



# WGC Uvalde 2024 Self Briefing



Rev D

# 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

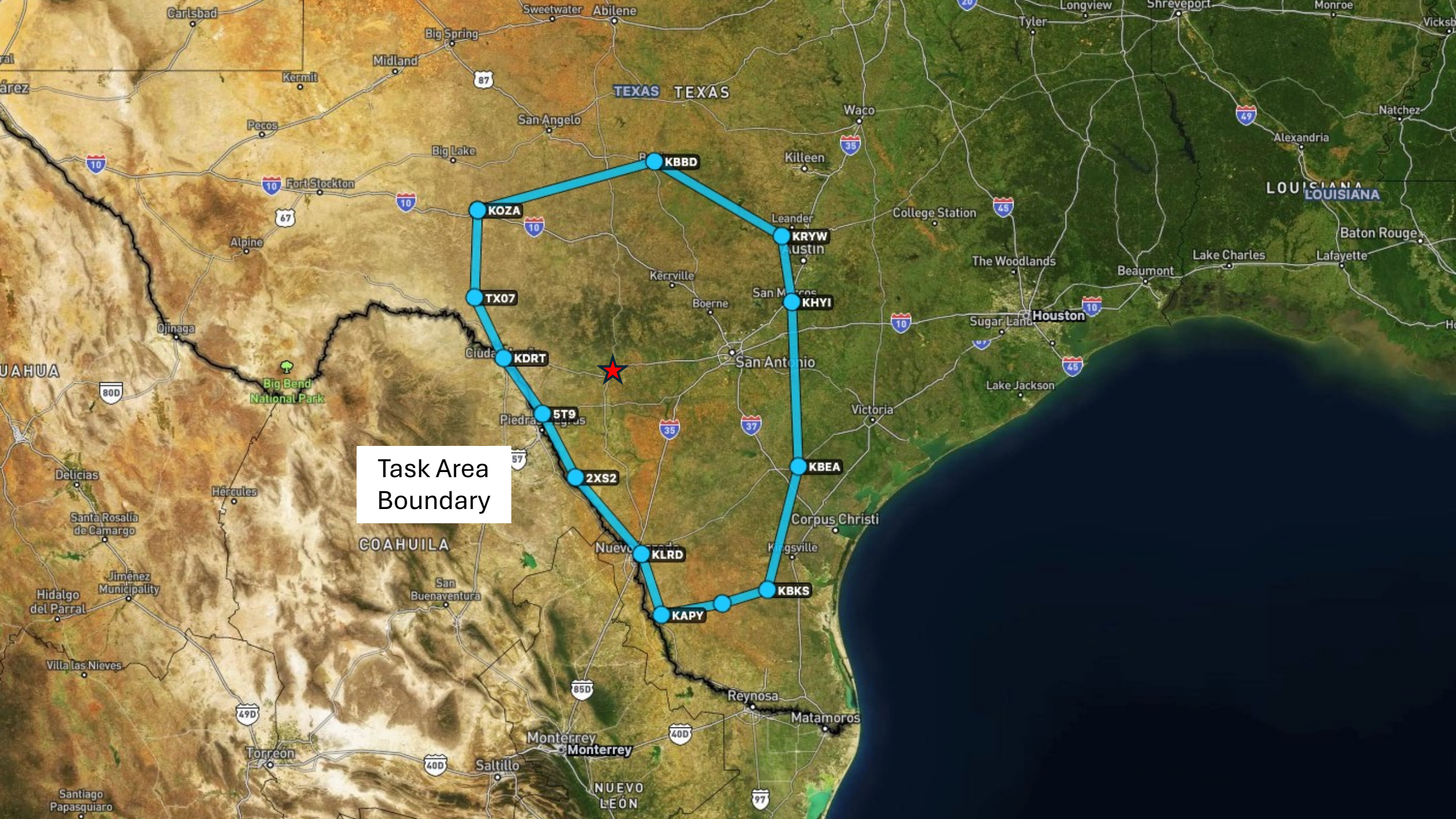
Mexico

Mexico

Gulf of Mexico

Cuba





Task Area  
Boundary

TEXAS TEXAS

LOUISIANA LOUISIANA

COAHUILA

NUEVO LEÓN

KBBD

KOZA

TX07

KDRT

5T9

2XS2

KLRD

KAPY

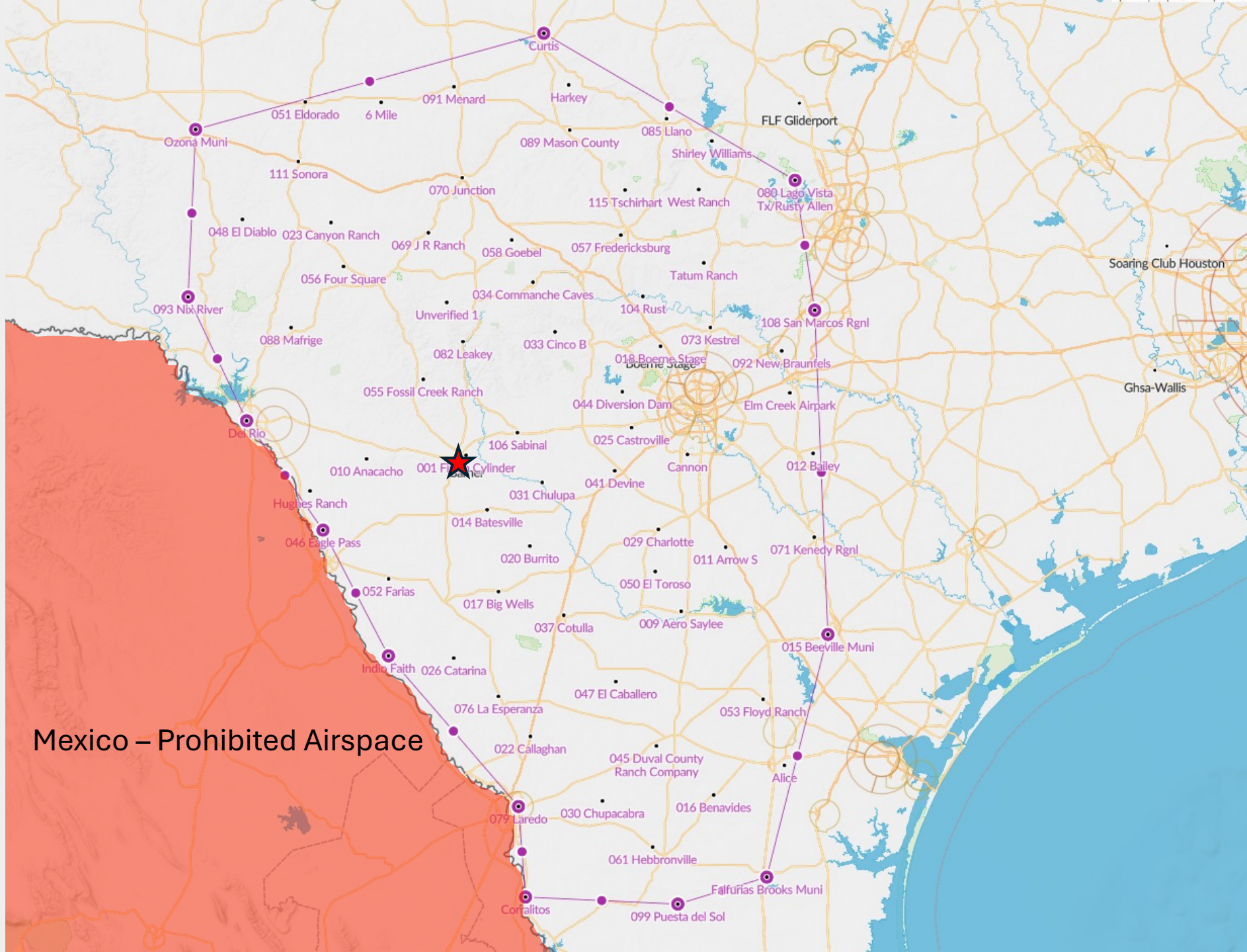
KBKS

KBEA

KHYI

KRYW





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

AUSTRALIA	122.125
AUSTRIA	122.425
BELGIUM	122.450
BRAZIL	122.475
CANADA	122.525
CZECHIA	122.075
DENMARK	122.375
FINLAND	122.425
FRANCE	122.025
GERMANY	122.150
GREAT BRITAIN	133.250

HUNGARY	122.225
ITALY	122.275
LITHUANIA	125.825
NETHERLANDS	122.450
NEW ZEALAND	122.525
POLAND	122.525
SERBIA	125.825
SOUTH AFRICA	135.800
SWEDEN	122.375
SWITZERLAND	122.575
UNITED STATES	136.000



# Online Safetybox



URL Link below

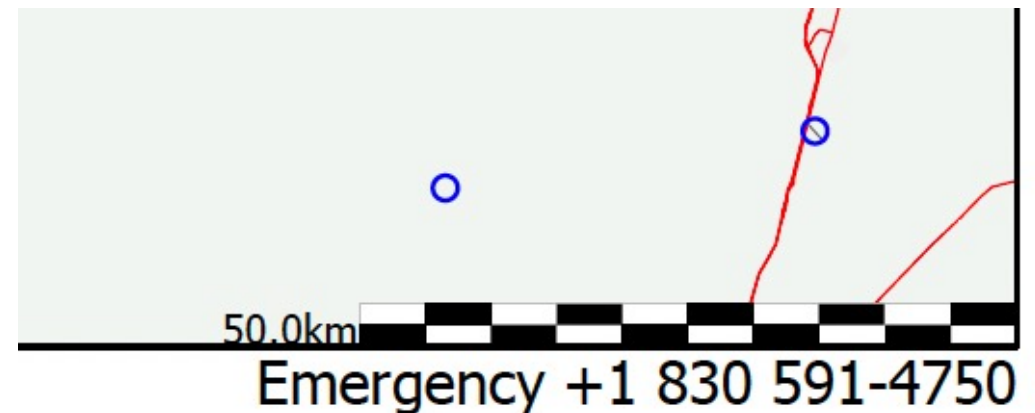
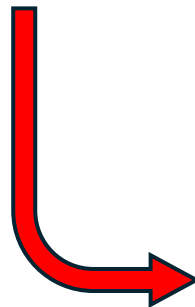
[Safetybox Uvalde 2024](#)

# EMERGENCY PLAN

In the event of an aircraft or medical emergency or situation which requires immediate attention please use the following contact number to relay information:

**Dial 911 from cell phone (local emergency dispatcher)**

**Dial the emergency number at the bottom of the task sheet**







Scruitneering

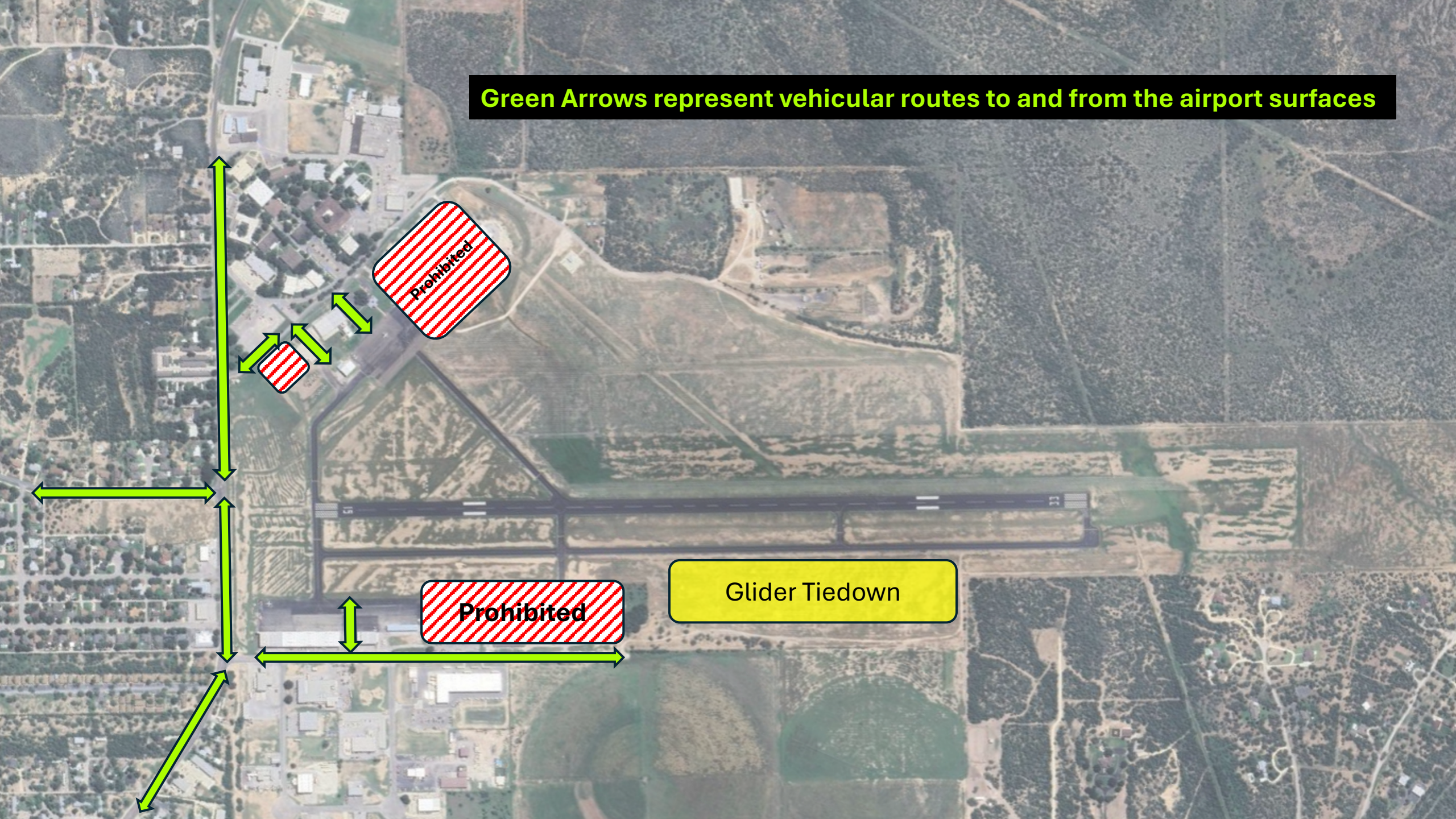
Registration,  
Scoring, Admin

Daily Pilots  
Meetings

OSTIV



**Green Arrows represent vehicular routes to and from the airport surfaces**



**Prohibited**

**Prohibited**

**Prohibited**

Glider Tiedown



# WGC 2024 UVALDE | STAGING AREA

Updated August 7, 2024



Tiedown Row A



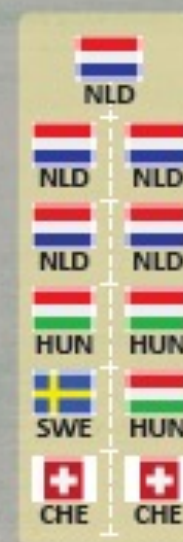
Tiedown Row B



Tiedown Row C



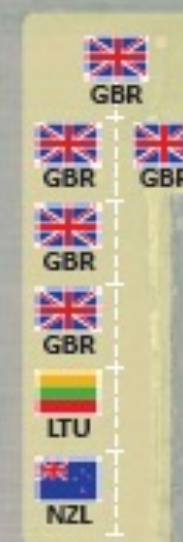
Tiedown Row D



Tiedown Row E



Tiedown Row F



Tiedown Row G

The "Grotto"

Office  
Pilot's Tent

Restrooms



Dry Camping

Water Spigots

Team Huts

Containers & Trailer Storage

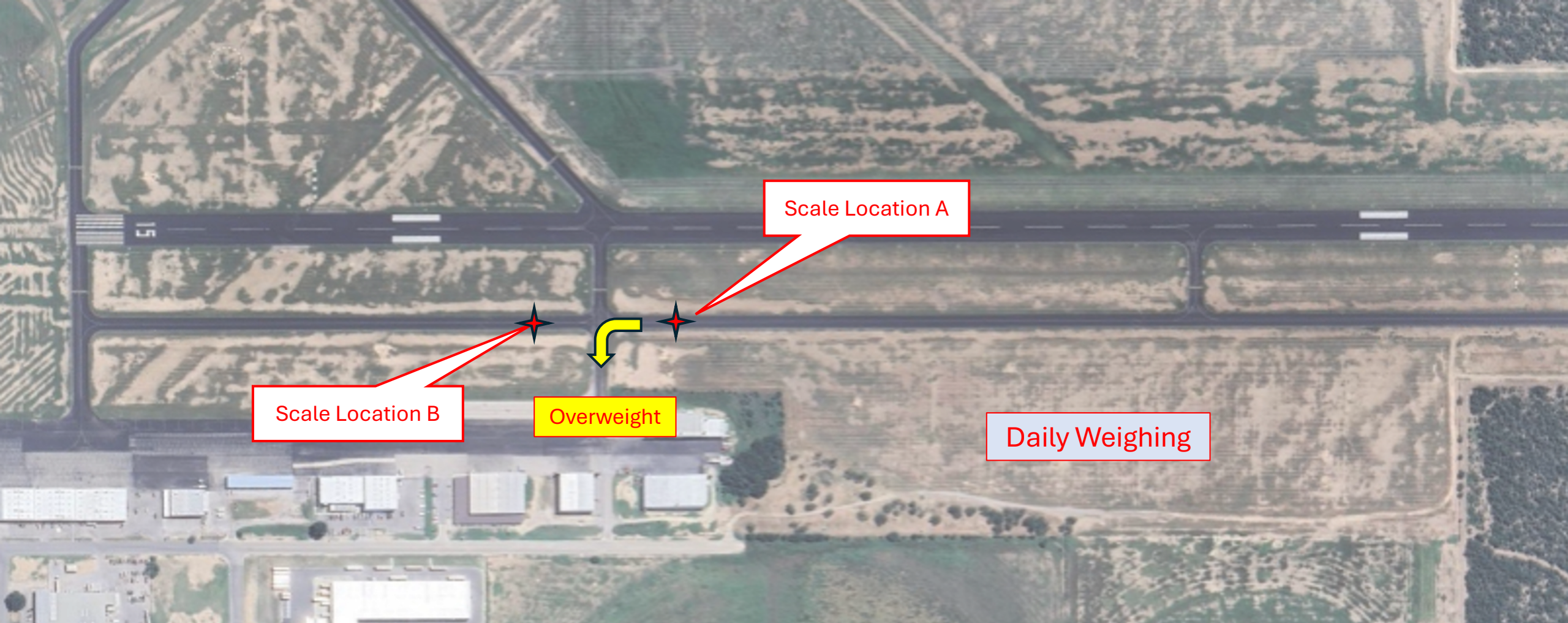


Garner Field  
Airport

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.  
Scale open times – 0730 – 0930

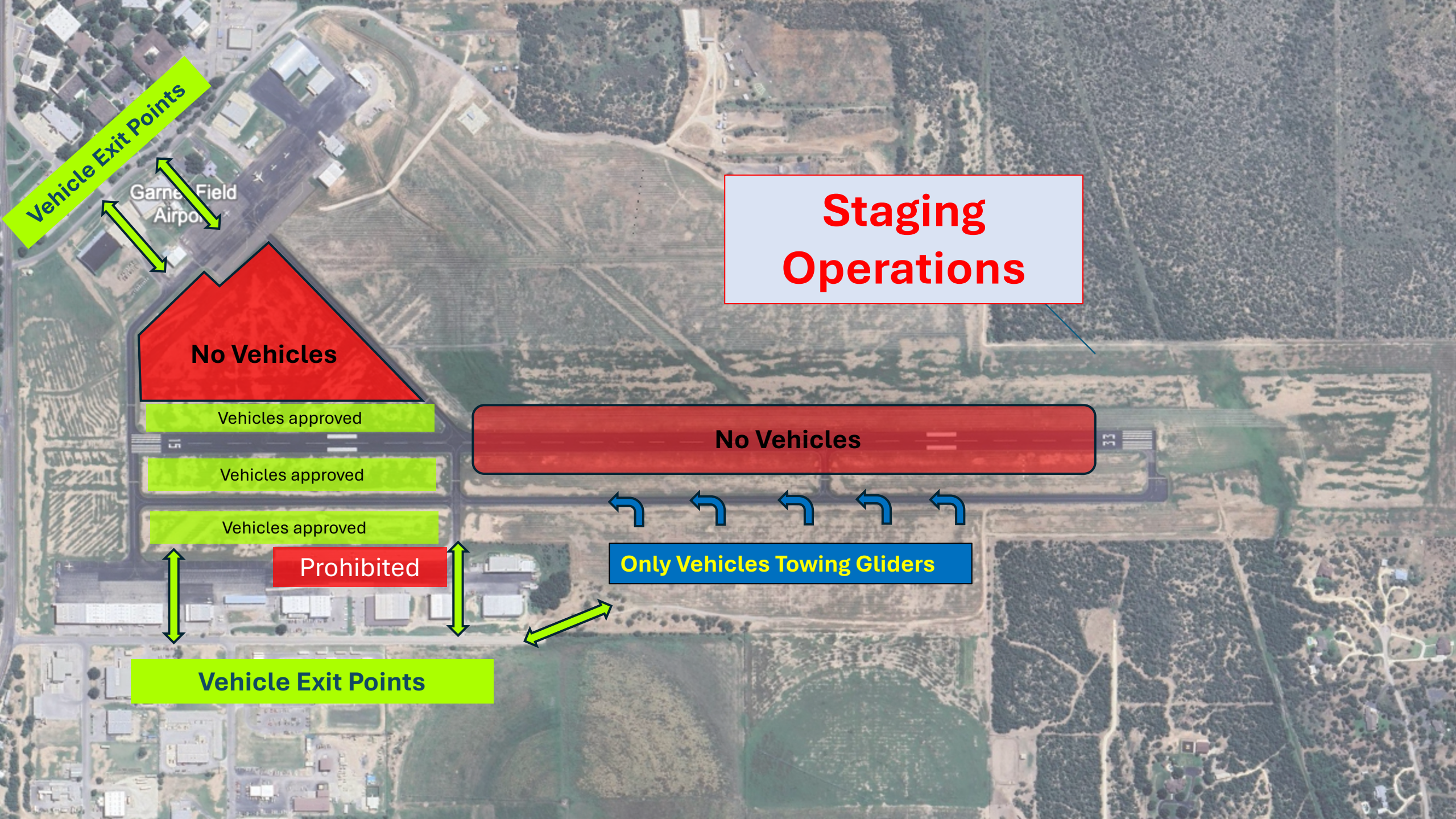
# Staging

The airport surfaces will be available for staging at 0730 hrs. 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.







**Staging  
Operations**

**No Vehicles**

Vehicles approved

Vehicles approved

Vehicles approved

**Prohibited**

**No Vehicles**

**Only Vehicles Towing Gliders**

**Vehicle Exit Points**

**Vehicle Exit Points**

Garne Field  
Airpo.

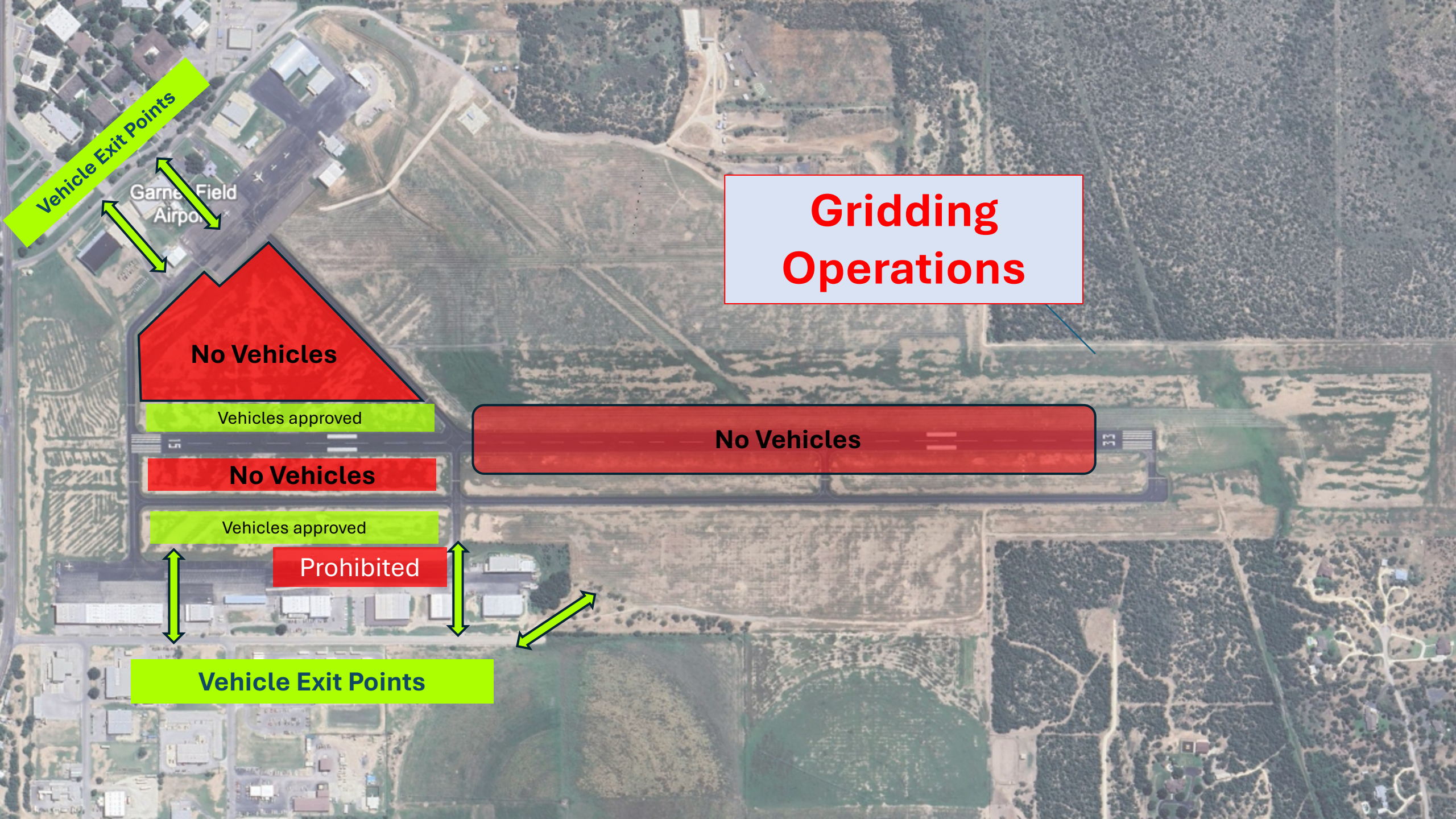


# Gridding

- 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 display the Contest Number on both sides of the vehicle. Penalties may be assessed for non-compliance.
- 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**

**No Vehicles**

**Vehicle Exit Points**



# 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**

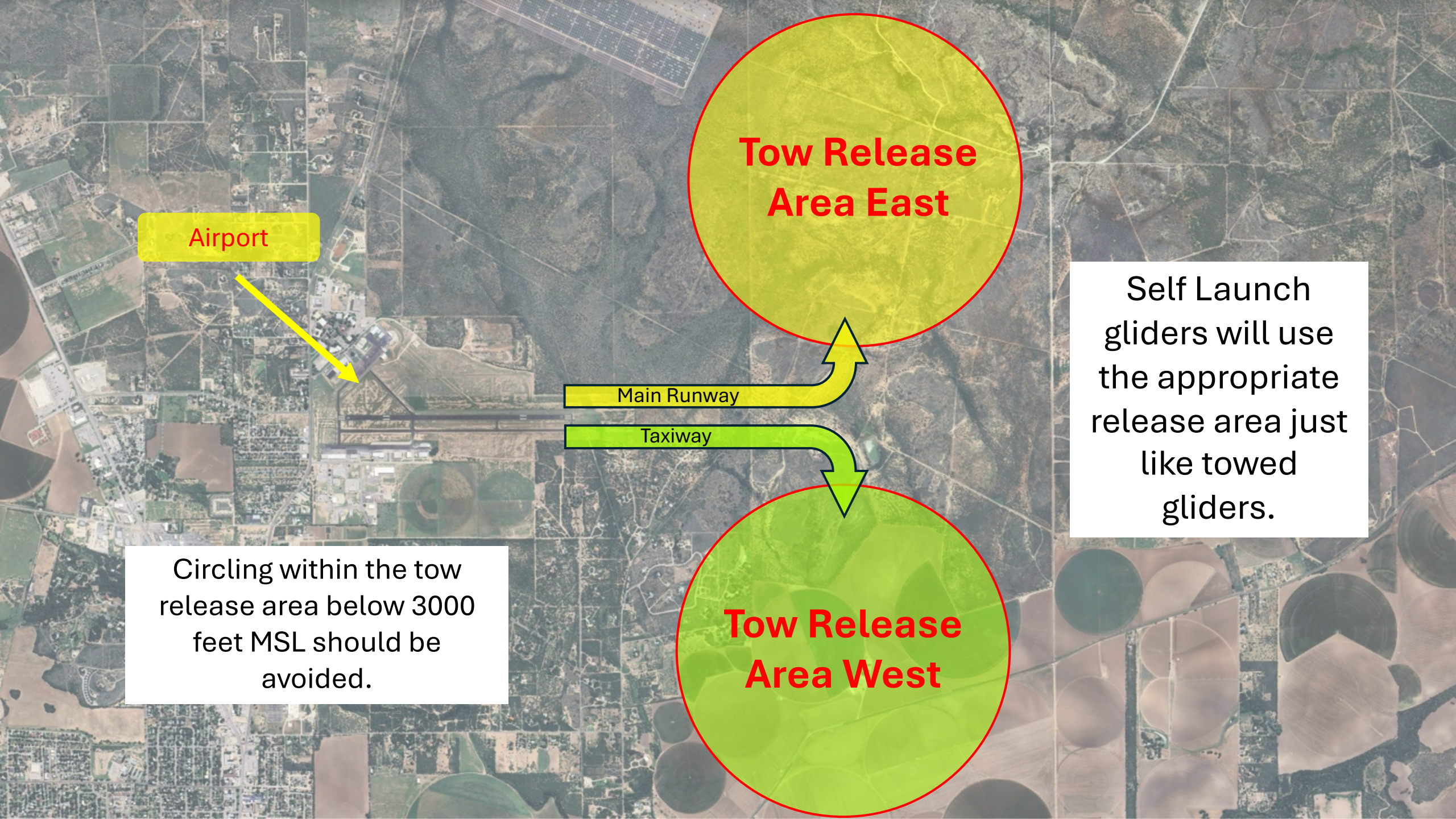
Vehicles approved

**Prohibited**

**No Vehicles or Pedestrians**

**Vehicle Exit Points**





**Airport**



**Tow Release Area East**

**Main Runway**

**Taxiway**

**Tow Release Area West**

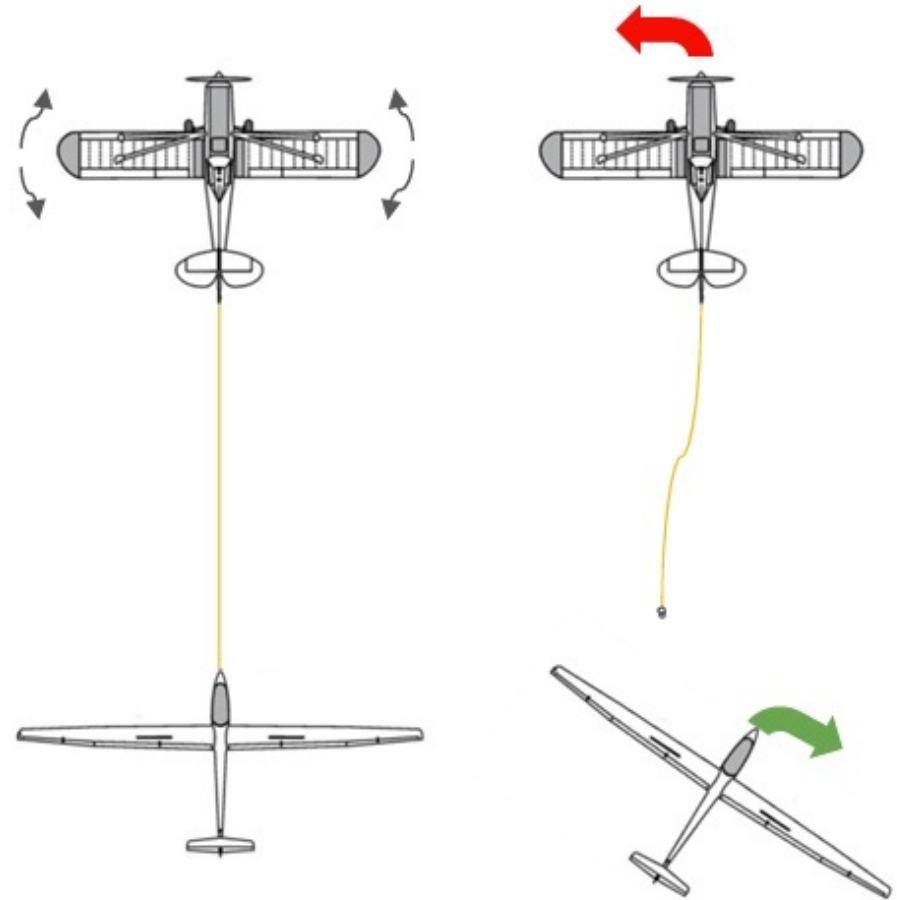
Self Launch gliders will use the appropriate release area just like towed gliders.

Circling within the tow release area below 3000 feet MSL should be avoided.



# 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.





# 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





# Aero re-launch for Open and 20M motorgliders ONLY

- You are allowed a maximum of 3 launches – either from the airport or from in-the-air,
- If you wish to do a re-launch in the air you must first advise the Competition Director on 123.3mhz,
- The relight area is on downwind to either the main runway or the taxiway and below 1500 feet MSL / 600 feet AGL,
- Your tracker must show MOP within the re-launch zone.
- Once you are climbing under power, you should return to the appropriate tow release area and stow your motor prior to 3200 feet MSL.



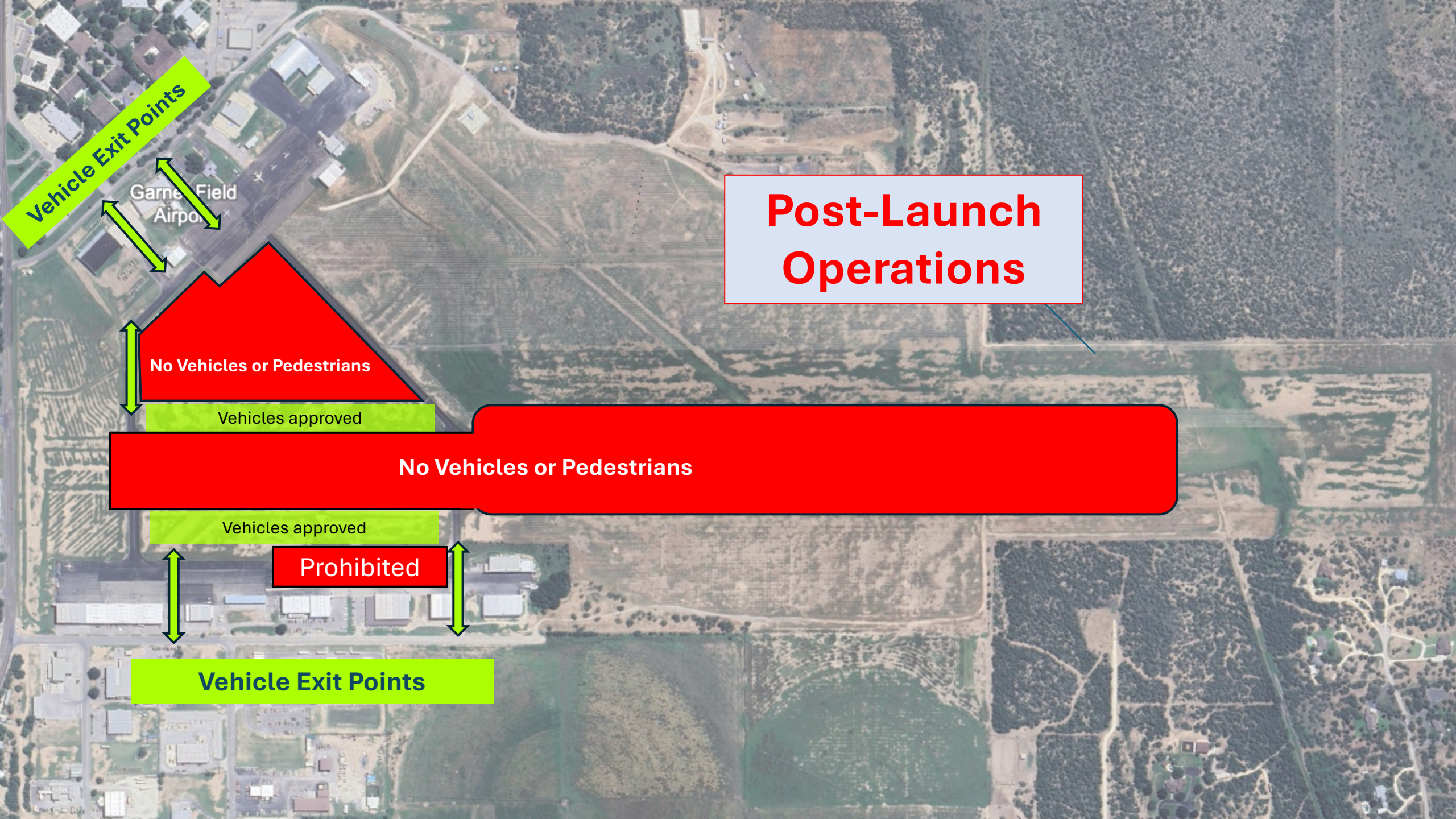
Garner Field  
Airport

Air re-launch Zone

Air Re-launch  
Operations

Air re-launch Zone





**Vehicle Exit Points**

Garne Field  
Airport

**Post-Launch  
Operations**

**No Vehicles or Pedestrians**

Vehicles approved

**No Vehicles or Pedestrians**

Vehicles approved

**Prohibited**

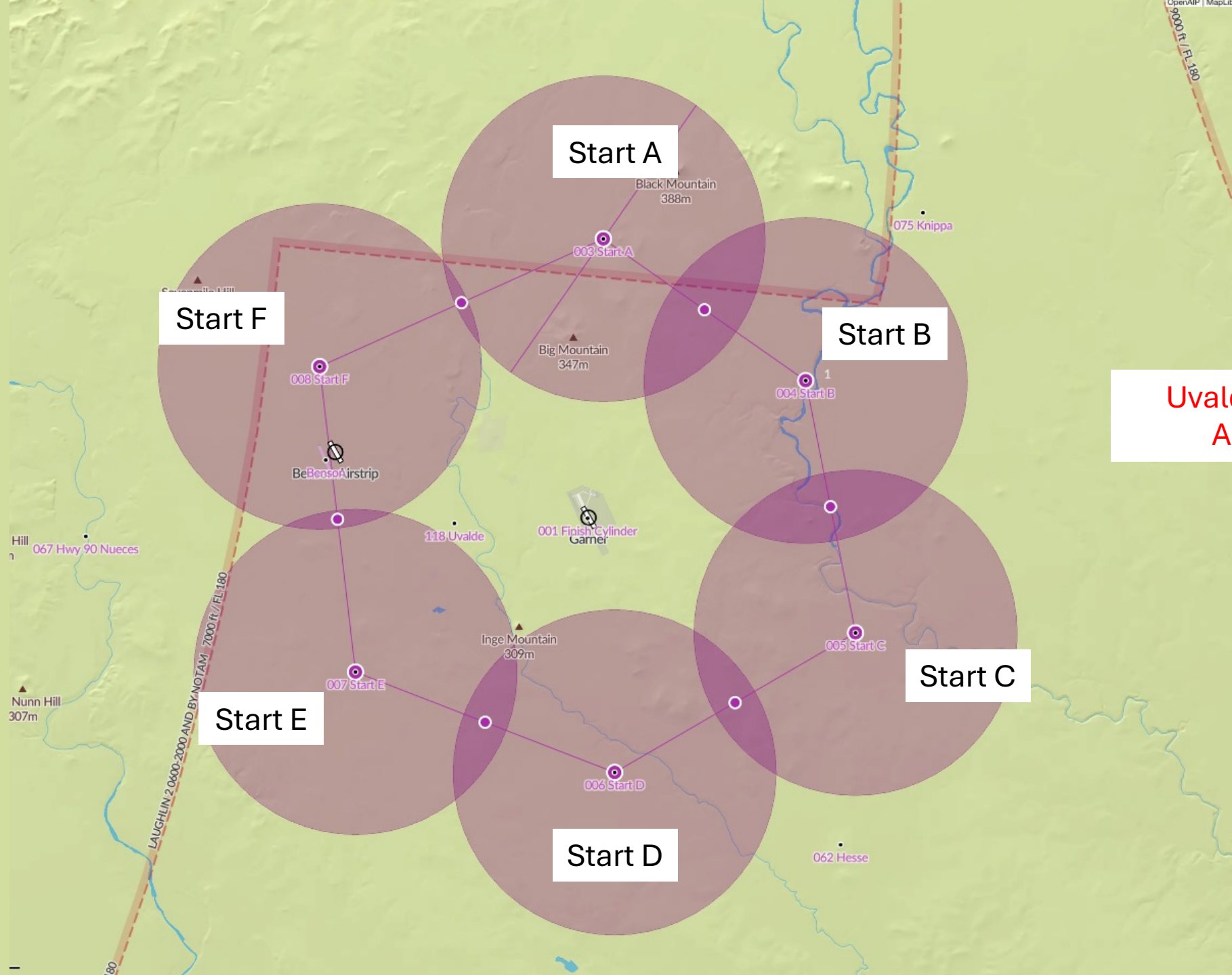
**Vehicle Exit Points**



# In-flight use of Transponders

- Squawk 1202 at all times
- Very important for deconfliction of civil and military traffic
- No penalties from FAA or contest for close encounters





Uvalde Start Areas

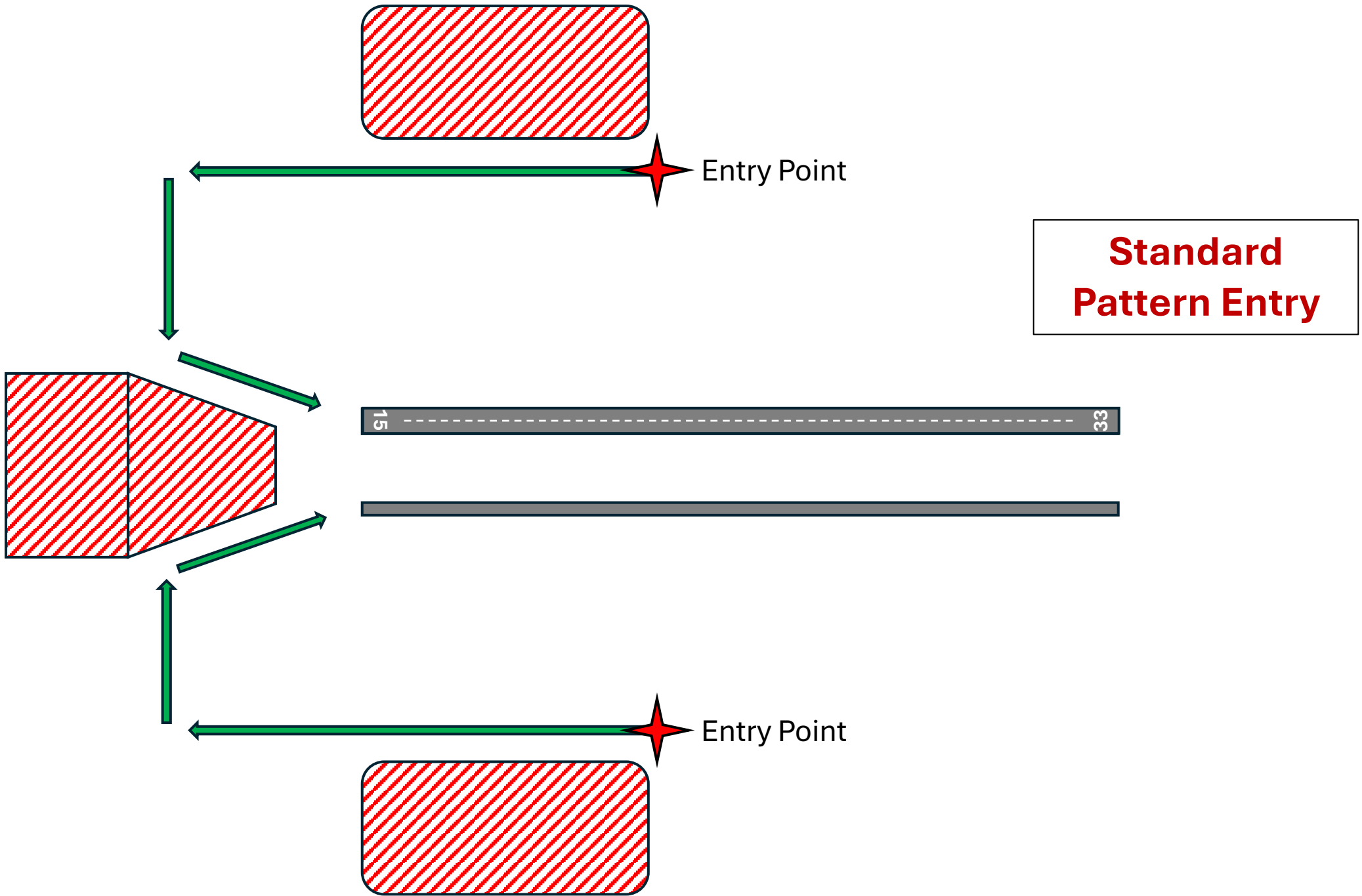


# Finishing Procedure

- 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 as necessary to maintain separation and awareness.
- Once you have crossed the finish cylinder, switch to VHF 122.8 mhz for traffic and runway announcements.
- Current winds are available on the Uvalde AWOS at VHF 124.175 mhz.









# **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.



# There are Three Airspace Files Available on Soaring Spot

**38th FAI World Gliding Championship**  
📍 Uvalde - Garner Field, United States, 📅 18 August 2024 – 31 August 2024

News Pilots Tasks & results Downloads Gallery

## Downloads

### Airspaces

uvald4v3.txt Updated: 19/07/2024, 15:20

- 📄 [uvald4v3.txt](#) (47.618 kB)
- 📄 [uvald4v3.cub](#) (48.299 kB)

### Waypoints

uvald4v3.cup Updated: 19/07/2024, 15:20

- 📄 [uvald4v3.cup](#) (25.408 kB)
- 📄 [uvald4v3\\_lxnavigation.da4](#) (24.902 kB)
- 📄 [uvald4v3\\_ilec.ndb](#) (20.23 kB)
- 📄 [uvald4v3\\_zander.wpz](#) (9.158 kB)
- 📄 [uvald4v3\\_winpilot.dat](#) (18.122 kB)
- 📄 [uvald4v3\\_volkslogger.dbt](#) (6.577 kB)
- 📄 [uvald4v3\\_garmin.gpx](#) (45.726 kB)

### Additional downloads

- [Mexico Border Graphic](#)
- [Forbidden \(Penalty\) Airspace Graohic](#)
- [Forbidden \(Penalty\) Airspace \(OpenAir format\)](#)
- [Worldwide Soaring Turnpoint Exchange \(UNOFFICIAL\)](#)
- [Competition Downloads](#)

**All airspace in two formats:  
OpenAir (.txt)  
Naviter/LX – (.cub)**

**Only FORBIDDEN (Penalty)  
in OpenAir format (.txt)**



# Contents of “All Airspace”

There are 3 categories of airspace in the “All Airspace” files:

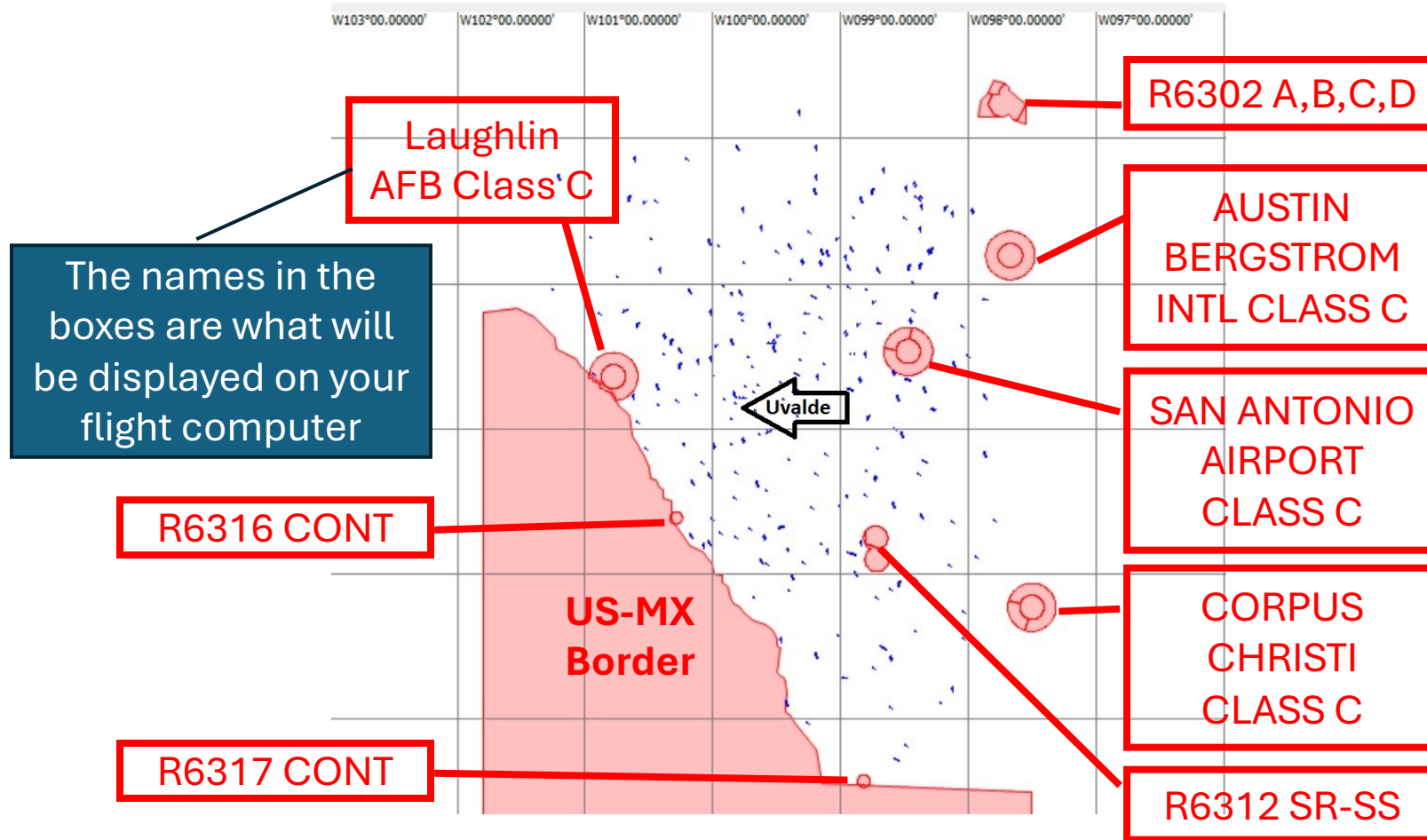
- 1. Forbidden (Penalty) Airspace**
- 2. Airspace around airports with control towers (Class D – typically 10km radius and 1000M high)**
- 3. Unrestricted airspace (information only, shown on paper charts)**



# Forbidden (Penalty) Airspace

(Red on this slide, grey on task sheet)

**ALWAYS CLOSED – ALL TOPS 18,000' MSL**



# Forbidden Airspaces Listed on Task Sheet

*Open, 8/17/2024*

**Task Information**  
 Type: Polygon with three points [487.4pts]      16 August Task A Open  
 Task distance: 487.4km

Style	Code	Points	Dis.	Crs.
Start	StartE	007 Start E		
1.Point	Taco	105 Taco	149.2km	174°
2.Point	Hebbronville	061 Hebbronville	106.2km	120°
3.Point	DuvalCntyRncC	045 Duval County Ranch	153.8km	2°
Finish	FinishCylndr	001 Finish Cylinder	178.1km	327°

Observation zone description:  
 Start 007 Start E: To Next Point, Line 10.0km  
 1.Point 105 Taco: Cylinder R=500m  
 2.Point 061 Hebbronville: Cylinder R=500m  
 3.Point 045 Duval County Ranch Company: Cylinder R=500m  
 Finish 001 Finish Cylinder: Cylinder R=5.0km

Grid Time	12:00	Airport Elevation (ft)	942 MSL
Expeted launch	12:30	(m)	287 MSL
Launch period close	16:00	QNH	1016
		End of legal daylight	20:00

Staging	122.8	Airspace - Notes	
Launch Frequency	123.3	TPR's	NONE
Start Frequency	123.3	Forbidden Airspace	
Finish Frequency	123.3		
Landing Frequency	122.8		
WX AWOS Frequency	124.175		
Uvalde CTAF	122.8		
Safety Frequency	123.5		

Start Parameters		
Pre-Start Altitude (ft)	N/A	
(m)		
PEV - max 3 PEV's per launch		
Wait time (min)	10	
Start Window (min)	10	

Minimum Finish Altitude	(ft) 1,750 MSL
	(m) 533 MSL

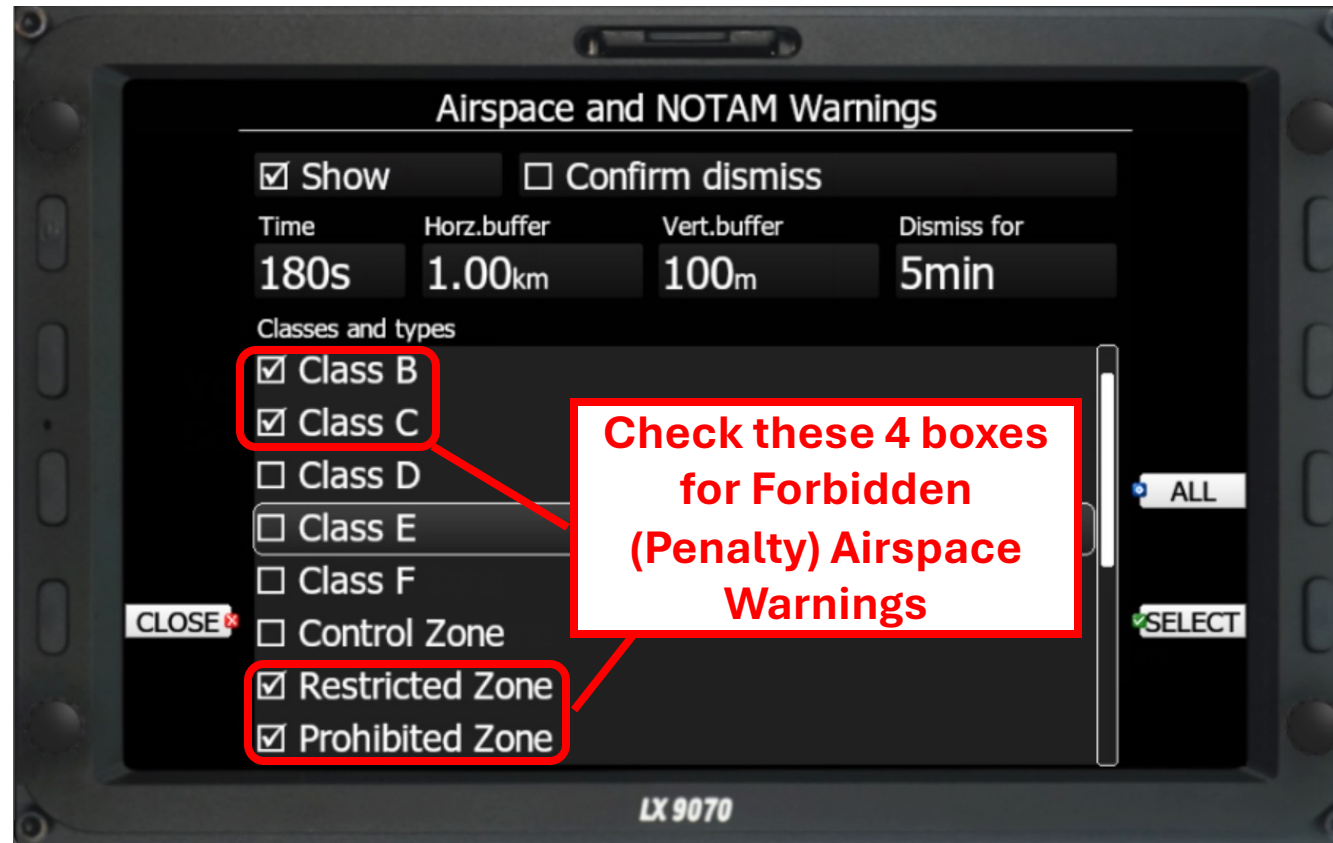
Flight Logs [uvalde.scoring@gmail.com](mailto:uvalde.scoring@gmail.com)

2024

Outlandings - [www.lowcrop.aero](http://www.lowcrop.aero)      Emergency +1 830 591-4750



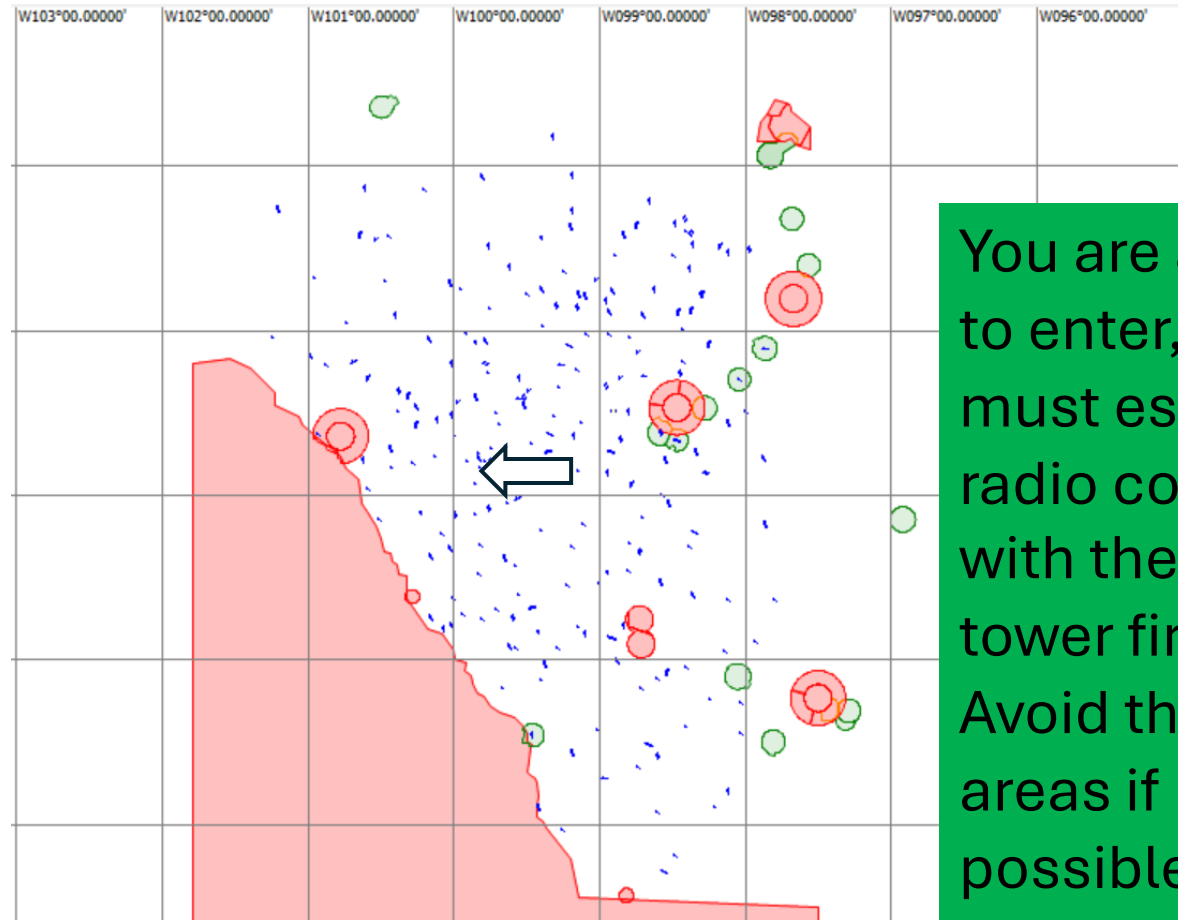
# On the LX 8/9xxx and with the “All Airspace” file loaded



**Correct use of flight computers is the pilot's responsibility.**

Airspace around airports with control towers (**Class D** – typically 10km radius and 1000M high)

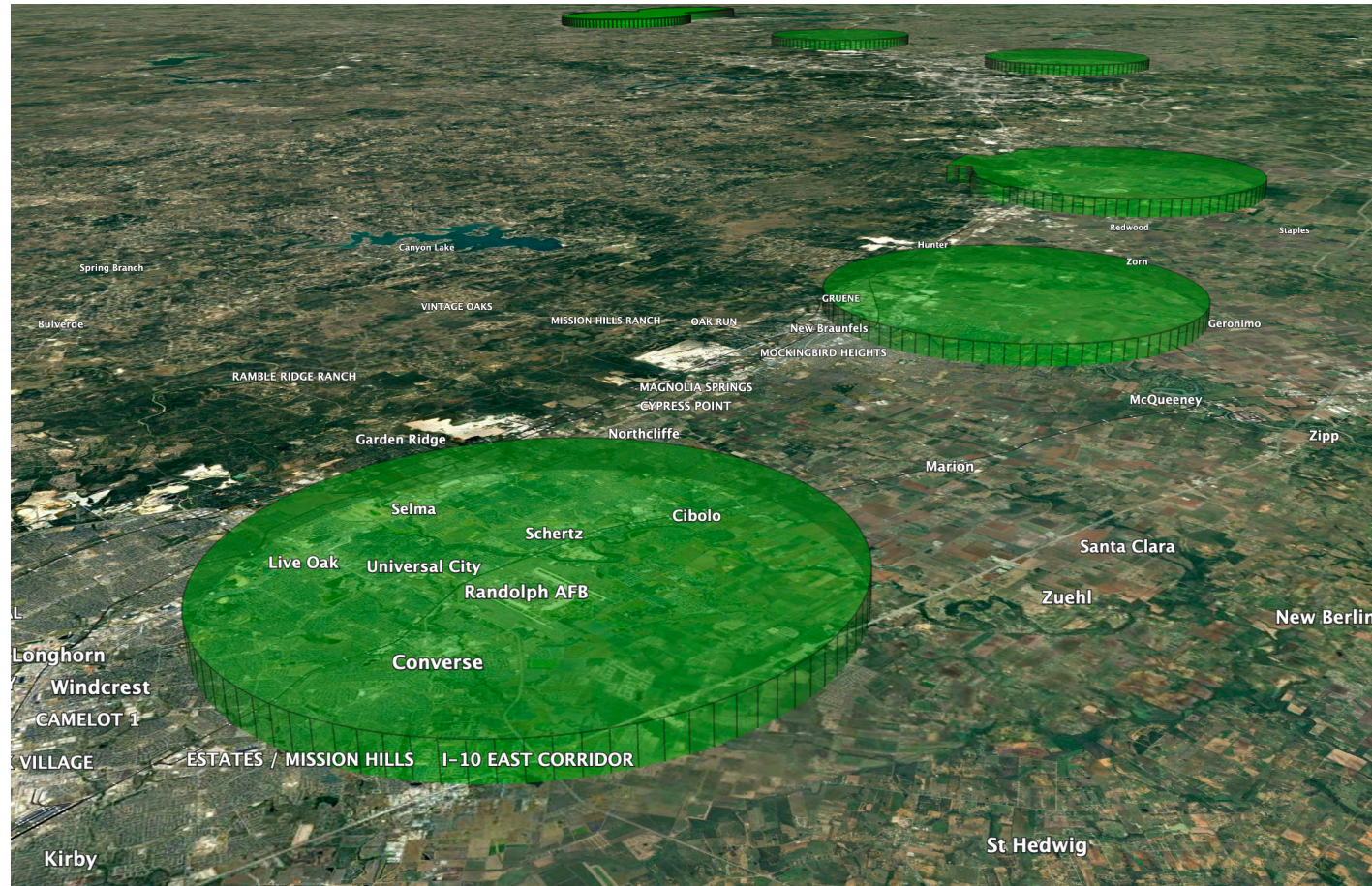
Shown as **GREEN** circles on this slide



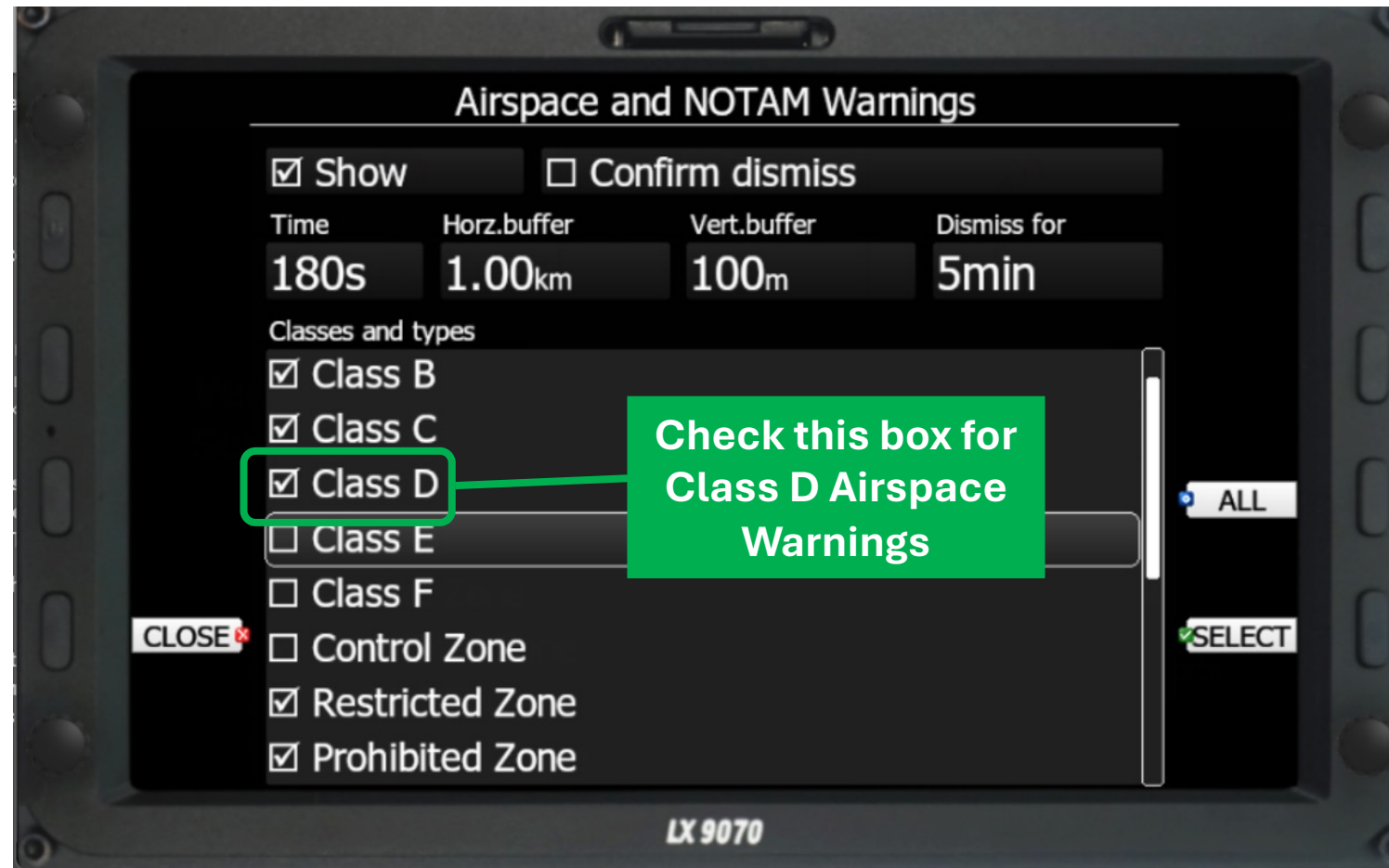
You are allowed to enter, but must establish radio contact with the airport tower first. Avoid these areas if possible.



# 3D View of Some Class D



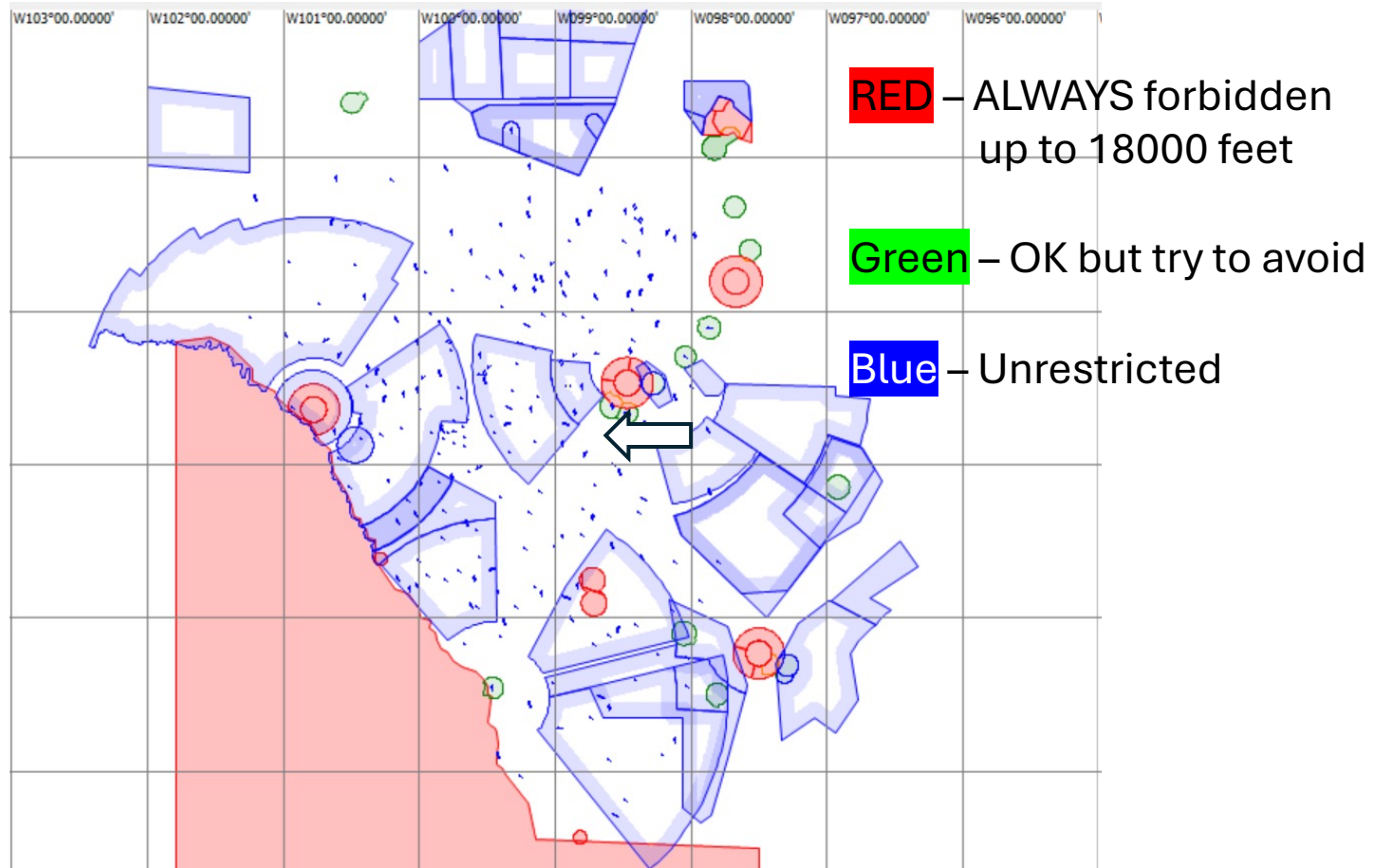
# On the LX 8/9xxx and the “All Airspace” file loaded



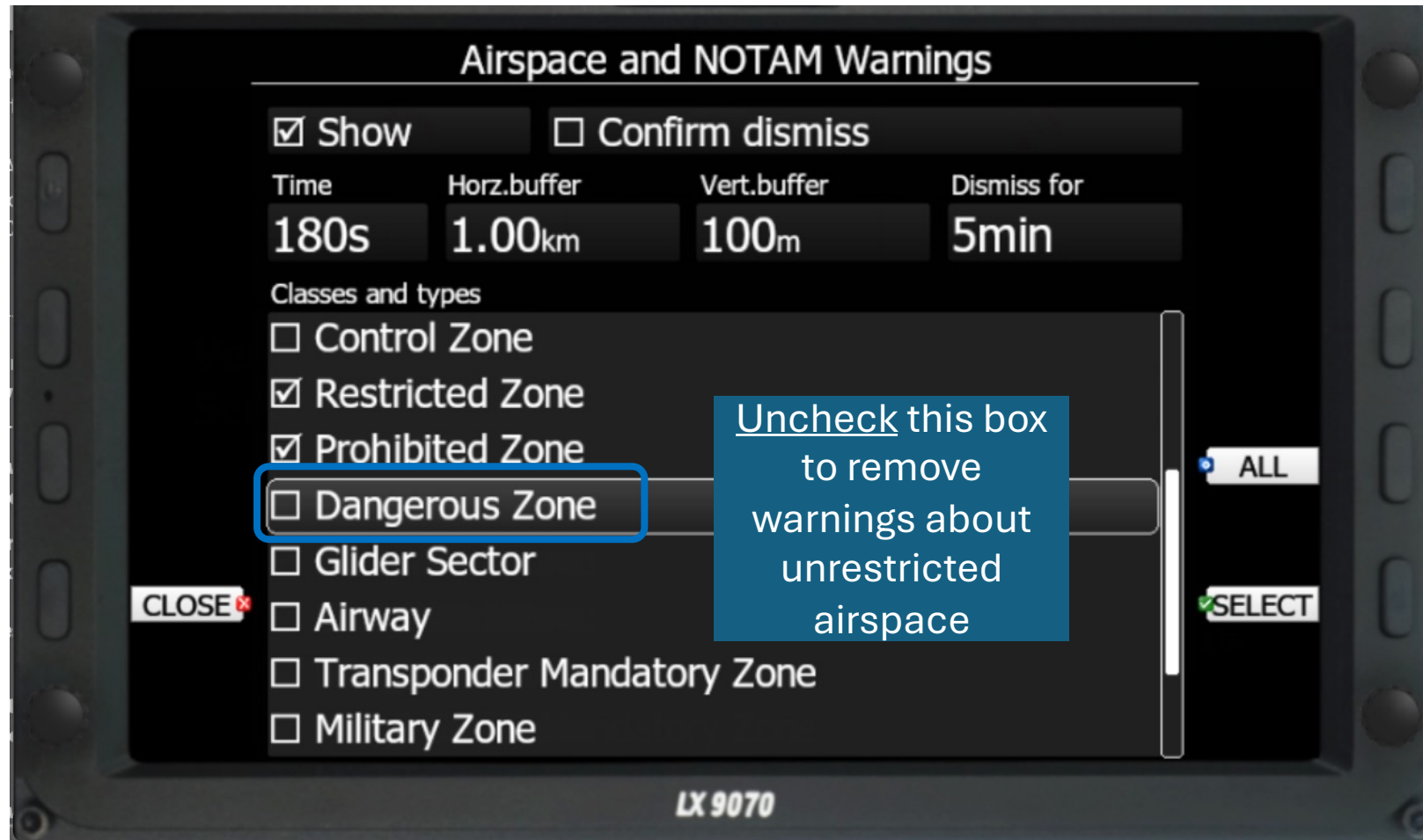
**Correct use of flight computers is the pilot's responsibility.**



# Unrestricted airspace (information only, shown on paper charts)



# On the LX 8/9xxx and with the “All Airspace” file loaded



**Correct use of flight computers is the pilot's responsibility.**





Austin

Laughlin AFB

San Antonio

R6316

R6312



# Ground Recovery Operations

Garner Field Airport

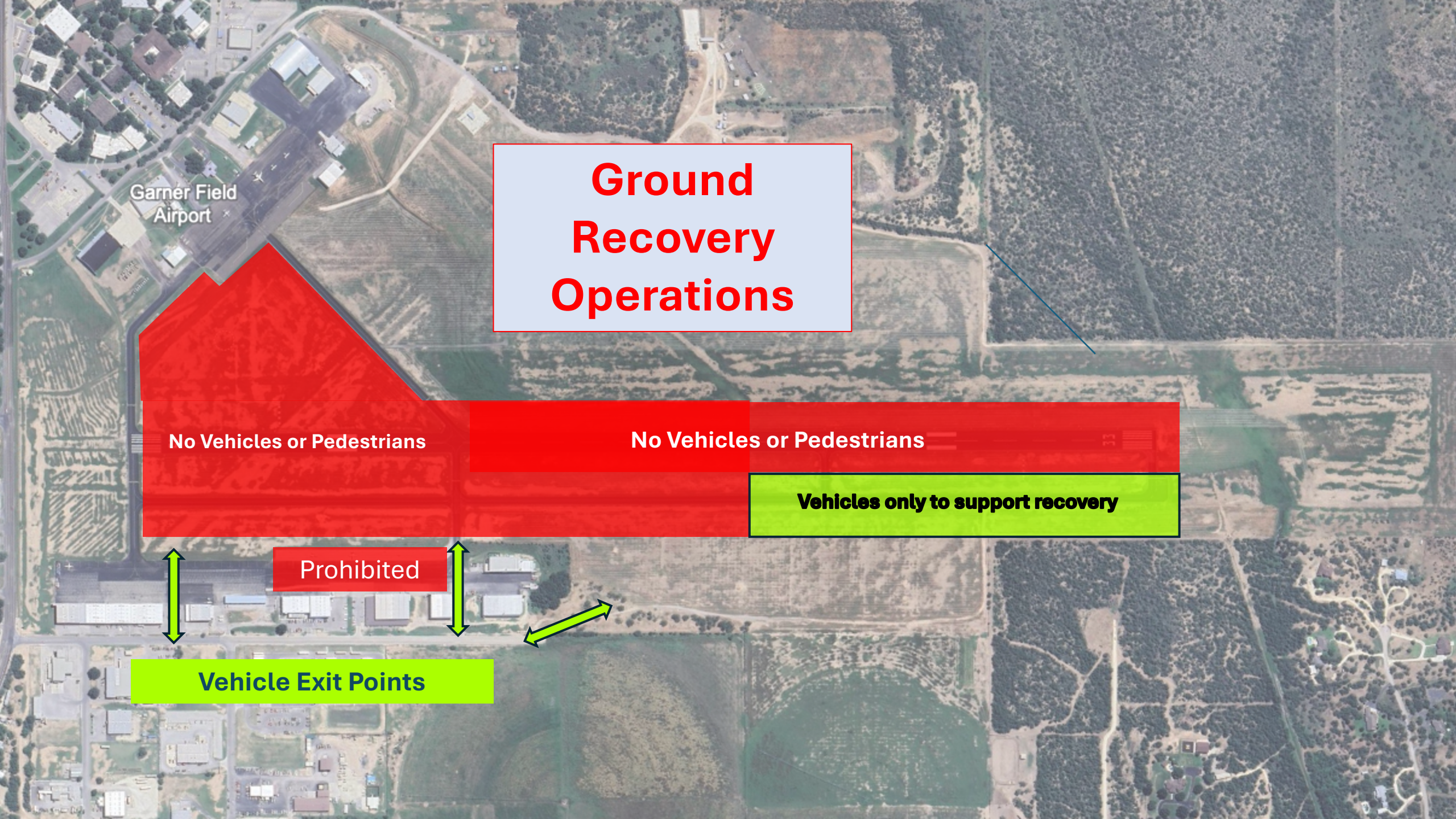
No Vehicles or Pedestrians

No Vehicles or Pedestrians

Vehicles only to support recovery

Prohibited

Vehicle Exit Points





**End of Self Briefing**