



Association pour le Développement du Planeur Ultra-Léger  
[www.ultralight-glider.fr](http://www.ultralight-glider.fr)



## 6<sup>th</sup> Southern Alps Big Tasks competition

FAI class 0-2 category 2 competition

From 24 July to 1 August 2021, Aspres sur Buëch, France

### Local Regulations

These Local Regulations are to be used in conjunction with the 2021 versions of:

- General Section of the FAI Sporting Code.
- Common Section 7 of the FAI Sporting Code.
- Section 7A of the FAI Sporting Code.
- CIVL GAP – Centralised cross-country competition scoring for hang gliding and paragliding.

#### 1. Contacts

Competition Organiser : Association pour le Développement du Planeur Ultra-Léger (ADPUL)  
Official Website : [www.ultralight-glider.fr](http://www.ultralight-glider.fr)

#### 2. Officials

Event Organiser:	ADPUL
Meet Director:	Samuel Duprat
Live Tracking Coordinator:	Sylvie Berthelot
Scorer:	Sylvie Berthelot

#### 3. Program

Practice flights:	24 <sup>th</sup> July
Mandatory Safety Briefing:	24 <sup>th</sup> July 8:30pm
Competition days:	25 <sup>th</sup> to 31 <sup>st</sup> July
Prize-giving Ceremony:	1 <sup>st</sup> August 9:30pm

#### 4. Daily Schedule

9:00	Task/Safety Committee meeting for task setting
9:30	Pilot Briefing
11:00	Opening of the launch window
18:30	Scoring Office Open
22:00	Provisional results published

Timings are subject to change. Changes will be announced at briefings, posted on noticeboards and the website.

## 5. Entry

The maximum number of pilots is 30

**Note:** the number of competitors may be limited by sanitary rules due to the COVID 19 (i.e. for the 2020 Big Tasks Competition it was limited to 10 competitors). Should such a rule be enforced by the French State, the first registered competitors will have priority, those not allowed to participate would get 100% refund of their registration fees.

Competition opened to FAI class 2 hang gliders, equipped **with** an electric auxiliary engine **or not**

## 6. Application to compete, entry fees & payments

Pilot online registration is on ADPUL website: <http://www.ultralight-glider.fr/en/registration-6th-southern-alps-big-tasks-competition/>

Entry fee: 100€

Late entry fee if paid after June the 30th: 150€

25% discount for ADPUL Members

Aerotow fees: 40€ per tow to be paid before take-off

Refunds:

- Cancellations notified by the pilot before 1<sup>st</sup> July will be eligible for 90% refund. 50% refunds from and after this date.
- Cancellation due to the COVID 19: 100% discount

Entry fee includes: Live Tracking, GPS turn-point and airspace uploads, access to championship events and parties, free internet access at the HQ

The Entry Fees are to be paid by credit card.

## 7. Insurance & Documentation

All pilots must have a valid FAI Sporting Licence, registered on the FAI database.

All pilots must have a €5million third party insurance valid in France; a policy, issued by FFVL, will be available for pilots not having such an insurance.

All pilots must have a valid Search & Rescue insurance, and are strongly recommended to have personal accident and repatriation insurance.

## 8. Equipment

All equipment must comply with Section 7A-4 and 8 and CIVL GAP

An engine on and out recording device is mandatory

A mobile phone is mandatory

A 2m FM or a VHF aviation radio is recommended

Pilot members of the safety committee must have a 2m FM radio

Oxygen equipment is recommended to fly at high altitude

## 9. Committees

Task Advisory Committee will include the Meet Director, and 2 pilots.

Safety Committee: To include 3 pilots. See Common Section 7-4

## 10. Launch

**Two take off mode** are accepted:

### 1) aerotow.

Pilots must be proficient in that means of taking off. Normal aerotow speed is 85km/h, maximum aerotow speed may be 95km/h. The tow lines are equipped with a 118kg weak link (+/-10kg) and a ring compatible with Tost glider release system; should a glider have a release system requiring a different type of ring, the competitor must provide the appropriate ring. It is prohibited to use a different type of weak link than those provided by the organiser. Non-motorised Gliders **must** be positioned in the single waiting line, in the specified launch

order for the day, at least **15 minutes** before the opening of the launch window. Any glider not in place will be positioned at the end of the waiting line.

From the opening time of the launch window, and until the last glider is launched, **pilots of the first 2 gliders** in the waiting line must be in the cockpit, the first ready to start, "before take off" checklist completed.

When the towline is attached to the release system, **the pilot must be ready** to take off. If a pilot is not ready within 1 minute after the towline is attached, the launch marshal can request to push aside his glider, and going back to the end of the take-off line, in order to launch the following pilots in the waiting line.

## 2) Electric self propelled

Class 2 gliders with **auxiliary engine** will **take off** from a separate launch lane. They must not use their engine at a higher altitude than that set for the aerotow release, and the engine must be off at least 15 minutes before the opening of the start line. A 300pts penalty will be applied for each infringement of these rules.

## 11. Take off wind limits

Whenever the Longeagne wind gauge is transmitting wind speed from the North sector (from NW to NE) above 35km/h, or gusting above 50km/h, launching is prohibited.

When wind at Aspres airfield is measured above 15kts (28km/h), or gusting above 25kts (45km/h) from the North sector (from NW to NE) launching and landing are prohibited.

## 12. Launch order

For the first task, the start order for aerotowing will be according to the current WPRS (31/7/2018). For subsequent tasks it will be the overall competition ranking.

## 13. Relaunch

Relaunch is permitted as many times as necessary, while the take off window is open.

## 14. Start time

The first start time cannot be set earlier than one hour after the opening of the launch window.

Pilots are not allowed to start before the start time (no "early bird"); should a pilot do so, he will score minimum distance points only.

## 15. Goal at Aspres sur Buëch airfield

- In order not to disturb the airfield traffic, the end of speed section will normally be set at a 3km distance from the goal
- The goal will be a 200m radius virtual cylinder, as per CIVL-GAP, located over the airfield. Competitors must enter this cylinder higher than 1030m, ref take-off time QNH, to avoid any air traffic conflict at the airfield.
- **Virtual flat land at 1030m altitude:** If between the end of speed section and goal a competitor is reaching that altitude before the arrival cylinder, he will be considered landed out at that point, and normal scoring rules will apply, this point being the last valid point of his tracklog.
- When the North wind is expected to increase at Aspres sur Buëch airfield in the afternoon, the goal may be set either at Laragne, or at a waypoint at a specific altitude some distance away from Aspres airfield. This will allow pilots to choose whether to return to land at Aspres airfield, or to select an alternative landing place with less turbulent landing conditions.

## 16. Approach and Landing at Aspres sur Buëch airfield

- Below 1030m altitude and inside the end of speed section cylinder, pilots must follow the official prescribed approach patterns for ultralight gliders, as described in ADPUL's attached briefing document, and report by radio on 123,500MHz AM VHF.
- A temporary exemption to the official procedure for the competitors without an AM VHF radio has been approved: they are allowed to follow the same track providing they are equipped with a 2m FM radio. They are required to report their arrival by 2m radio so that the Goal Marshal can make their position report for them on 123.5MHz.

## 17. Live Tracking

A live tracking system will be used in order to:

- improve the safety level
- facilitate the Meet Director's situational awareness
- give more visibility of our competition to the public and media.
- facilitate scoring

Competitors flying without a tracker, or who turn it off in flight will be penalised:

1<sup>st</sup> offence: 300pts penalty

2<sup>nd</sup> offence: zero for the task.

The display on Internet will be delayed 15 minutes.

Only the Meet Director, the Safety Director and the Goal Marshal will benefit from live positional display; they are not allowed to transmit any tracking information to anybody, except for search and rescue in case of an emergency.

## 18. Landing report

All pilots must report back to HQ as soon as they have landed safely.

Methods of reporting back will be stated during the general safety briefing.

All pilots must report back by the deadline stated on the task board. If they do not, an emergency might be declared with search and rescue costs charged to the missing competitor.

Pilots who fail to report back or report back after the deadline will be penalised:

1<sup>st</sup> Offence: 300pts penalty,

2<sup>nd</sup> Offence: zero for the task

## 19. GPS

The organiser will provide the official WPT file to the competitors, who must be prepared to upload the file into their GPS units themselves.

The GPS map datum is WGS 84 and the coordinate format to be used is DDD°MM'SS,S"

The tracklogs of the trackers will be the primary source for scoring.

As backup, competitors must be prepared to self-upload their track logs to the server of the scorer.

An SD card equipped GPS is highly recommended (please check your firmware version on your devices)

## 20. Engine on and off recording

After landing, pilots of gliders equipped with an auxiliary electric launch engine must provide to the scorer the engine operating record; it might be on the tracklog (vibration level recording), or on the SD card of the powering system. If a special software is required to read the SD card, it must be provided by the competitor.

## 21. Scoring

GAP system.

The GAP parameters will be announced at the first pilot briefing.

Competitors will score to the WPRS.

Should a pilot restart his engine before crossing the goal line, he will be deemed as landed at the time of restart, and he will score only distance points, his distance being reduced by a 10km.

## 22. Airspace infringements

As per *Section 7A 6.3*

An airspace file will be made available to all competitors for uploading to their instruments. All tracks will be checked against the official competition airspace file.

## 23. Rest days

Section 7A rest day rule.

## 24. Airfield rules

The airfield is a restricted area. It is prohibited to cross the runways walking or driving. A special car, with a beacon and a VHF radio, driven by a volunteer, will be available for towing the gliders back to the launch pad or the set-down area.

See also: Attached document

*"Aspres sur Buech Airfield Approach pattern for Ultralight Gliders"* (copy of the official document, approved by the airfield operator)

## 25. Complaints and protests

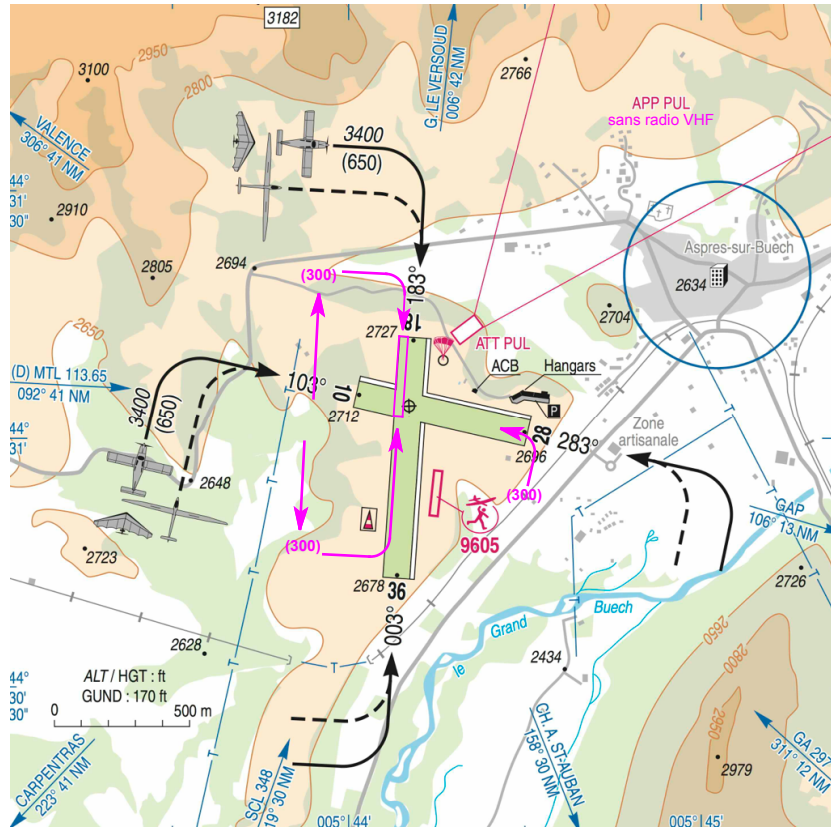
All complaints will be dealt with by the Meet Director. The Meet Director's decision is final.

## Aspres sur Buech Airfield Approach pattern for Ultralight Gliders with 123,5 Mhz VHF radio

Airfield ref. altitude: 2727ft = 830m

(300) = 100m above ground

V2.4 23/07/2016



If you don't have a 123,5 MHz VHF radio, you have to make your approach in the **APP PUL** sector and land on the paraglider and hanglider landing field; before your flight, check the surface of this field, as there are some holes and drains to avoid, otherwise they could damage the landing gear of your ultralight glider.

### Landing on the airfield:

During the approach, make the radio traffic.

Keep your final approach track aligned with the side part of the runway where you plan to land: normal gliders have a faster approach speed than yours, this will allow them to make a safe approach parallel to yours.

Should you encounter a strong lift during the final approach, rather than pushing on the stick till Vne with a chance to overshoot the runway, make, in order to loose altitude, one or more doglegs or 360° to the **safe side**, that means keeping the main width of the runway free for less maneuverable and faster aircrafts.

In order to minimize the disturbance for other aircrafts, land on the side of the runway, but on the runway, watch the side runway markers and other aircrafts who may have landed just before you.

Once landing is completed, get quickly out off your glider and push it to the side, to clear the runway as soon as possible.

Short pattern at low altitude is possible, but in your radio message, you have to use the words: *"vent arrière rapprochée pour un circuit court"* (low altitude downwindleg for a short circuit)

Keep in mind that in an emergency, you are allowed not to follow the above prescribed tracks; should this happen, and would you have time to do it, try to say on the radio what you are doing and going to do.