Self Briefing Part 1 - Procedures

1st issue 05/12/2025

https://www.soaringspot.com/fr/2nd-spring-provence-glide-vinon-2026/

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Welcome!

We are pleased to welcome you to 2nd provence spring glide 2026 (General multiclass category)

Please pay attention to the following points:

– The neighbourhood,
– We share the airfield with other users,
– Regional airspace

The sustainability of competitions in Vinon depends on the championships organised!

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Competition calendar

• Unofficial training	19th, 20th and 21st March *(included in the registration fee)*
• Registration period	20th and 21st March 2026
• First Briefing	21 March 2026 at 6.30pm
• Tasks	22 March to 28 March 2026
• Prize-giving ceremony	28th March 2026
• End of Championship meal	28 March 2026 7.00pm

Organisation

• Competition Director :	Roger EYRIER
• Task Settings:	Gérard HERBAUD/ Roger EYRIER
• Flight safety :	Francis Moginot
• Weather forecast:	Gérard HERBAUD
• Towing :	Denis BURCKEL
• Scoring :	Jean-Marc SAVOIE / Marc BENOIT
• Administration:	Kelly SACREZ / Nathalie PERON

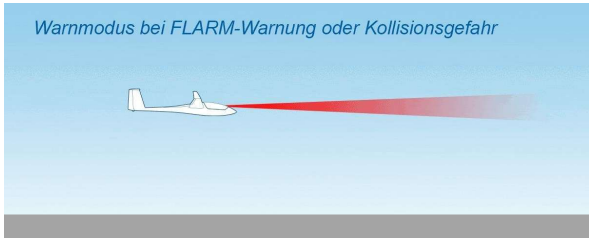
Mandatory requirements

Pilot :

- Valid glider pilot licence
- Valid medical certificate
- FFVP licence (can be taken on arrival)

Glider :

- Third part insurance
- Valid CofA (or licence to fly in France)
- FLARM (competition mode off) with OGN inscription
- High-visibility markings (wings and fuselage 20cm wide) or
- Strobe (active throughout the flight)



Equipment :

- IGC-approved recorder or compatible device
  FLARM (even if not approved by the IGC) built after 1 January 2005
- Moving map with contest airspace
- Updated aeronautical chart (preferably 1:250,000 Southern Alps)
- VHF radio (8.33 spacing)
- Parachute
- Smartphone with WhatsApp to receive messages from the organisation

WhatsApp

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Documents

- The FFVP Regulations, Local Procedures, Turning Points and Contest Airspace can be downloaded here: https://www.soaringspot.com/fr/2nd-spring-provence-glide-vinon-2026/downloads
- All competitors must :
  - Know the rules, local procedures and self-briefing before the first task;
  - Download turnpoints and contest airspace in your navigation systems;
  - Provide the organisation with an original IGC file from its flight recorders.

The organisation will not download your flights from your flight recorders!

You have to do it yourself using your own tools.

Competition
Area

Southern Alps+ Northern Alps
When suitable weather

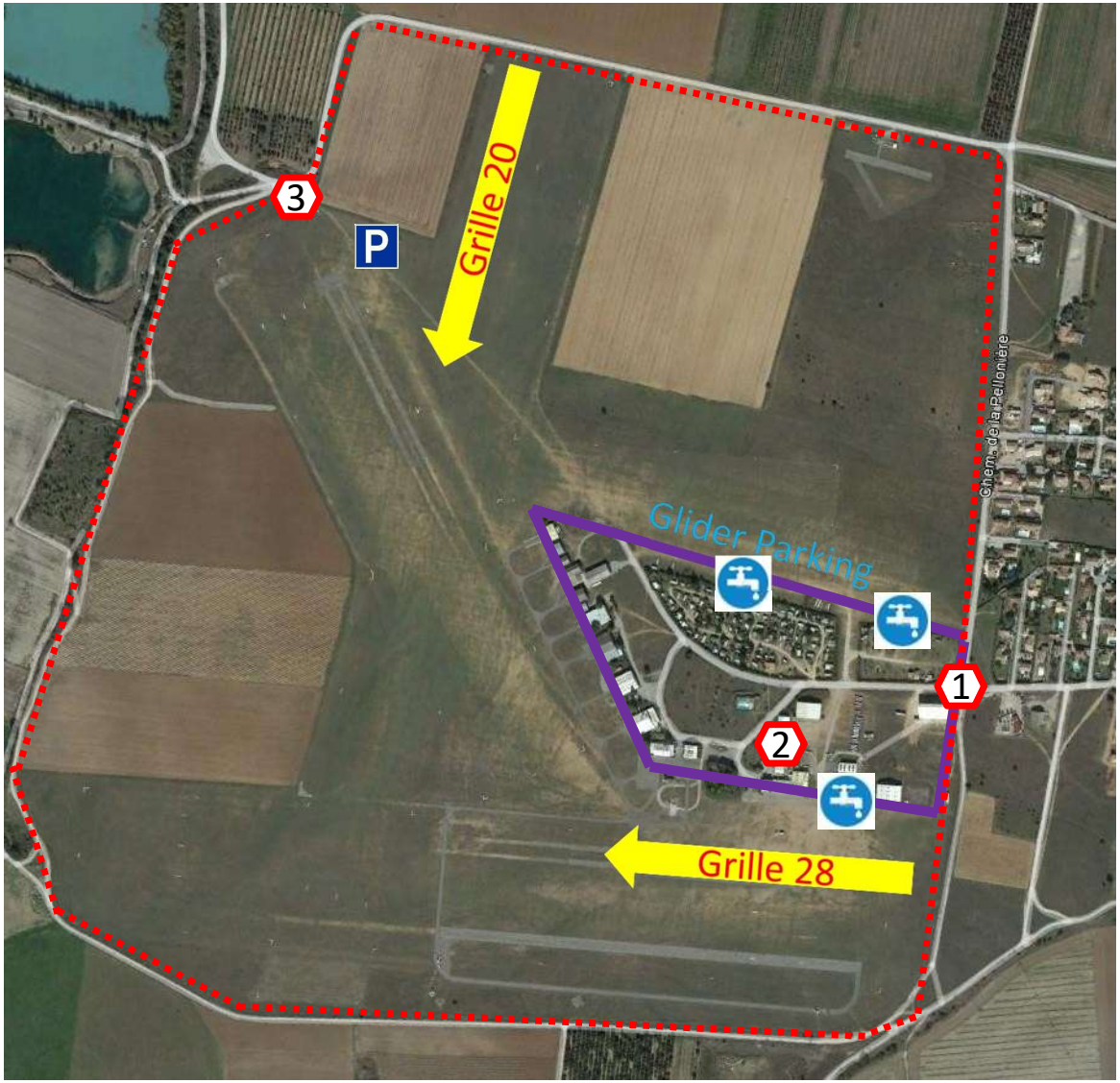
Organisation of the aerodrome

1 Aerodrome access

2 Administration and Briefing

3 Access to RWY20 Launching grid

P Car parking Grid 20

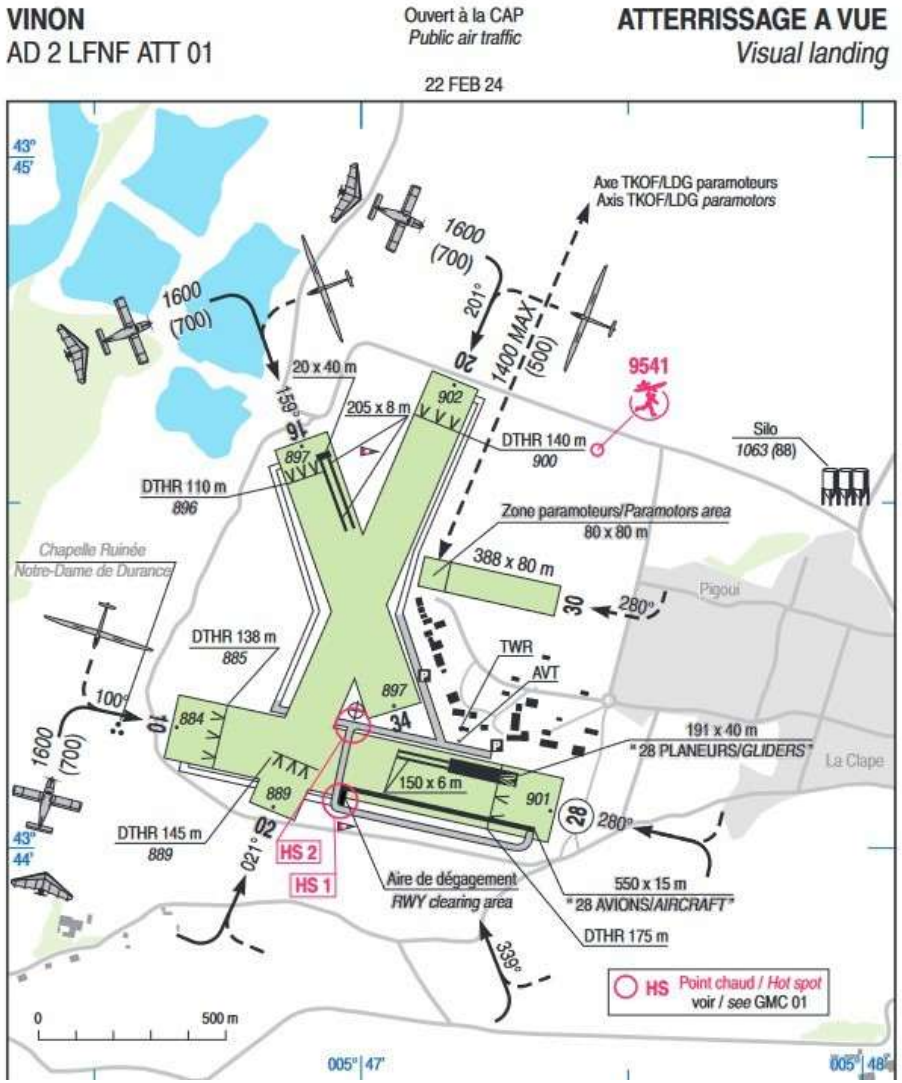


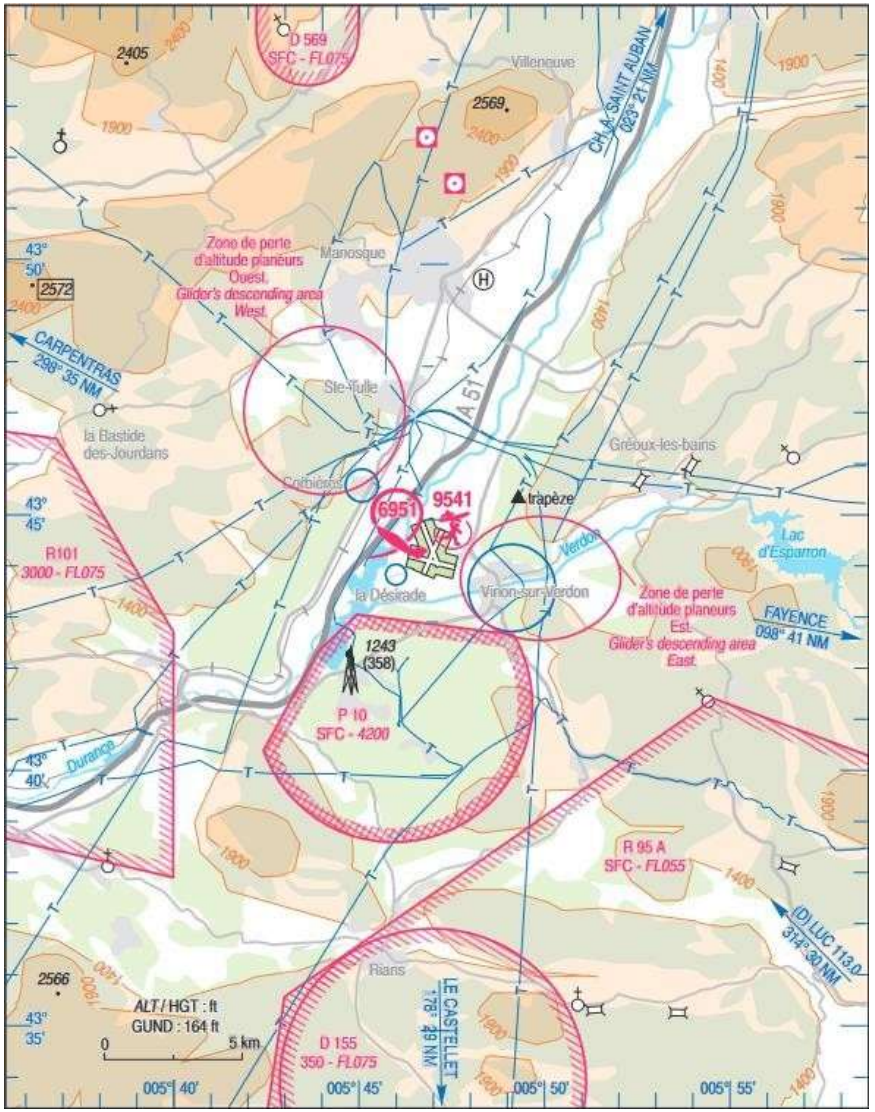
Water points (Ballasts)

Public area Do not overfly at low altitude

Aerodrome boundaries

VAC Card - LFNF

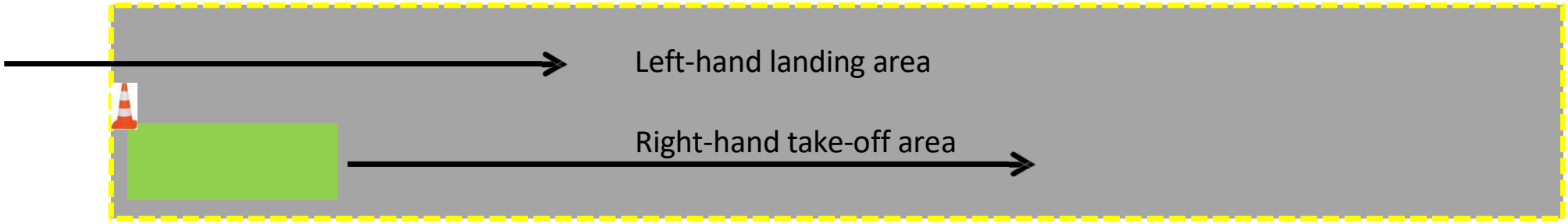




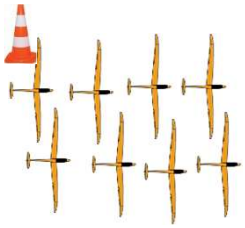
Alt: 900 ft (275 m)
Frq: 118.155 MHz

Free runway

Tracks 20 and 28



Reference beacon for access to the grid (the first to arrive parks his glider at the bottom end of the grid)



Launching grid closed 15 minutes
before the scheduled time of first take-off

Setting the grid

Completed AND no cars on the runway 15 minutes
before the scheduled time of first take-off

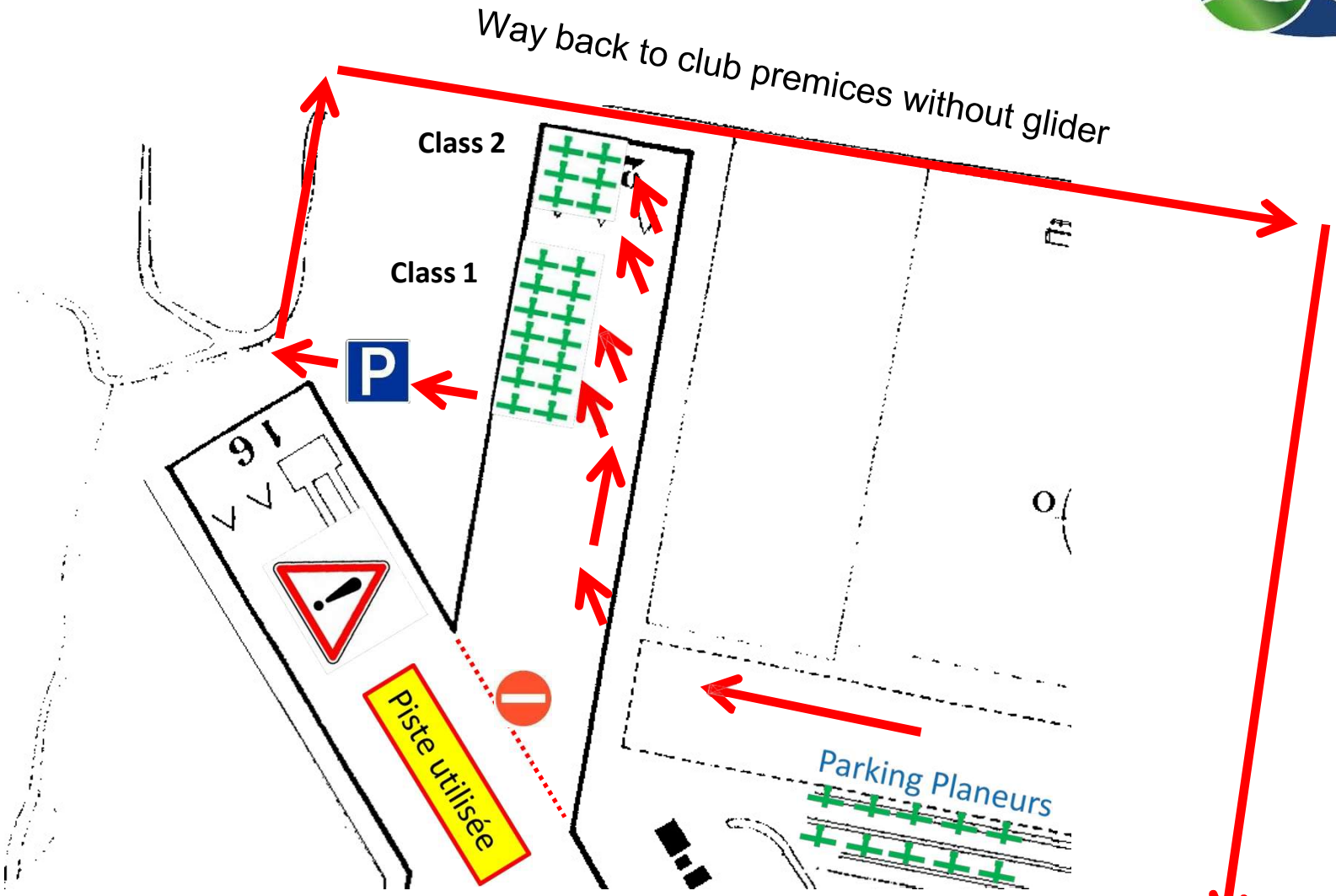
Take-off

- Competitors'crew shallfasten the towing lines and hold the wings level,
- The glider shall be wings levelled (ballast balanced) as soon as the tow aircraft stands in front of it .

Procedures

Runway 20

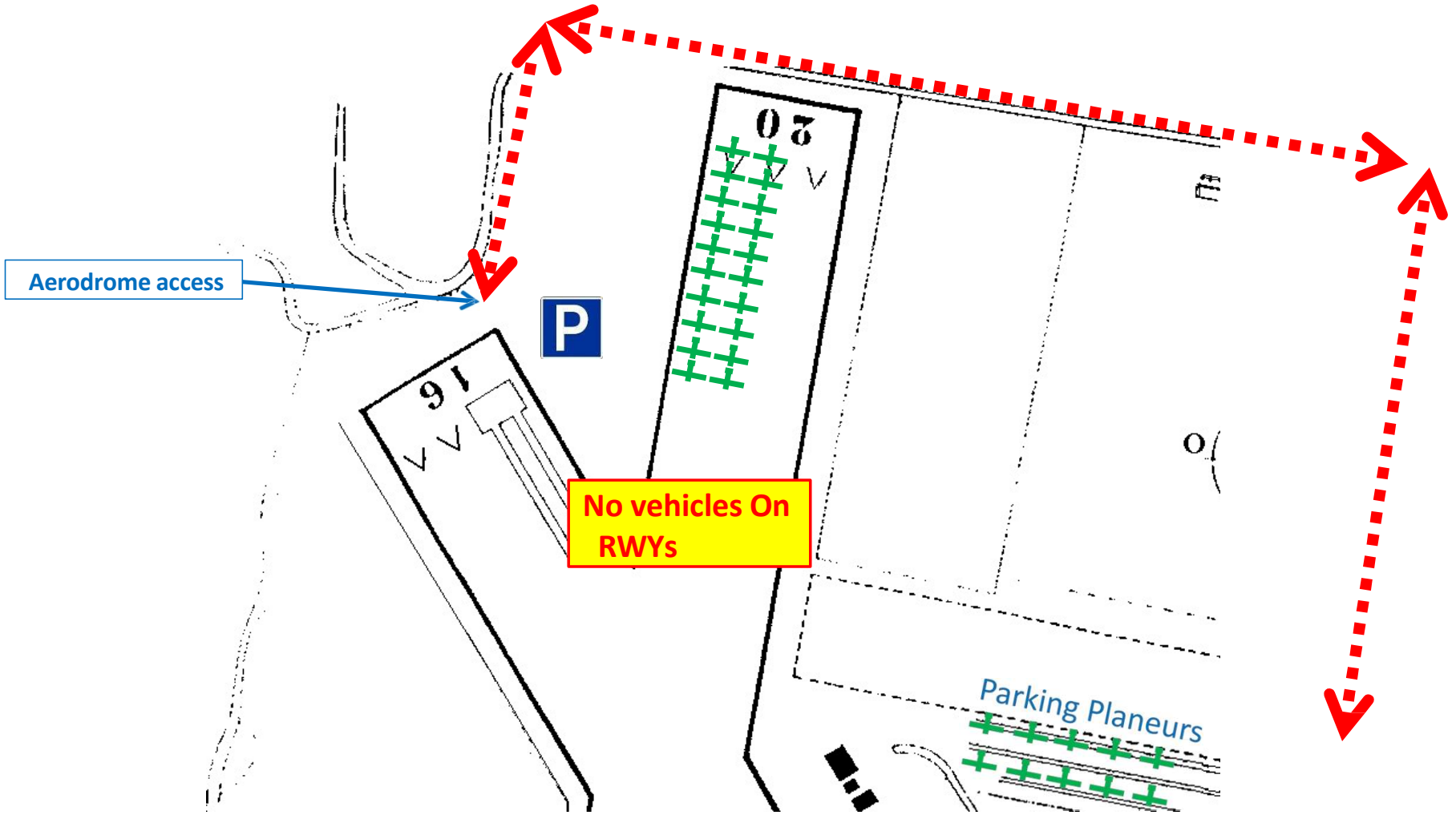
Track 20 grid



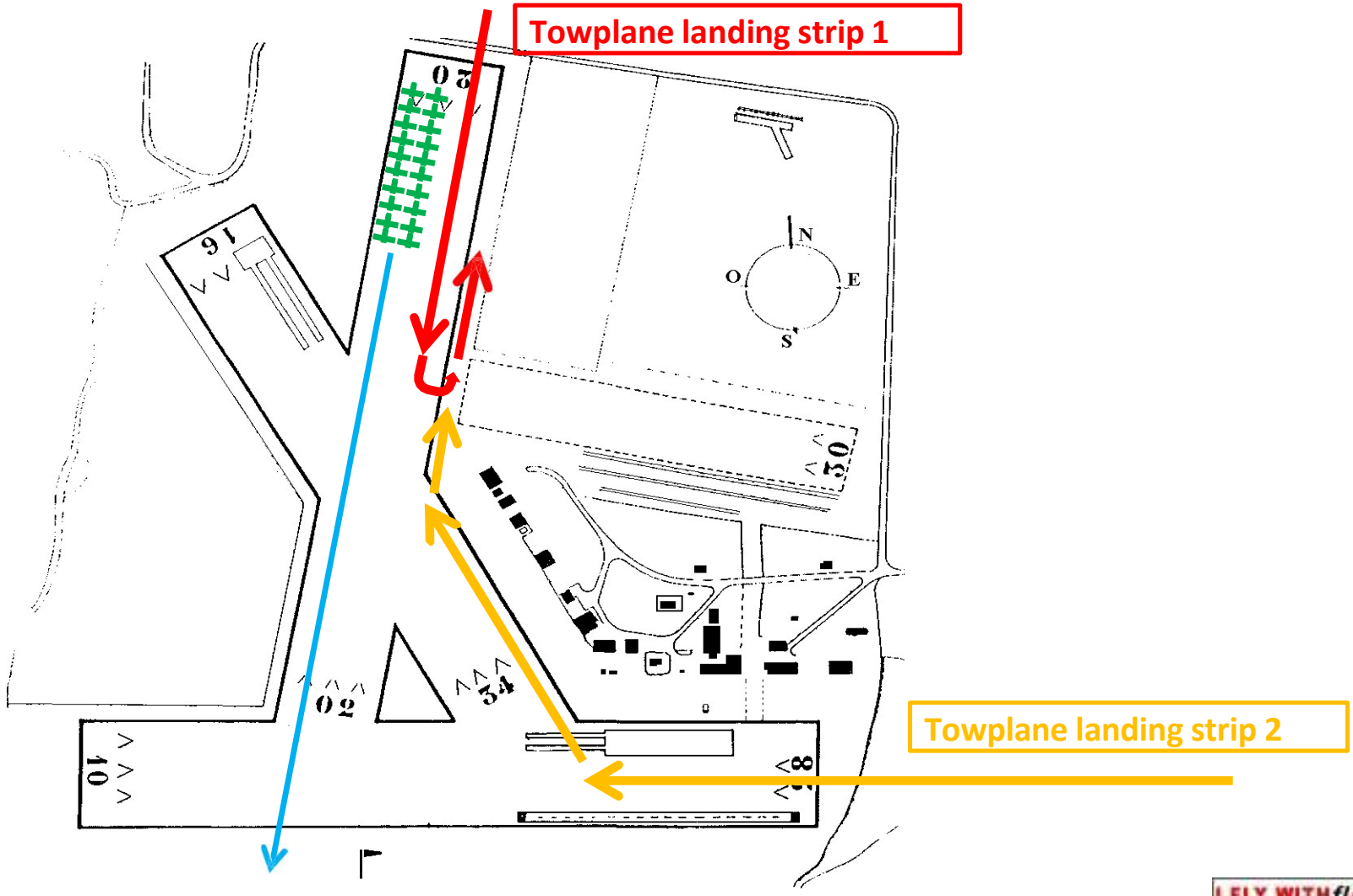
Launching grid

Take-off Runway 20

Vehicle access and parking during take-off



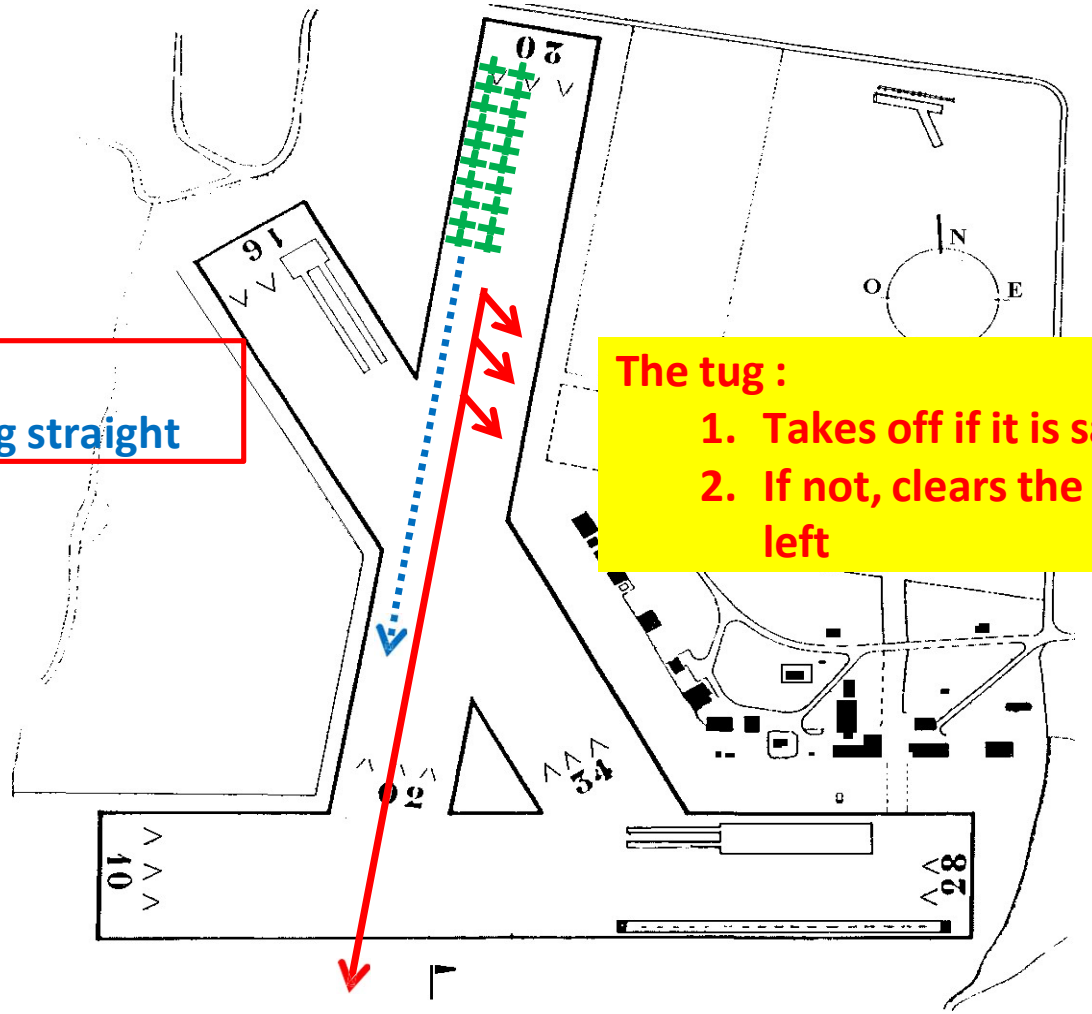
Take-off Runway 20



Take-off Runway 20

Aborted aerotow on take-off

The sailplane :
Slows down while keeping straight

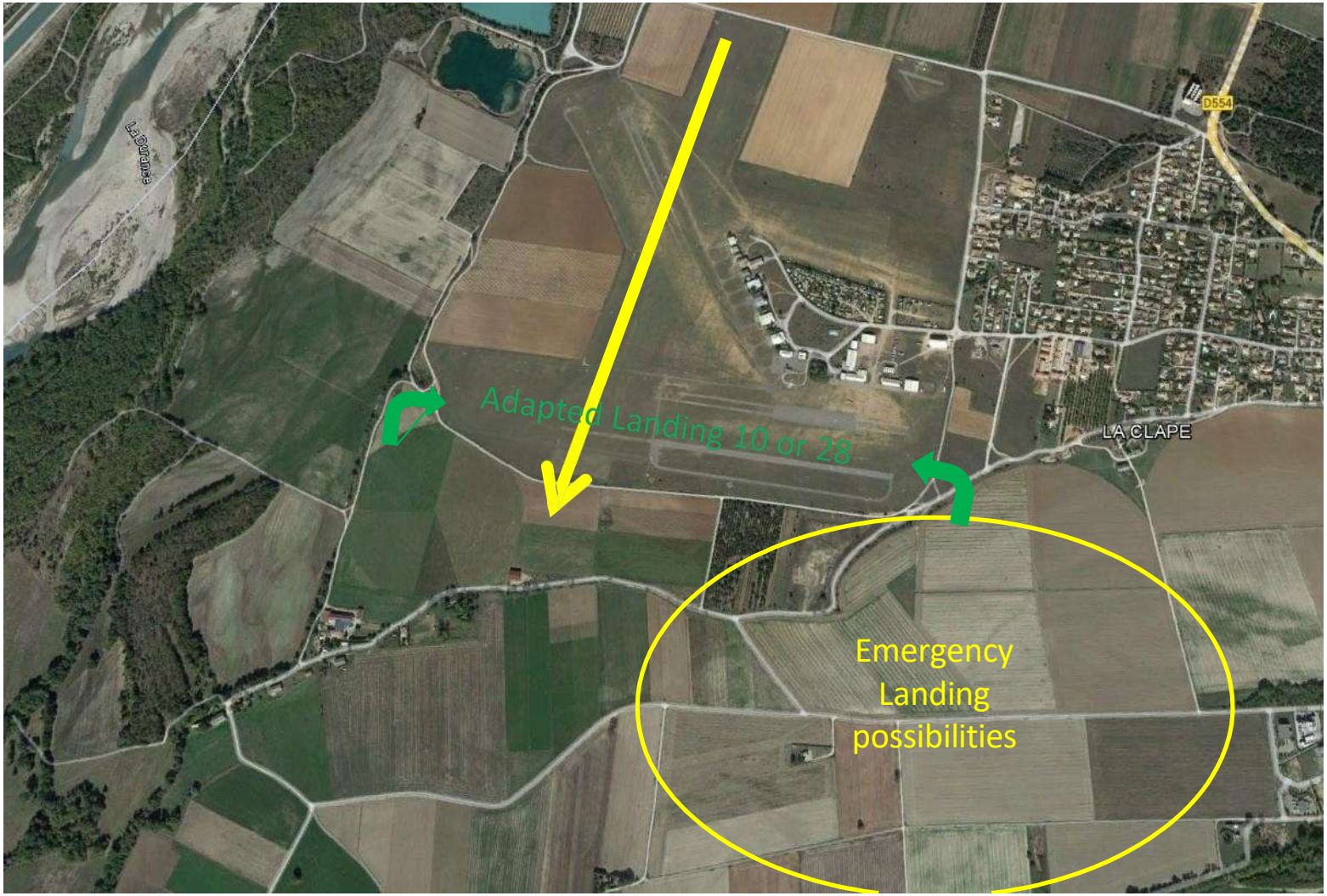


The tug :

1. **Takes off if it is safely possible to do so**
2. **If not, clears the runway centreline to the left**

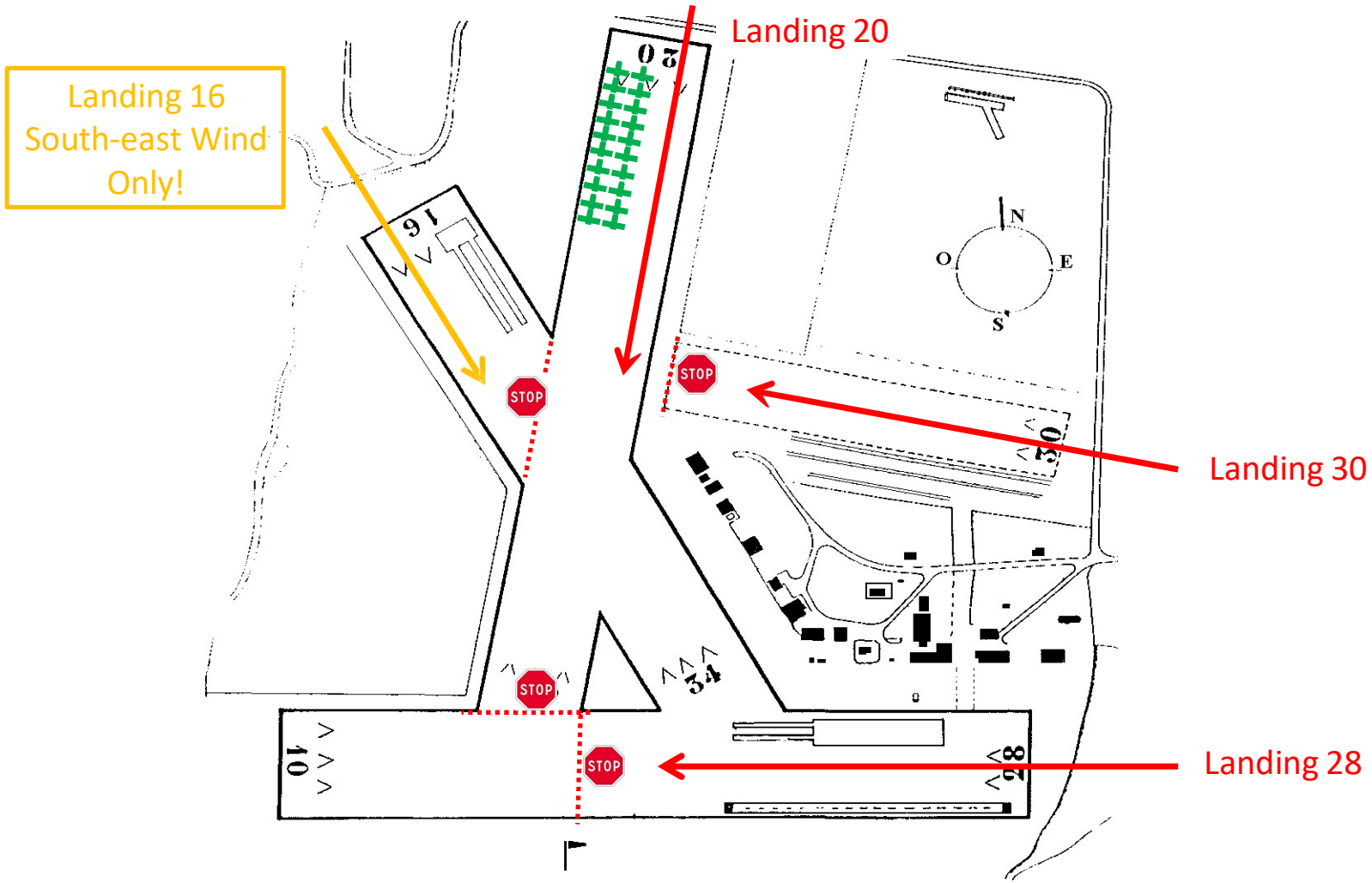
Take-Off RWY 20

Aerotow incident on Take-Off



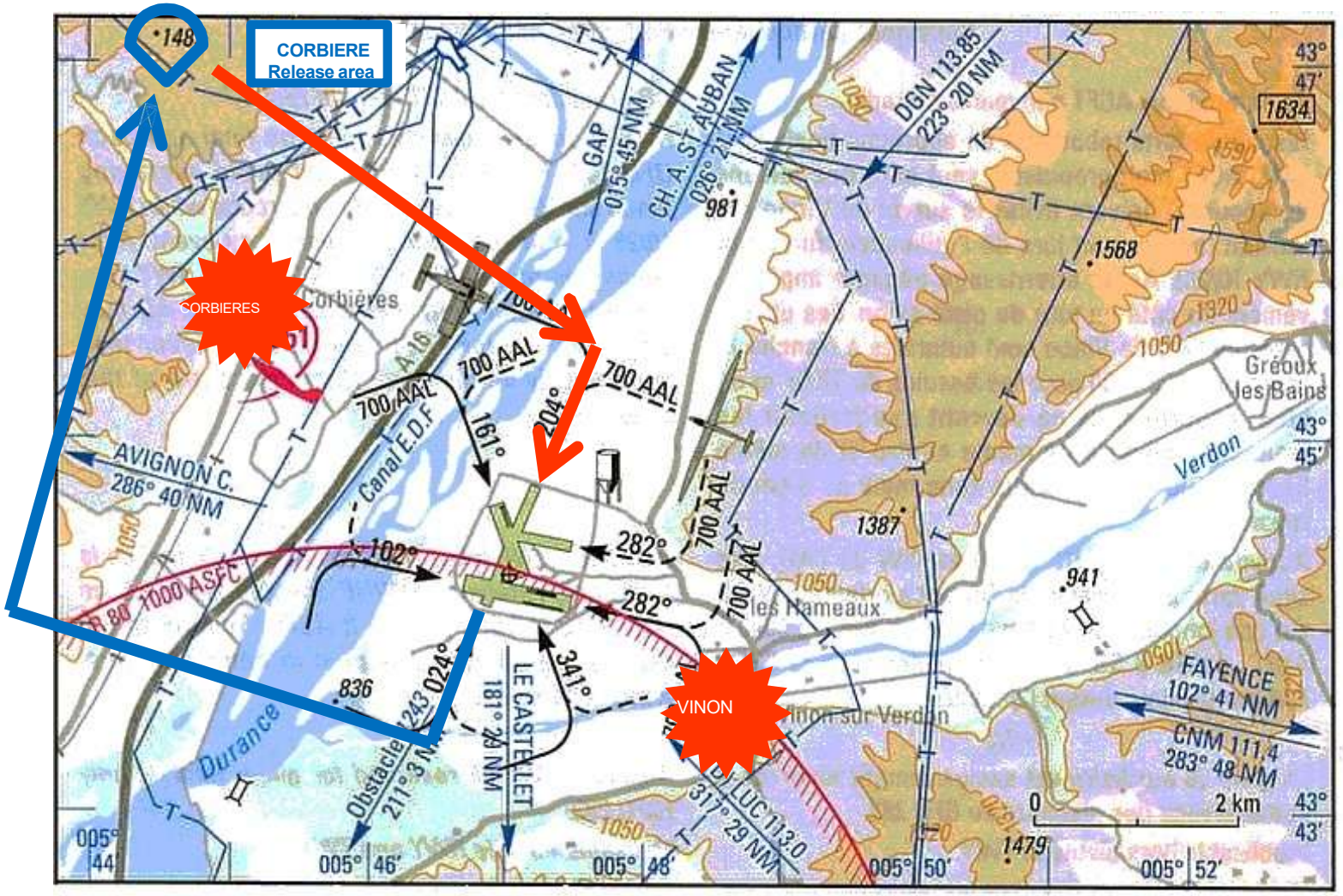
Take-Off RWY 20

landing possibilities during Launch Time



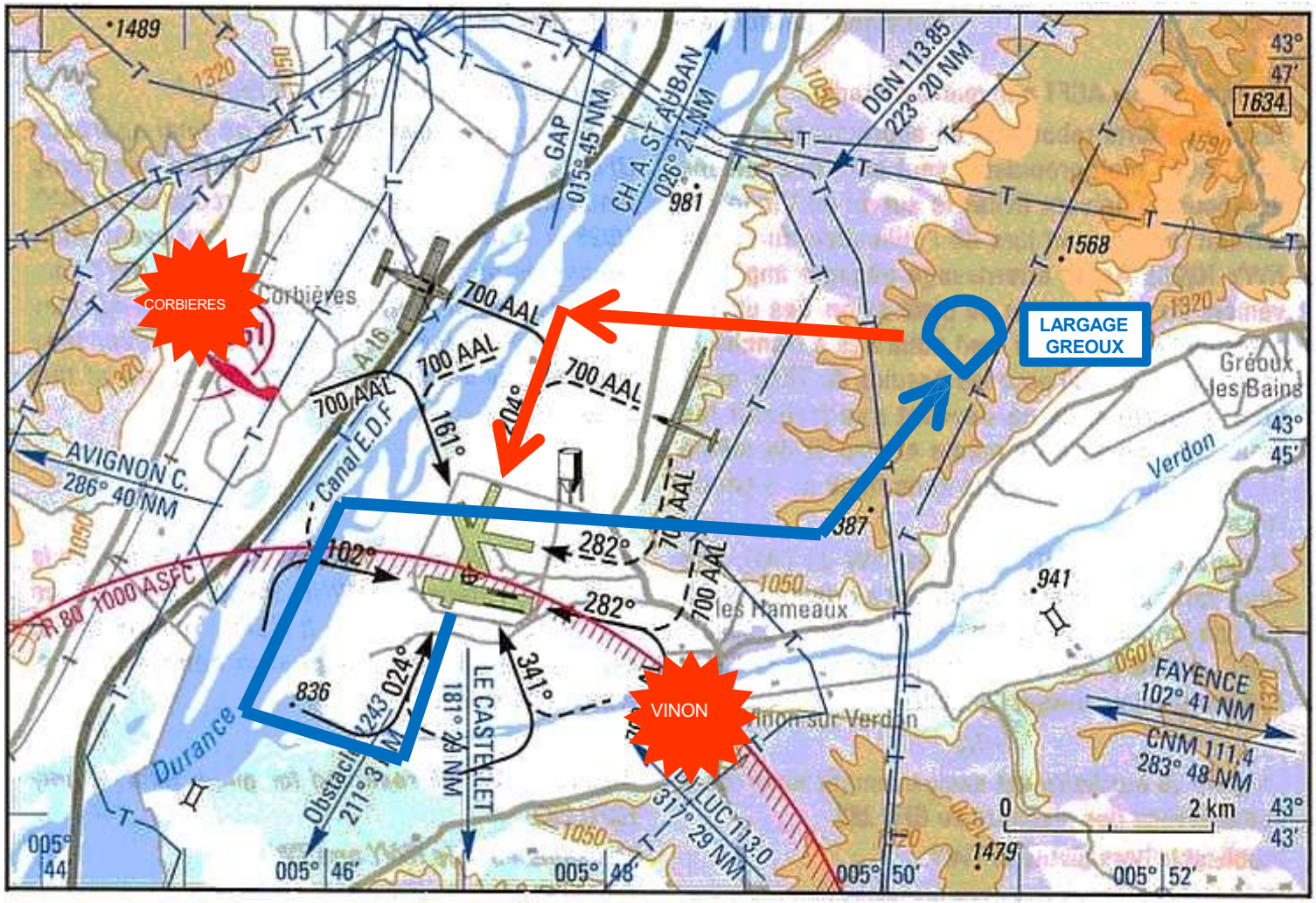
Take-off Runway 20

Release area "CORBIERES"



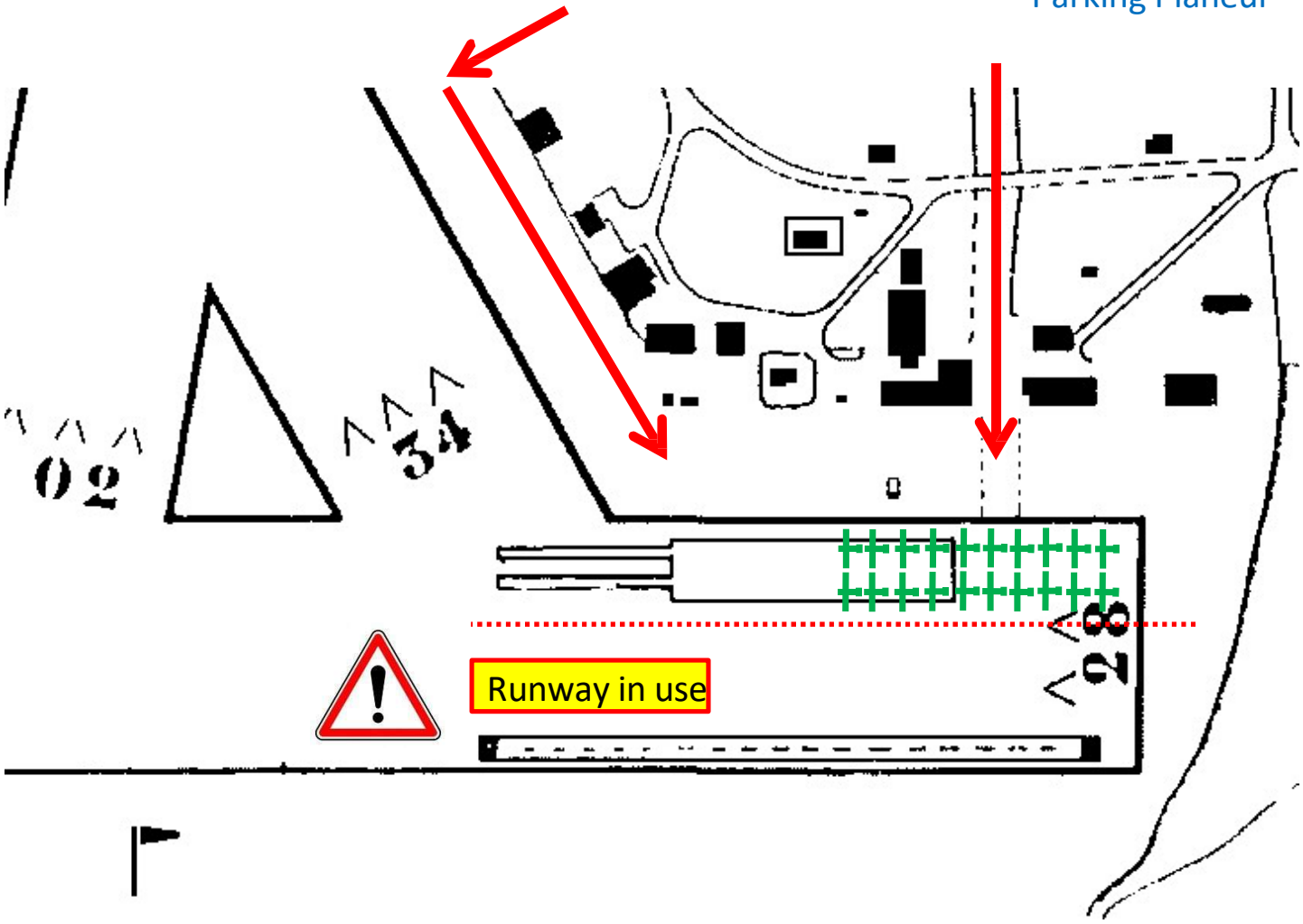
Take-off Runway 20

Release area "GREOUX"

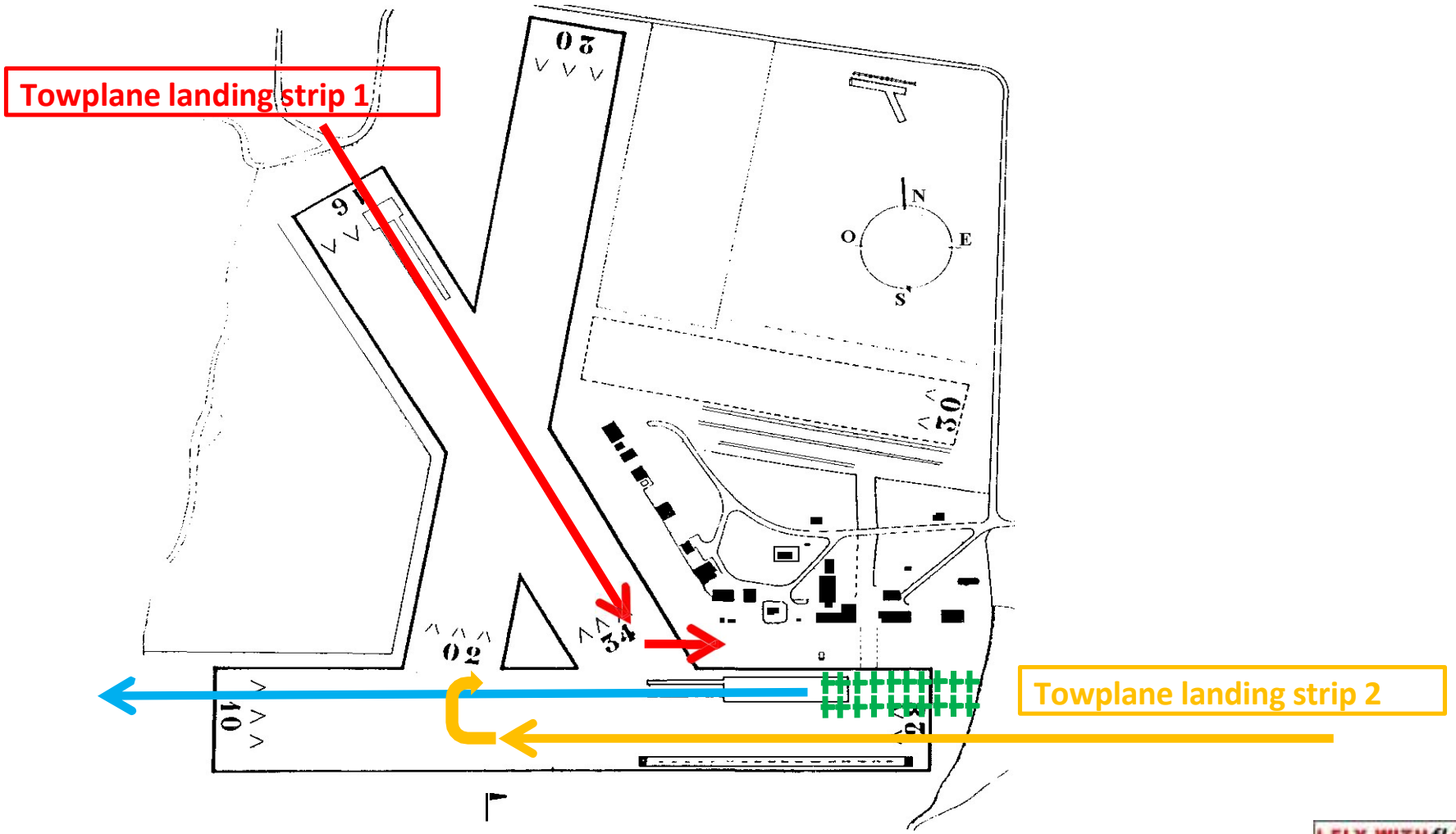


Procedures for Runway 28

RWY 28 grid

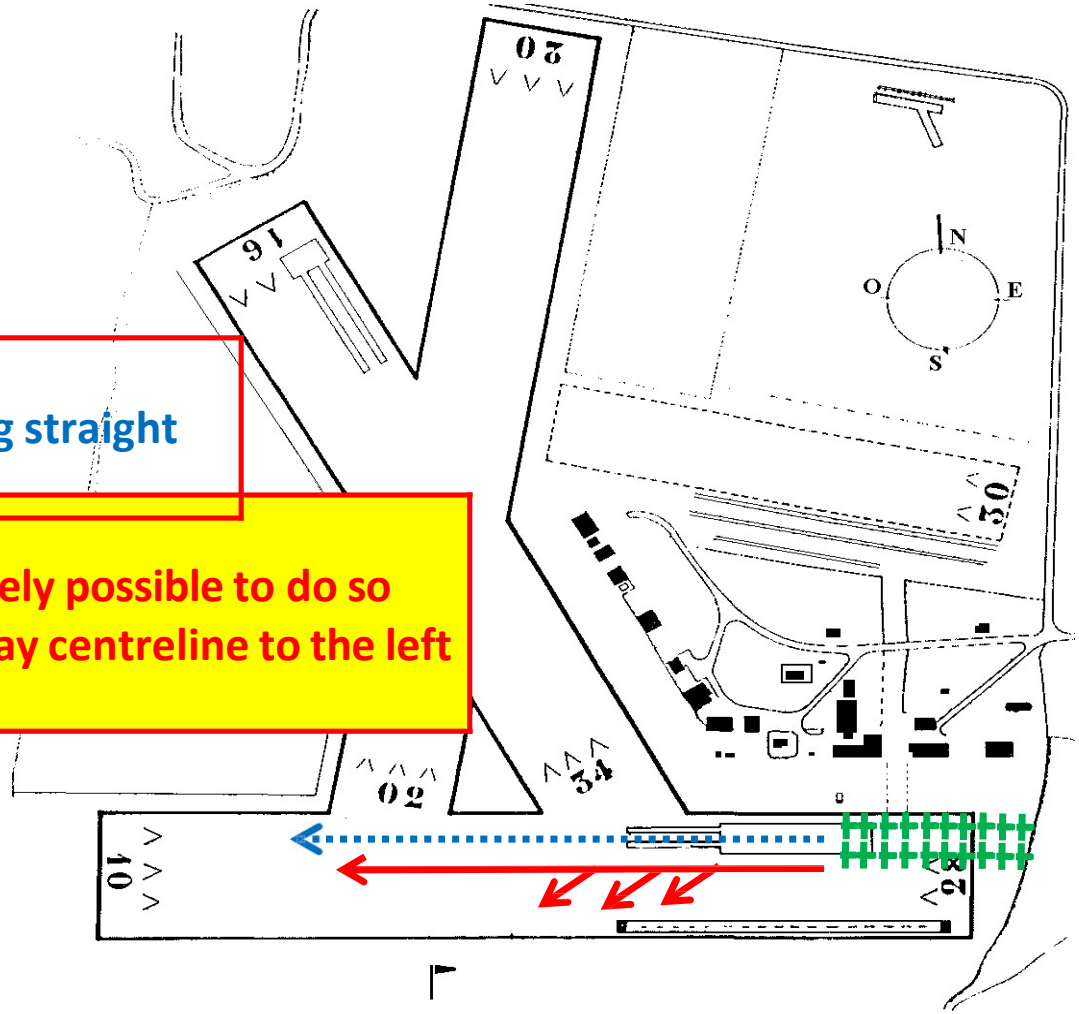


Take-off Runway 28



Take-off Runway 28

Aborted aerotow on take-off



The sailplane :
Slows down while keeping straight

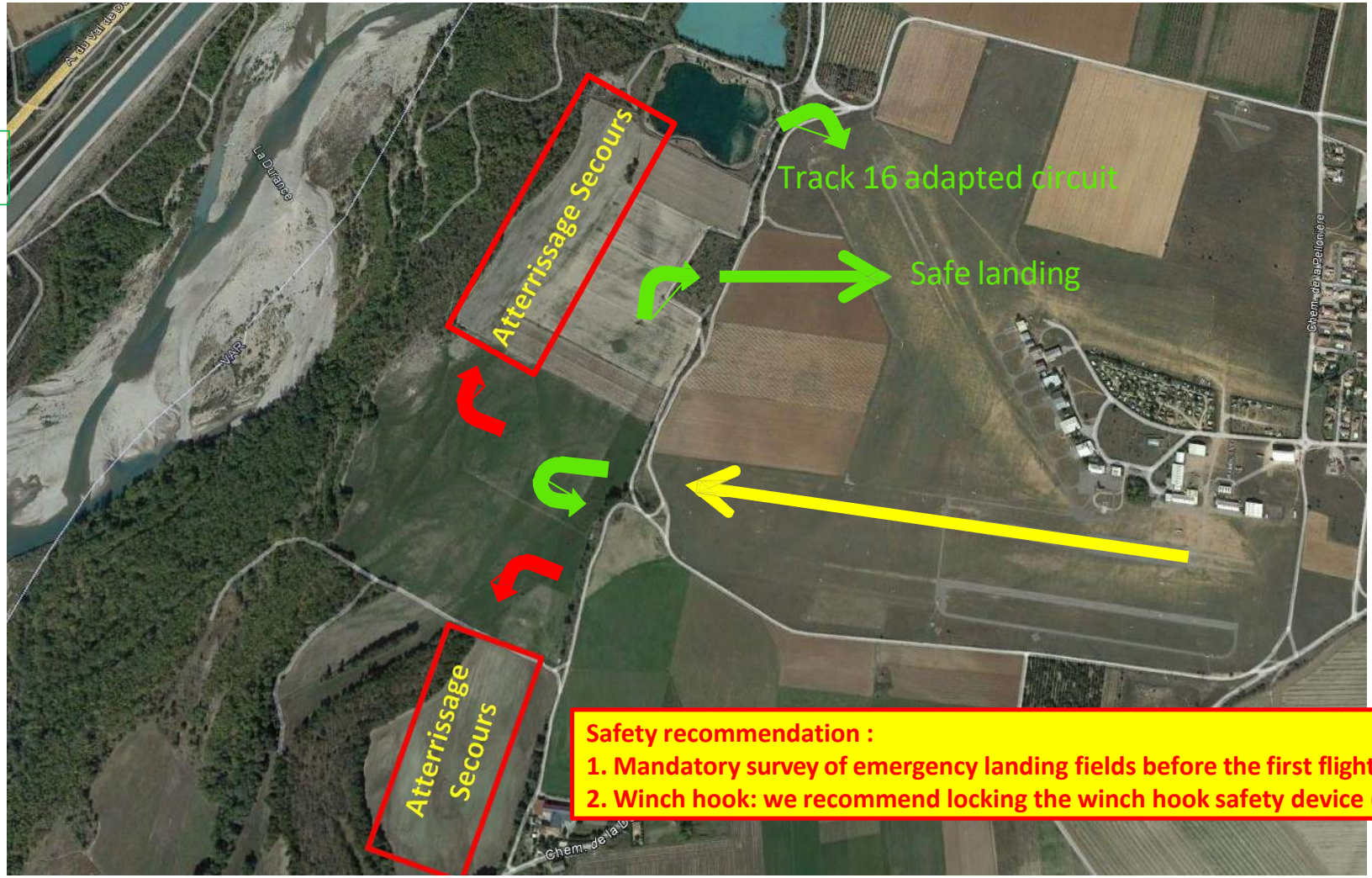
The Tug :

1. **Takes off if it is safely possible to do so**
2. **If not, clears runway centreline to the left**

Take-off Runway 28

Towing interruption on initial climbing

Safety height for u-turn: 80 m

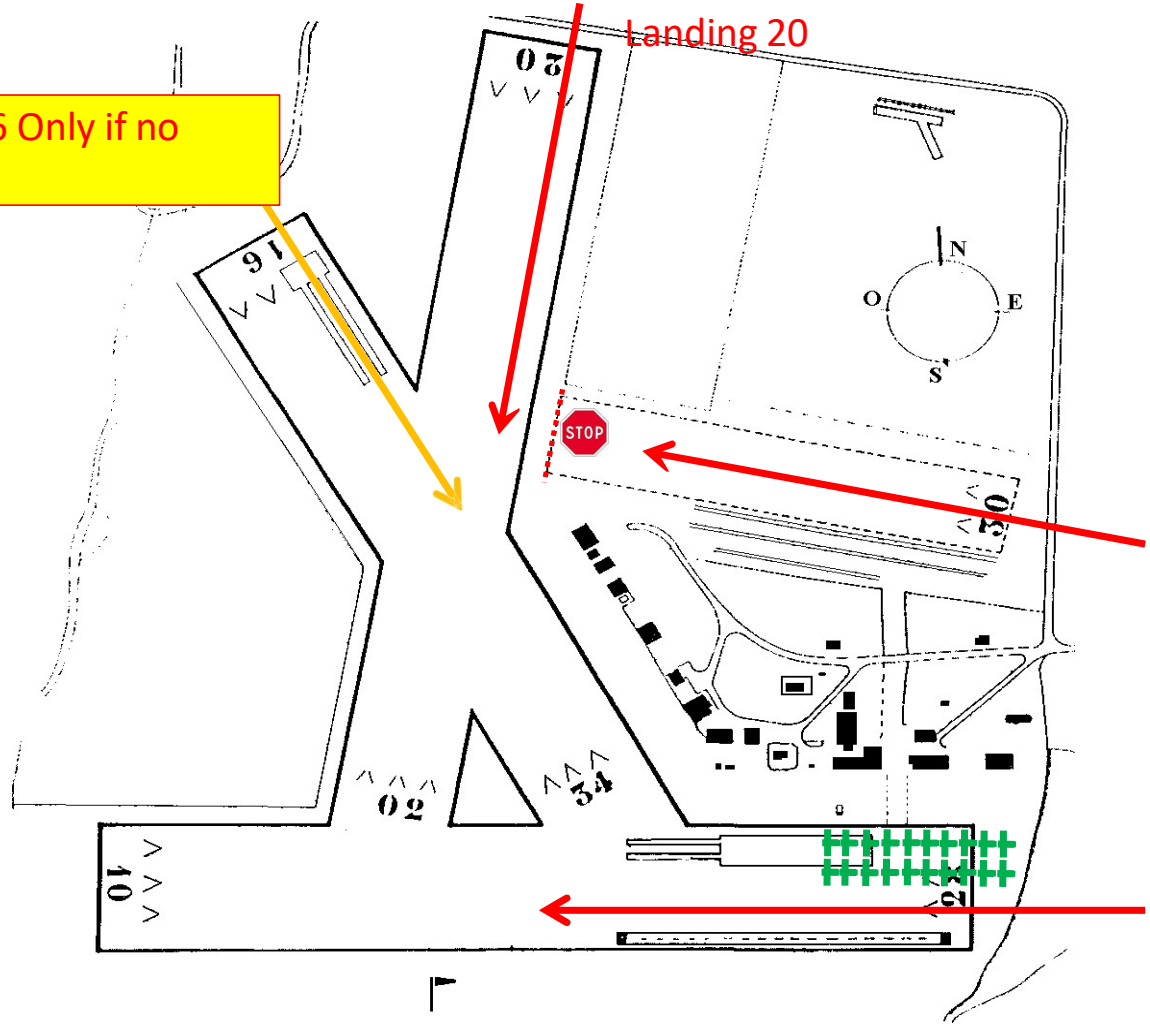


Safety recommendation :
1. Mandatory survey of emergency landing fields before the first flight
2. Winch hook: we recommend locking the winch hook safety device (unexpected release).

Take-off Runway 28

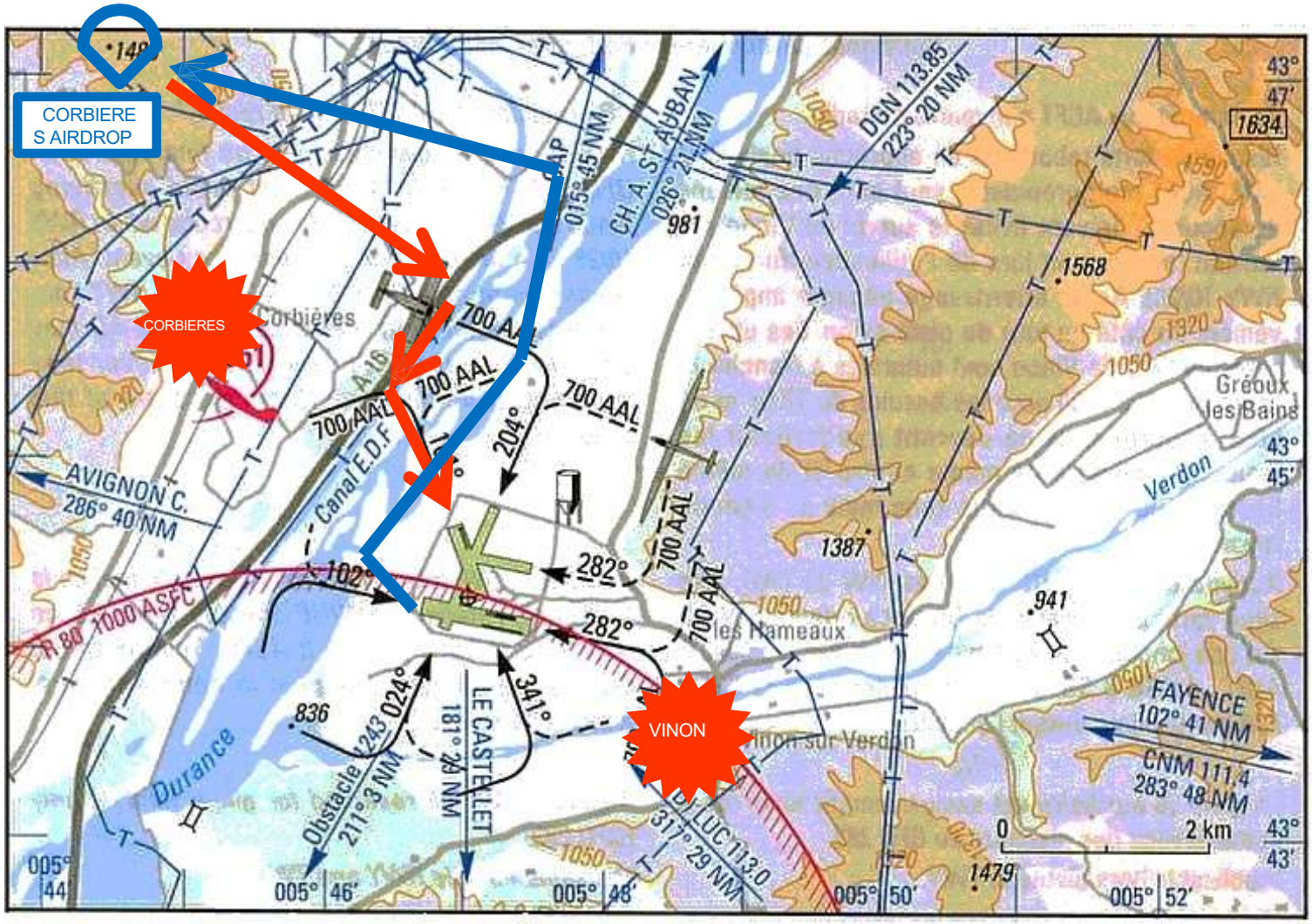
Coming back to land during launching time

Landing 16 Only if no NW or W wind



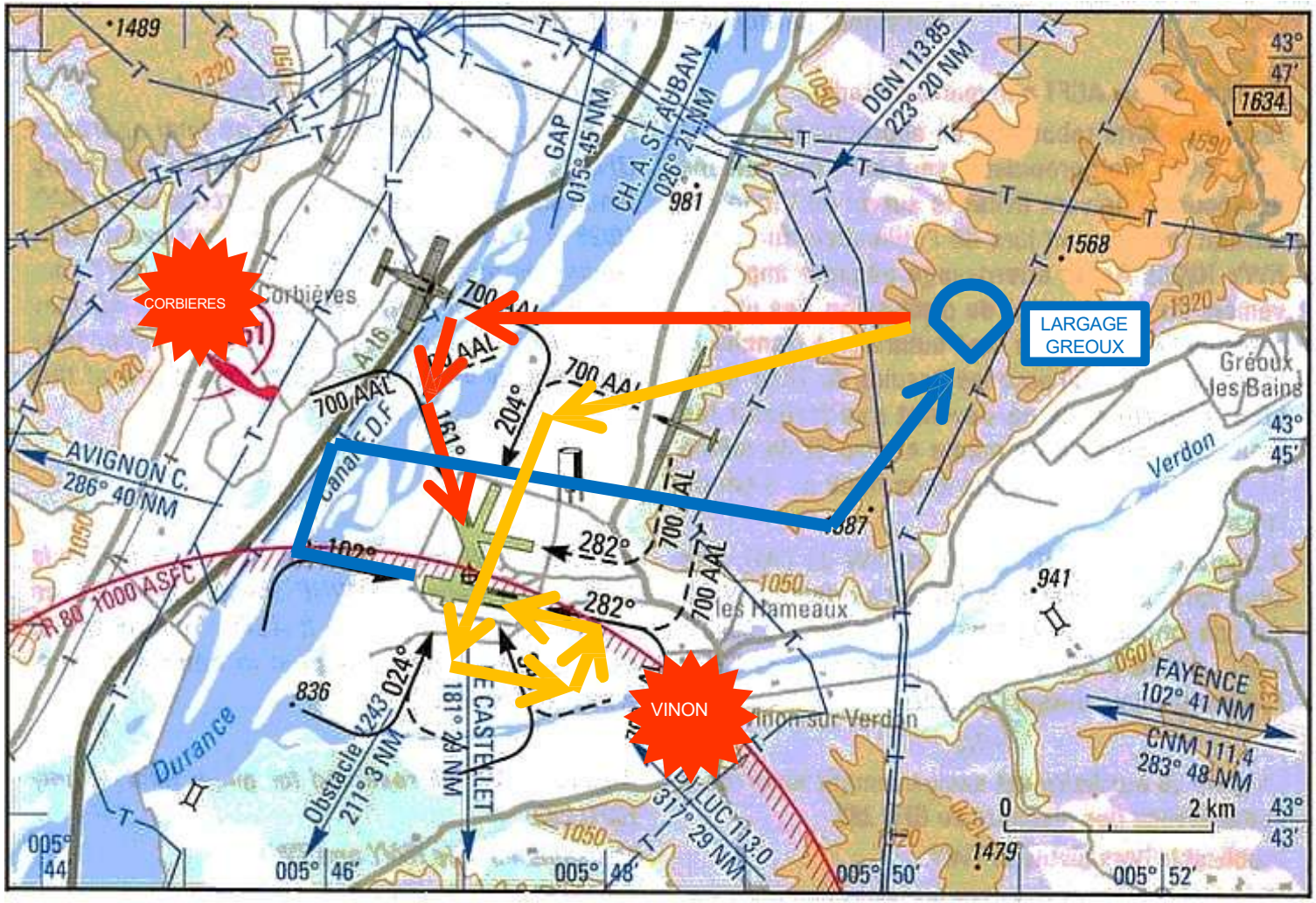
Take-off Runway 28

Release area "CORBIERES"



Take-off Runway 28

Release area "GREOUX"



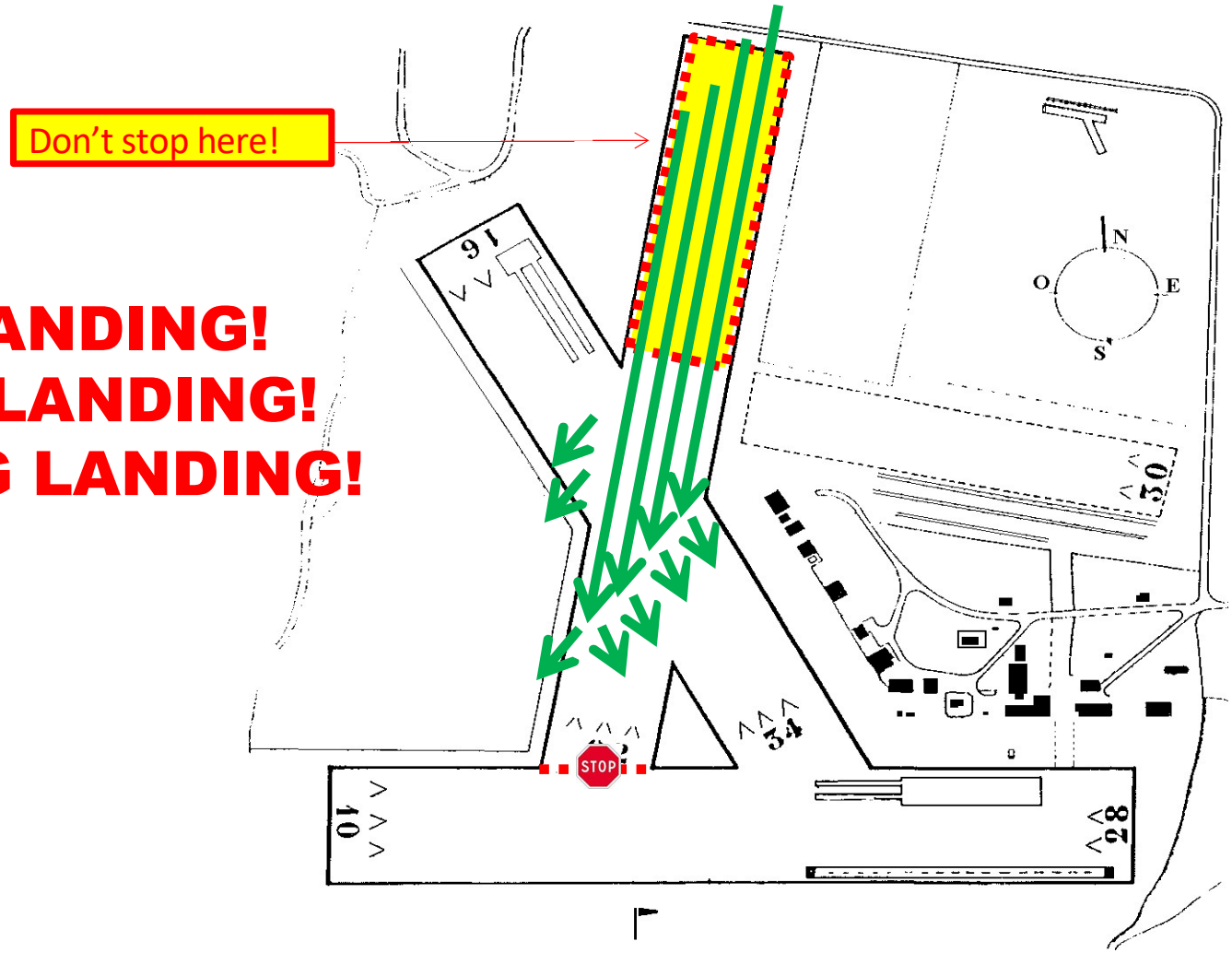
During towing

- **Radio silence**
- **Release only when towplane rocks its wings**
- **Do not pitch up after release**
- **Retracting the wheel is strictly forbidden during the tow**

- Very hazardous for you and for the towplane pilot as risks of high position are significant;

Direct Landing Runway 20

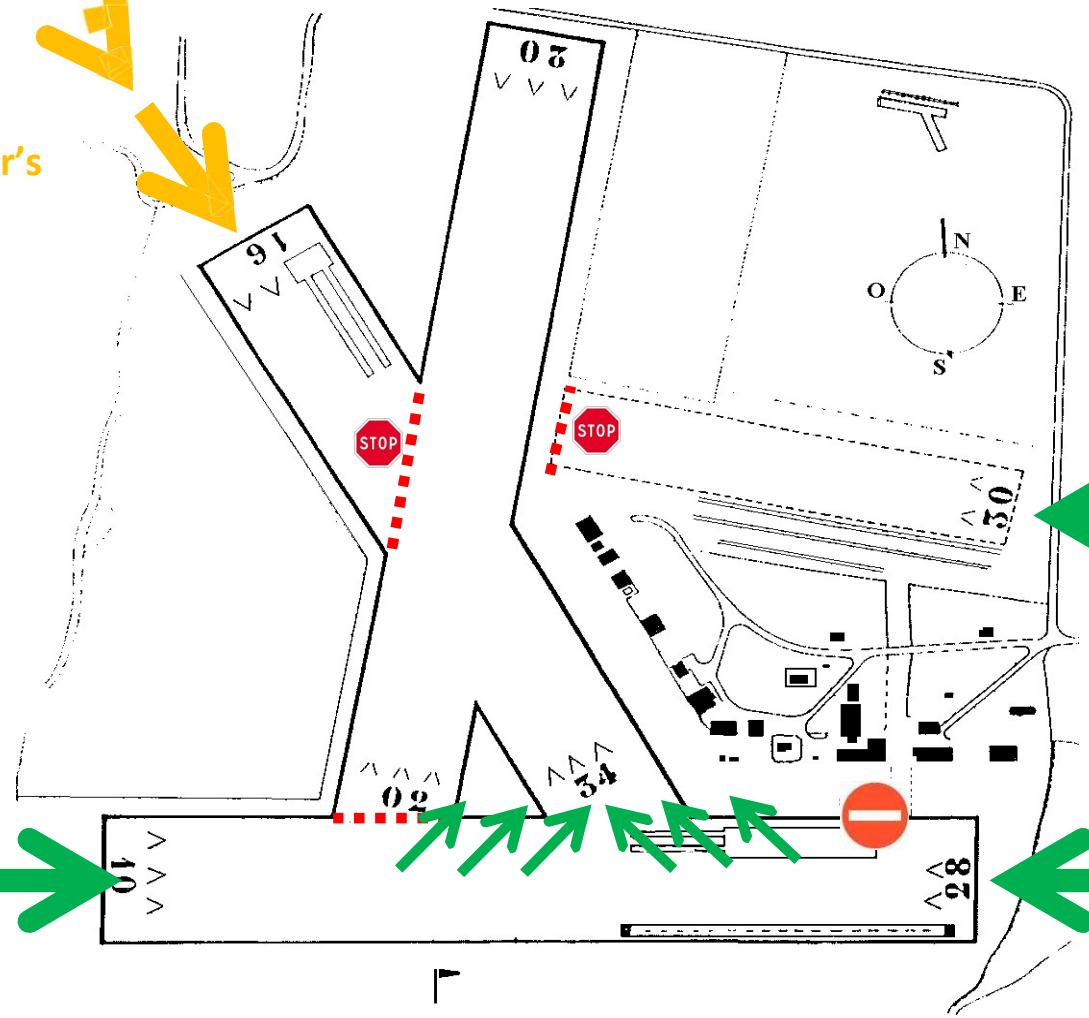
That's the Normal Procedure!



Landing Runways 28 /30 /10

(Please send a radio message at report point)

RWY 16
Only with the starter's clearance



RWY 30

RWY 10

RWY 28

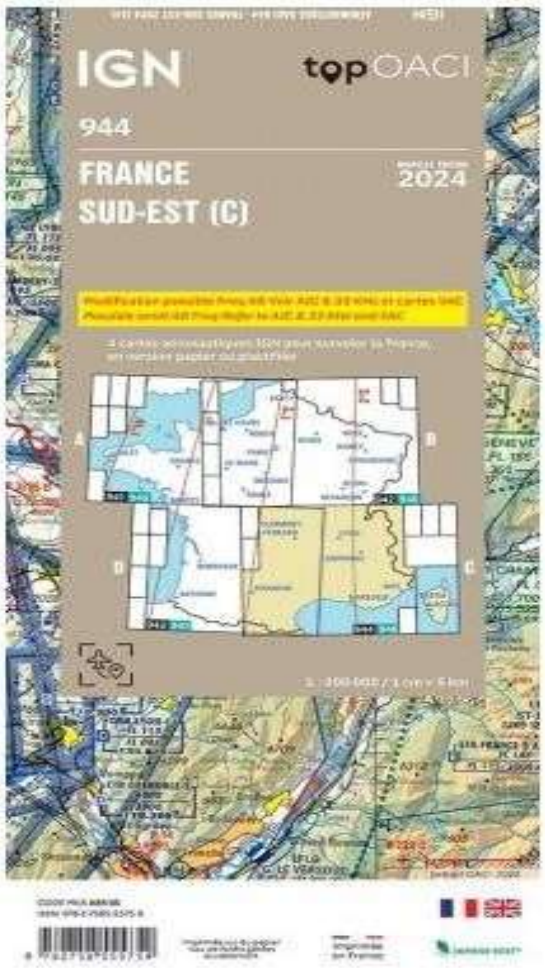
Arrivals and Landings

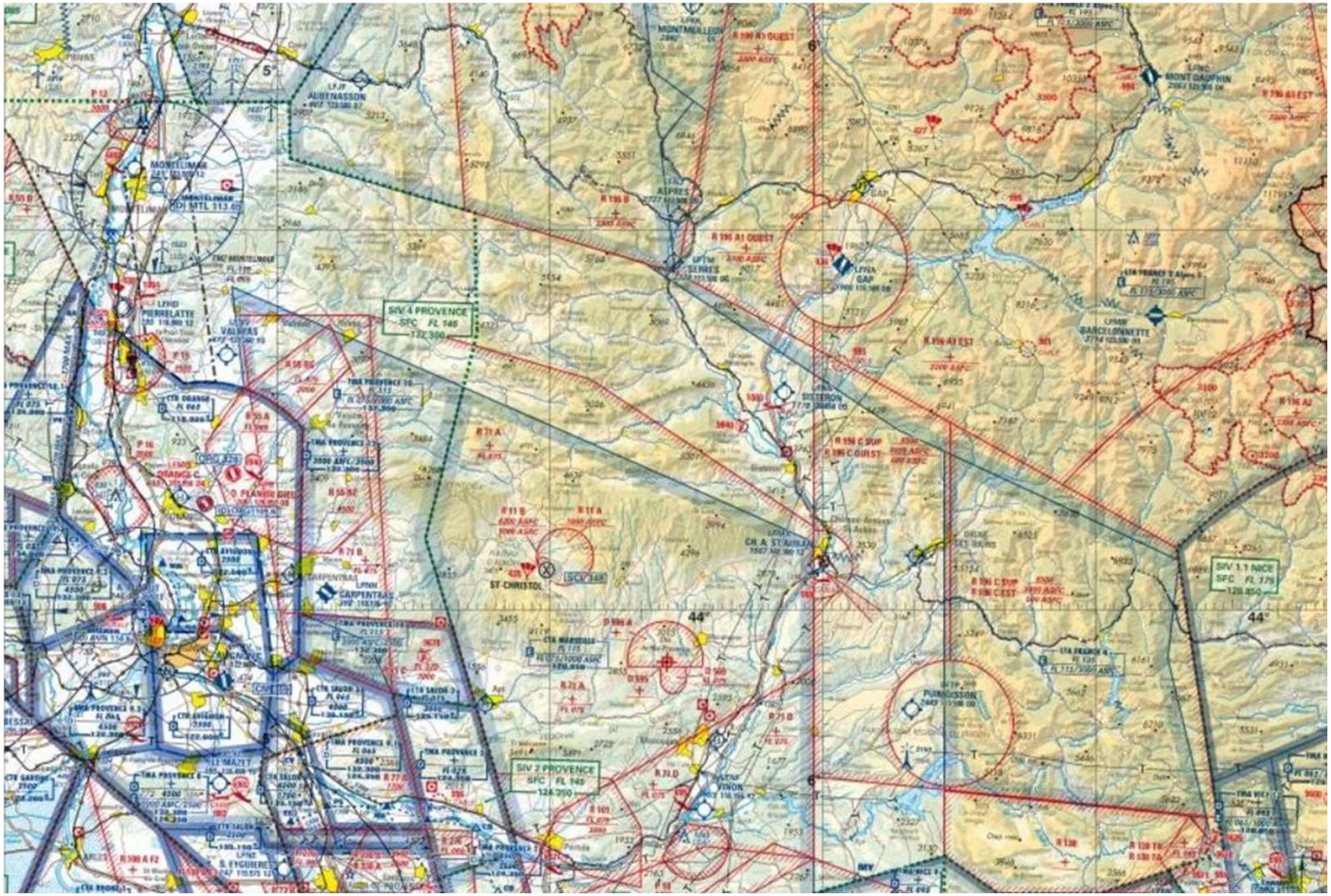
S A F E T Y

Avoid flying low over public areas

Regional airspace

(ref : ICAO 1:500.000 VFR Sud-Est n° 944)





Parachuting and aerobatics activities

For safety reasons aiming at keeping the pilot aware, **Parachuting** and aerobatics activities are listed in the ‘’Contest Airspace’’ file together with the ‘’P Areas’’ codes.

:

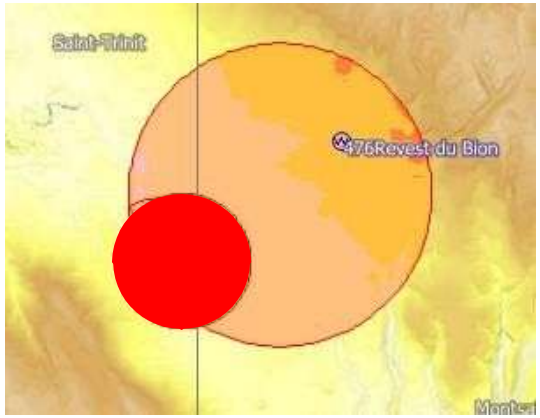
(no entering areas)

- They appear in the file made available to pilots and in the scoring reference file. Infringements generate a penalty of the "entering a prohibited area" type,
- The organisers will do their utmost to inform competitors of the activities scheduled on the day of the task, certain areas may be disactivated at daily briefing or on the day task sheet,
- The organisers will not give as a turning point a point where a para and/or aerobatic activity is announced on the day of the task;.

Example: Para activity no. 435 "St Christol" ←

IGN map 1:500,000

SeeYou →



“Contest"
airspace configuration

Refer to the
Self-briefing "Airspace"

Altitudes

- Before take-off :
  - Set altimeters and recorders to 275 m
    - This will not affect your flight recorders.
    - The scoring flight analysis software will adapt to your altitude , so that your take-off altitude will will be 275m.
- In flight:
  - AMSL altitudes: check your altimeters
  - The maximum authorised altitude during the competition is FL 195.
  - Flight levels :
    - The organisers will determine the official QNH for the day.
    - The day task sheet will show the QNH and the daily altitudes of FL75, FL115, FL125, FL145 and FL195.

Sports airspace" file

Download here:

https://www.soaringspot.com/fr/2nd-spring-provence-glide-vinon-2026/downloads

Available formats :

– OpenAir *.txt

– SeeYou, LXNav *.cub

“Turning points" files

Download here:

https://www.soaringspot.com/fr/2nd-spring-provence-glide-vinon-2026/downloads

Available formats :

– Only *.cup

– You can use conversion software if you need to

- Each point has a "4-digit ID" in its name
  - Easy to identify
- There are 642 points in the database
  - There should be no problem with modern navigation tools.
  - The extraction of smaller databases is the responsibility of the pilot.

Radio procedures

- Take-off, Towing, Arrival, Landing: **118.155 MHz**
  - Towing: No radio call except for safety (faster, slower)
- After release (above release altitude), Opening of the start line:

  122.155 MHz
  - No radio call except for safety
- Arrival**: 118.155 MHz**
  - Silence except for usual and safety announcements (downwind, base, final, etc.)

– **10 km away from the arrival circle on the aerodrome frequency (118.155 MHz):**

• "[Competition number] 10 km"

– The organisation will answer by giving the wind (direction and strength)

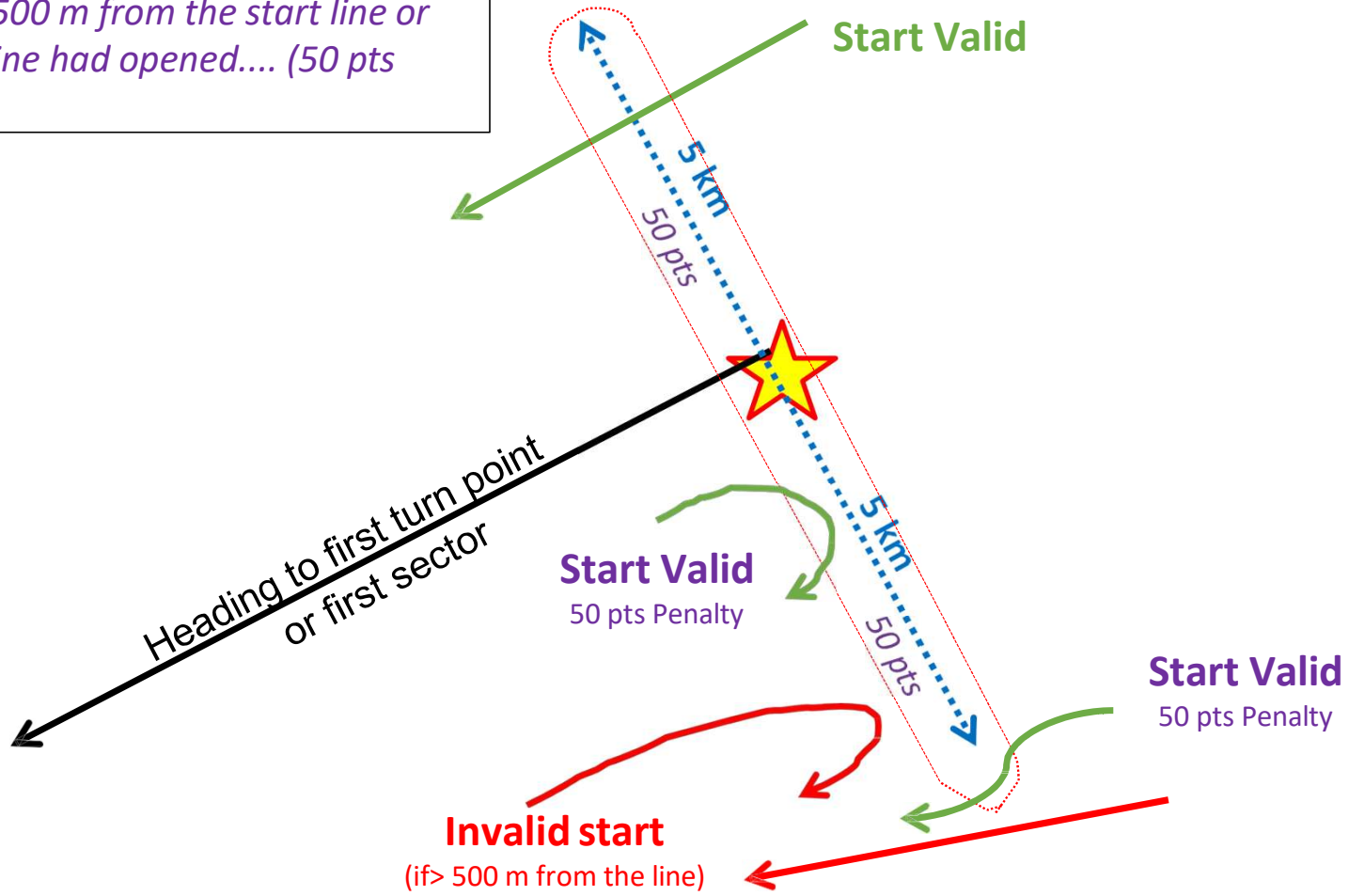
– **When crossing the arrival circle on aerodrome frequency (118.155 MHz) :**

"Competition number] Finishing circle: direct landing or reporting downwind runway xx".

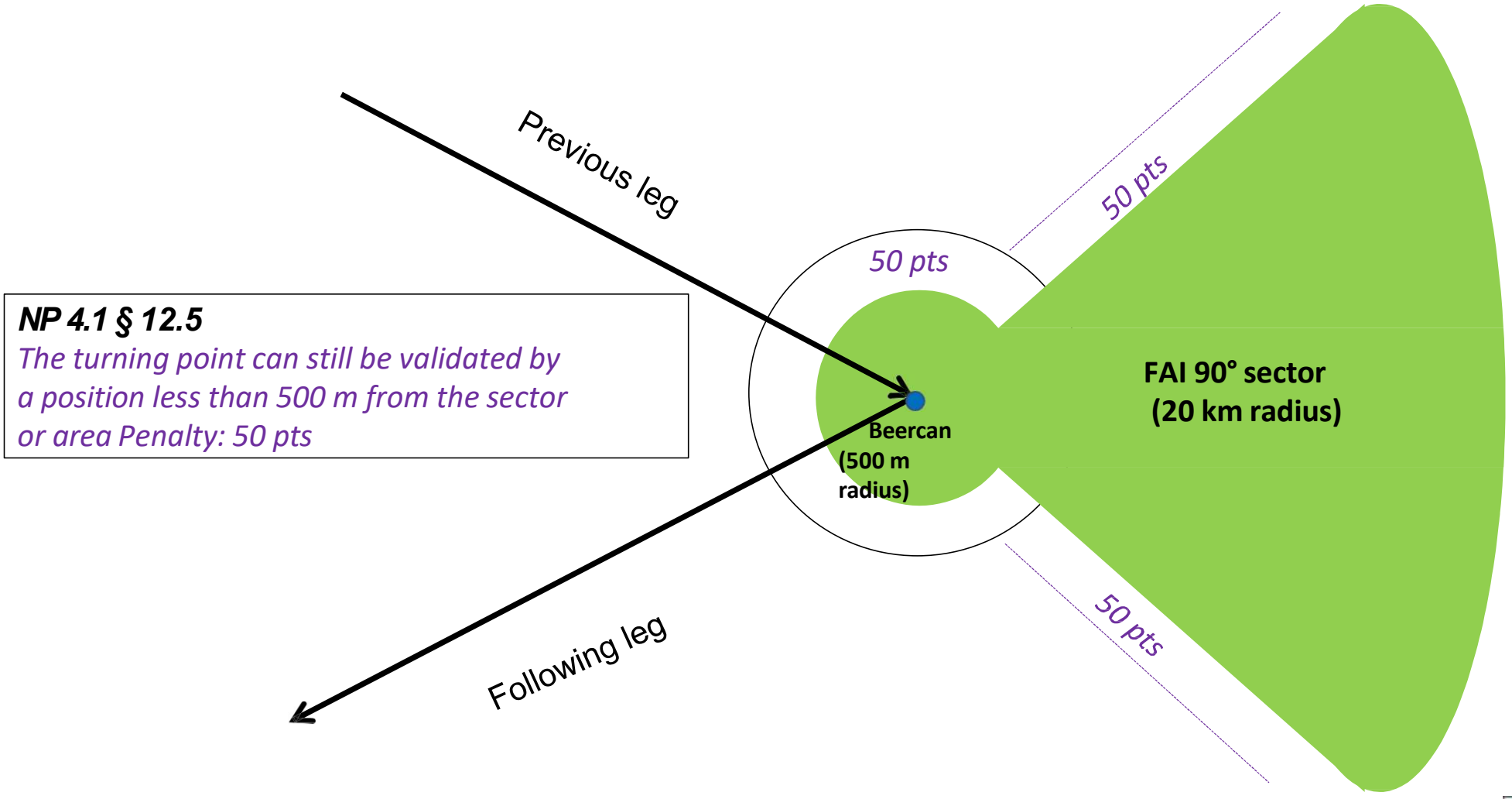
Start line

NP 4.1 § 12.4.4. b)

.... However, the start may be validated if the competitor was less than 500 m from the start line or the start sector after the line had opened.... (50 pts penalty)



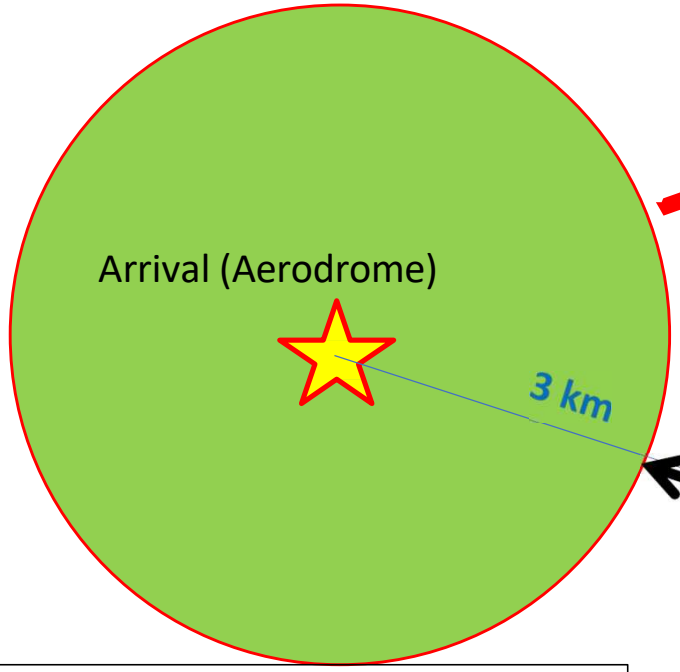
Turning point



NP 4.1 § 12.5

The turning point can still be validated by a position less than 500 m from the sector or area Penalty: 50 pts

Finishing circle



Minimum altitude for crossing the finish circle 400 m AMSL (125 m AAL)

Local Procedures § 5.6 - NP 4.1 §17

Crossing the Finish Ring below the minimum altitude. See Time penalty

Branche Arrivée

NP 4.1 § 12.5

The finishing circle can still be validated by a position less than 500 m from the sector or area Penalty: 50 pts

Finishing circle: circle with a radius of 3 km centered on the point: 001Vinon Aero GEd3

43° 44' 10" N - 005° 46' 59" E

Scoring

- The IGC file must be handed over by the competitor to the organisers as soon as possible, but no later than 45 minutes after landing (runway clear),
- IGC files must be brought or sent by the pilot via the following electronic means :
  - **Highly recommended**: attached to an email sent at:

    All Class : scoring2@vinon-soaring.fr
  - USB key, or SD card or Micro-SD card only
  - The organisation will not download your flights from your flight recorders!

    It is your own concern to do it yourself using appropriate means.

Internet at the airfield

- The ADSL connection is slow.
  - This is why the Wi-Fi connection will be used by the organisation,
- The airfield is covered by a good 4G/5G connection.
  - There is no extra charge for 'roming' in Europe.
  - Use your own connection!

Information to Competitors

- The organisers will send information to competitors via a WhatsApp group.
  - Towing the gliders to the launching grid
  - Schedule changes (first take-off time, etc...)
  - Important Note
  - And so on.
- Please give your mobile number to the organisers.
- Share your photos, videos and more!

Safety

- Safety is our first concern
- Gliding is just a game
  – You should be able to interrupt a task and say "ENOUGH!"
- Low-level spirals and landing circuits will be immediatly detected.
  – The organisation will soon know when you're beyond tolerable limits
- Manage your own flight from beginning to end
  – Don't repeat other people's mistakes.
  – Make your own choices.
- Mid-air collision
  – Always look outside!
  – Be a gentleman when flying: no aggressive flying (be careful when entering and leaving thermals).
  – Don't take any risks with the fences, vehicles and pedestrians around and on the airfield
  – **It wil be a Red Card for dangerous flying or behaviour!**

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Glider Rigging

Third-party Checking Control Connections

Ailerons
Flaps
Airbrakes

Elevator

Pre-flight inspection - Flight control check
2 people needed

(Preflight check - Checking Control Connections)
2 person checking

Music broadcasting

1) Use of music players (headphones, earphones, mini speakers) on board the gliders

IS STRICTLY PROHIBITED.

This will disturb the pilots

2) Broadcasting music on the grid or on the frequency both on the ground and in flight

IS STRICTLY PROHIBITED.

This can disturb the concentration of other pilots. If music is part of your ground preparation, respect others by using headphones: Risk of collision with vehicle or aircraft.

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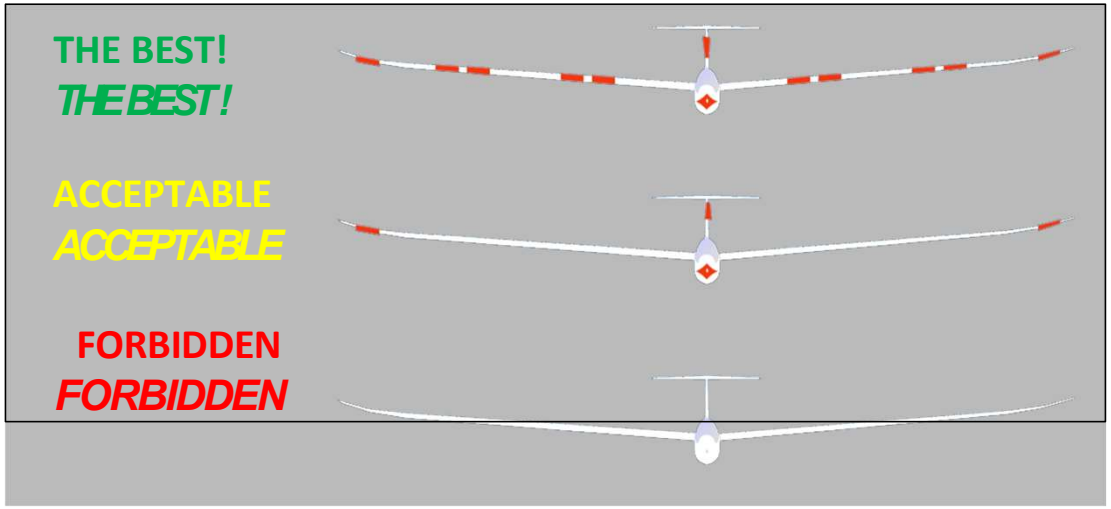
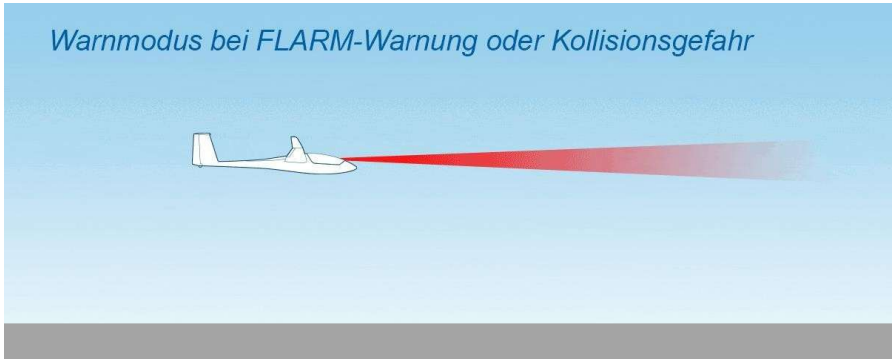
"Safety"

1

High Visibility Marking + possibly

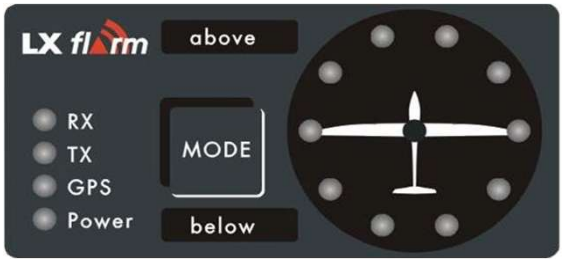


Canopy flasher kit



2

Flarm



- Compulsory (FFVP)
- No stealth mode
- Provide the organizers with your identification

"Safety"

DANGEROUS MANŒUVRES

DANGEROUS FLIGHT USING GROUND EFFECT DURING FINAL RUN

LOW ALTITUDE RUN

We look forward to seeing you every night!

Have Fun and Fly Safe!

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