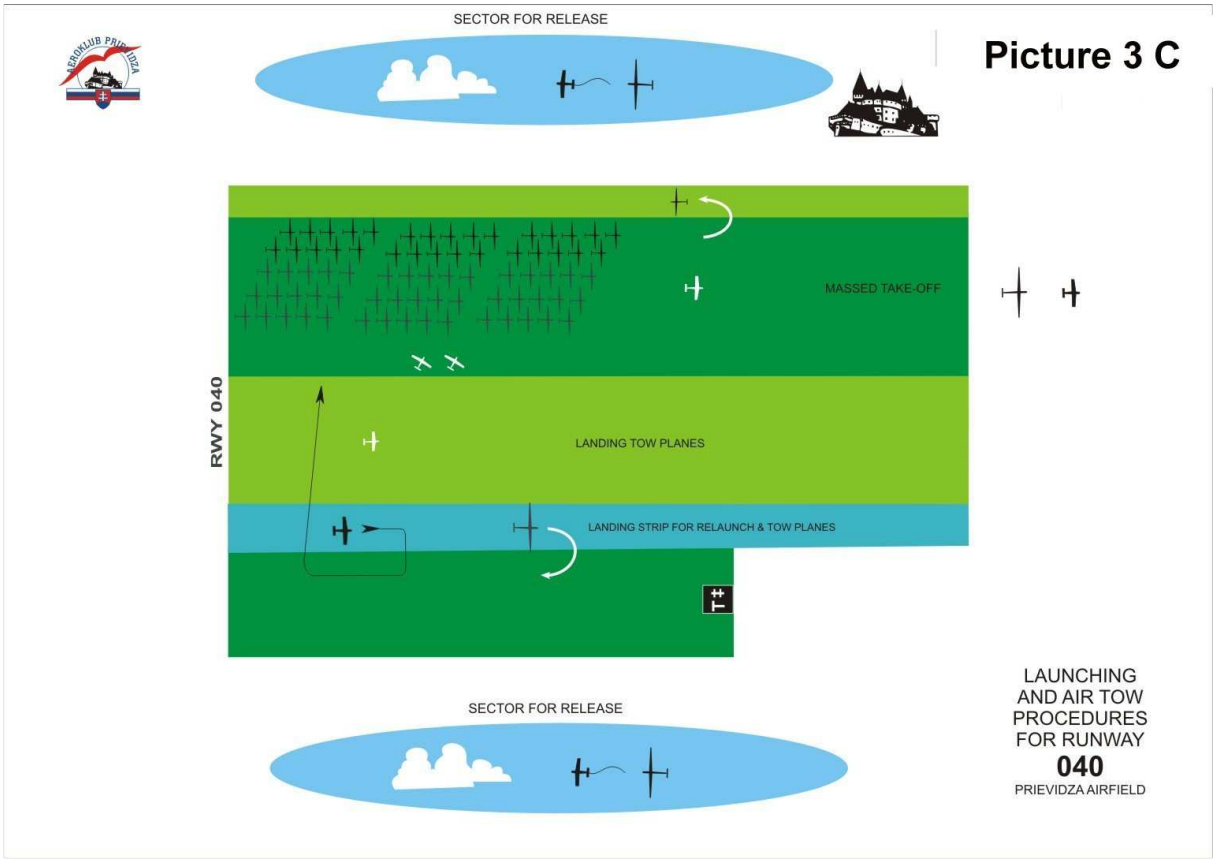
Airport map Picture 1b.

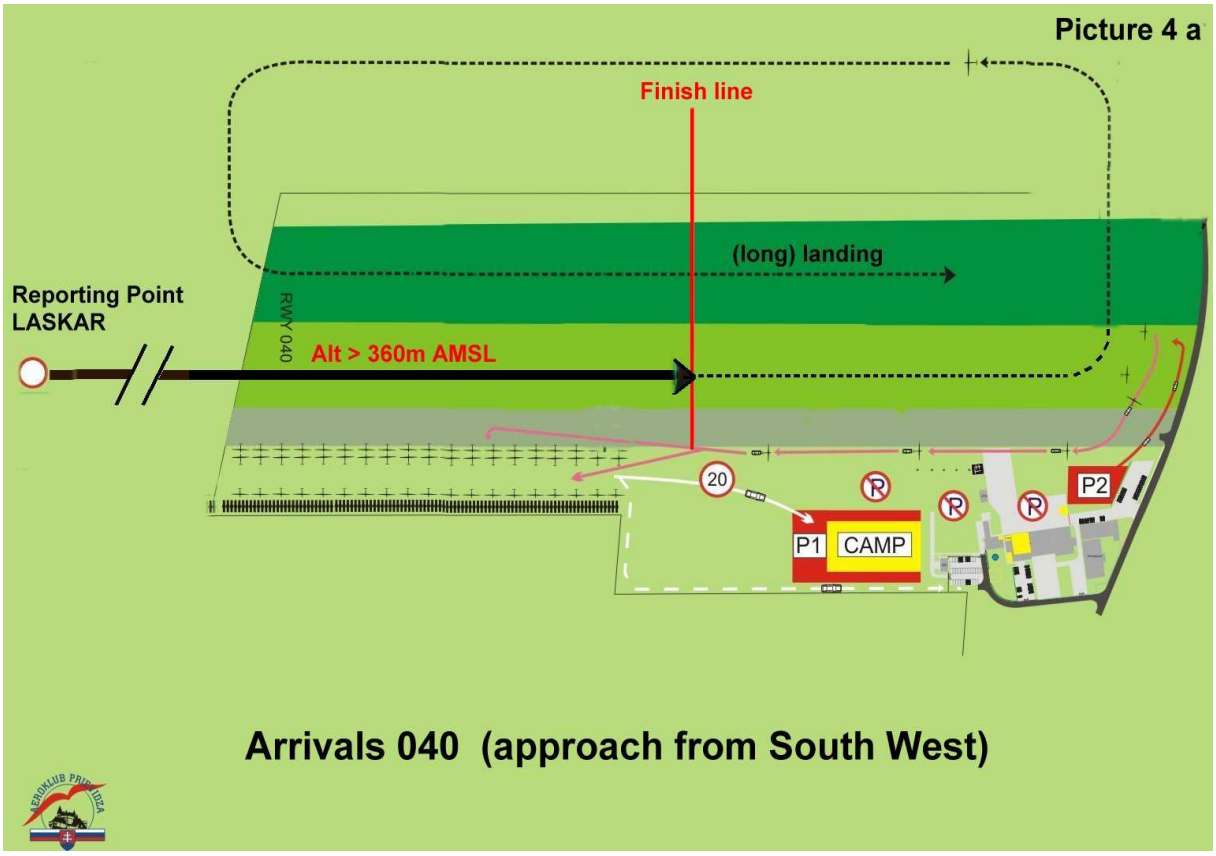
Airport access map Picture 2.

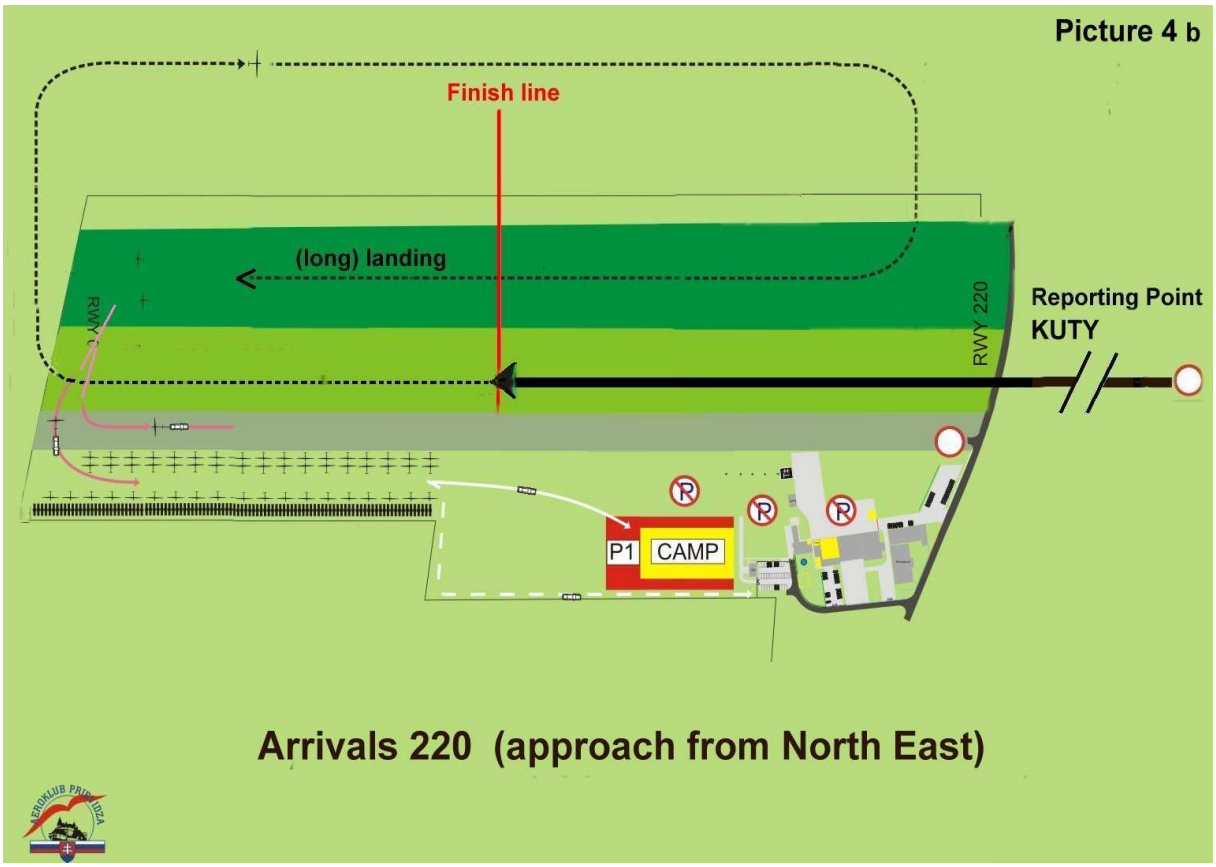





Picture 3 B
SECTOR FOR RELEASE
CASTLE
MASSED TAKE-OFF
RWY 220
LANDING TOW PLANES
LANDING STRIP FOR RELAUNCH & TOW PLANES
T
SECTOR FOR RELEASE
LAUNCHING
AND AIR TOW
PROCEDURES
FOR RUNWAY
220
PRIEVIDZA AIRFIELD


Picture 3 C
SECTOR FOR RELEASE
MASSED TAKE-OFF
RWY 040
LANDING TOW PLANES
LANDING STRIP FOR RELAUNCH & TOW PLANES
T
SECTOR FOR RELEASE
LAUNCHING
AND AIR TOW
PROCEDURES
FOR RUNWAY
040
PRIEVIDZA AIRFIELD


Picture 4 a
Finish line
(long) landing
Reporting Point
LASKAR
RWY 040
Alt > 360m AMSL
20
P1
CAMP
P2
Arrivals 040 (approach from South West)


Picture 4 b
Finish line
(long) landing
RWY 220
Reporting Point
KUTY
P1
CAMP
Arrivals 220 (approach from North East)