

1. Officials

- 1.1. The organisation must have a Director and a Deputy Director to manage the conduct of the competition and oversee safety matters. Other officers may be appointed. At least one official must be present during launching and to observe the safety of finishes.
- 1.2. The Directors will be jointly responsible for the safe conduct of the competition, task setting, briefing, scoring, applying penalties, and resolving protests.
- 1.3. Either Director or Deputy Director may unilaterally suspend launching or scrub a competition task on grounds of safety at their sole discretion.

2. Competition Status and Format

- 2.1. This form of competition may be either Rated or Non-Rated. If the former, all the rules detailed here must be rigorously applied and the competition open to all.
- 2.2. The competition may be flown over a period of 5 to 9 days. These need not be consecutive. A valid competition is that which achieves one or more scoring days.
- 2.3. Tasks are limited to Distance Handicapped and Racing tasks only.
- 2.4. It is recommended that tasks be set and scored using See You and / or Handicap Task Calculator and that Windcapping be employed. For non-rated competition, tasks may be set or scored using other software and simple handicapping may be employed.
- 2.5. Scoring will be on a place points basis with a bonus point for the day winner.
- 2.6. Multiple classes may be flown if there is a large range of handicaps or entries.

3. Entries

- 3.1. All competitors must hold a Silver C badge and, in the case of a rated competition, an FAI Competition Licence.
- 3.2. For a rated competition, all gliders entered must be on the BGA handicap list.
- 3.3. Post manufacture performance enhancement modifications that do not invalidate the glider's C of A are allowed, but each modification will result in a 1/2 point handicap. Non-exclusive examples are additional turbulators, vortex generators, fairings, wing tips, or bug wipers etc.
- 3.4. Joint entries and planned changes of glider are permitted by agreement with the Director(s) with consideration given to fairness for other competitors.
- 3.5. If requested by the Director(s) at any time during the competition, competitors should demonstrate to the organisation's satisfaction that they have the necessary licences, medical certificates, and insurance for the glider(s) entered.
- 3.6. Gliders must be flown with wing loading within the manufacturer's specification or the following MAUW if lower:

Standard and 15M Class	525Kgs
18M Class	600Kgs
Open Class	850Kgs

- 3.7. In multi seat gliders, the more competent pilot will be deemed the competitor for scoring e.g. a competitor with a coach in second seat will be deemed as Hors Concours for the day. Competence to be determined by the Directors on the basis of rating points, experience, or licence privileges.

4. Conduct of the competition

4.1 Briefing

- 4.1.1 Briefing may be by social media or in person.
- 4.1.2 A briefing document for the flown task must be made available in electronic and in paper form, if requested by the pilot, to each competitor showing:
 - 4.1.2.1 Task definition including start, finish, and turn points in order, turn point positions in DD MM.mmm format, turn point size and shape, maximum start height and first, or designated start time (Turn points should be taken from the current BGA turn point list and optionally using TPs defined in the local rules).
 - 4.1.2.2 Relevant NOTAMS and temporary restricted airspace (including active drop zones) within 20k of track.
 - 4.1.2.3 Radio frequencies for all airfields / ATCs within 10k of track
 - 4.1.2.4 First expected launch time
 - 4.1.2.5 Start time or procedure for announcing start time.
 - 4.1.2.6 Minimum finish height if finish ring is used
- 4.1.3 Briefing / re-briefing must be completed at least 1 hour before notified (first) start time or such period prior to launching that allows all competitors time to prepare their equipment, launch, and get to a starting position before the start line opens.

4.2 Gridding

- 4.2.1 Formal gridding is not required for this format. If the organisation wishes, they may define gridding procedures in the local rules that are fair to all competitors over the duration of the competition. The Director(s) will determine when launching commences.

4.3 Launching

- 4.3.1 When launching commences, gliders will be towed to the drop zone and waved off at a height of 2000ft or as designated in the Local Rules. Pilots may choose to release at any time before that. Provided that the option is notified in the local rules, winch launching may also be used.
- 4.3.2 Self-launching gliders must climb to not more than the designated drop height in the designated drop zone where they must stop their engines.
- 4.3.3 Turbos may run their engines once for up to 60 seconds remaining below the designated drop height. Any further engine running prior to landing will be scored as a land out.
- 4.3.4 Pilots that relight on the competition airfield may take further launches as required.

4.4 Starting

- 4.4.1 Starts are controlled by crossing a line of length 10K perpendicular to the first leg track in the direction of the first turn point.
- 4.4.2 Starts may be either held until first start time, or at a designated start time.

- 4.4.3 There are penalties for starting early or above the maximum start height. For pilots making a valid start at X ft above maximum start height, the minimum finish height for assessing finish penalties will be increased by 2X.
- 4.4.4 Competitors may make restarts. The last being used to calculate performance.
- 4.4.5 No relight / restart is allowed following an out landing.
- 4.4.6 Uncontrolled starts result in loss of day performance.

4.5 Turn points

- 4.5.1 Turn points shall be defined as a barrel of at least 500M and a 20Km 90 degree sector opposing the bisector of incoming and outgoing tracks.
- 4.5.2 Control is achieved by putting one or more logged points inside the turn point.
- 4.5.3 Turn points must be controlled in the correct order of the task set.
- 4.5.4 Uncontrolled turn points result in a land out.
- 4.5.5 Land out distances will be calculated by deducting the distance from the furthest point achieved to the next missed turn point from the total distance around the task to that missed turn point.

4.6 Control points

- 4.6.1 Control points of 500M with 20K sector may be used to control competitors around airspace or to align the final glide with the finish.

4.7 Finish Line / Ring

- 4.7.1 Tasks may use either a finish line of at least 1Km in length, positioned along the airfield boundary, or a finish ring centred on the airfield reference point (as defined in local rules) of 3KM radius.
- 4.7.2 A minimum finish height must be set and briefed daily according to the conditions that allows a considered and safe approach and landing at the competition airfield and. For a finish line this must be at least 30ft and for a finish ring at least 300ft.
- 4.7.3 Control is achieved by crossing the finish line / ring above the minimum height.
- 4.7.4 Competitors must adhere to the rules of the air as defined in CAP393 in their approach to the airfield and landing pattern. In particular, a predominately descending approach to the airfield, keeping the landing area in view at all times, is required.
- 4.7.5 There are penalties for lack of control, incorrect finish procedure, and finishing below the minimum height.

4.8 Pilot Conduct

- 4.8.1 By entering the competition, pilots and their crews undertake to behave in a sportsmanlike manner and to show courtesy towards fellow-competitors and officials at all times.
Unsporting behaviour is defined as:
 - Aggressive or abusive actions (verbal or physical) toward competitors, Organisers, volunteers, or Officials.
 - Deliberate attempt(s) to circumvent these Rules.

The penalty imposed for competitors may be a warning, issuance of competition penalty points, day disqualification, or event disqualification at the discretion of the director(s).

The penalty imposed for crews may be a warning or, in exceptional cases, removal from the event at the discretion of the director.

- 4.8.2 Pilots are expected to display proper airmanship at all times. Any transgression observed or reported to the director will be considered by, and dealt with, by the contest officials. Any penalty or restriction imposed by the Director is final. Pilots are reminded that they are P1 in charge of their aircraft and have a responsibility to operate within the law and rules of the air as defined in CAP393.
- 4.8.3 Pilots must not fly or behave in a manner that compromises the safety or performance of another competitor or aircraft.
- 4.8.4 A collision between a competing aircraft and any other will result in a GNSS land out at the point of collision.
- 4.8.5 As this format is aimed at less experienced pilots who may not have cloud flying endorsements, cloud flying is prohibited.

5 Prohibited Airspace

- 5.1 The tasks must be flown in Class G airspace below FL100. Entering airspace designated as prohibited, restricted to gliders, class A, class C, class D, class E, danger areas, transponder and radio mandatory zones, ATZs, active drop zones, and any other airspace designated as penalty by the organisation in the local rules, or at briefing, is prohibited.
- 5.2 Entry into prohibited airspace will be penalised unless by permission of the controlling authority for the purpose of making a safe landing.

6 Use of Radio

- 6.1 Only the two competition frequencies designated in the local rules may be used to confer with other pilots, the organisation, or the ground with the provision that no competitive assistance may be given to the pilot by radio from the ground or by non-competing pilots.

7 Evidence

- 7.1 A flight log file, with a maximum of 6 second intervals between logged points, from an authorised IGC logger must be presented to scoring within 1 hour of landing or, in the event of a land out, return to the competition airfield.
- 7.2 At the organisation's discretion, evidence from non IGC loggers may be accepted subject to 100ft / 100M margin when considering airspace busts.

8 Scoring

- 8.1 A valid contest day is a day where at least one competitor completes the task set.
- 8.2 The winner is the pilot that completes the task at the greatest handicap speed (racing task) or in the least elapsed time (DHT).
- 8.3 The remaining pilots will be ranked in order of completion speed / time then by handicapped distance flown if landed out.
- 8.4 Points will be awarded with the winner receiving 1 point for each competitor that starts the task + 1 bonus point.

- 8.5 Subsequent pilots will receive one less point for each ranked position behind the winner e.g. Where 10 pilots are ranked, the winner will receive 11 points, the runner up 9 points, then 3rd place 8 points etc.
- 8.6 The resulting points will then be adjusted to account for penalties awarded.
- 8.7 In the event of a tie for first place at the conclusion of the contest, the winner will be determined by count back i.e. the better pilot on the last day, and if that is tied, the better pilot on the previous day etc.

9 Penalties

Type of offence	First Penalty	Subsequent Penalty
Single small infringements of prohibited airspace (<200ft vertically or <200M horizontally)	1 point per 10 starters* on day (each infringement)	1 point per 10 starters* on day (each infringement)
Single large infringement of prohibited airspace (>= 200ft vertically and >= 200m horizontally)	Land out	Day disqualification
Start before line open	Time interval x2 added to task time	
Start more >= 250ft above max start height	Uncontrolled (task not started)	
Low finish < 50ft below minimum	1 point on day	
Low finish >= 50ft below minimum	Land out at finish (task incomplete)	
Hazardous / dangerous flying	5 points per 10 starters** on day	Director's discretion (see 9.1 below)
Infringement of any other rules	1 point per 10 starters** on day	Director's discretion (see 9.2 below)
Cheating / falsifying evidence	Disqualification from competition	
* 1 point up to 10 starters, 2 points from 11 - 20, 3 points from 21 - 30 etc.		
** 5 points up to 10 starters, 10 points from 11 - 20, 15 points from 21 - 30 etc.		

- 9.1 Director's discretion on hazardous / dangerous flying: The director will consider whether it is safe to allow the competitor to continue in the competition.
- 9.2 Director's discretion on persistent infringement of the rules: The director may increase the penalty for second or more offences as he / she thinks fit.

10 Protests and Safety Occurrences

- 10.1 Protests must be lodged with the Director(s) within 3 hours of the pilot being notified that a penalty has been imposed. The Director(s)'s decision whether a protest is upheld or denied is final.
- 10.2 Safety Occurrences should be promptly reported to the Director(s) so that pilot advice, penalties, or new procedures can be considered prior to further competition flying.

11 Rating Points

- 11.1 In Rated competition classes of 10 or more entries pilots will be eligible to receive a BGA competition rating, the competition base rating will be 600 points.

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