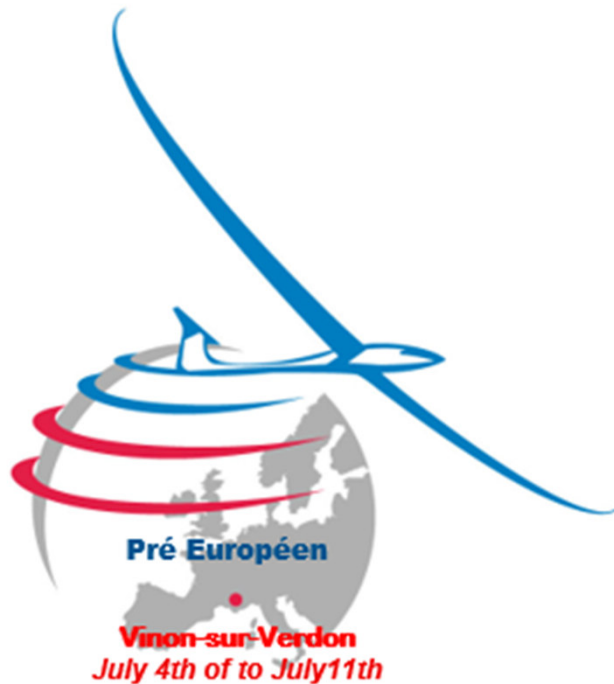


Self Briefing Part 1 - Procedures

Version 1
08/06/2026



<https://www.soaringspot.com/fr/pre-egc-vinon-2026-vinon-2026/>

Welcome!

***We are pleased to welcome you to Pre-EGC
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!**



Competition Schedule

- Unofficial training 3 and 4 July 2024
(included in the entry fee)
- Entry period 3 and 4 July 2026
- First briefing (recommended) 4 July 2026 at 6.00 pm
- Mandatory briefing 5 July 2026 at 10.00 am
- Competition 5 to 11 July 2026
- Prize-giving ceremony 11 July 2026 at 7.30 pm
- End-of-Championship dinner 11 July 2026 at 8.00 pm



Organisation

- Organising Committee: Philippe Souquet
- Competition Director : Roger Eyrier
- Task setter : Dimitry Borovick/Roger Eyrier
- Safety officer: Francis Moginot
- Meteo: Gérard Herbaud
- Tow manager : Denis Burckel
- Scrutineering: Michel Vigouroux
- Scoring : Jean-Marc SAVOIE / Marc BENOIT
- Administration: Kelly SACREZ / Nathalie PERON
- Press & Médias : Jean François Verrier



Documents

- The FFVP Regulations, Local Procedures, Turn Points and the Sports Airspace can be downloaded here : <https://www.soaringspot.com/fr/pre-egc-vinon-2026-vinon-2026/downloads>

All competitors must:

- Be familiar with the rules, local procedures and the self-briefing before the first task;
- Upload the turn points and the competition airspace into their navigation systems;
- Provide the organisers with an original IGC file from their flight recorders.
- The organisers will not download your flights from your flight recorders! You must do this yourself using your own tools.



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
-

Equipment :

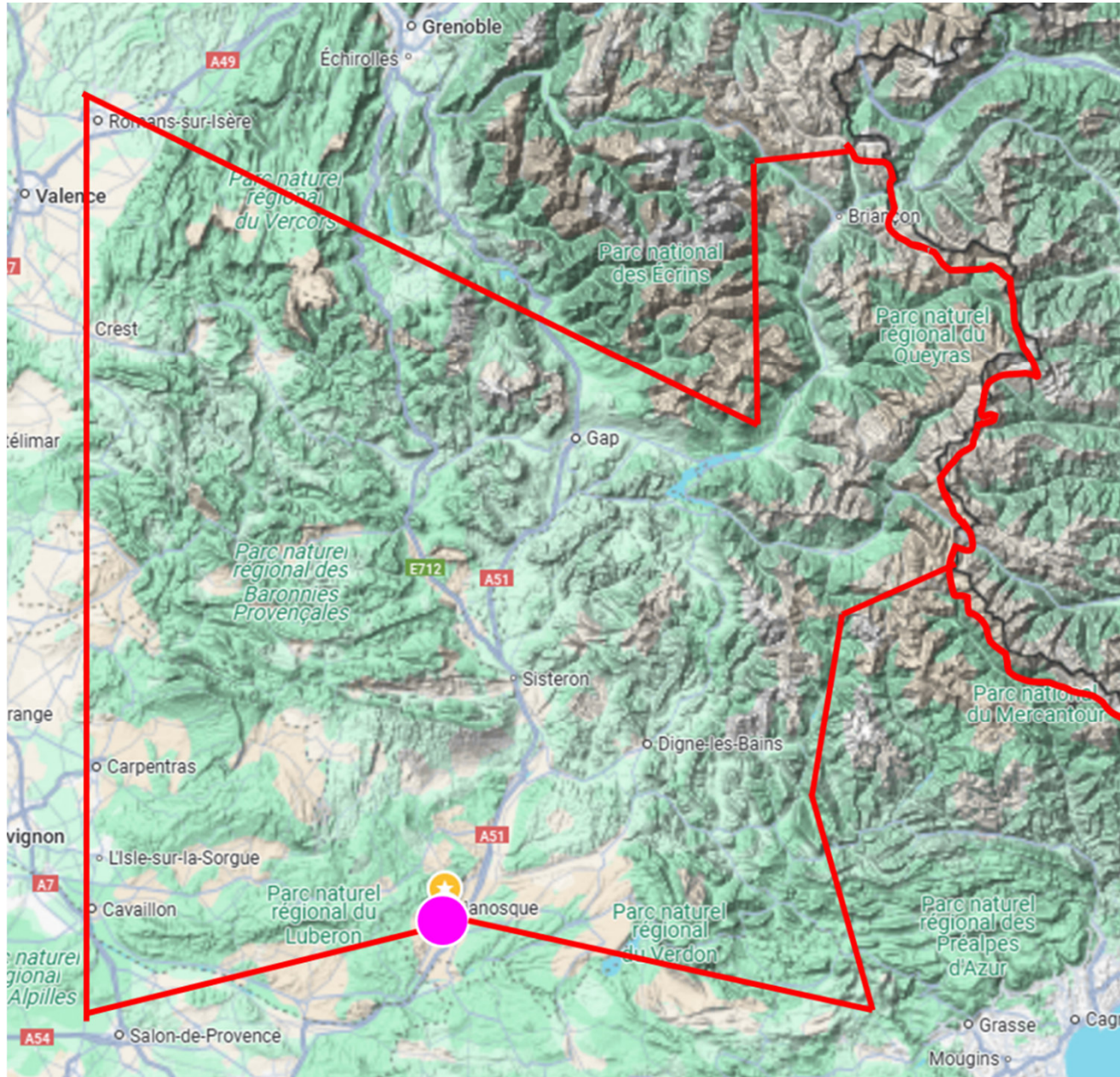
- IGC-approved recorder or compatible device
FLARM (even if not approved by the IGC) built after 1 January 2005
- Moving map with contest airspace
- Updated aeronautical chart (preferably 1:250,000 Southern Alps)
- VHF radio (8.33 spacing)
- Parachute
- Smartphone with WhatsApp to receive messages from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



Warnmodus bei FLARM-Warnung oder Kollisionsgefahr



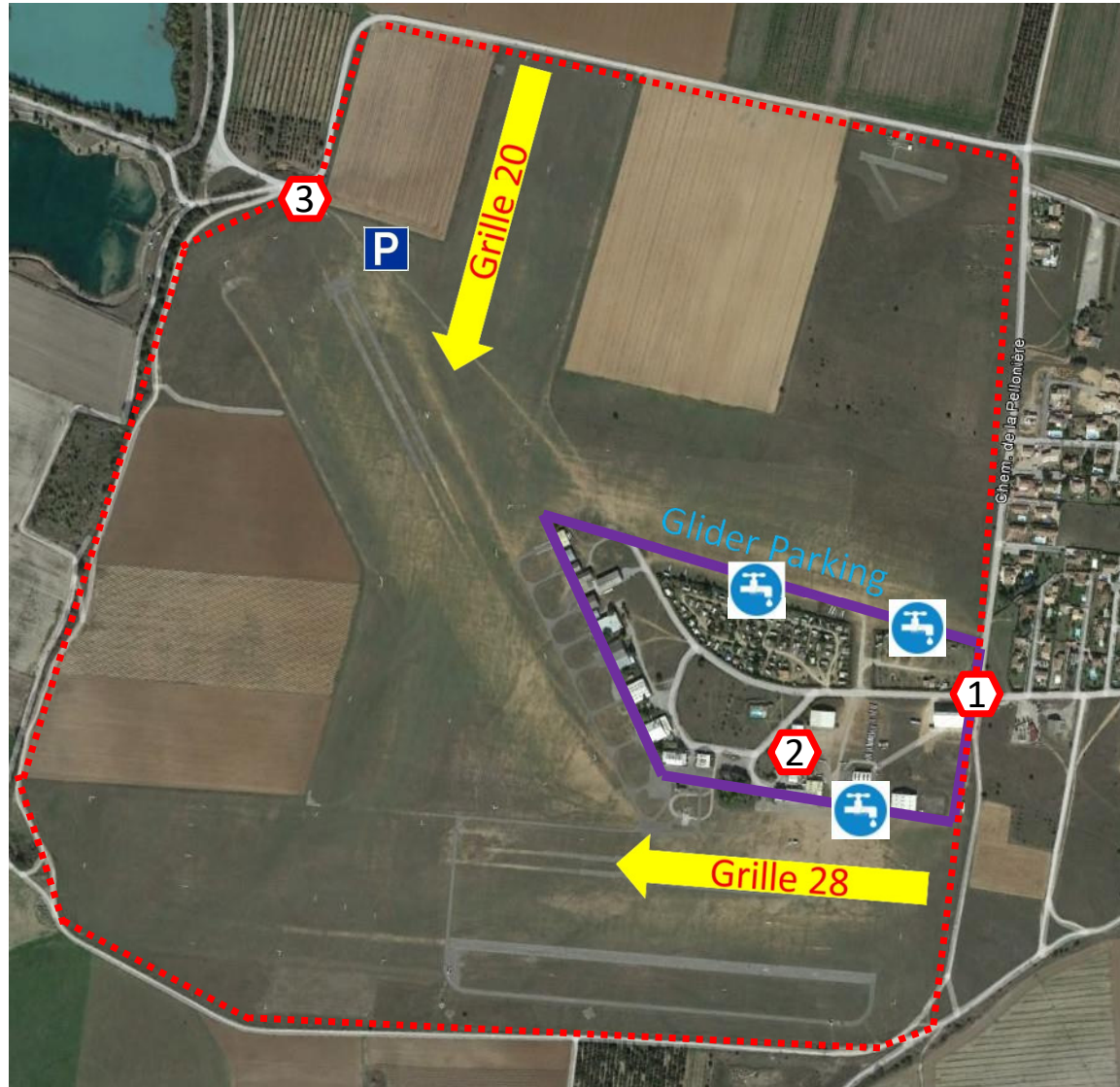
FLIGHT AREA






Organisation of the airfield



- 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

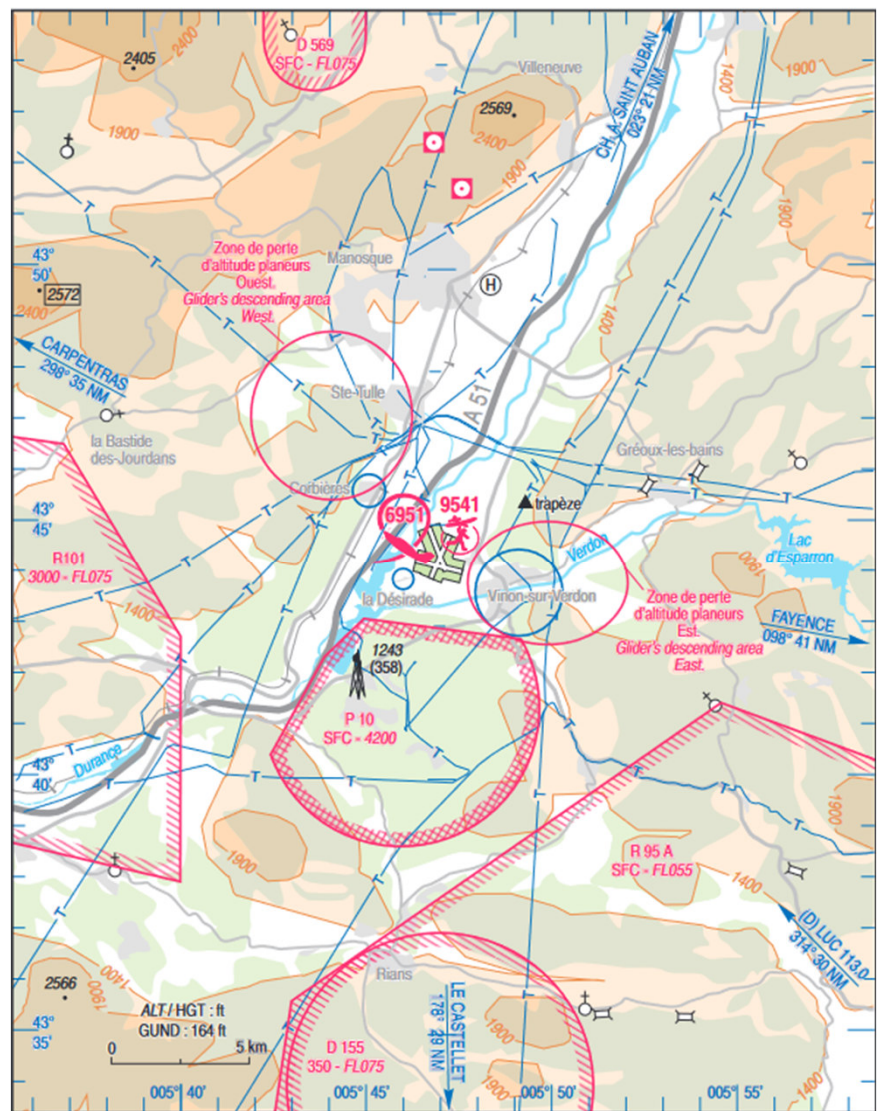
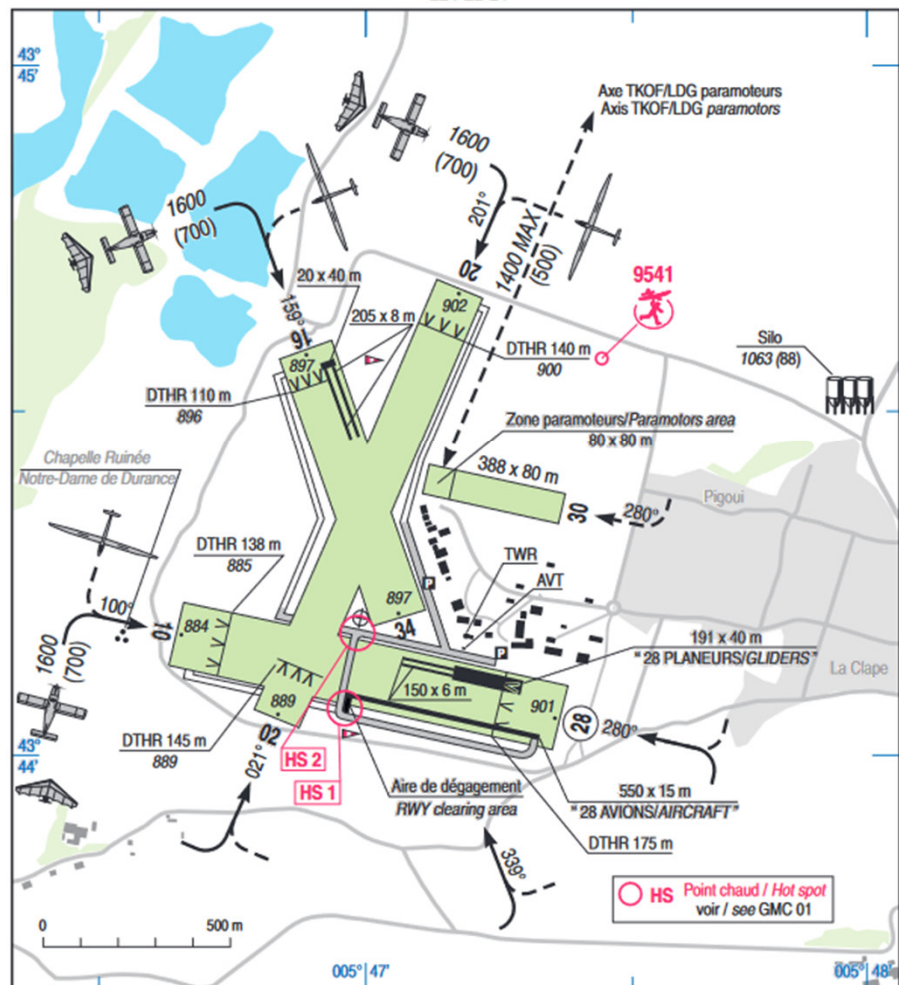
Carte VAC - LFNF

VINON
AD 2 LFNF ATT 01

Ouvert à la CAP
Public air traffic

ATTERRISSAGE A VUE
Visual landing

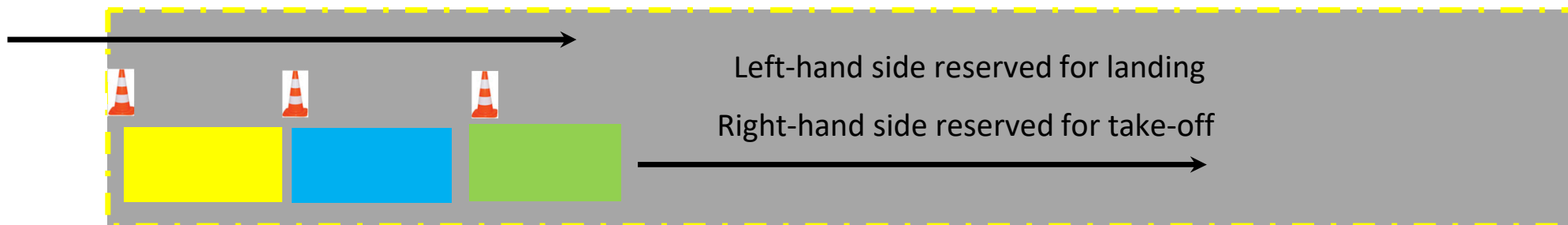
22 FEB 24



Alt : 900 ft (275 m)
Frq : 118,155 MHz

Free Gridding

Runways 20 and 28



Reference marker for entering the grid (the first to arrive parks their glider at the back of the grid)



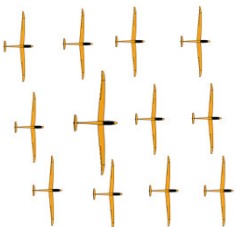
« The '18m Class' first to take »



« open class » first to take »



“Pre-EGC” takes off first



Start grid closed for 15 minutes Before the scheduled time of the 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 shall fasten 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 .



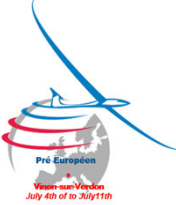


Procedures

Runway 20

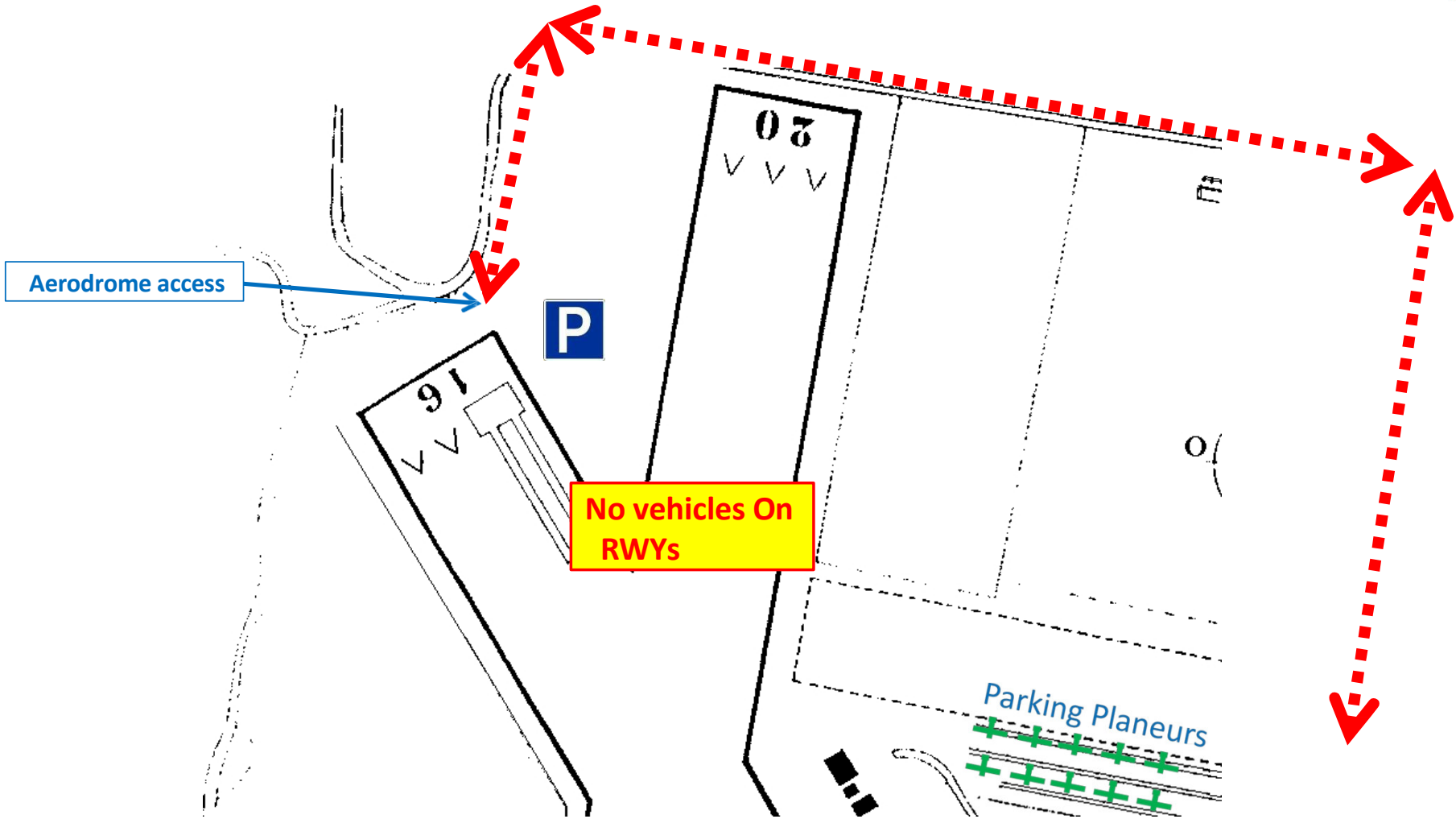
Launching grid



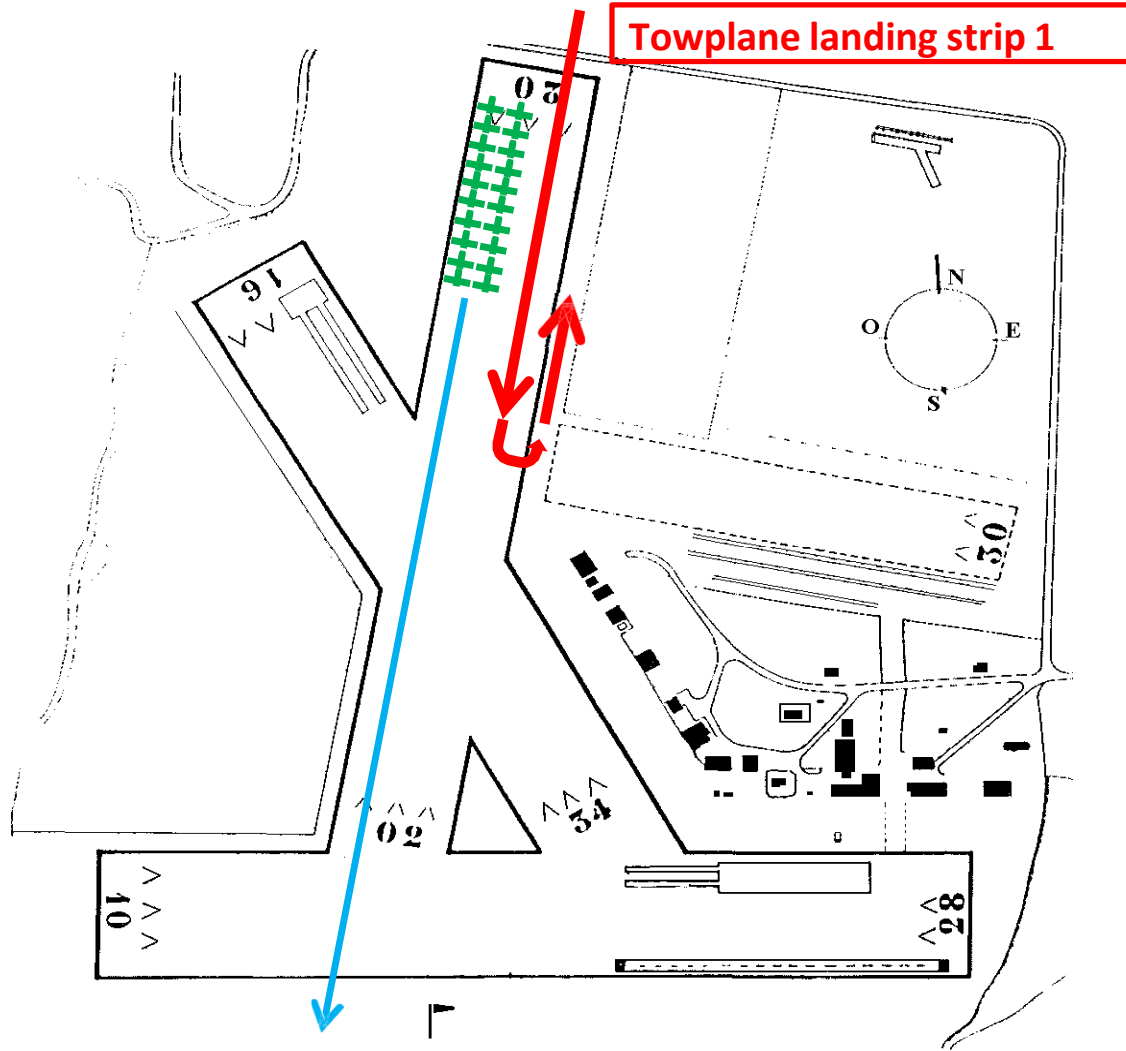


Take-off Runway 20

Vehicle access and parking during take-off

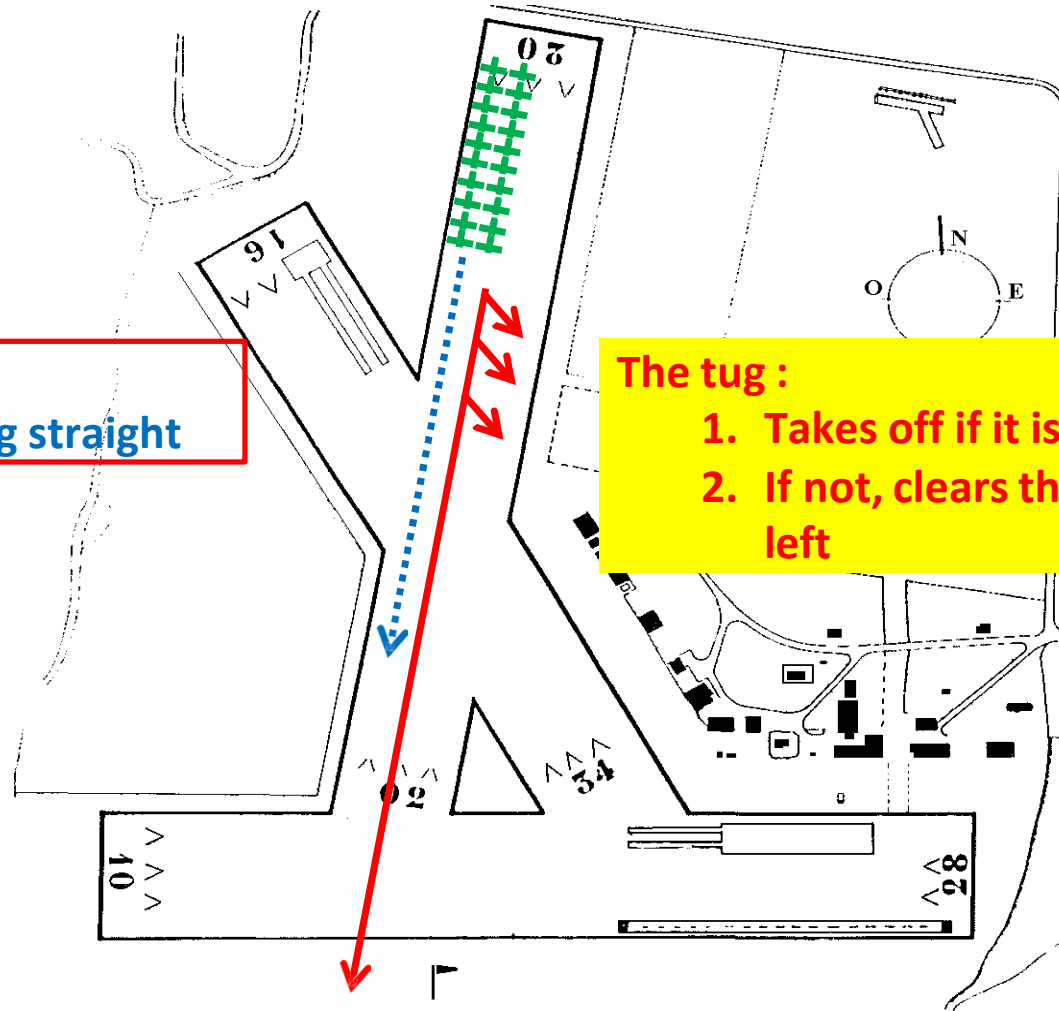


Take-off Runway 20



Take-off Runway 20

Aborted aerotow on take-off



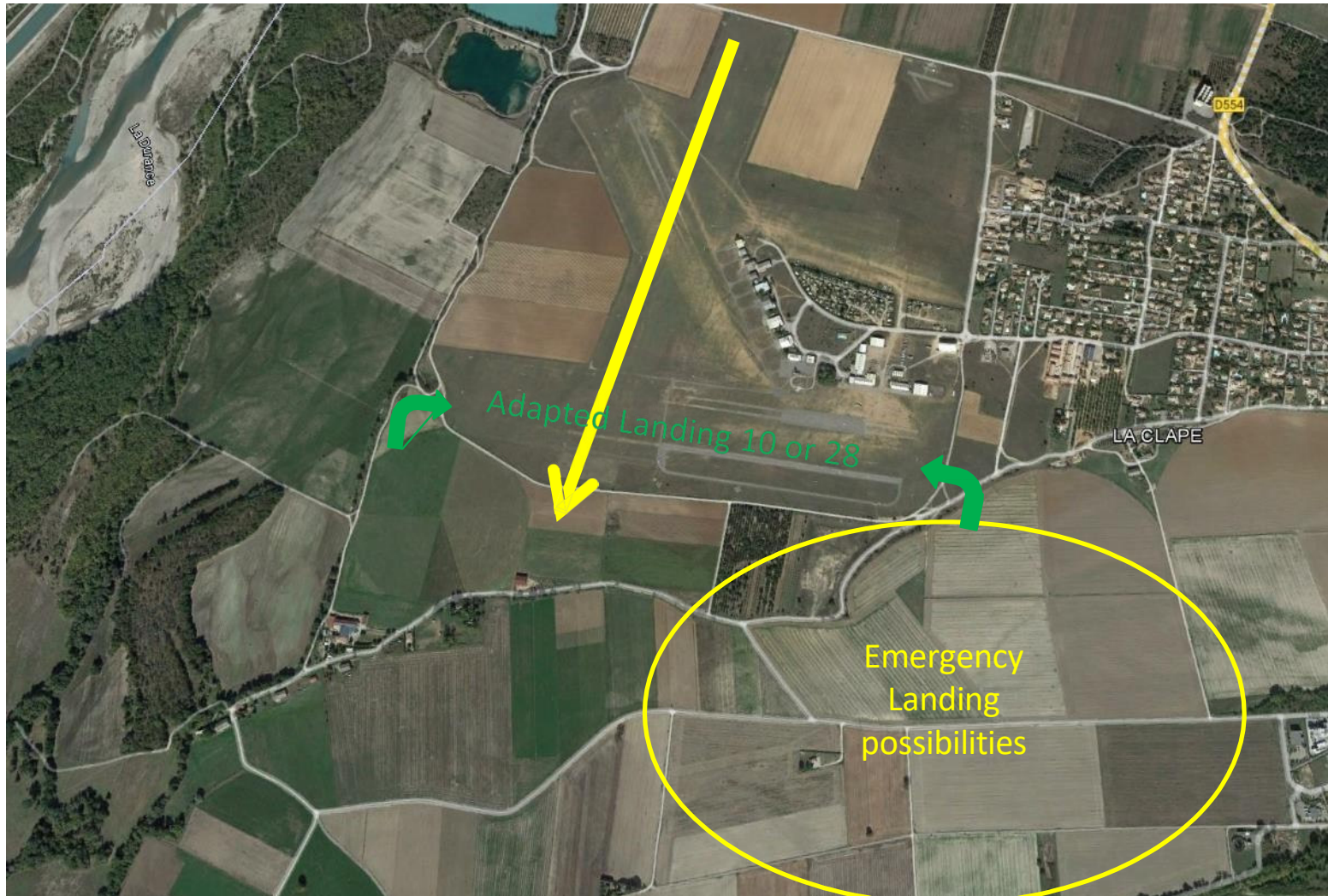
The sailplane :
Slows down while keeping straight

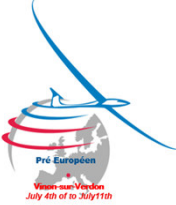
The tug :

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

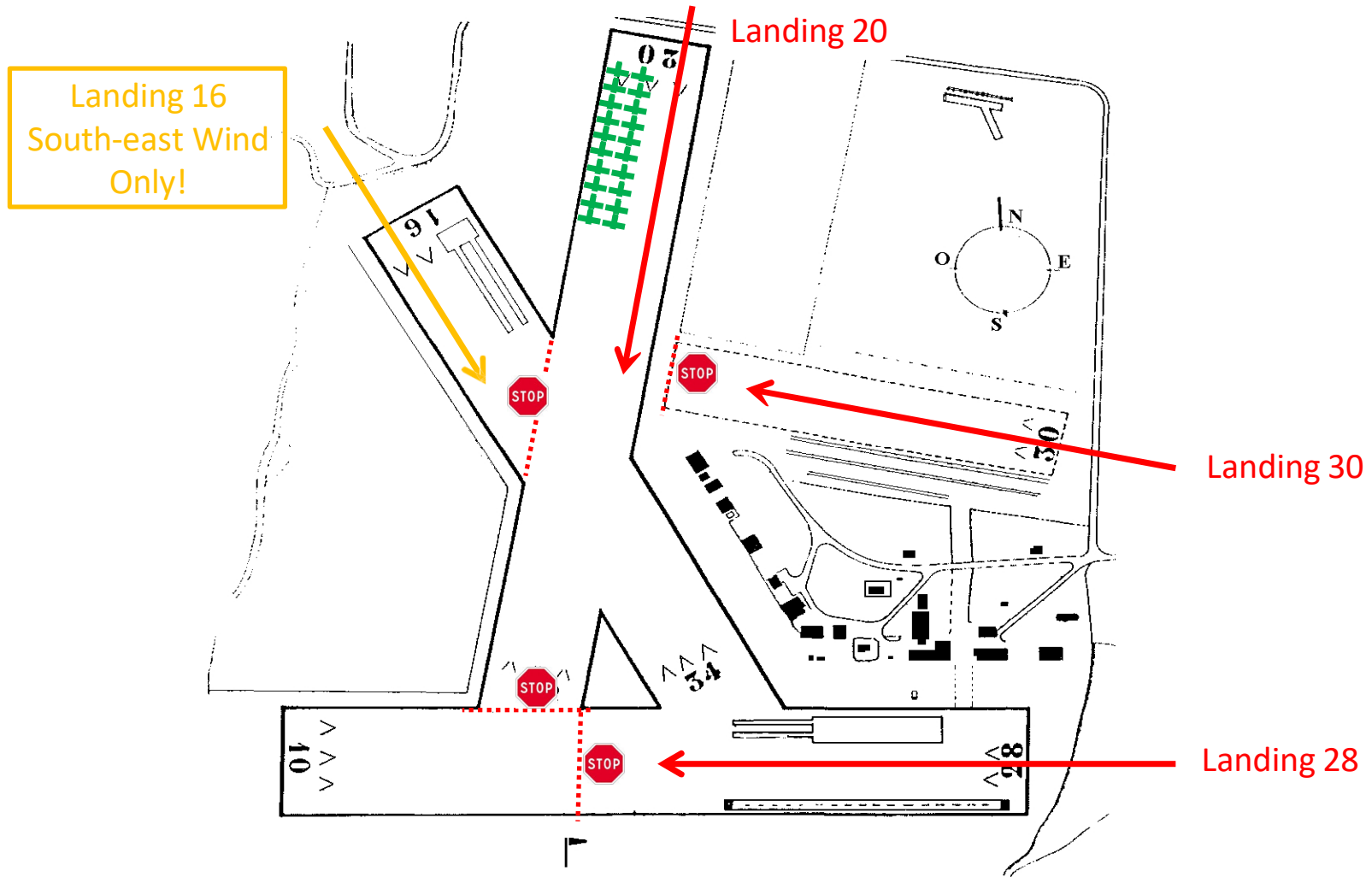
Aerotow incident on Take-Off

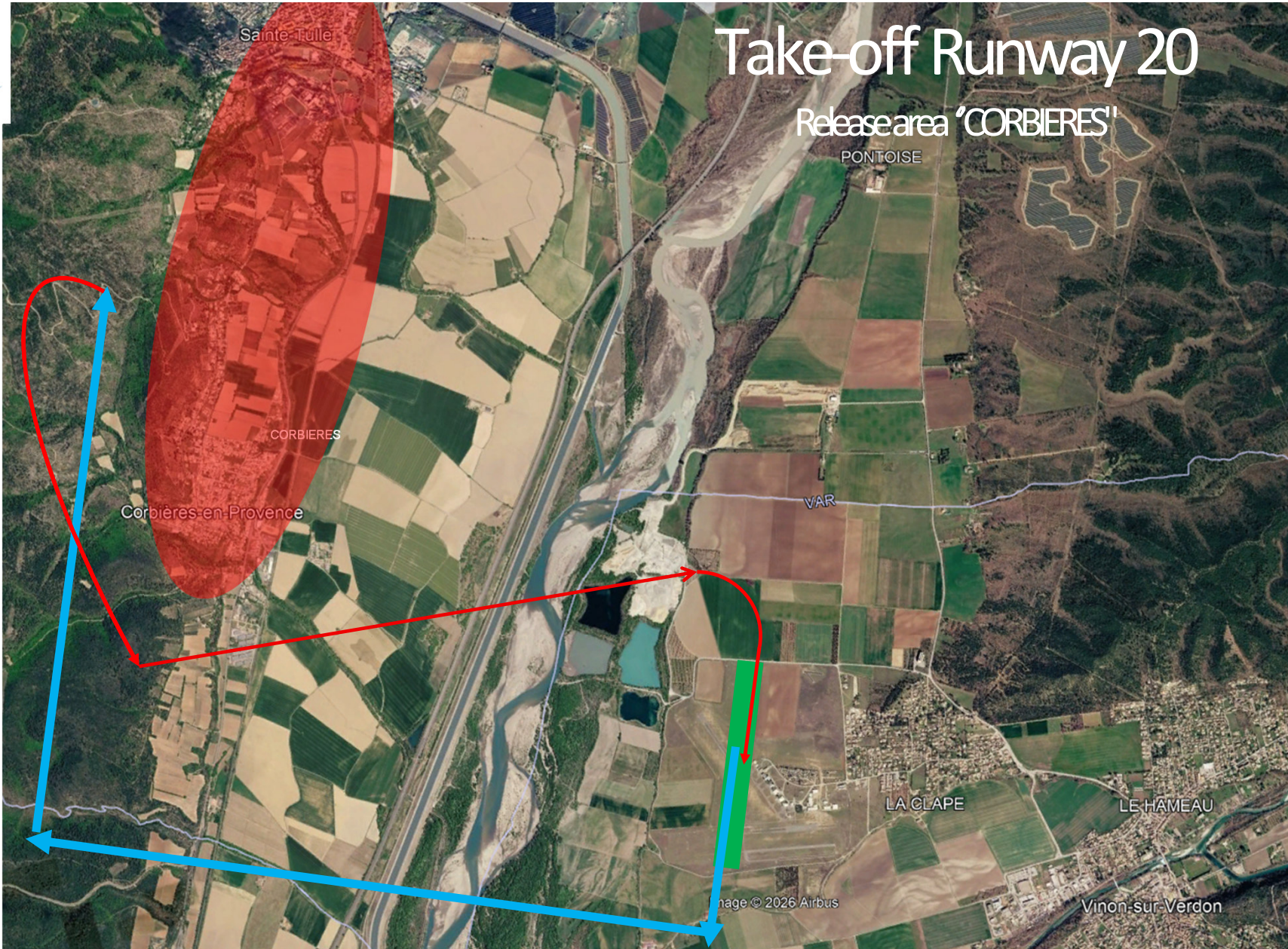
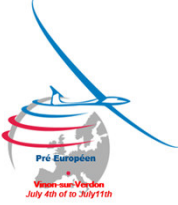




Take-Off RWY 20

landing possibilities during Launch Time





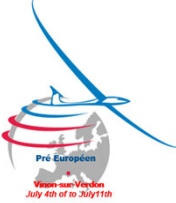
Take-off Runway 20

Release area "GREOUX"



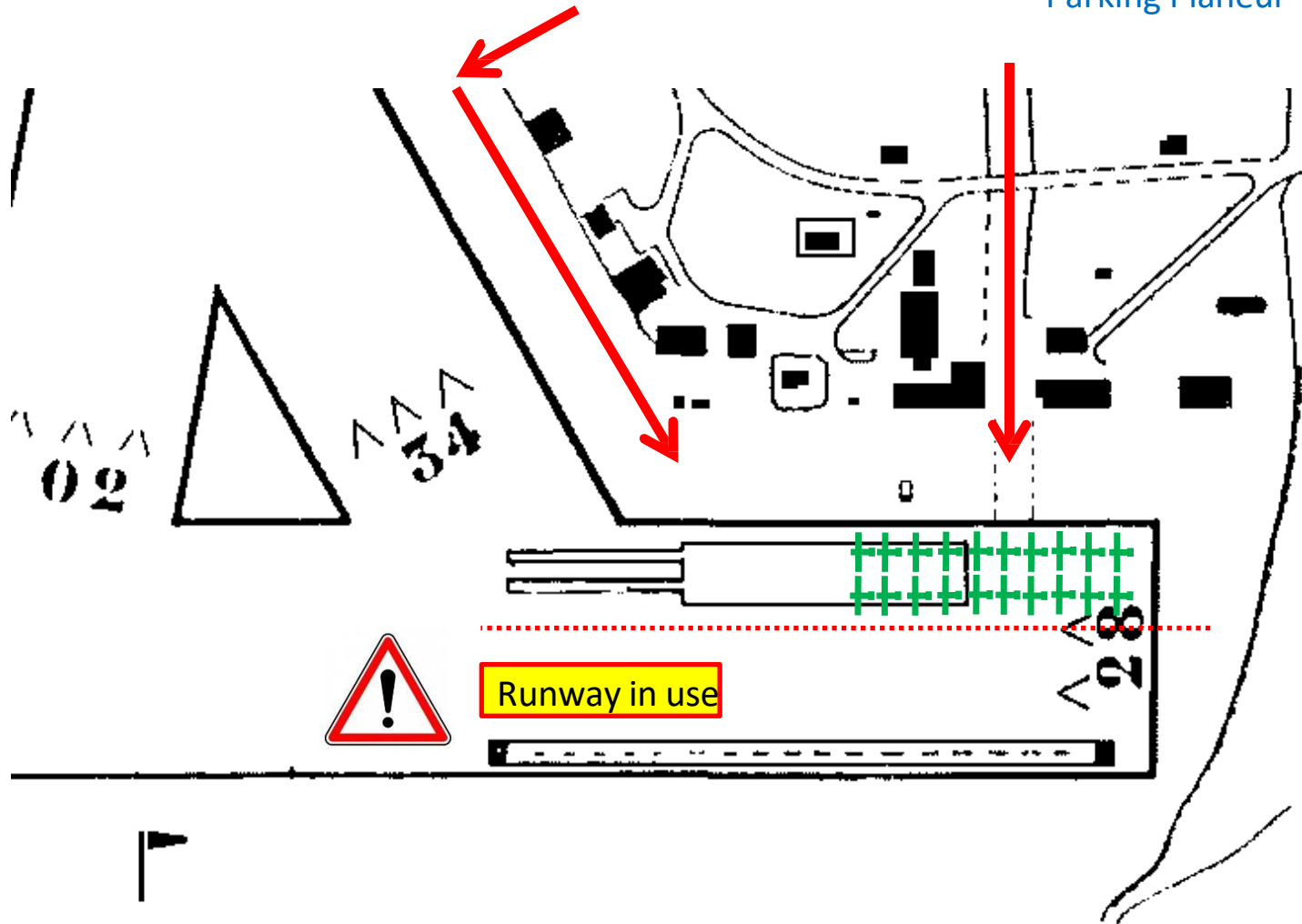


Procedures for Runway 28



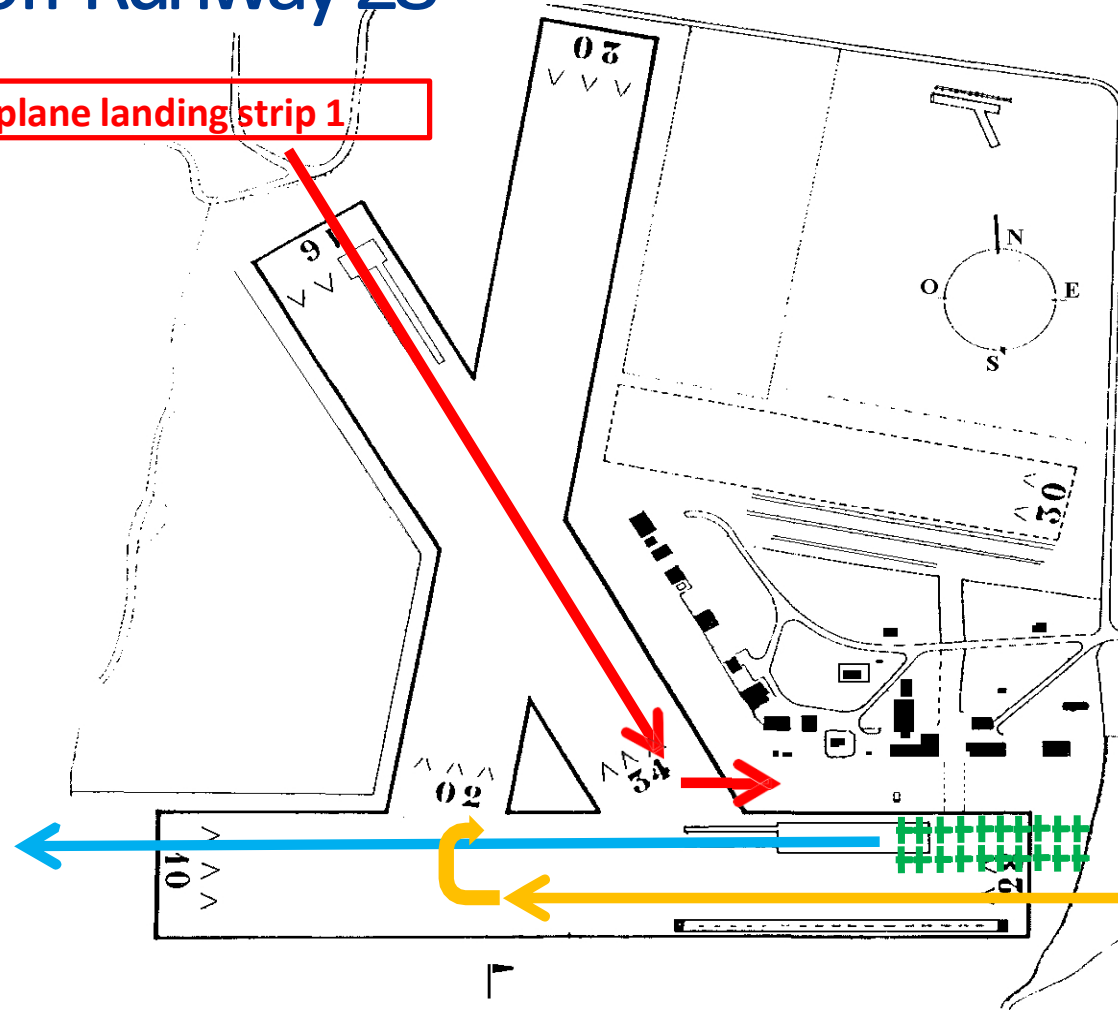
RWY 28 grid

Parking Planeur



Take-off Runway 28

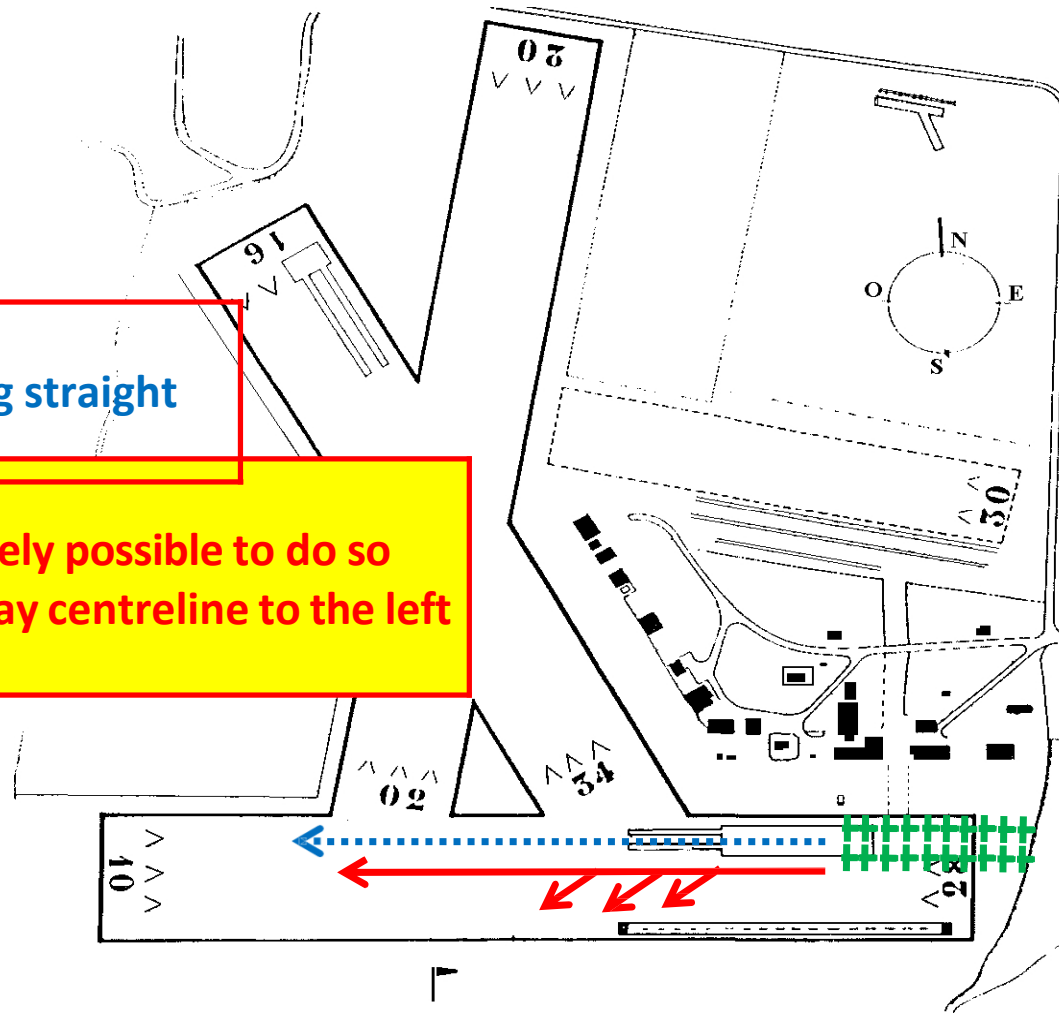
Towplane landing strip 1



Towplane landing strip 2

Take-off Runway 28

Aborted aerotow on take-off



The sailplane :
Slows down while keeping straight

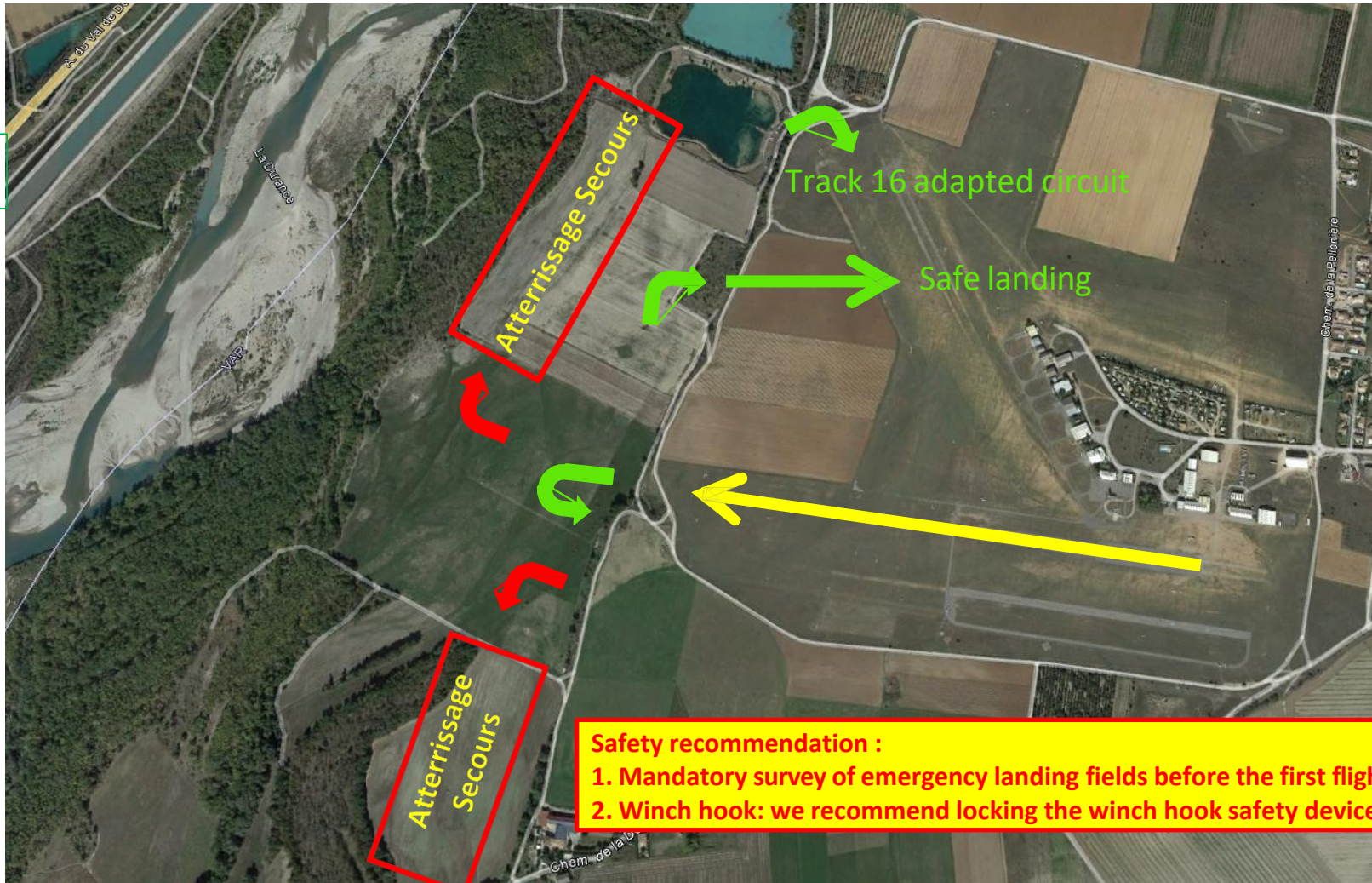
The Tug :

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

Take-off Runway 28

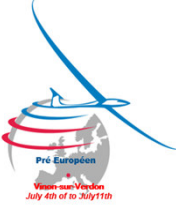
Towing interruption on initial climbing

Safety height for u-turn: 80 m



Safety recommendation :

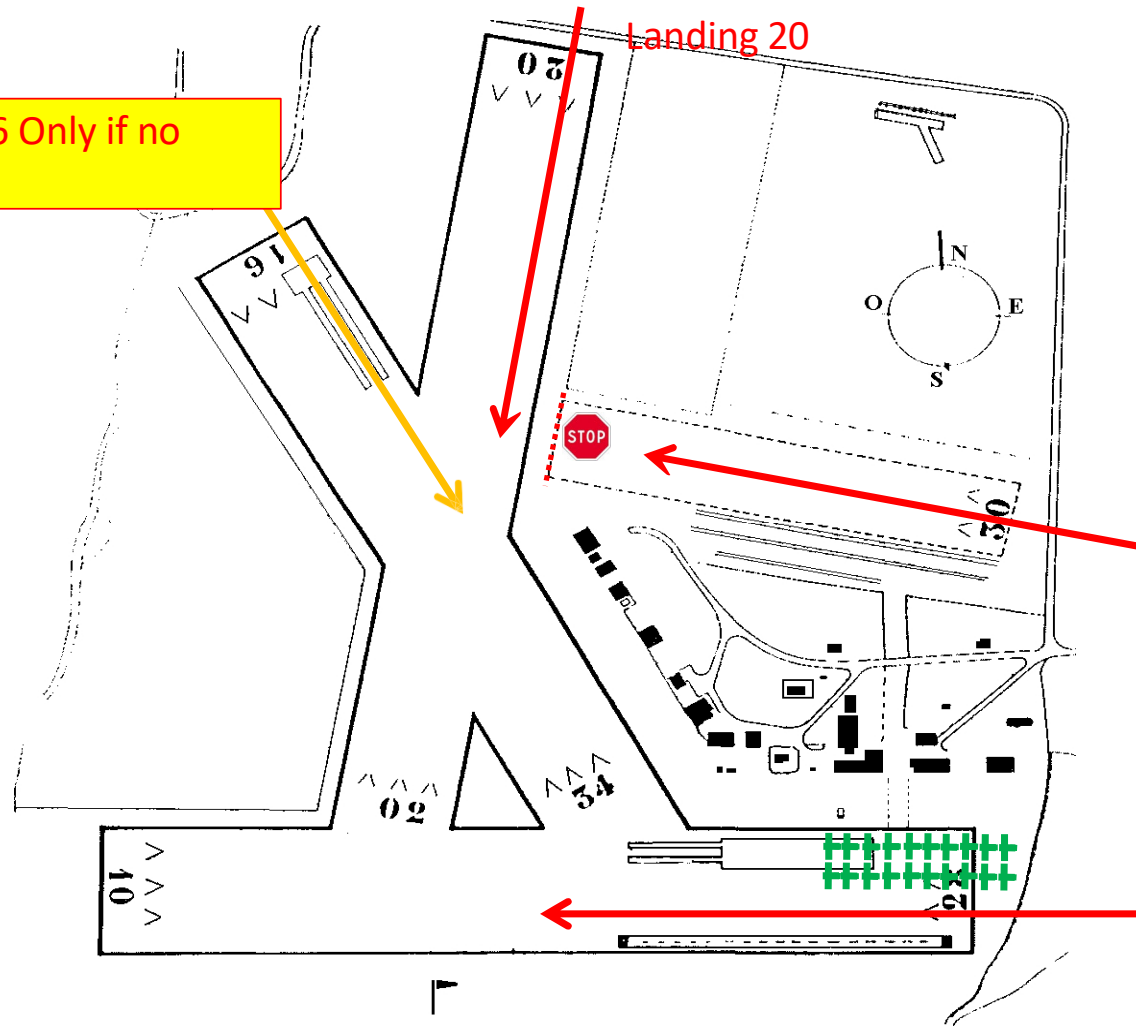
1. Mandatory survey of emergency landing fields before the first flight
2. Winch hook: we recommend locking the winch hook safety device (unexpected release).



Take-off Runway 28

Coming back to land during launching time

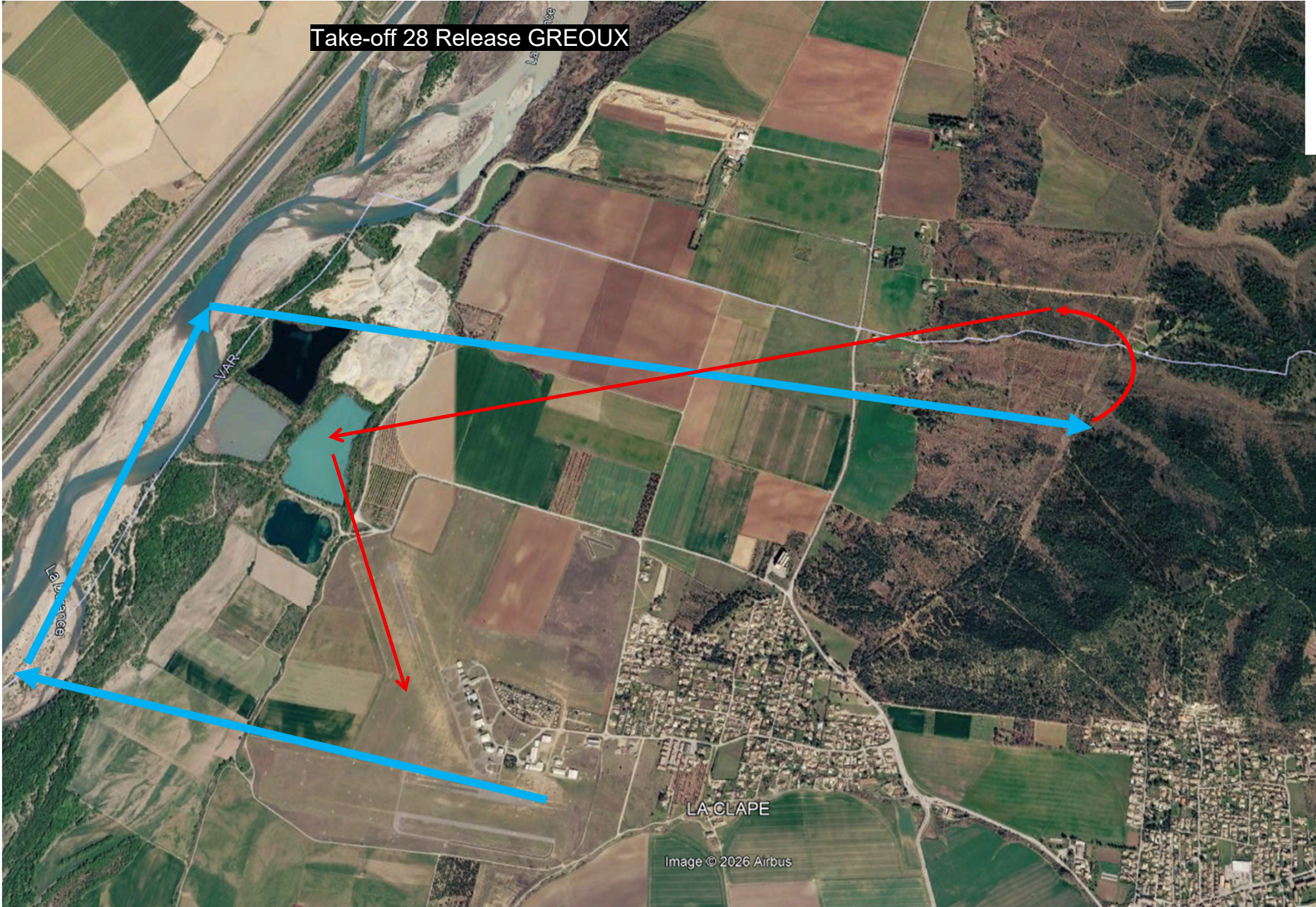
Landing 16 Only if no NW or W wind



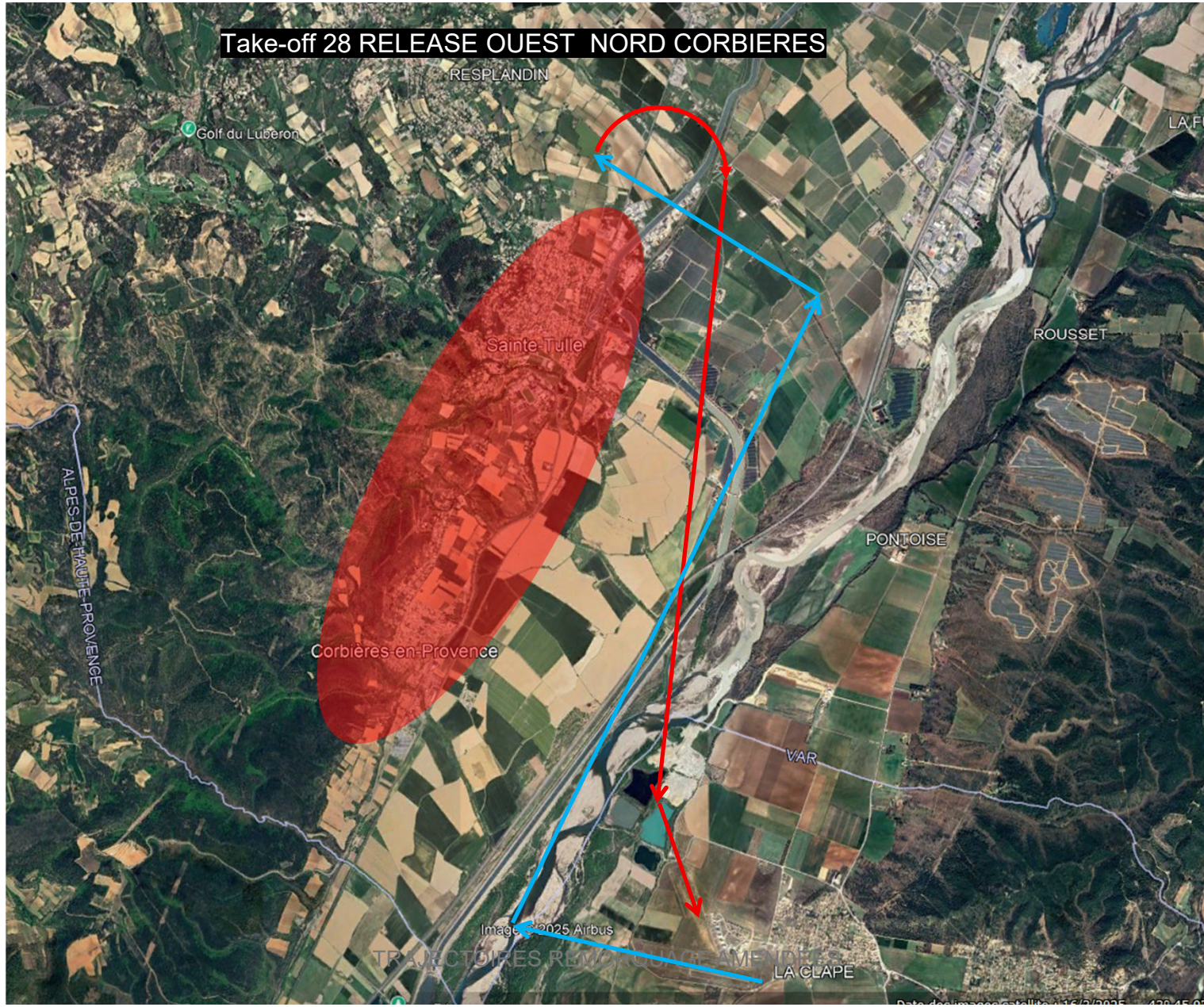
Landing 30

Landing 28

Take-off 28 Release GREOUX



Take-off 28 RELEASE OUEST NORD CORBIERES



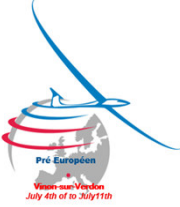
08/06/2026



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;

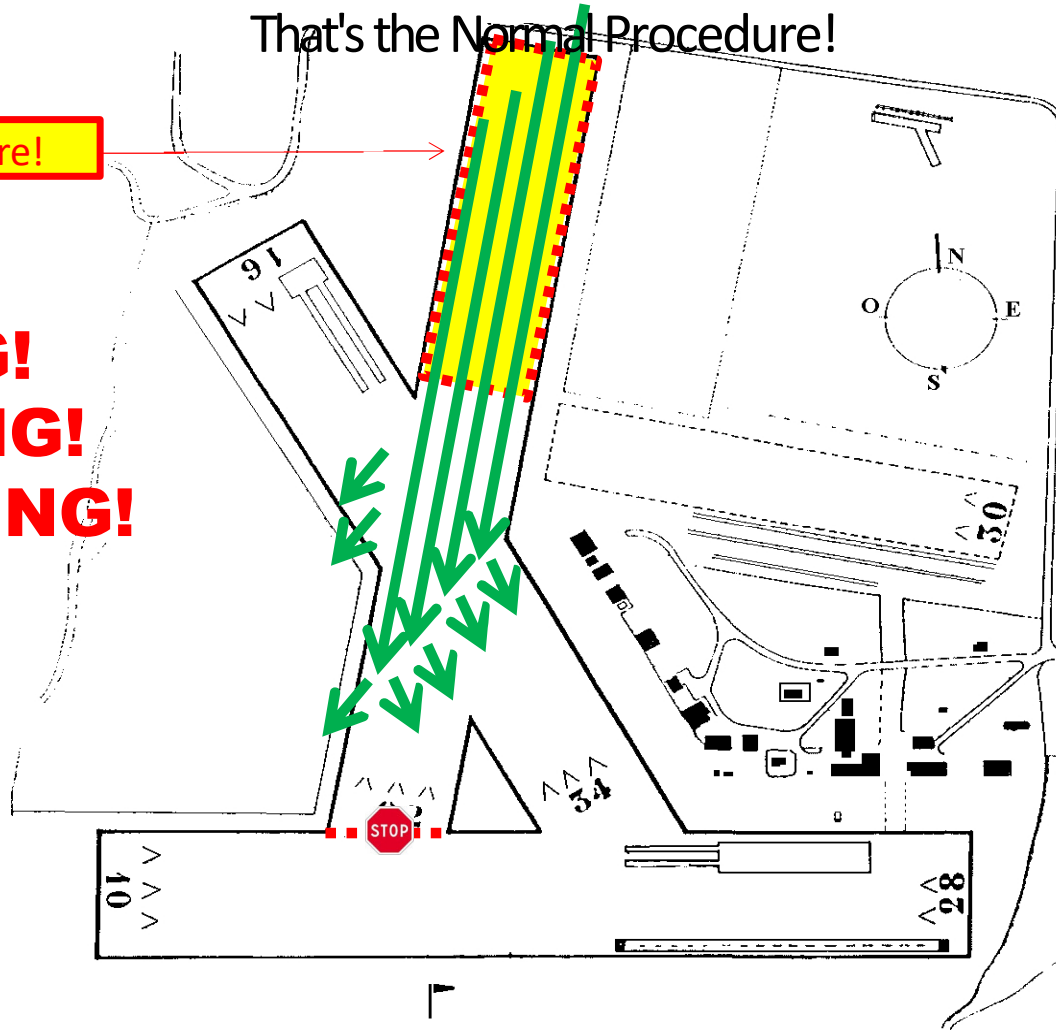




Direct Landing Runway 20

That's the Normal Procedure!

Don't stop here!

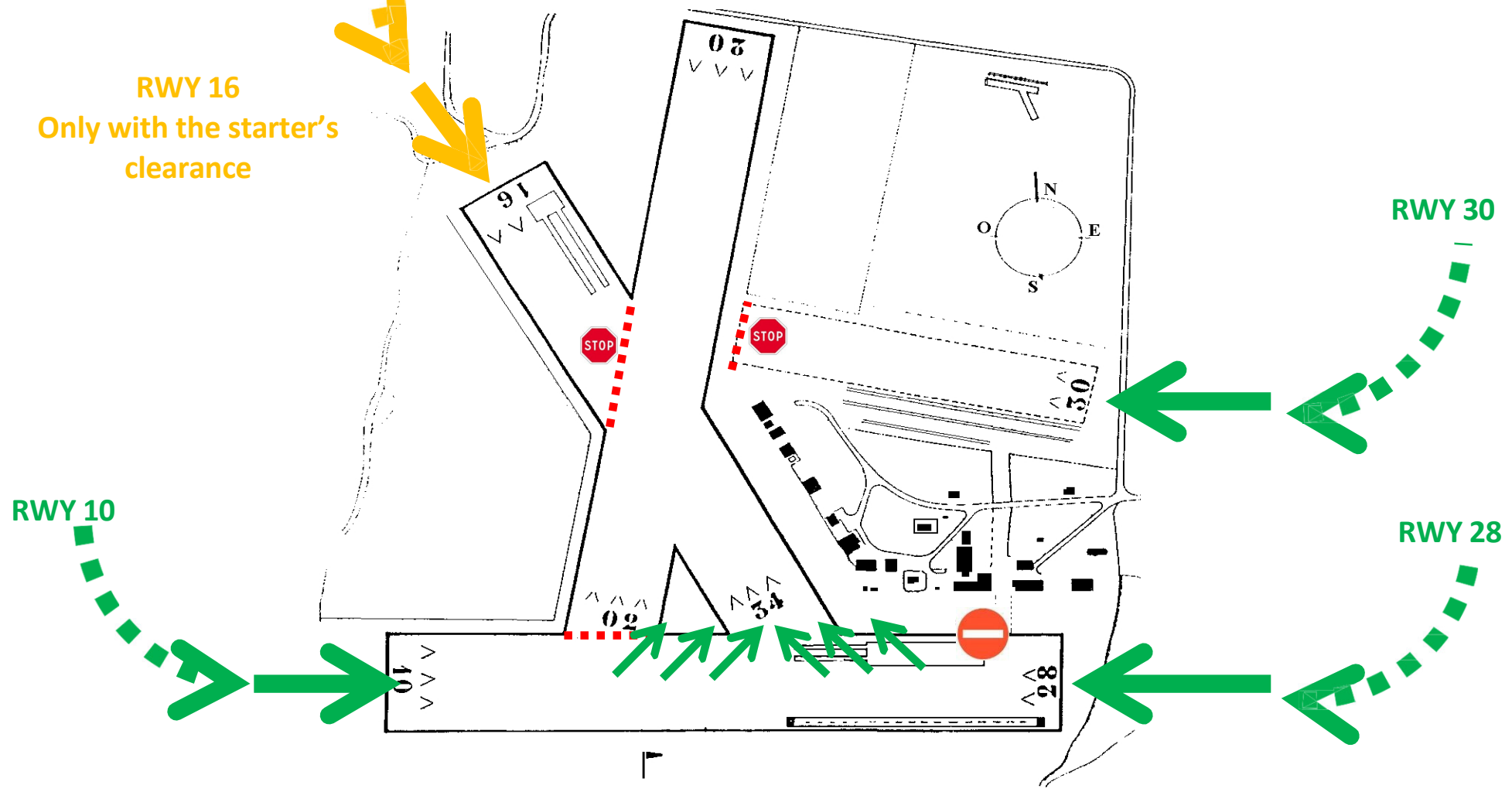


**LONG LANDING!
LONG LANDING!
LONG LANDING!**



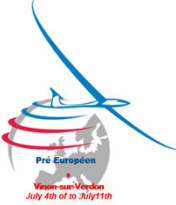
Landing Runways 28 /30 /10

(Please send a radio message at report point)

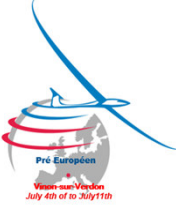




Radio procedures



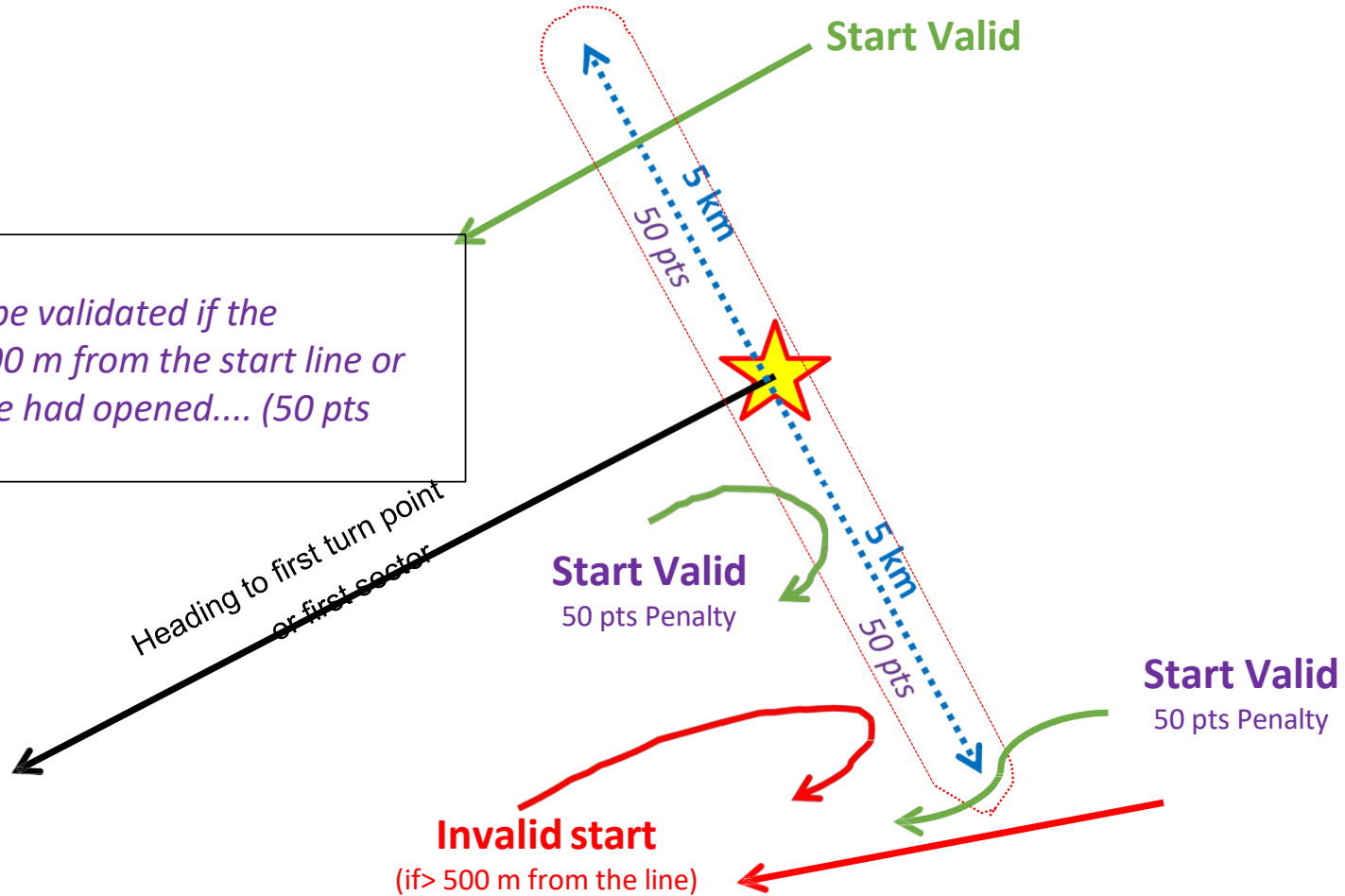
- Take-off, Towing, Arrival, Landing: **118.155 MHz**
 - Towing: No radio call **except for safety** (faster, slower)
- After release (above release altitude), Opening of the start line:
122.150 MHz
 - No radio call **except for safety**
- Arrival: **118.155 MHz**
 - Silence **except for usual and safety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



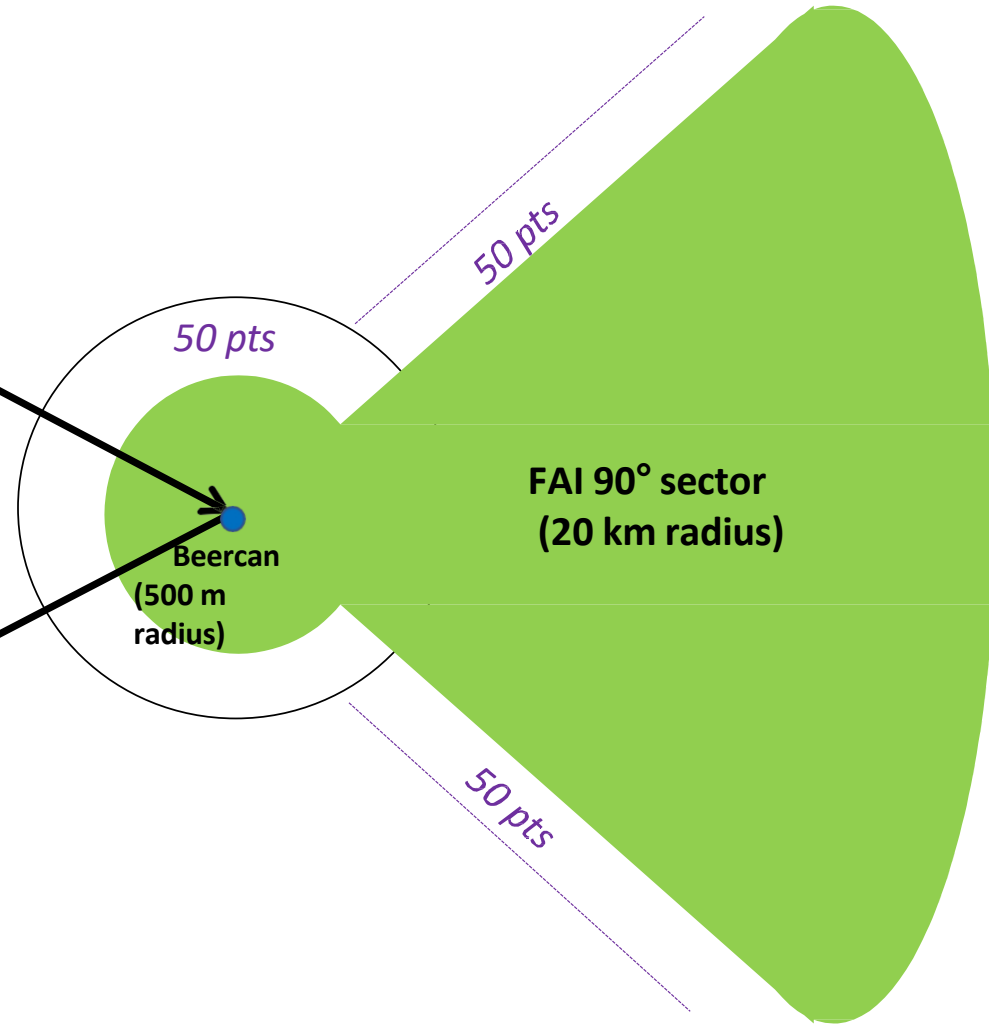
Turning point

Previous leg

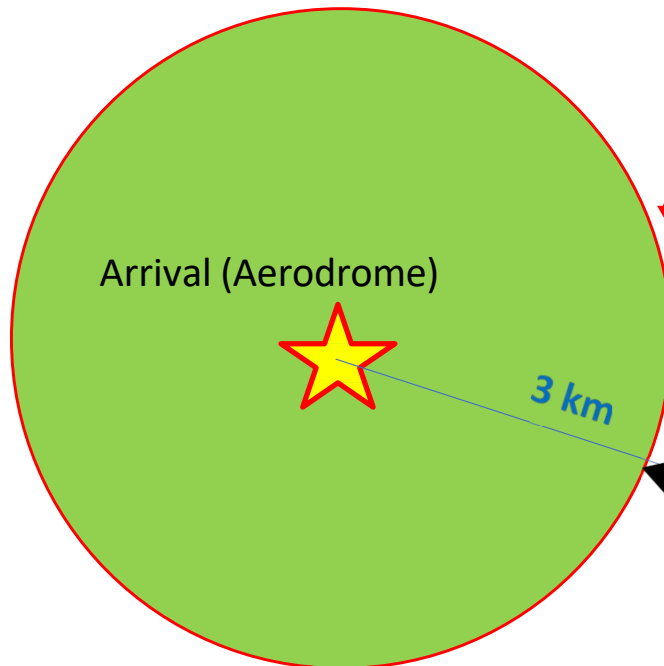
Following leg

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

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: 999 finih20

Branche Arrivée



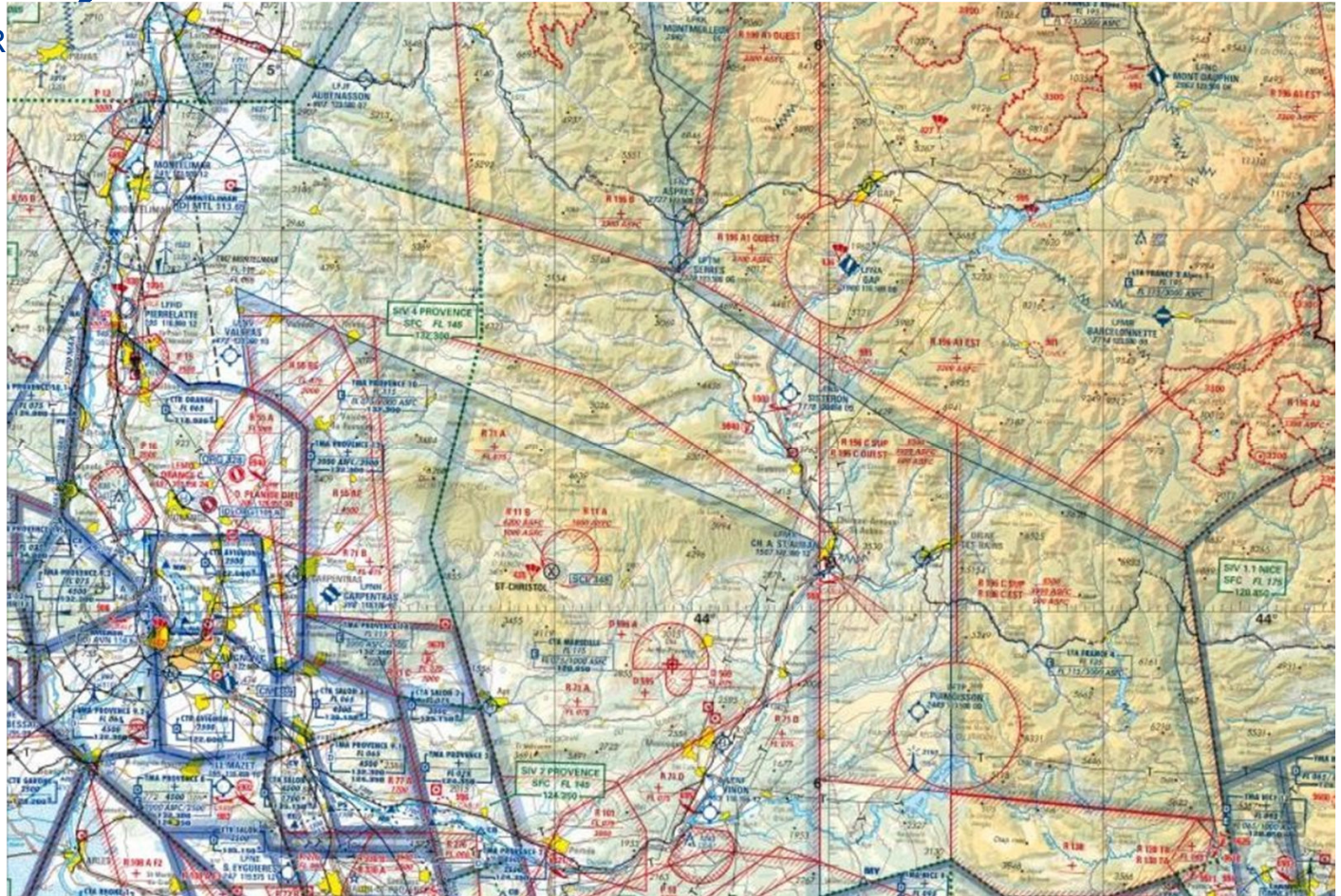
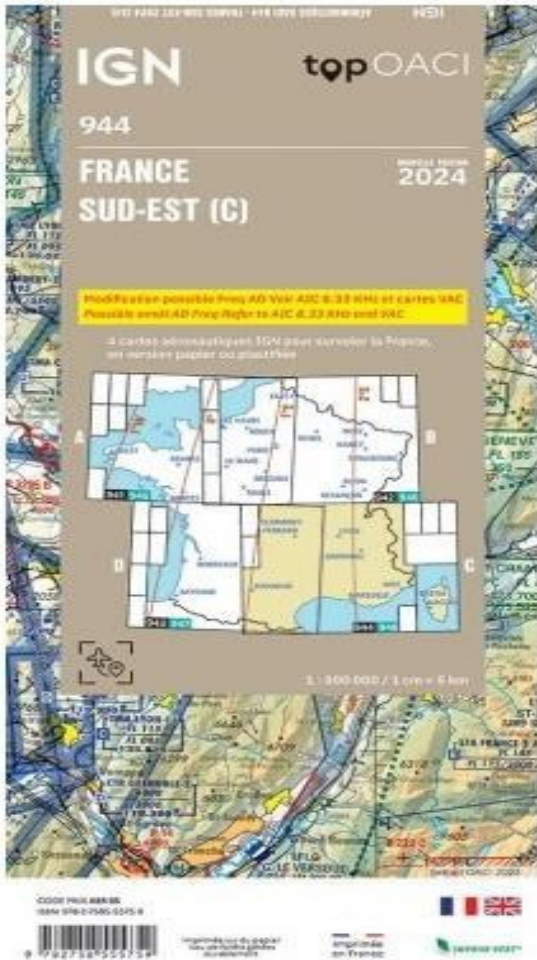
Scoring

- 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:
scoring3@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.

Regional airspace



30.000 VFR



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)

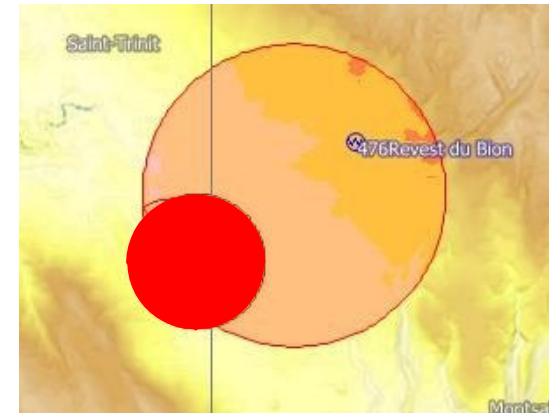
- They appear in the file made available to pilots and in the scoring reference file. **Infringements generate a penalty of the "entering a prohibited area" type,**
- The organisers will do their utmost to inform competitors of the activities scheduled on the day of the task, certain areas may be deactivated 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 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



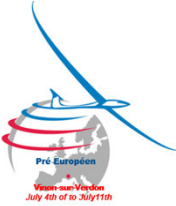
Download here:

[AirspaceVinon2026](#)

Available formats :

- OpenAir *.txt
- SeeYou, LXNav *.cub

"Turning points" files



Download here:

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

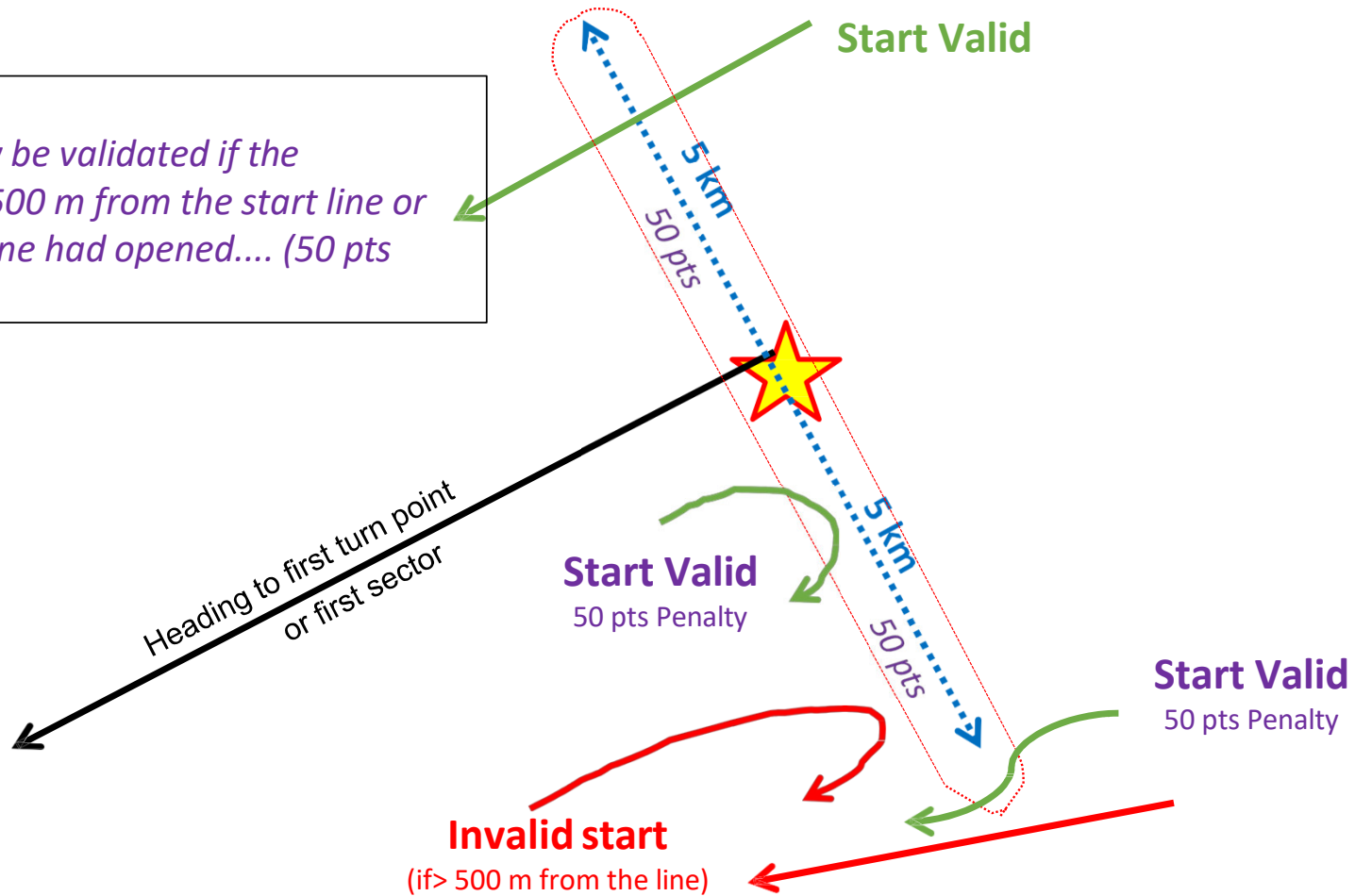
- Take-off, Towing, Arrival, Landing: **118.155 MHz**
 - Towing: No radio call **except for safety** (faster, slower)
- After release (above release altitude), Opening of the start line:
122.150 MHz
 - No radio call **except for safety**
- Arrival: **118.155 MHz**
 - Silence **except for usual and safety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

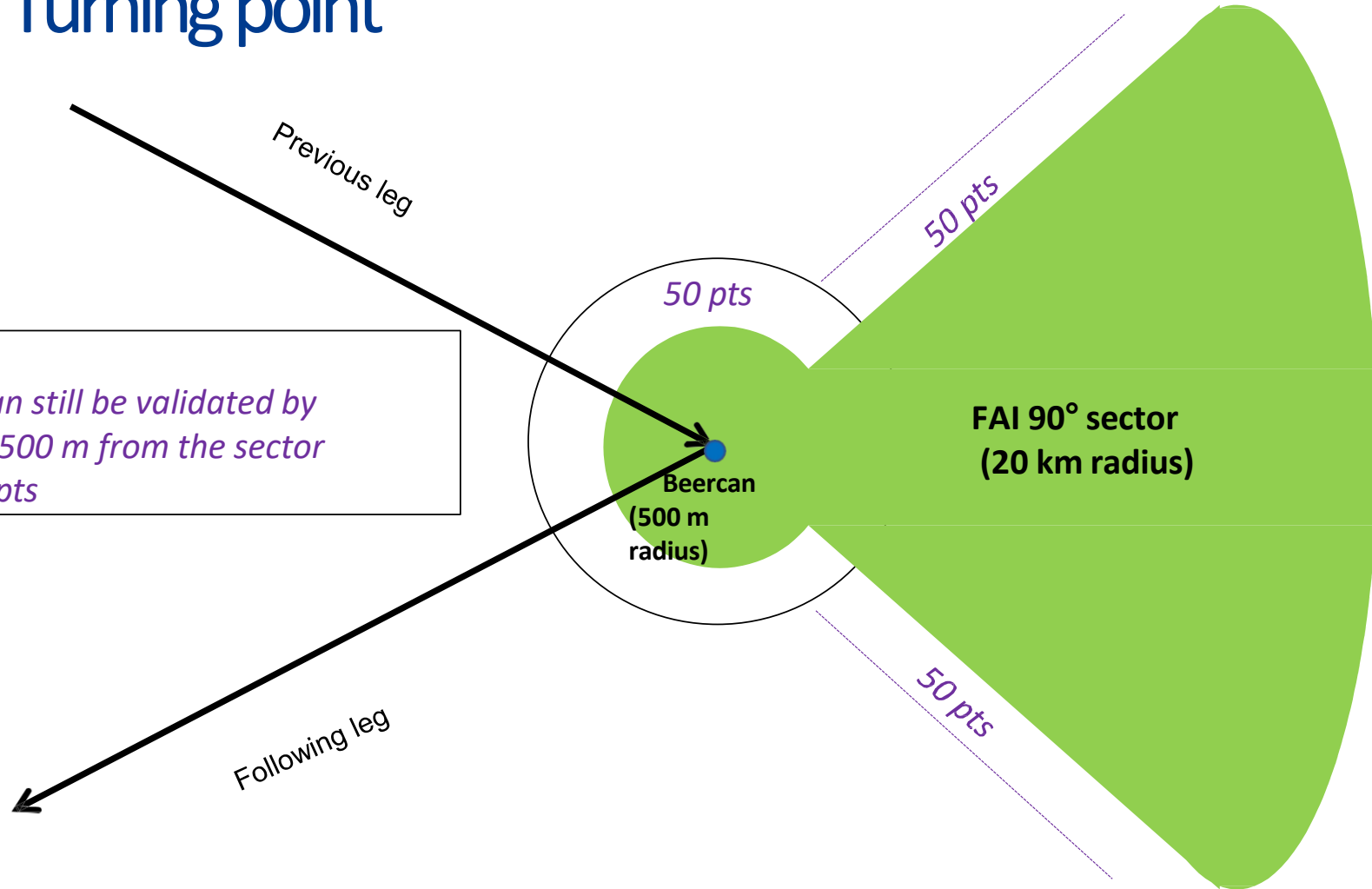
... However, the start may be validated if the competitor was less than 500 m from the start line or the start sector after the line had opened.... (50 pts penalty)



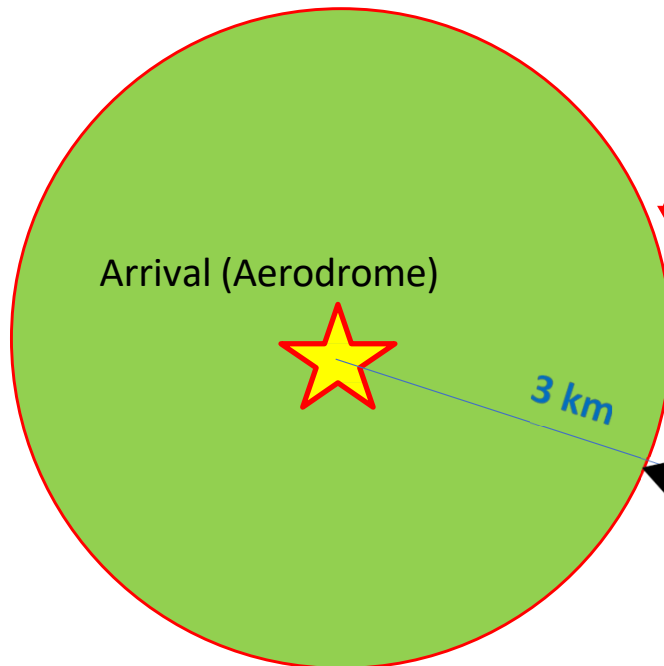
Turning point

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*

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: 001Vinson Aero GEd3
43° 44' 10" N - 005° 46' 59" E

Branche Arrivée



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 : scoring3@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 'roaming' 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!

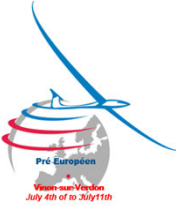
Safety

- 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 immediately 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 will be a Red Card for dangerous flying or behaviour!**



Glider Rigging

Third-party Checking Control Connections



PIN

Elevator



Pre-flight inspection - Flight control check
2 people needed

(Preflight check - Checking Control Connections)
2 person checking

Ailerons
Flaps
Airbrakes

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.

"Safety"



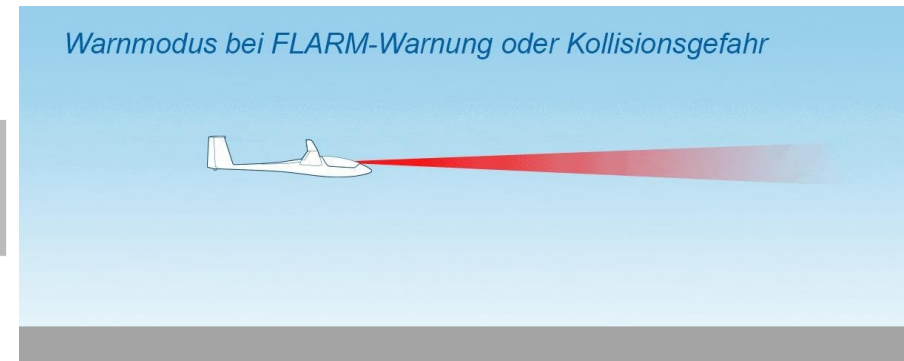
High Visibility Marking

+ possibly

Canopy flasher kit

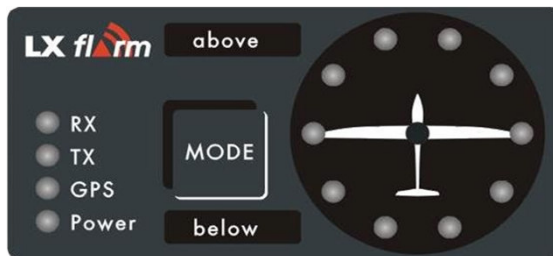
1

**LE MIEUX !
THE BEST !**



2

Flarm



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

Safety

- Safety is paramount.
- Gliding is just a game—you must be able to exercise restraint and say ‘STOP’!
- Mid-air collision – Always look outside! – Be a gentleman in the air: no aggressive flying (be careful when entering and exiting spirals) – Do not take risks with fences, vehicles and pedestrians around and on the airfield – Dangerous flying or behaviour will result in a red card!



We look forward to seeing you every night!



Have Fun and Fly Safe!