

1. Pilot Briefing Content

Obstacles:

The obstacles are displayed in the accompanying satellite photo. There can be prairie dog holes in any landing area.

There are wind indicators along the taxi way as well as the airport wind sock to the north.

The designated landing area is west of the taxi way and west of the parking area and east of the west fence. You can also land east of the taxi way if you set up south of the approach area for the tugs. The designated landing areas are shown on the accompanying photo.

There are prisons near the airport. Do not go over them any lower than 5,000' MSL. See accompanying satellite photo.

There is a main north/south runway. Do not go over it at less than 5,000' MSL. See accompanying satellite photo.

Launch procedures:

Launch crew will keep spectators in the stands.

Pilots are required to be at the staging areas a half hour before launch opens.

Pilots are to preflight their gliders before being attached to them and before getting into the launch line.

Weaklinks will be available from the launch director or his/her assistants.

There will be one launch line and three accompanying staging lines. You set your glider in the staging line according to your launch order number for the day. Put your base tube on the number.

Pilots are to ensure that the back cradle of the cart is adjusted for the proper angle before getting into the cart. Pilots may test for the proper angle while in the cart and then lift their glider to have it adjusted by the launch crew, well before their time to launch.

The launch crew and the pilot are to check each cart to make sure that they are in operating condition before getting on the cart.

The first five pilots are required to be in the launch line five minutes before the launch opens.

Pilots will be checked in the launch line by the launch crew. However, they must be completely ready to launch by the time they get to the launch box. This means all distractions must be eliminated by the time the pilot is ready to launch.

There will be an open launch ("early bird") window of 10 minutes for open class pilots.

The rigid wing pilots will launch first followed by the open launch window.

There is an implied push rule for launch. Pilots who do not wish to launch in their order will go to the back of the staging line.

You must hold onto the hoses and keep the cart with you until you are ready to come off it

If you have wheels (like the Wills Wing forward projecting wheels) make sure that they can't get jammed into the cart if you come off crooked.

Wind direction and velocity determine the launch area and launch direction. South-wind speeds up to 25 mph can be accommodated. Westerly winds up to 15 mph can be accommodated from the east launch. East winds up to 15 mph can be accommodated out of the west launch. Northerly winds 15 mph can be accommodated out of the south launch.

Variations in wind direction and gust factors below 5 mph will be evaluated to determine launch safety. Gusting over 10 mph will keep the launch suspended or closed.

Pilots breaking a weaklink (let off below 1,000') will be shuffled into the launch order by the launch crew. Otherwise pilots who land will go to the back of the staging line and enter the launch line after the last of the pilots launching for the first time.

There will be a maximum 15-minute relaunch window for open class pilots (only those in the launch line) after all the open class pilots have launched once, to allow for relaunches. Then after the maximum of 15 minutes has elapsed, the sport class launch will open, and other open class pilots must launch behind them. This may be adjusted if many pilots are not sticking.

Towing operations protocol is for the launch directors to check for tugs or hang gliders in the air above launch prior to launching each glider. It is up to the tow plane and hang glider pilots to check for traffic in the event they are landing back at the airport and take the necessary actions to put their aircraft down safely

Emergency personnel are on site at launch

Pilots must comply with all requests from the meet personnel.

Incidents we wish to avoid:

Be prepared on launch: Fly the glider off the cart and do not try to make any adjustments to your instruments and gear until you are off tow. Always continue to fly the glider.

Do not get pulled off the cart onto the taxi way. Push the cart forward as you are pulled by the tow line. Hold onto the hoses to push the cart. Do not straight arm to push the cart but let yourself be pulled forward but no further than with your chest over the base tube.

Unidentified risks and obstacles: We will identify any safety issues that come up during the competition and relay those to the pilots during the pilot meeting.

Getting stuck in the cart: If you have wheels make sure that they can come free of the cart if you are lifted off the cart. If you have wheels that extend down from the basetube, use a cart that has cradles that are set high above the cart tubes. There is one cart with cradles 3" above the cart tubes.

Additional information about this can be found in the Oz Report: <http://ozreport.com/22.064#1>, <http://ozreport.com/22.066#3>, and <http://ozreport.com/22.067#2>.

Improper cart launch control technique: If your glider rises up to one side or the other while you are on the cart, shift your whole body to the side of the lifting wing, not just your shoulders and head. Pivot around a point about three feet in front of the center of your base tube getting your legs and feet to the side of the rising wing. Before your start make sure that the cart's cradles are as far to the left and right as possible and hold on tight to the hoses. Cross controlling does not work.

Launch order:

WPRS and then after that it will be determined by cumulative score.

Scoring:

See local rules

Task Briefing:

There will be a task briefing each morning at the pilot briefing. The task briefing will include a description of the goal and any obstacles or hazards that may be found there including obstacles on the course line coming into goal, but not at goal. If the goal is an airfield, we will present information about the airfield from <http://airnav.com>.

We will display the task on a large TV screen and show the satellite photos of the goal and other areas along the task.

Tie downs:

Bring your own anchors and straps to tie down your glider in the staging line if unattended.

Parking:

The parking area is on west side of the staging area. There is a gate that requires an access code to get to the parking area.

Landing Out:

The area around Big Spring and the airport in general has many wide-open farming areas that make for great landing fields. Power lines are obvious, and the wind direction is obvious. There is little to no need to force yourself into a small landing area or dangerous situation.

Do not have your driver drive into a field unless you have permission from the land owner. Stay outside the fences, even if there is no lock on the gate.

Weather conditions:

There will be a weather briefing each morning at the pilot briefing. It will include the forecasted average lift, TOL, cloud base, winds on the ground and aloft, chances of rain and/or thunderstorms, temperature at cloud base or top of lift, changes over the afternoon in these values.

The normal August conditions are for strong lift, light or strong winds, 7,000' to 10,000' TOL, cu's, surface temperatures in the mid-nineties. Some chance of thunderstorms.

Weather links:

<https://forecast.weather.gov/MapClick.php?site=MAF&textField1=32.24&textField2=-101.479&e=1>

<https://radar.weather.gov/radar.php?rid=maf&product=N0R&overlay=11101111&loop=no>

<https://forecast.weather.gov/MapClick.php?lat=32.24&lon=-101.479&unit=0&lg=english&FcstType=graphical>

<http://www.intellicast.com/National/Surface/Mixed.aspx?enlarge=true>

https://rucsoundings.noaa.gov/gwt/?data_source=Op40&latest=latest&start_year=2017&start_month_name=Mar&start_mday=10&start_hour=4&start_min=0&n_hrs=18&fcst_len=shortest&airport=32.13,-101.32&gwt=Interactive%20plot&hydrometeors=false&start=latest

<https://www.xcskies.com/map>

Safety on the course line:

The meet director and the Safety Director will monitor conditions using local radar in the task area for thunderstorms. If thunderstorm activity is nearby the meet director will contact the safety committee through their drivers and ask for reports from the pilots. 1 = safe, 2 = watching conditions, 3 = unsafe, time to stop the task.

Pilots will be contacted through their drivers if the task is stopped.

Flymaster Trackers:

Obtain your Flymaster tracker at the pilot briefing.

Half an hour before launching press the upper right-hand button and then the upper left -hand button on the Flymaster Tracker before the red flashing timer times out (do this procedure again if it times out). This starts the tracking. You'll see a yellow light on the left side that indicates that the tracker is on.

Place the tracker in your harness (or glider) where it has a good view of the

satellites.

As soon as you land, first thing, again press the upper right-hand button and then the upper left -hand button on the Flymaster Tracker before the red flashing timer times out (do this procedure again if it times out). The Tracker will not turn off, that is by design. Three red LED's, will flash, which means that it is in competition mode and is ready to be charged.

This procedure tells the meet director that you are okay and have checked in.

Bring the Flymaster Tracker to the HQ Hotel in the evening as soon as you return from your flight. We will charge it for the next day.

If you land and need medical assistance, press and hold the SOS button for ten seconds. Also, if you don't check in (see above) we will call your driver to see if you are okay. We should have your location from XC Guide app on Belinda's Android phone.

You do not have to send in your track log as it is automatically sent to the Flymaster server which the scorekeeper accesses.

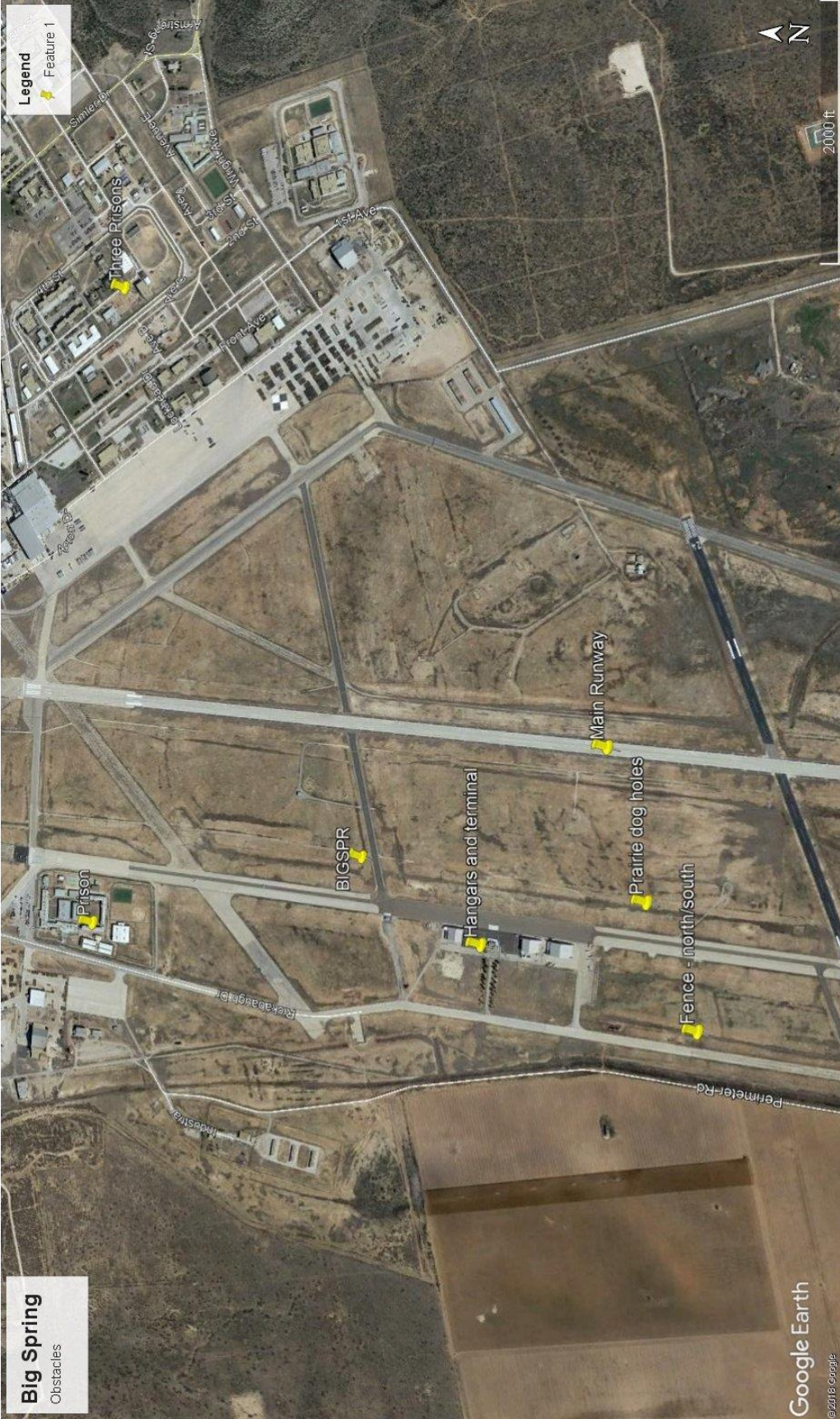
Sending in your track log if the Flymaster tracker wasn't turned on:

If there was some glitch with your Flymaster Trackers you can upload your tracklog from your flight instrument to the scorekeeper. Send the IGC file to hangglidingcompetition@gmail.com. The scores will be up quite early on line (around 7 – 8 PM) so check them to be sure they are correct for your flight. If not send up your track log. Do not use Airtribune to determine if your track log is okay.

If you were absent or did not fly send an email to hangglidingcompetition@gmail.com informing the scorekeeper of that fact.

Notices from the Meet Director:

What's App will be used for communication between the meet director and the pilots and other personnel.



Big Spring

Obstacles

Legend

Feature 1