



WGC Uvalde 2024

Self Briefing



Rev A

Welcome to Uvalde!

With all of the procedures and operations described in this Self Briefing, it is important to be both safe and a good neighbor. The Uvalde airport is home to many aircraft and operators and we want to be considerate of their needs as well as ours.

Pilots should exercise common sense and be very aware of other traffic when in the air.



Communications

Contest management will utilize WhatsApp Groups for rapid distribution of information necessary to the contest. Use the QR codes below to join the group that is relevant to your function at the contest.



WGC Uvalde 2024 Task Area

United States

United States



Nuevo Laredo

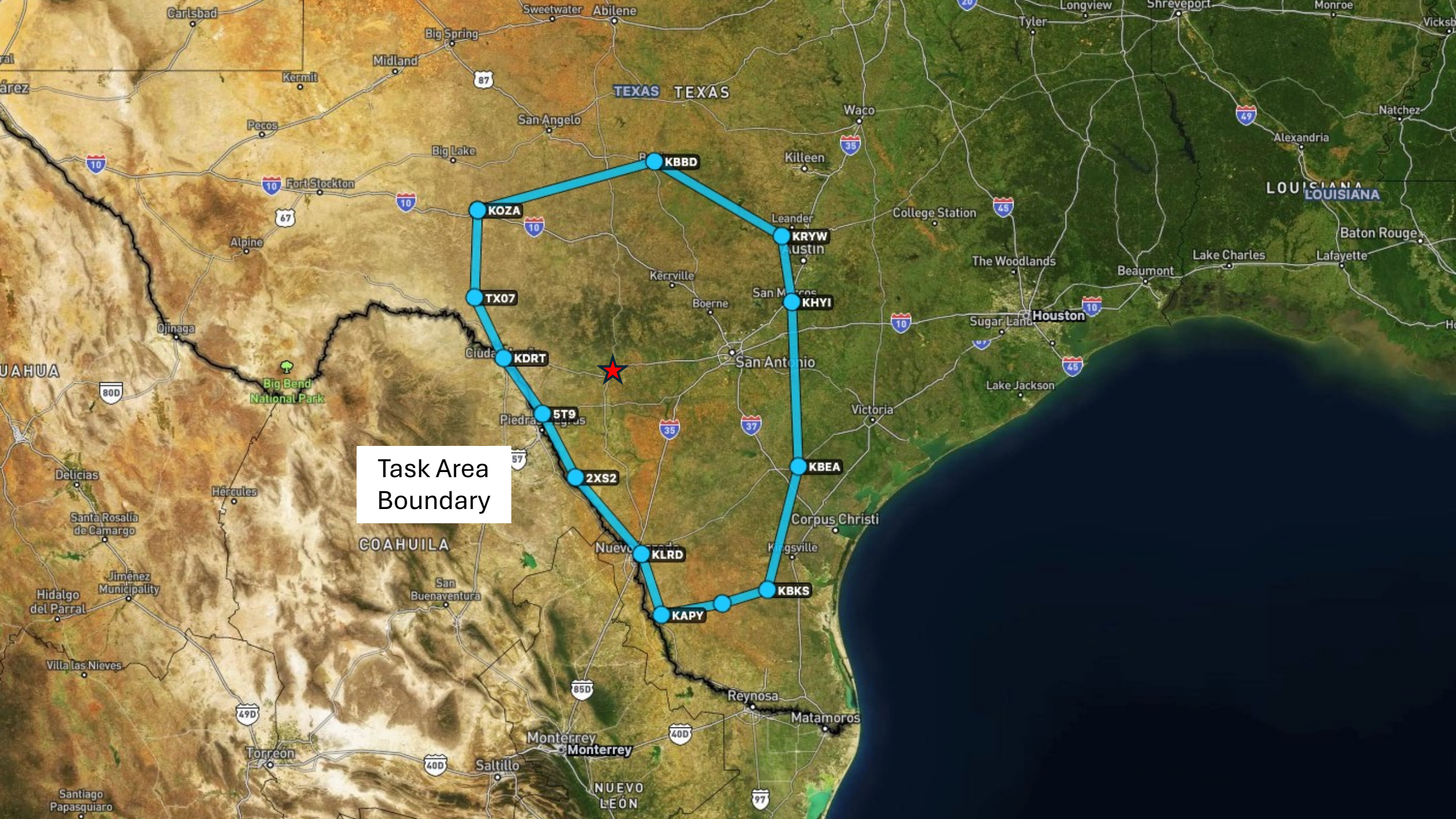
Monterrey

Mexico

Mexico

Gulf of Mexico

Cuba



Task Area
Boundary

TEXAS TEXAS

LOUISIANA LOUISIANA

COAHUILA

NUEVO LEÓN

KBBD

KOZA

TX07

KDRT

5T9

2XS2

KLRD

KAPY

KBKS

KBEA

KHYI

KRYW



Big Bend National Park

Houston

San Antonio

Monterrey

Torreon

Saltillo

Reynosa

Matamoros

Corpus Christi

Victoria

Lake Jackson

Sugar Land

Beaumont

Lake Charles

Lafayette

Baton Rouge

Alexandria

Natchez

Waco

Killeen

Kerrville

Boerne

San Marcos

College Station

The Woodlands

San Angelo

Big Lake

Midland

Kermit

Pecos

Alpine

Ojinaga

Delicias

Santa Rosalia de Camargo

Hércules

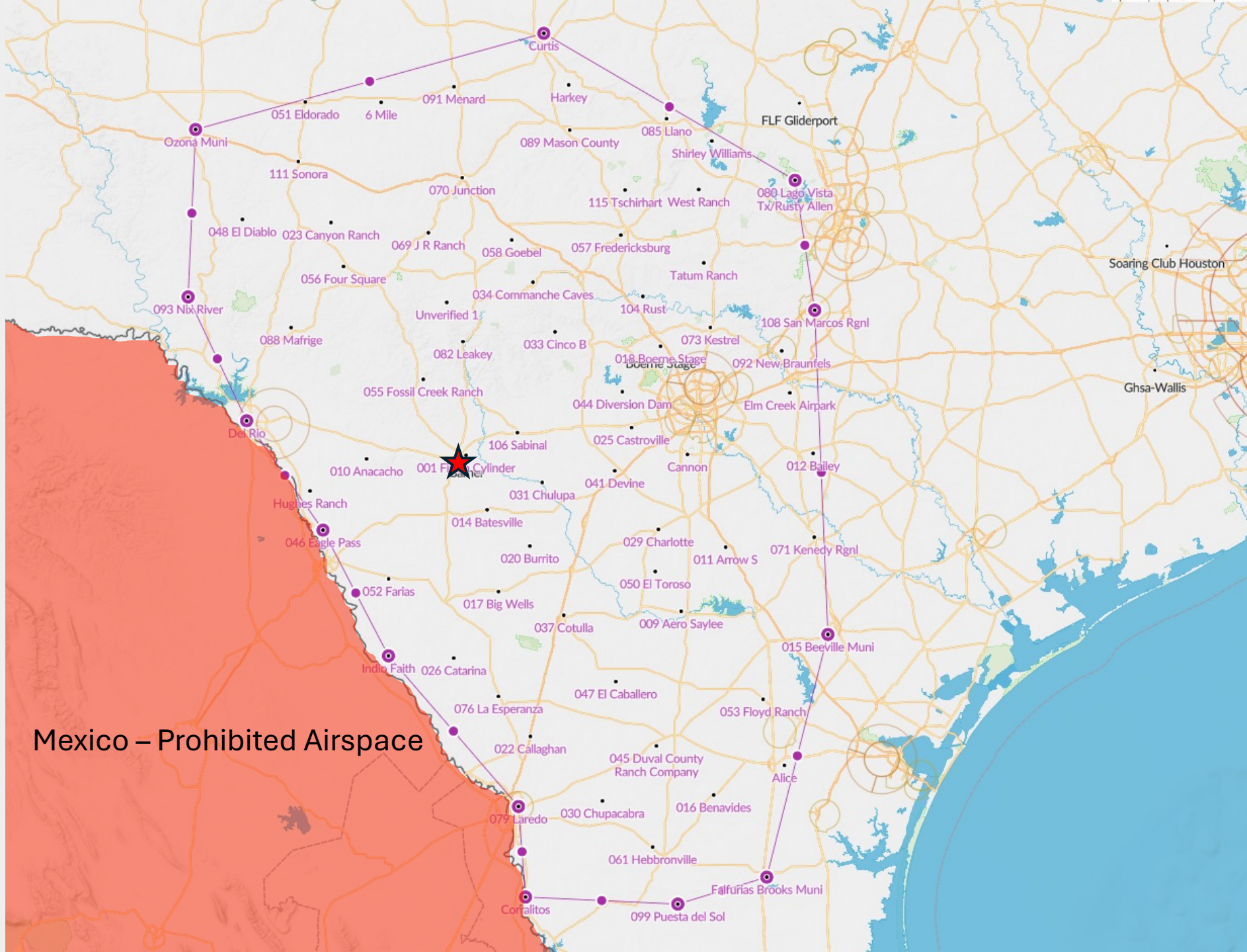
Hidalgo del Parral

Jiménez Municipality

Villa las Nieves

Santiago Papasquiaro

CHIHUAHUA



Mexico – Prohibited Airspace



Uvalde

Airport

To Del Rio

To San Antonio

To Laredo

55

83

90

90

90

90

83

90

Milam St

Radio Frequencies to be used

Remaining to be assigned by the FCC





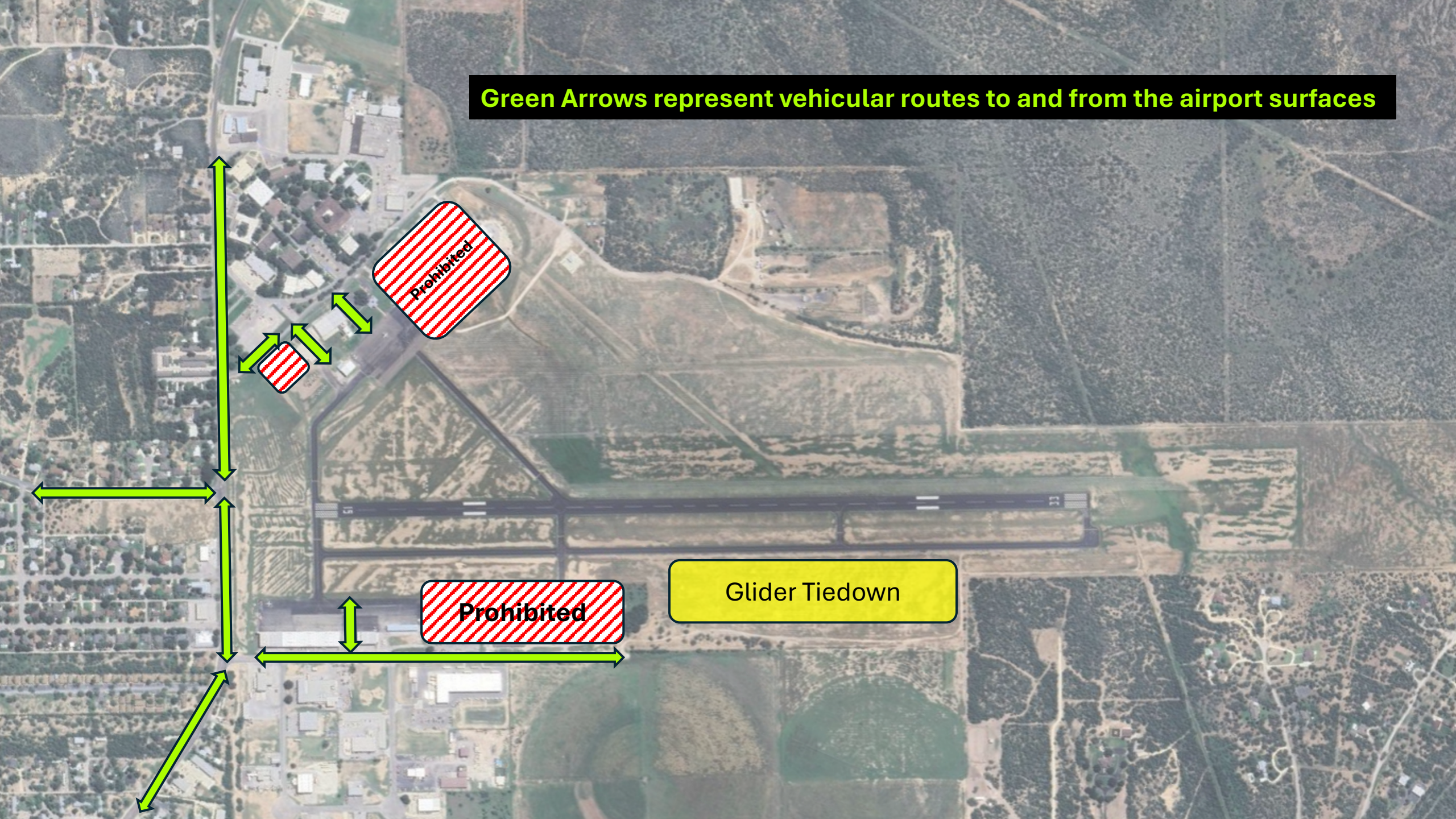
Scruitneering

Registration,
Scoring, Admin

Daily Pilots
Meetings

OSTIV

Green Arrows represent vehicular routes to and from the airport surfaces



Prohibited

Prohibited

Prohibited

Glider Tiedown



Tiedown Area

The "Grotto"

Row A

Row B

Row C

Row D

Row E

Row F

Langford Drive

Main Gate

Use caution when passing in front of CBP hangar

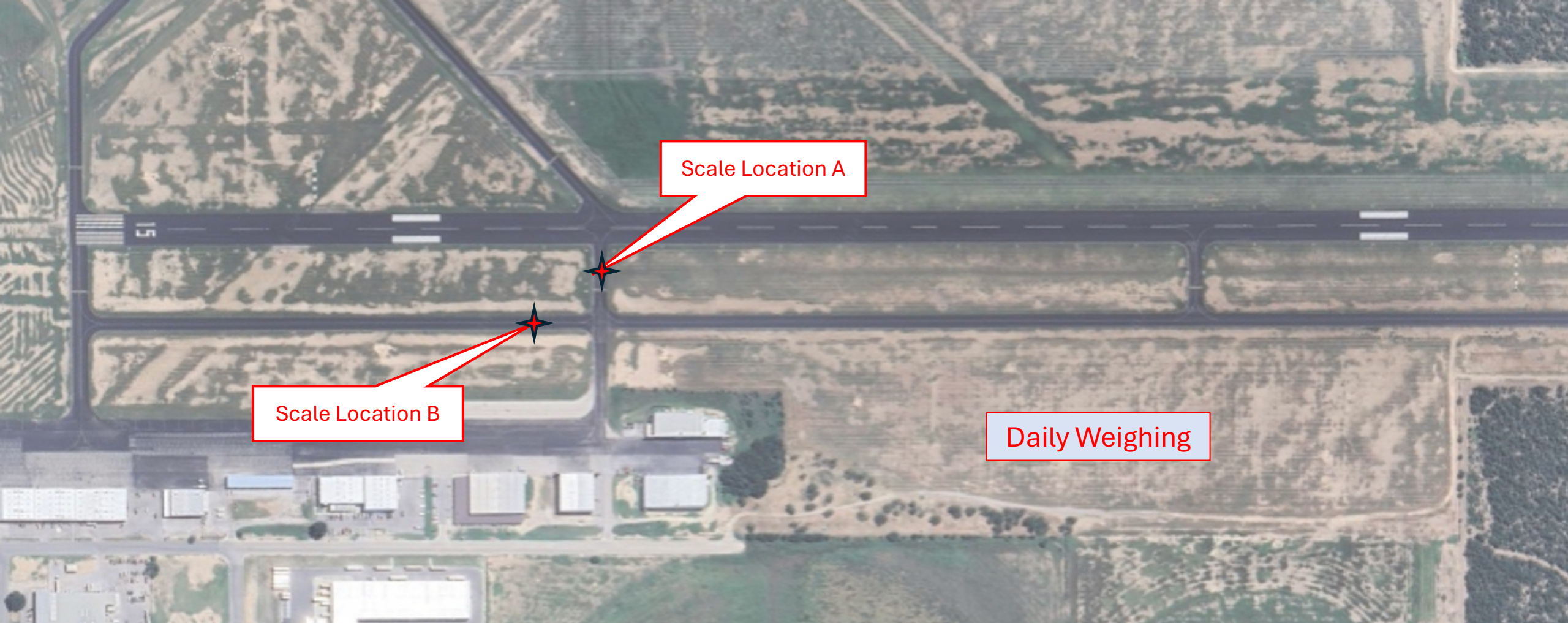
Please use a clockwise flow to travel from the tieddown area into the scrutineering hangar.

Scrutineering Hangar

Garner Field
Airport

Contest Site
Boundary
(Sc3a 7.2.1)





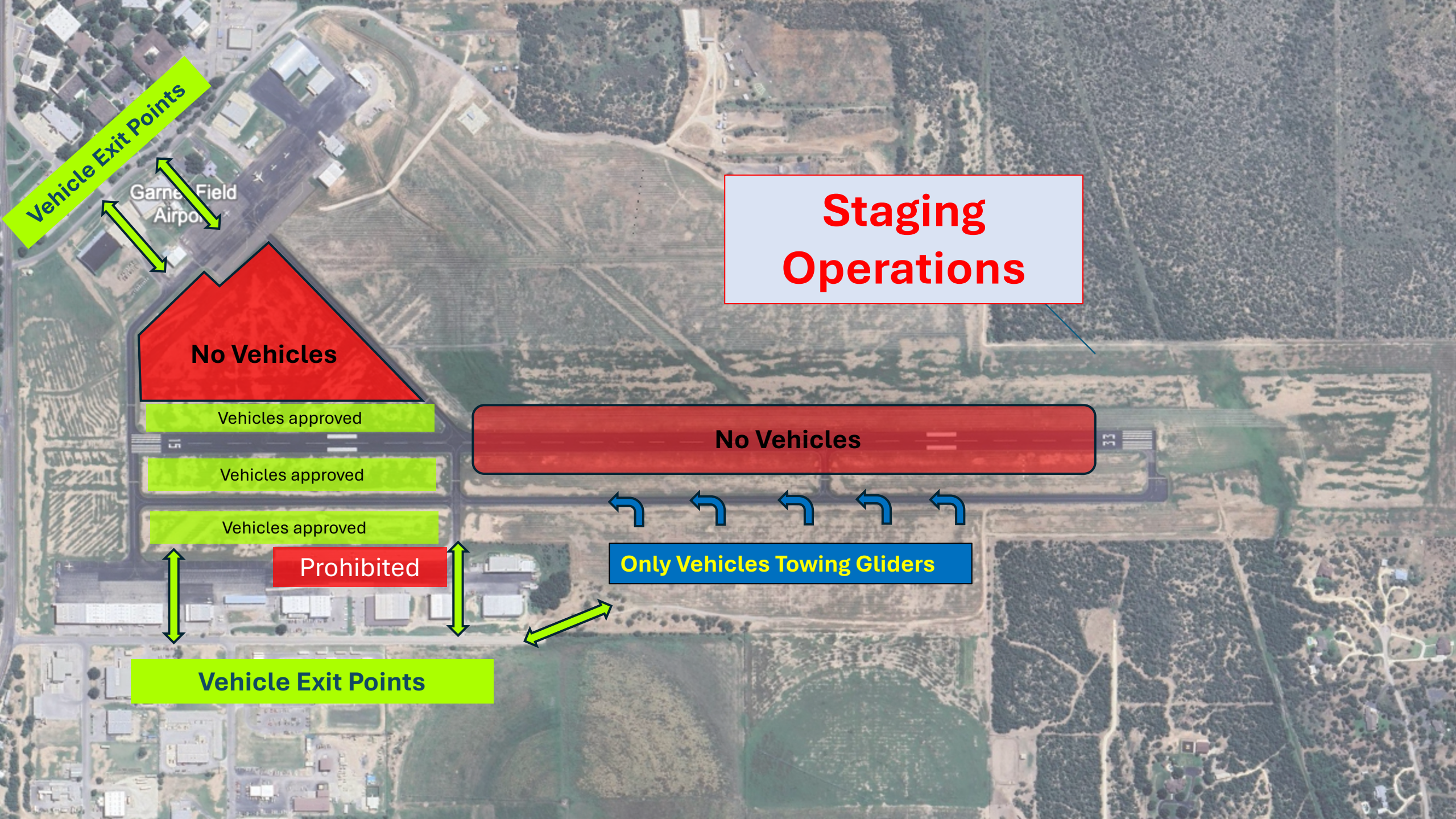
Pass by Scale Location A if you will be gridding on the runway
Pass by Scale Location B if you will be gridding on the taxiway.

Staging

The airport surfaces will be available for staging at sunup. Please monitor VHF 122.8 mhz anytime you are utilizing the taxiway or runway to position a glider for staging. The airport will continue to operate for public air traffic expect during launch operations – be considerate of other traffic and look before entering the runway.

Find your grid number and then position your glider a minimum of 25 feet off the surface in the grass. Do not leave vehicles near or on the taxiway or the runway.





Vehicle Exit Points

Garne Field
Airport

**Staging
Operations**

No Vehicles

Vehicles approved

Vehicles approved

Vehicles approved

Prohibited

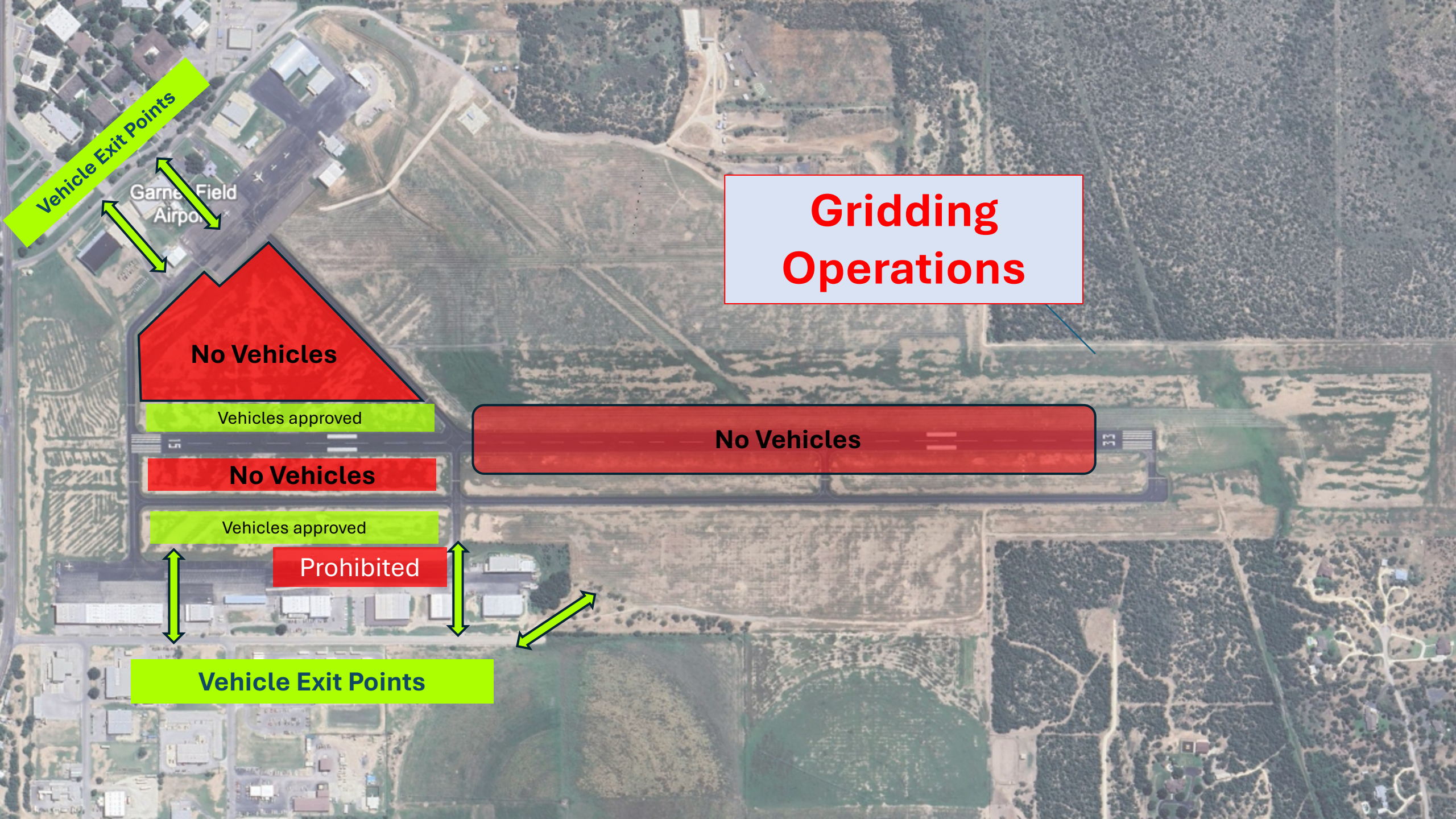
No Vehicles

Only Vehicles Towing Gliders

Vehicle Exit Points

Gridding

- Team Captains will be provided with daily grid order and gridding is by runway or taxiway and designated number.
- At the appointed “Grid Time”, you may position your glider on the runway or taxiway as appropriate.
- All vehicles must vacate the infield between the runway and the taxiway.
- No vehicles are allowed on the taxiway or runway after gridding time. If you need to return to the tiedown area, you must use the road outside of the airport boundary.



Vehicle Exit Points

Garne Field
Airport

**Gridding
Operations**

No Vehicles

Vehicles approved

No Vehicles

Vehicles approved

Prohibited

Vehicle Exit Points

No Vehicles

Tow Ropes

- Contest will provide all ropes.
- Any rope can be used, on any glider, and ropes will not be marked for a specific glider.
- Team crews are responsible for inspecting and attaching their ropes to the glider.
- Team crews are responsible for the glider being ready for launch.
- Team crews will provide the wing runner and run their wing.
- Launch crews are responsible for hooking the rope onto the tug.

Launching

- Launch operations will be conducted on VHF 123.3 mhz.
- Competition officials will be identifiable by high visibility vests.
- Mobile phone use on the grid is discouraged due to distractions
- Vehicles remain behind the launch line and can vacate the area via the designated exit points. Never cross the taxiway or runway.
- Teams are responsible for gathering all equipment and immediately removing from the grid post launch (wing wheels, wing stands, etc)
- In the event of a re-light, crew may only retrieve the glider with permission from Competition Director and in coordination with the Launch Director.





Vehicle Exit Points

Garner Field
Airport

**Launching
Operations**

No Vehicles or Pedestrians

Vehicles approved

No Vehicles or Pedestrians

Vehicles approved

Prohibited

No Vehicles or Pedestrians

Vehicle Exit Points

Land-back Operations

- If a glider needs to return to the field while launch operations are in process, the pilot shall:
 - Make contact with the Contest Director on VHF 123.3 mhz,
 - Plan to land on the runway or taxiway well beyond the front of the launch line and turn off onto the grass or a connector taxiway so as to allow launch operations to resume as quick as possible.
- Stay with your glider until assistance arrives. Your crew can drive a vehicle to your glider provided they are well out of conflict with launch operations.
- The Contest Director and Launch Director will sequence you back to launch as appropriate.



Points

Garner Field
Airport

Land Back Operations

No Vehicles or Pedestrians

Vehicles approved

No Vehicles or Pedestrians

Vehicles approved

Prohibited

Vehicle Exit Points

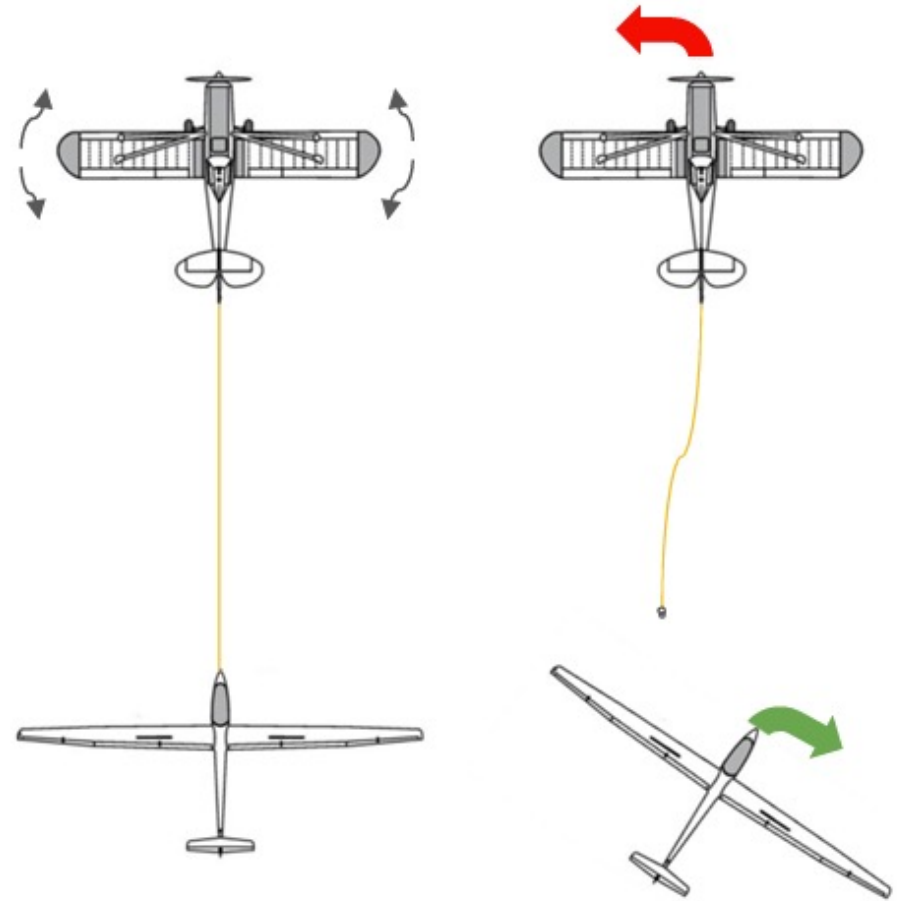
Preferred Land back

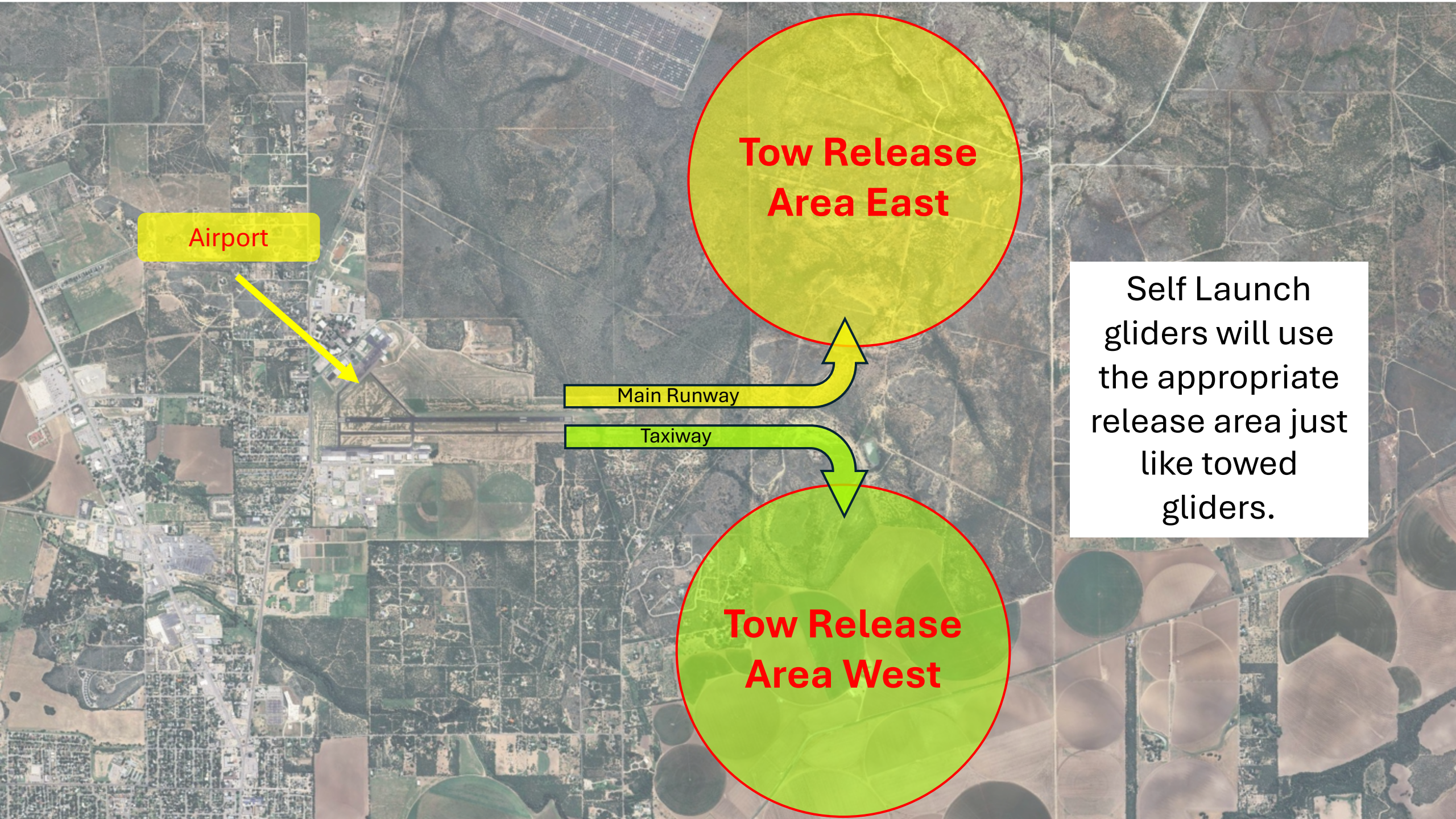
Alternate Land back



Glider Towing

- Standard release altitude 3,000 feet MSL (915 m).
- On release, the glider turns RIGHT.
- Pilots shall release if the tow pilot rocks the wings of the towplane.
- Pull-ups before releasing are prohibited.





Airport

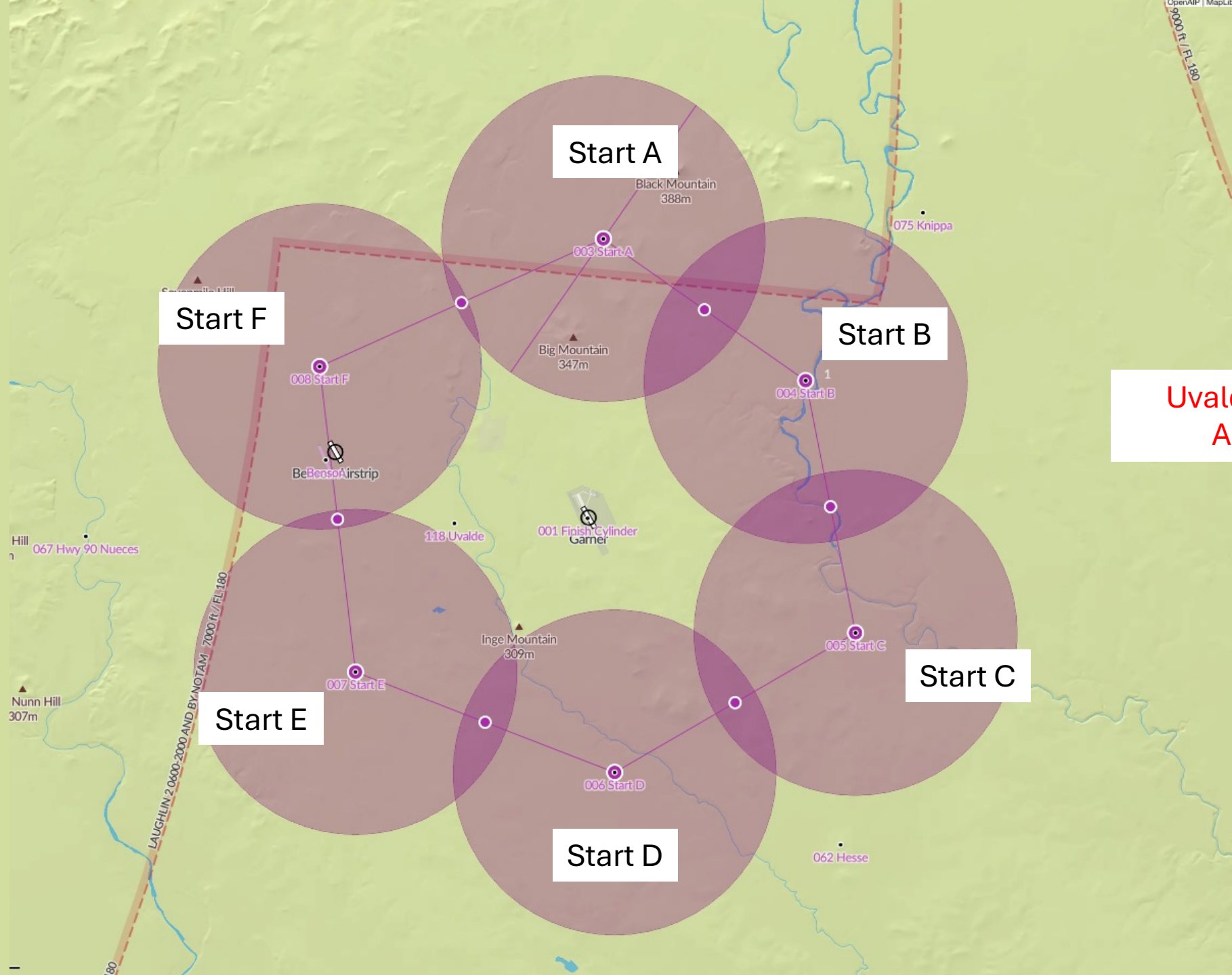
Tow Release Area East

Main Runway

Taxiway

Tow Release Area West

Self Launch gliders will use the appropriate release area just like towed gliders.



Uvalde Start Areas

AVOID PENALTIES: Things you need to know about Uvalde airspace

1. The airspace file that comes with your flight computer is not accurate enough for the WGC. You **MUST** use the one available on [SoaringSpot](#) to accurately show and avoid forbidden (i.e. penalty) airspace.
2. **PENALTY** airspace is any airspace coded as **Class A, B, C, P, or R**.
3. Class A airspace is everything above 18,000' MSL, there is no Class A below that.
4. Regardless of what your map says, for the purposes of the contest all other **PENALTY airspace (B, C, P, and R)** areas extend upward to 18,000'MSL. **YOU MAY NEVER OVERFLY THEM.**
5. Class D airspace is not forbidden, but you must establish radio contact with the facility before you enter it. The top of the airspace is as shown on current charts.
6. **The penalty airspace that defines the border with Mexico does not exactly match the Rio Grande River.** It begins a small distance inside the USA. **DO NOT** depend on visual avoidance of the river. Rely on the airspace file for proper clearance.

Forbidden Airspace

R-6316 Blimp restricted area, south of Eagle Pass

R-6312 - bombing range, east of Uno Mas

Class C area around Laughlin Air Force Base (Del Rio)

Class C area around San Antonio

Non-US (Mexican) airspace





Laughlin AFB

Austin

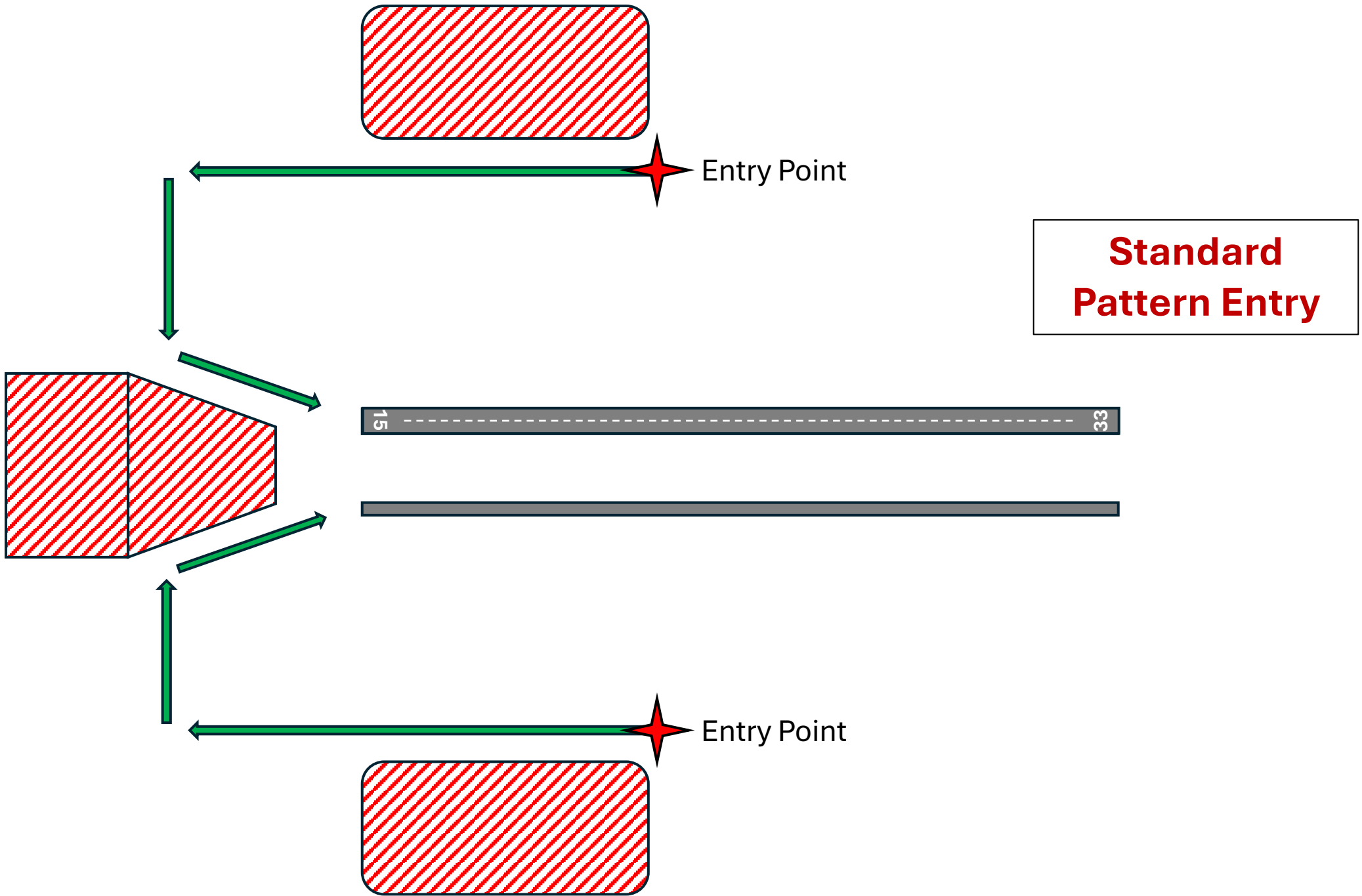
San Antonio

R6316

R6312

Finishing Procedure

- Arrivals must be announced on the finish frequency VHF 123.3 mhz.
- The following phrases shall be used: (Contest number), (distance to finish ring), (altitude).
- Call first at 20 km from finish ring, and then at 10 km from finish ring, and then when crossing the finish ring and as necessary to maintain separation and awareness.
- Current winds are available on the Uvalde AWOS at VHF 124.175 mhz.



Landing Operations

Garner Field Airport

Land and stop before red cones

Vehicles only to support recovery

Gliders landing on the taxiway will need to stop or roll off into the grass before the temporary red cones. This will allow gliders who have landed on the main runway to return to the tiedown area via the taxiway.

Ground Recovery Operations

Garner Field Airport

No Vehicles or Pedestrians

No Vehicles or Pedestrians

Vehicles only to support recovery

Prohibited

Vehicle Exit Points

