

# **GUIDELINES FOR THE ORGANISATION OF A QUALIFYING GRAND PRIX**

## **November 2007**

### **1. IGC aims of the Qualifying Grand Prix**

- The IGC aims in creating the Qualifying Grand Prix (QGP) are to:
  - Select pilots for the FAI World Sailplane GP Final,
  - Provide a public spectacle of a gliding event
  - Create publicly recognisable gliding “heroes”
- In order to achieve these aims organisers must always plan to maximise public viewing opportunities and ensure that the pilots understand that they may be asked to participate in media interviews.

### **2. Organisers' Responsibility**

- The Organisers remain responsible for all operational and sporting aspects of the QGP regardless of any arrangements for subcontractors to provide media support

### **3. Sanction Fees**

- Organisers of a QGP will have to sign an Organisers Agreement with the FAI and to pay a sanction fee of 200 Euros to the FAI

### **4. Information**

- The Organisers shall announce the competition as soon as possible on the igc-delegates, igc discuss and igc-info channels of the FAI. This announcement can come after approval of the GP by the IGC Bureau.
- The announcement shall contain the time schedule, the selected class, the entry fees, the number of positions available for international pilots (see below), all information about accommodation etc...
- The organiser shall set up a website giving all information on the GP. A link to this site will be made on the IGC website

### **5. Entries**

- For obvious safety reasons (regatta starts), the maximum number of entries at a QGP is limited to 20.
- The organiser must make at least 5 positions available to foreign pilots. If at the deadline for close of entries all these positions are not filled they may be made available for entries of national pilots.
- If there are more candidates than available positions for national pilots the organisers may use any rule for selecting the pilots (national ranking list, international IGC ranking list etc ...)
- If there are more candidates than positions available for foreign pilots, the organisers shall select the pilots best ranked in the IGC ranking list at the deadline for close of entries.

## **6. Referee**

- For each QGP the IGC will nominate a Referee who will act both as an adviser and as an adjudicator in the event of any complaints or protests. The appointment of a Referee is to ensure a high uniform quality standard at all QGP
- The travel expenses of the Referee will normally be covered by the IGC. These travel expenses must be submitted to the IGC Bureau in advance for approval. The accommodation and living cost of the Referee shall be covered by the Organisers

## **7. Local Procedures**

- The organisers shall set up Local Procedures (LP) which must be approved by the referee in consultation with the IGC Bureau and published at least one month before the event.
- These LP shall contain only procedures and practical details and shall not modify the rules of the GP (The LP used at St Auban and Omarama will be provided as templates).
- If possible the finish line should be located perpendicular to the runway and in the middle of it (assuming half the runway is sufficient for a direct landing)
- The hangar (or the tent) where the briefings and the display of tracking pictures take place should be as close as possible to the finish line in order to have a “center of life” where everything happens during the event.
- The Start line will be oriented towards the first turn point. The middle of this start line should coincide with the middle of the finish line
- Weighing may be made either randomly (with penalties for overweight) or by systematically weighing every competitor during gridding (in that case pilots are allowed to drop water to dump down to their maximum weight without being penalised)
- The organiser should set a single frequency on which all pilots shall be during the task in order to avoid team flying. If the start and landing frequencies are the same as this frequency the selection knob of the radio should be sealed on that frequency
- The start procedure needs to be practised by the pilot. Therefore at least one official training day should be mandatory.
- The objective of the start is to have all pilots in a position where they have an equal chance at a start
- Unless there are National regulations the organisers should not set a minimum altitude on the finish line because the experience gained at previous GP shows that the pilots attempt to make direct landings at high speed in order to avoid such penalties.
- High speed finishes should be common practice and the landing circuit should be well defined at each briefing and on the radio during the finish.
- Thought needs to be given to maximising safety during the last few kilometres of the final glide and on the airfield. The maximum extent of the airfield must be available for landings to give finishing pilots options for conducting safe landings.

## **8. Rules**

- The GP Rules are available on the GP page of the IGC website
- The IGC reserves the right to make changes to the GP Rules if experience at an event shows there is a safety issue or a better way of controlling the races.

## 9. Task Setting

- The tasks should not exceed 2 hours on public days, if there are spectators.
- The task should be set in such a way as to separate the gaggles as soon as possible. This can be achieved easily in mountains by setting a first turn point which can be achieved by various routes.
- The last TP should be set far enough from the finish line that it is not within the normal gliding range of the gliders (meaning that the gliders should not be able depart this turn point on a high-speed final glide). This avoids final glides at speed above the  $V_{ne}$  and mass finishes.
- A mandatory reporting point should be set between 3 and 5 km from the finish in order to align the gliders on the runway.

## 10. Scoring

- Pilots must be reminded that the day is valid only if there is at least one finisher.
- The scoring is made according to the ranking (place scoring) If there are at least 9 finishers, the winner of the day will get 10 points, the second placed 8 points, the third 7 and so on up to the 9<sup>th</sup>. If there are less than nine finishers only the finishers get points: For example if there is only one pilot coming home he gets 2 points and everybody else no point (except if a pilot got a bonus at a turn point). If there are two finishers the winner gets 3 points, the second placed gets 1 point and all the others get no point (except if a pilot got a bonus at a turn point). The fact that outlanders get no point is equivalent to an “integrated day factor”.
- Note that the zero points for outlanders has proven to be effective in increasing safety on task with pilots flying to airfields to land rather than pressing on for that last 100 metres of distance.
- In case of mass finishes the differences in finish time may be too small to be detected by See You. It is therefore useful to record a “manual ranking” on the finish line.
- A bonus may be given every day for the first pilot reaching a turn point (first TP or TP over the airfield.). This may also help to separate the gaggles. Note, there must be a valid rounding of this turn point (within 0.5 km and below any altitude limit) for the bonus to be gained.
- The bonus point will be given even if the pilot outlands afterwards provided there is at least one finisher to make the day valid.
- The publicly displayed scores must clearly identify the “Bonus Point”
- “Undertaking” between the mandatory reporting point and the finish line ( i.e. overtaking another competitor below his altitude) shall be penalised as dangerous flying.

## 11. Tracking

- The organisers shall use a tracking system and send pictures of the tracking on internet
- They have the choice of the system which they will use but basically two systems have been used successfully so far
- The first one is the Norwegian Vpos system used in Saint Auban; the second one is the system from Animation Research (ARL) which was used at Omarama..
- It is to be noticed that some tracking units have the capability to record ige files. They may therefore be used as a back up flight recorder if all other FRs fail
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## **12. Media Exposure**

- The organisers must use every opportunity to showcase our sport
- According to the Organiser Agreement the Media Rights of the QGP belong to the FAI. An organiser must therefore consult the FAI Secretary General before signing any agreement or contract with TV and Video producers. (Note – this requirement is to protect the IGC/ FAI Intellectual Property that is represented by the Grand Prix product and the Rules under which the event is run.)
- The organizers should require the pilots to have a colourful uniform with a badge with their name and their national flag
- The members of the organiser staff should also be easily identifiable. (i.e. by wearing a dedicated shirt for all organizer staff)
- During public days a speaker should comment on the race for the benefit of the public in attendance.
- A member of the organizers should be nominated as the press spokesman. The press spokesman will be in charge of dealing with the media. It is important to explain to the media that a GP may seem risky but that these pilots are the best in the world and that they are able to master the risks.
- During public days it is important to organise some animation during the time the gliders are on task. The animation should be mainly centred around gliding (glider aerobatics, glider old-timers, motorgliders, glider rides, RC glider models, glider simulators etc)

## **13. Safety**

- The organiser shall have a safety plan (medical support, spokesman for media etc...) for the case an accident would happen (especially in the case of an accident happening on the airfield in front of the public)
- The FAI have a very good document called “FAI Guidelines - In the event of a casualty or a serious accident at FAI Air Sports” available on their website.