



2nd Virtual Sailplane Grand Prix World Final - Italy 2023

Local Procedures

***Location
Pavullo***

27th August to 2nd September

Version **1.3**



**FAI
VIRTUAL
GLIDING**

A GENERAL INFORMATION

1 Reference

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

- IGC Virtual Sailplane Grand Prix rules – **V1.3**

2 Name and location of the Event

Name: 2nd World Virtual Sailplane Grand Prix Final.
Type: FAI Virtual Sailplane Grand Prix
Organizer: *Aero Club Pavullo - FAI Virtual Gliding Group - SkyRace eSports Ltd*
Airfield: Aeroporto Civile Statale "G. Paolucci" di Pavullo nel Frignano
ICAO code: *LIDP*
Coordinates: *44° 19' 20" Nord – 10° 49' 54" Est*
Elevation: *684mt / 2244 ft*
Frequency: *124.980 Pavullo Radio*

3 Time Schedule

Unofficial Training,	23/24 August
Compulsory Training Day	25 th August
Opening Ceremony :	27th August during live streaming
Contest Flying :	27 th August to 2 nd September inclusive.
Closing Ceremony :	3rd of September In the evening (TBC)

4 Competition Officials

Competition Manager:	Antoine Havet
Contest Director:	Antoine Havet
Task Setting:	Marc Till & Michel Bernard
Chief Scorer:	Angel Casado & Thierry Bodin & Alexander Georgas
Administration:	TBC
FAI website and Social Media:	Sean Young
Live Producers:	Timothée Barusseau & Jean-David Thoby
Sportscasters:	TBC
IGC Referee:	Peter Eriksen

5 Contacts

Website :	https://www.virtualgliding.fai.org/virtual-sgp
Email :	fai.virtual.gliding@gmail.com
Social Medias :	FAI Virtual Gliding

6 Price list

Entry fee:	0 euro
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7 Registration Procedure

The organization will contact the 20 selected pilots using the priority order defined by the Virtual Sailplane Grand Prix rules. The selected pilot must confirm their entry as per VSGP Rules.

2nd FAI Virtual SGP World Final 2023 - Local Procedures

B TECHNICAL INFORMATION

1 **Class**

The SGP will be run in the *18m Class*. Any glider with less than *18m* span may compete.

Pilots must confirm their glider (Ventus3, JS1, JS3...) when accepting the invitation to the event.

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. (See Annex 2)

2 **Documents to be presented at Registration or Scrutineering**

Pilot:

- Identity Card or Passport / proof of nationality

3 **Instruments that must be removed or disabled in the sailplane**

All instruments are allowed. No cloud flying is permitted. Penalties will be issued when Condor determines cloud flying has occurred.

4 **Safety equipment requirement**

All sailplanes will have to comply with a specific livery for the event. This livery will be delivered by the organization.

5 **Emergency Locator Transmitters (ELTs)**

Not applicable.

6 **Procedures for checking aircraft mass**

Take-off mass:

A check of the glider mass is intended to verify that the take-off wing loading will not exceed 48kg/m². It will be done by Marc Till or Thierry Bodin after the end of each flight, via your electronic files and via the Condor servers.

Initial Weighing:

Not Applicable.

Regular weighing:

Not Applicable.

7 **Communication**

During the contest Discord will be the 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.

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 *meters*
- Distance in *Kilometers*
- Speed in *KPH*
- Vertical speed in *meters second*
- Mass in kilograms
- The reference elevation of airfield is *684mt / 2244 ft*

3 Radio frequencies to be used during the Grand Prix

Transmissions may only be made on the frequencies prescribed by the organizers. All pilots are expected to be reachable quickly by voice communication on a specific voice channel, via Discord.

4 Carriage of GNSS data transmitters for public displays

Tracking will be done via Spectate and Cunimb. The position of the sailplanes shall be displayed without a time delay.

The use of any personal cheating/tracking device is not allowed.

D GRIDDING

Not Applicable.

E LAUNCH PROCEDURES

1 Release areas

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

2 Standard tow altitude

Pilots will start airborne, at an altitude of around 1000m AGL (1460m AMSL). Start Altitude may vary depending on the Weather conditions.

3 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

4 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.

Relaunch will be "airborne". Any pilot abusing its right to land and restart again from 1000m AGL will be penalized. Re-launch should only be done if the pilot landed for safety reasons and could not find any thermal/lift.

F START PROCEDURES

Pilots must follow Condor 2 countdown to start the race. No announcement will be made.

A maximum height limit at the start will be imposed and announced at briefing.

A speed limit of 170kph (groundspeed) at start is applied.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on Discord frequency by giving their contest number at the distance 10km before the Finish Line. The acceptance reply will be the contest number. There may not be any reply by the contest director if he does not judge it necessary.

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.

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 Discord frequency)

3 Finishes

Finishes should be done in accordance with the patterns shown in the Self-Briefing. Crossing the finish line below the minimum altitude (<710m QNH) shall be penalized: 3 seconds per meter below.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot must inform the organization, via the Discord channel. Pilot should send his IGC & FTR files as soon as possible.

Lack of information about outlandings will be sanctioned.

I SCORING

Handling of flight documents

The IGC and/or FTR files in secure mode must be handed in by the competitor as soon as practicable, but not later than 15 minutes after landing.

FTR files must be handled by each pilot in any of the following electronic means :

- Send files via Condor.club website (or via fai.virtual.gliding@gmail.com if another scoring method is used.)

J PROTESTS

The value of the protest fee

The amount of the protest fee is 50 euro The protest fee shall be returned if the protest is upheld or is withdrawn prior to the hearing by the Referee.

K Condor 2 Specific

Glider selection

Qualified pilots must fly only one type of sailplane throughout the event. See Annex 2.

Trees density

To ensure a fair race between the competitors, the organization asks the pilots to set the 'Trees density' in Setup/Graphics/Graphics Option of Condor 2 to be set to 'very high'. Otherwise, this might offer a significant advantage to pilots not following this rule. The sanction will be a 'Day Disqualification' if it is being witnessed on live that a glider is going through the trees (meaning, it does not have 'trees density' set on very high). Pilots can issue a protest to the organization if they have due proof of unsporting behaviors from another pilot (via several screenshots or a video).

Task & Weather

The virtual competitors will have to fly the same task as the real FAI/SGP Final in Pavullo. Weather will be adapted by the organizing team to replicate real life weather.

Livestreaming

Races will be livestreamed and commented on the FAI Virtual Gliding channels (Youtube, Twitch, Facebook). Competitors will be asked to produce a camera feed and allow the organization to use their image rights.

SGP Final diffusion

From the 27th of August to the 2nd of September, there will be a continuous feed/diffusion on the FAI/SGP channel.

10:00 : Briefing

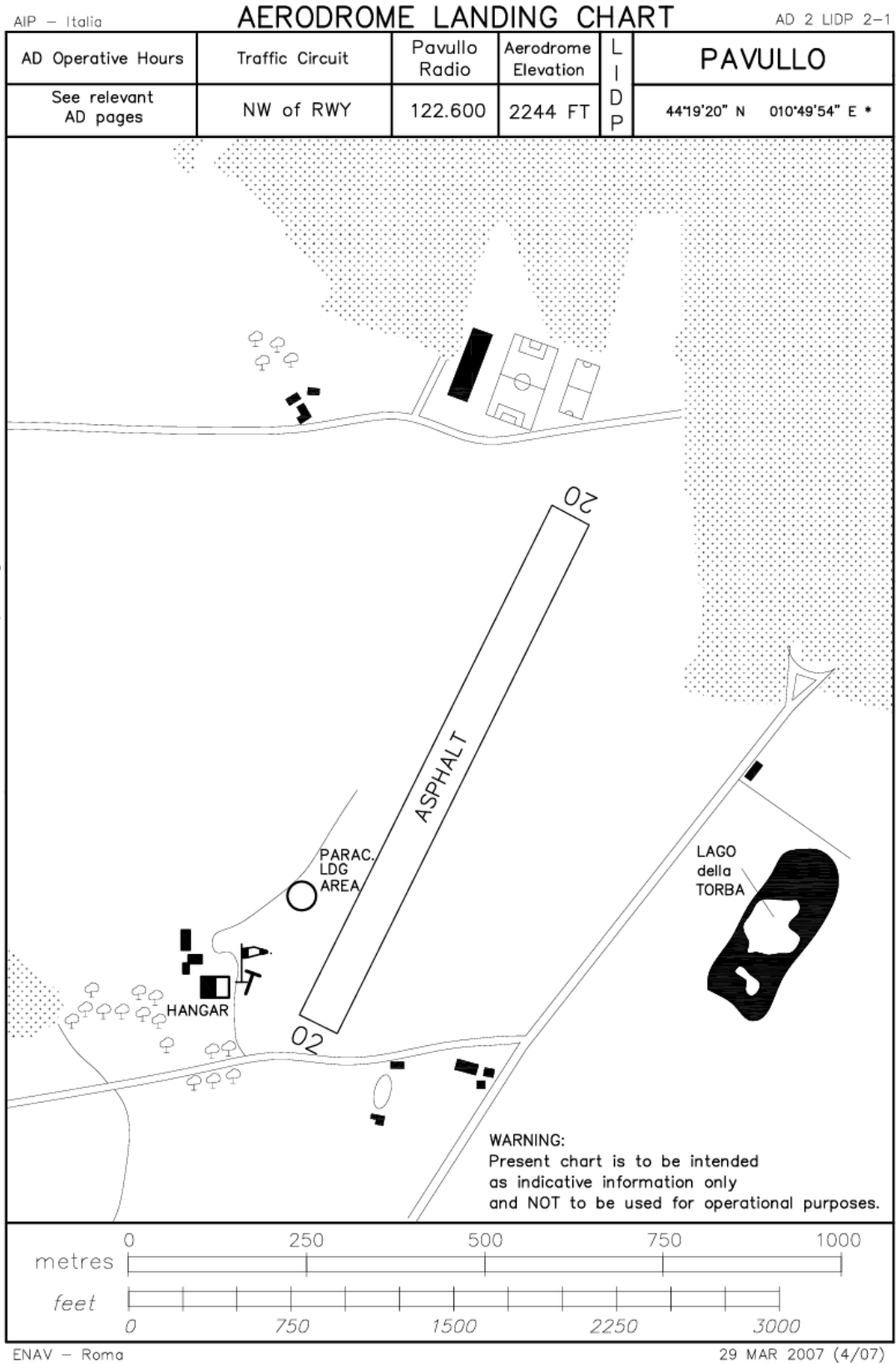
11:00 : Grid interviews

12:30 – 13:30 : Take-off

13:30 – 14:00 : Line opening
14:00 – 16:30 : Race
16:30 – 18:00 : Arrivals and interviews
18:00 – 19:00 : Daily Podium
19:00 – 20:00 : Gliding videos and countdown till the Virtual SGP races
20:00 – 23:00 : Virtual SGP races

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L WAIVERS



ANNEX 2

Glider (18m)	Water Loading (kg)	Wing Loading (kg/m²)
Antares 18 S	175	47.9
ASG29	110 + Fixed ballast (140 w/o)	47.9 (47.6 w/o Fixed Ballast)
ASG29-Es	85	47.7
DG808C-18	115	47.9
JS1-18m	145 (or 125 + Fixed Ballast)	47.8 (47.6)
JS3-18m	110	48.0
Ventus 3-18m	130	48.0