



INTER-CLUB LEAGUE - NATIONAL RULES **April 2019**

The Inter-Club League is designed as a two-phase set of events: a local event managed by a group of local clubs and Team Captains, and then a Final towards the end of the flying season. Winners of local events can compete in the Final, which will generally be held at a Host club in central England and the Host club will be offered a place to enter a team in the Final. It is not a competition and is, in particular, an opportunity for novice pilots with very limited competition experience to gain further experience in a less stressful competition environment. The originators of the competition saw it as an opportunity to support the following:-

“The Inter-Club League is intended to encourage competitive cross-country flying on a less formal basis than National and Regional competitions, involving pilots at all levels of cross-country competence. In particular, it is an opportunity for novice pilots to experience competition flying before they are eligible to fly a regional competition”.

1. Each League is encouraged to create their own set of rules which should be guided by these national rules. Each League shall normally comprise four clubs, each of which will host a two- day (or three-day bank holiday) weekend meet.

Note: Those Leagues with 3 clubs may hold 3 meets; Leagues with 5 clubs may find 5 meets too many and are recommended to consider holding only 4 meets each year.

2. Each club shall field a team of 3 pilots comprising one Novice, one Intermediate and one Pundit. Some Leagues, such as the East Midland’s League, allow each club to elect up to three eligible pilots for each class, the score being that of the highest placed pilots from the club in each class. This will not affect the Final where only one pilot per class is permitted. Each club shall nominate a Team Captain who need not be a pilot.

3. The pilot classes are defined as follows:-

Novice

Any pilot who has not (*until the end of the qualifying year which commences 1st April each year*):

- flown a 300k qualifying as an FAI Gold Distance or FAI Diamond Goal Flight (even if not claimed); or
- finished above the bottom 10% overall in any rated competition⁽ⁱ⁾.

Intermediate

Any pilot who has not (*until the end of the qualifying year which commences 1st April each year*):

- Flown a 500km qualifying for Diamond Distance (even if not claimed);
- Finished in the top 40% overall in any rated competition⁽ⁱ⁾

Pundit

Anyone can be a pundit.

- (i) Rated competitions include Junior, Regional, Inter-Services, National, Overseas National and International/World competitions, including those flown in any particular class of glider.
- (ii) If desired a pilot may fly in a higher class, e.g. a pilot qualifying for Intermediate status may be entered as his club's Pundit.
- (iii) Local Leagues may want to set a limit on the number of times a pilot flies during one season. Any limit applied would not apply to the Final.
- (iv) Pilots flying the Novice class may fly any Standard Class glider. They may also fly gliders of any class with a handicap no greater than the currently highest handicapped Standard Class glider.
- (v) Pilots flying in the Novice class may not carry water-ballast.
- (vi) Task setters should whenever possible set Novice tasks which are suitable for gliders in the lowest handicap task group.
- (vii) Non-competing pilots are encouraged to fly wherever local operating conditions permit it.

4. Task setting will be carried out by the host team's contest Director assisted by the Team Captain(s). First briefing should normally be held at 10am on the first contest day. In the event the Director opts for an early start due to weather conditions, each team must be given a fair opportunity to rig and prepare for competition flights.

5. The competition will be run and scored broadly according to the BGA Competition Handbook, with the following exceptions

- (i) No held start-line.
- (ii) Windcapping recommended, but not mandatory.
- (iii) It is recommended that gliders be suitably gridded in classes to allow pilots a similar launch opportunity, although if the glider is not gridded at the appropriate time, the pilot will lose his launch opportunity.
- (iv) Directors are advised that in very weak or turbulent/windy conditions to start with launches of experienced pilots to assess the conditions for the lesser experienced pilots.
- (v) Y (a minimum task distance that must be achieved by at least one pilot in the class to make the contest day valid) is 40% of the unhandicapped task length, subject to a minimum of 60km and maximum of 120km for the Intermediates and Pundits, 40km to 80km for the Novices.
- (vi) X (a minimum distance that must be achieved to be regarded as a XC flight and hence valid for scoring evaluation) is 20 km. Pilots taking a contest launch but neither starting nor achieving the required minimum distance are still eligible for 1 point in the event of it being a scoring day in the class as per section 7.

6. Valid Contest Declaration: A day shall be declared a contest when pilots in either the Novice or Intermediate classes have a scoring task. Therefore any score generated by the pundit class will only count towards the overall club score if either novices or intermediates from any participating

club also score on that day.

7. Scoring: Each class will be scored each day based on a simple process of dividing the elapsed time for task or failing that the distance flown by the appropriate glider handicap to produce a ranked placing. These daily placings will result in day points awarded for each class as follows based on the number of clubs in each class taking part (club has to take a competition launch on the day in that class to be defined as participating)

Day is valid for scoring if one club in class passes distance Y

Club pilot in class has to pass distance X to register a scoring distance

Scenario with normal 4 participating clubs in class

If all participant clubs score,

1st club gets 4 points

2nd club gets 3 points

3rd club gets 2 points

4th club gets 1 point

If only 3 participating clubs score,

1st club gets 4 points

2nd club gets 3 points

3rd club gets 2 points

4th club gets 1 point

If only 2 participating clubs score,

1st club gets 3 points

2nd club gets 2 points

Other 2 clubs get 1 point

If only 1 club in the class score

1st club gets 2 points

Other 3 clubs club get 1 points

Scenario with 5 participating clubs in class

If all participant clubs score,

1st club gets 5 points

2nd club gets 4 points

3rd club gets 3 points

4th club gets 2 points

5th club gets 1 point

If only 4 participating clubs score,

1st club gets 5 points

2nd club gets 4 points

3rd club gets 3 points

4th club gets 2 points

5th club gets 1 point

If only 3 participating clubs score,

1st club gets 4 points

2nd club gets 3 points

3rd club gets 2 points

Other 2 clubs get 1 point

If only 1 club in the class score

1st club gets 2 points

Other clubs get 1 point

Scenario with 3 participating clubs in class

If all participant clubs score,

1st club gets 3 points

2nd club gets 2 points

3rd club gets 1 points

If only 2 participating clubs score,

1st club gets 3 points

2nd club gets 2 points

3rd club gets 1 points

If only 1 participating clubs score,

1st club gets 2 points

Other clubs get 1 point

- Any club failing to take a contest launch are not deemed to be participants for scoring purposes.
- Airspace penalties/infringements will result in a pilot being scored as if they had participated but not started.
- The day League points in each class are added together for each Club to determine the scores for each meet, and for the season.

8. In the event of a draw in the local League group (i.e. not the National Final), the scores of the intermediate and novice classes will be used to determine the winning team. Where it is still a tie, both clubs will be invited to attend the Final. Where there is a draw in terms of points in the ICL Final, the winner will be the club with the most first places during the final. If there is still a draw, then the number of first places in the novice and intermediate class only will determine the winner. Where this still results in a draw, it will be determined as a tie.

9. Any No-Contest weekend may be re- run in all classes or in part if all Team Captains agree. If this happens, all scoring flights are counted towards the total season scores.

10. Launching may be by aerotow or winch/autotow as appropriate.

11. All matters of flying safety remain the prerogative of the host club's CFI. Team Captains should ensure that the standard of competence of their pilots is adequate, but the need for check-flights should be discussed with the host club's CFI.
12. The contest Director in committee with the Team Captains will act as stewards, whose ruling on any matters in dispute will be final.
13. Non-competing gliders will be encouraged to fly the competition tasks wherever local operating conditions permit this.
14. Each competing pilot may be expected to pay a nominal entry fee which will go towards organisational expenses.
15. The host club's Team Captain is responsible for getting the scores out to all participating teams within 10 days.
16. These rules may be modified at any time within an individual League by agreement between all Team Captains. This rule is allow for local arrangements, such as the availability of launch facilities, etc. Wherever possible the local League rules should follow the spirit of the national rules. These central rules always apply for the annual Final.
17. An Inter-League Final will be held each year between the winners of each League. Ideally this will be over the 3-day August Bank Holiday weekend (if other competitions permit), the venue will normally be published on the BGA website.

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