



FAI Sailplane Grand Prix®

World Series - XII



AUSTRALIA

Gawler

FAI Qualifying Sailplane Grand Prix Australia 2025

Local Procedures

***Location
Gawler, Australia***

5th to 11th January 2025

Version 1.0d – November 2024

GENERAL INFORMATION

This document relates to the Sailplane Grand Prix rules V12.5

Name and location of the Event

Name: FAI Sailplane Grand Prix Australia 2025
Type: FAI Qualifying Sailplane Grand Prix
Organiser: The “**Adelaide Soaring Club**”
Airfield Gawler ICAO code [YGAW](#)
Coordinates: 34 35 55 S 138 43 17 E
Elevation: 165 ft
Frequency: 126.55 MHz

Classes The SGP will be run in one class and is open to 18m, 15m and Standard Class gliders

Time Schedule

Registration with priority order: 1st of January 2024 to 30th of September 2024
Closing date for preliminary entries: 30th of September 2024
Formal Registration 1st of October 2024 to 31st of October 2024
Unofficial Training: Open until 2nd January 2025
Official Training: 3rd January 2025 and 4th January 2025
Scrutineering: 3rd January 2025 and 4th January 2025
First Briefing: 3rd January 2025 - 10.00am
Contest Flying: 5th to 11th January 2025
Daily Briefings : 10.00am
Prize Giving Ceremony: 11th January 2025 - 8.00pm

Competition Officials

Competition Manager: Mandy Temple
Contest Director and Task Setter: Mandy Temple and Phil Ritchie
Flight Operation Director: Paul Marshall
Weather: Matthew Scutter
Towplane Manager: Steve Pegler
Weighing and Technical Inspection: David Bradshaw/Ali Swart
Gridding: David Bradshaw/Peter Sachs
Chief Scorer: Neil Campbell
Administration: ASC Office
FAI website and Social Media: Sean Young
Live Tracking: Nick Gilbert
IGC Referee: Tim Shirley

Contacts

Address: PO Box 94, Gawler, SA, 5118
Phone: +61 428 37 80 76
Website: <https://sgp.aero/australia2025>
Email: mandytemplecd@gmail.com

Price list

Entry fee:	450 AUD
Tow to 2165' AMSL (2000' AGL):	90 AUD
Self- Launch Fee	20 AUD

Note Final entry fee will depend on the number of entries.
With 15 entries or more - 400 AUD

Tows to a higher altitude, or to a remote start may be charged and will be advised at briefing.
Tows can be pre-paid with the entry fee - otherwise an invoice will be sent out at the end of the contest.

Payment information

Please use SGP and your name as payment reference e.g. "SGP Smith"

Swift Code: ANZBAU3M

Bank: ANZ

Bank Address: 121 King William Street, Adelaide, SA 5000, Australia

Account Name: Adelaide Soaring Club Inc

BSB and Account Number: 015010 439608434

Registration Procedure

The selected pilots must pay their entry fees before the 31st of October 2024 to confirm their entry.
There will be no refund in case of pilot withdrawal after 31st October.
Late entries may be accepted at the discretion of the CD.

A. DOCUMENTS TO BE PRESENTED BY THE PILOT

1. Pilots will be asked to sign a registration form on arrival confirming that they have all relevant documents.
2. **Overseas pilots** (who do not already have one) must apply for an Australian Glider Pilot Certificate. <https://glidingaustralia.org/foreignpilots/>
3. **Overseas pilots** must be a member of Gliding Australia and an Australian gliding club.
 - A 30 day International membership is available.
 - Membership of Adelaide Soaring Club is available for \$60.
4. **Overseas pilots** are requested to bring a country flag.

B. TECHNICAL REQUIREMENTS

1. Technical Inspection will be in accordance with the **schedule** in the general section.
2. **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.
3. No requirement for **High visibility markings**
4. **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 organiser 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:**
 - 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.
 - A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added.
5. **Wing loading:** sporting limit shall be **50kg /m²**.
6. **Communication:** the primary communication during the contest will be WhatsApp
7. **Safety equipment requirement:** all sailplanes must carry a FLARM compatible device. Emergency Locator Transmitters (ELTs) are not required, but strongly recommended.

C. GENERAL FLYING PROCEDURES

1. Circling in thermals

All sailplanes must turn in the same direction as the first glider in the climb.

2. Units of measurement

- Height and altitude in feet (ft or ‘)
- Distance in metres (m) or kilometres (km)
- Speed in kilometres per hour (kph)
- Vertical speed in knots (kts)
- Mass in kilograms (kg)
- Temperature in degrees Celsius (°C)

3. Radio frequencies to be used during the Grand Prix

Launch; CTAF 126.55

Start; Safety 122.025

Finish and Landing: CTAF 126.55

4. Carriage of tracking units

The organisers will require competition sailplanes to carry trackers to enable the public display of glider position during competition flights. The position of the sailplanes shall be displayed without a time delay. Any interference to prevent them from working shall be penalised.

D. GRIDDING

1. The launch grid

- There will be up to 10 rows of 2 gliders.
- 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 two rows after every valid race.
- The grid order will be displayed every morning in the briefing room.

2. Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. Refilling has to be approved by the Competition Director, Referee or delegate.

E. LAUNCH PROCEDURES

1. Take-off procedures for motor gliders

Self-launching gliders must launch as directed by the Contest director in accordance with SGP rule 7.2.2.

2. Release areas

The release area for each day will depend on the start procedure and on the thermal conditions.

3. Release procedure

The standard tow altitude will normally be 2165ft AMSL (2000ft 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.

Glider requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the time delay.

F. FINISH PROCEDURE

1. Arrival announcement

Competitors shall announce their arrival on 126.55 MHz by reporting at the Mandatory reporting point.

2. Mandatory reporting point and finish line

To complete all tasks the pilots must enter the observation zone of the mandatory reporting point. The mandatory reporting point will be defined on the task sheet.

The competitors shall remain above the minimum altitude of 600 ft AMSL (435 ft AGL) between the mandatory reporting point and the finish line. Non-compliance will be penalised by 2 seconds per metre below this minimum altitude (no warning for the first offence).

3. Direct Landings: will be possible on the right side of the runway – subject to finish height penalty

4. Speed Finishes: circuits should be made in accordance with the daily briefing and as shown in the Self Briefing (pilots should follow any advice of the Competition Director or Safety Officer on the frequency 126.55 MHz.)

5. Minimum finish altitude:

will usually be 700 ft (535ft AGL) but may be varied at briefing and on the task sheet

G. OUTLANDING

As soon as possible after the landing, the pilot or the crew team must inform the organisation. It is recommended to send a WhatsApp private message or SMS to the organisation. The Phone/WhatsApp number will be written on the task sheet.

H. INTENTIONALLY BLANK

I. SCORING

The IGC file must be submitted as soon as practicable, but not later than 30 minutes after landing.

J. WAIVERS

1. Classes will be **handicapped** by means of variable sized observation zones at the turn points, except for the mandatory turn point.
Handicap will be: Standard 100% 15m 102% and 18m 105%.
2. Rule 4.3.1 a) Requirement for underwing markings waived