BHPA

British Paragliding Competitions

Advance British Club Challenge Rules

ADVANCE®

April 2018

British Paragliding Competitions are run according to the General Section and Section 7b of the FAI Sporting Code. References to Section 7b refer to the latest edition of this Code, which can be found at http://www.fai.org/fai-documents. This document is in place to promote pilot safety and improve the sporting nature of the events. The British Club Challenge is wholly subordinated to British Paragliding Competitions and the following rules are emphasised as being key principles of any event.

Safe flying. All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to British Paragliding Competitions for all pilots to accept, without restriction, to hold the Organisers and British Competitions Panel blameless, and waive all claims to compensation.

Sportsmanship. The purpose of British Paragliding Competitions is to provide a sporting, fair, competitive and safe contest, in order to determine event winners and to reinforce friendship amongst all British Club Challenge competitors.

Amendments for April 2018. Since the last edition of the rules in January 2017 several changes to the rules set have been made. They are summarised as follows:

- **Glider Eligibility**. Additional amplification has been provided on BCC glider eligibility (para 6).
- **Priority List**. Additional information has been provided on the entry and prioritisation of a club's second team in a round that requires a draw to allocate places (para 14b).
- **GPS Requirement**. The use of GPS and the XC League is now a requirement to obtain distances for scoring each BCC round (para 16e).
- **Scoring Formula**. Some aspects of the scoring formula have been slightly modified to take account of the refined glider eligibility (para 18).
- **BCC Bash**. A new paragraph has been added detailing what actions the coordinator will carry out in the event of no End of season Bash taking place (para 28).
- **Team Captains' Responsibilities**. A paragraph has been added which details the main responsibilities of the BCC Team Captains (para 30).
- **Editorial changes**. Minor editorial changes have been made throughout the document to remove ambiguities and correct typos where discovered.

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RULES AND PROCEDURES FOR THE ADVANCE BRITISH CLUB CHALLENGE (BCC)

1 - THE BCC ETHOS

1.   The Advance BCC is a British Hang Gliding and Paragliding Association (BHPA) endorsed event, designed to introduce lower airtime paragliding pilots to competition flying and to through the development of the appropriate skill sets. This is achieved through a friendly, coaching environment, with pilots competing in low complexity tasks as members of small teams against other clubs. The primary aim of the BCC is pilot development through safe, supervised and enjoyable flying. To facilitate this a secondary aim of the competition is to encourage teams to visit other areas of the UK and fly at new and different types of sites to assist in the progression of their general flying abilities and airmanship.

2.   The entry level, club orientated and friendly nature of the BCC is intended to allow every BHPA club to enter a team and potentially fly at new sites whilst also not having to travel unreasonable distances to take part in a round. The scoring mechanism of the competition is designed to encourage regional rounds to take place across the country wherever it is flyable (eg SE Wales, Thames Valley, Peaks, Dales etc). This does not preclude teams from travelling greater distances should they so wish but the staging of multiple rounds prevents a dozen clubs trying to get into the same round at a site which is only suitable for five teams to take part in. At the end of the season, the club, with the highest combined score from up to six rounds is declared as Champions for that year. Prizes are awarded at the annual End of Year BCC Bash which is normally held in early September. This event is also designed to bring together the various participating clubs from around the country to review the season and make suggestions for future years of competition.

2 - GENERAL ADMINISTRATION

3.   Detailed below is guidance for the safe and effective conduct of the Advance BCC. These recommendations are designed to ensure a safe and fair competition, and mitigate the inherent additional risks created by any competition in a sport that has many recognised risks. The strength of the BCC is the BHPA Recreational Club structure, which sits at the heart of the organisation and conduct of each round.

4.   **Team Organization.**   A BCC team is the representative unit of a BHPA registered club. Each club may register up to two teams. Each team has up to six members, one captain/coach and five team members. The team captain is a key position and should be approved and empowered by the Executive Committee of the club being represented. A team may consist of just one member although this pilot should be capable of flying unsupervised and must be Pilot rated or better unless another team is willing and able to supervise and mentor that pilot for the duration of any round. The team can comprise a mix of BHPA Club Pilot, Pilot and Advanced Pilot qualified individuals; a weighting system is in place, which modifies scores, based on pilot rating and the class of glider being flown. The BCC aims to be wholly inclusive for all the members of any club. However, it should be remembered that the ethos of the competition is for the more experienced pilots to coach and develop the less experienced members of the team.

5.   **Pilot Eligibility.**   All participating pilots must be Individual Flying Members of the BHPA to ensure that they are provided with the appropriate third party insurance. Team captains are responsible for ensuring this key requirement is complied with. Thereafter the competition is open to all pilots of sufficient experience and competence to safely undertake thermal flying and attempt cross country flying, noting that the tasks set and related briefings must take account of the large variation in experience and ability of competing pilots. It is recommended that competitors have a minimum of Club Pilot plus 15 hours airtime, but team captains may use their discretion when selecting team members. Pilots should be full members of the club that they compete for. Once a pilot has flown a BCC round for a club they may not fly for another club in the same season. Tandem pilots may fly in rounds, but will only score as an individual.

6.   **Glider Eligibility.**   Only certified gliders rated EN A to EN D (including EN certified '2-liners') may be used in the BCC. All gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration, even slightly in comparison with the tested model, or a glider that has not been tested, will not be allowed in the competition.

7.   **Registration.**   All clubs must register and pay for their team(s) before they are permitted to take part in a round of the competition. The BCC Coordinator will ensure that registration is enabled before the start of the expected BCC season, which historically has started on or around the Easter Bank Holiday weekend. There is no deadline for registration and clubs may register their first or an additional team at any point throughout the season, subject to the discretion of the Coordinator for reasons of practicality. However, it is stressed that teams which aren't registered on the website won't be able to participate in rounds or score points.

8.   **FlyBCC Website.**   To register a team, captains should access the entry form which is available from the www.FlyBCC.co.uk website. The completed form can be posted or emailed to the BCC Treasurer via the details on the form and payment made by bank transfer to the BCC account. Each captain/team will need to request a login name and password for the FlyBCC website. The website is used for the key administrative tasks of setting up rounds, which can then be joined by other clubs and for subsequently confirming and scoring completed rounds. This will enable all captains and pilots to have up to date information and scores as the season progresses. Any questions on the workings of the website should be directed to the BCC Coordinator.

9.   **Entry Fee and Finances.**   The cost of entry per club is £60 for one team and £80 for two teams; depending on external factors these sums will be reviewed annually. All teams must pay the entry fee before they are permitted to enter rounds. All expenses associated with the running of the BCC incurred by the organisers will be met out of the entry fees. The majority of the balance will be put towards prizes for the competing pilots and partly funding the end of season social event, which is normally held the same weekend as the Final. A minimum balance will be kept over to facilitate the set up of the event in the following year.

10.   **Prizes.**   The following prizes will be awarded at the end of each BCC Season:

   a.   **The BCC Trophy and Winners Prizes**. This coveted silver cup, adorned with the names of previous winners of the BCC will be presented to the 'BCC Champions' together with prizes to keep for the team members of the winning club.

   b.   **Runners Up Prizes**.   Prizes to keep will also be awarded to the team members of the club that finishes as 'BCC Runners Up'.

   c.   **Longest Flight**.   A prize for 'Best Pilot' will be awarded to the pilot who completes the longest open distance flight whilst competing in a BCC round.

   d.   **The Spirit of the BCC**.   A true mark of the friendly nature of the event, 'The Spirit of the BCC' prize will be awarded to the pilot or pilots who in the opinion of the team captains have most epitomised the ethos of the competition.

   e.   **Development Prizes**.   As the BCC is very much focussed on lower airtime pilots and their development through competition, a small prize will be awarded to every pilot who during the course of the season achieves a milestone event in their personal development. In general these will be first XC flights and personal best distances but other achievements will be considered (eg first flight to declared goal) on a case-by-case basis. Any development prize achievements should be notified to the BCC Coordinator on the completion of each round.

3 - ROUND ORGANISATION

11.   **Scheduling of Rounds**.   Rounds can only take place during weekends or on public holidays. Each weekend should consist of two, one-day rounds. Each round needs to be generated as a separate entry on the website; a team can join one or both rounds depending on their availability. More than one round may take place on the same day in different parts of the country; the website is designed to accommodate such arrangements. The intended slightly informal nature and flexibility of the BCC means that there are no formal arrangements as to which teams should compete against whom or where.

12.   **Hosting a Round**.   When a club has decided that it would like to host a round, the round organiser, normally the host club team captain, should invite other clubs to attend and compete. This is initially done by logging onto the website and registering the date and location of the proposed round together with other administrative details such as directions and rendezvous locations. When this has been completed an automatic email will be sent to all the other registered captains inviting them to join the round. At the point of registering a round, a maximum number of teams will be specified.

13.   **Team Numbers.**   Round organizers are responsible for limiting team and therefore pilot numbers, and for choosing a suitable site. This may not be the best cross country site, but the one that suits the aims of the BCC and takes into account pilot numbers and the qualifications and experience of those participating.

14.   **Joining a Round**.   When another (visiting) team decides that it would like to participate in a round, the team captain must log onto the website and register their team to 'join' that round. If more teams than the maximum number specified by the host club asks to join the round, then a draw will be conducted by the BCC Coordinator to determine which teams will take part. The following points apply:

      a.   **Hosts and Organisers**.   The round hosts and organisers (which may be separate teams) are automatically guaranteed a place.

      b.   **Priority List**.   All other teams requesting a place will be entered into a draw to create a priority list. It should be noted that clubs' second teams can also be entered but will be drawn separately and then added to the end of the main priority list, after all of the first teams requesting a place have been drawn. The remaining places in the round will be allocated from the list.

      c.   **Withdrawals**.   Should a team that has a place subsequently withdraw from the round then the next team on the list will be offered their place and so on until all places are filled.

      d.   **Earning Credit**.   Providing that the round goes ahead and is validated, any team that requested a place but which was unsuccessful will be provided with a credit for a guaranteed place in the next round which they ask to join and which requires a draw (ie more teams than places).

      e.   **Spending Credit**.   The credit must be used in the next round that the team looks to join and for which a draw is required. However, credits are not spent if the team is hosting or organising the round or if the round that the team uses the credit for is subsequently not validated.

      f.   **Credit Limits**.   A team cannot have more than one credit at a time. However, during the course of a season, a team may earn and spend several credits depending on the outcome of the various draws, which it may be involved with.

      g.   **End of Season**.   Credits cannot be carried over between BCC seasons.

15.   **Confirming a Round**.   Once the round organiser has decided that the conditions are favourable for the round to go ahead they should 'confirm' the round on the website and update administration details as required. As a matter of courtesy the captains of the visiting teams selected to take part should confirm

with the round organiser that their team will be attending. This communication can be facilitated via email, the BCC Facebook Group, BCC Telegram Group or other means as required.

4 - CONDUCT OF EACH ROUND

16.   **General Considerations**. The round organisers play a key role in the running of the BCC. Each round organiser, who should have the full backing of their club's Executive Committee, should be comfortable with liaising with other team captains and delivering a confident brief to dozens of pilots of varying experience levels. The following guidance is offered to round organisers to facilitate the safe and effective conduct of each round.

   a.   **Briefing**.   A formal briefing must be given at the start of each day of planned flying or on change of flying site. Guidance on the conduct and content of briefs is given below. It is the responsibility of all pilots to attend the briefing. Should a pilot not be able to attend a brief it is the round organisers discretion, delegated through team captains, as to whether or not those pilots that miss the brief are able to take part in the round.

   b.   **Ground Marshal**.   It is strongly recommended that the host club provide a dedicated ground marshal, preferably a Club Coach, who is not part of the flying team and who can communicate with the round organiser and other team captains via radio. Their role is to monitor weather conditions and flying activity to ensure that air law and good airmanship practices are maintained and that the conditions are suitable for the round to continue. Should they have any concerns they should immediately indicate them to the round organiser and team captains so that suitable action may be taken in a timely manner. It is recognised that this 'policing' of sites is common practice at the majority of clubs around the UK. It is important that the presence of a BCC Round on a club site should not have a detrimental impact on flying operations at the site.

   c.   **Task**.   Each round must involve a specific task. In the case of the BCC, the standard task is open distance cross country although a declared flight to goal may also be used if appropriate to the geography of the region.

   d.   **Mentoring**.   The round organiser will determine a suitable level of monitoring and marshalling for the task. As the BCC is an experience-building event, briefings should be conducted in a communal manner to allow input and questioning from less experienced pilots.

   e.   **GPS and Track Logs**. All pilots competing in a BCC round are required to use a suitable GPS capable of producing a track log which can be uploaded to the UK XC League. All BCC pilots are required to register for the UK XC League (which is free) and include the *British Club Challenge* as one of the chosen 'clubs' in their pilot details (it need not be their main club). It should be noted that only open distance scores from each flight, as displayed on the XC League, should be entered onto the website and not distance via turnpoints. Whilst use of GPS devices is a requirement for competing in the BCC, witness landings and measured distances may be accepted on a case-by-case basis (eg following equipment failure).

   f.   **Mandated Safety Equipment**.   All pilots must use a helmet and harness suitable for paragliding which should meet the requirements defined in FAI Section 7. In addition all pilots must carry a certified emergency parachute of a suitable size.

   g.   **Radios**.   The use of radios, primarily for safety purposes, is wholly encouraged but at round organiser's and team captains' discretion is not mandatory.

   h.   **Team Sheets**.   The round organiser should ensure that completed team sheets, which are available on the BCC website and include details of all competing pilots, including contact

information, are completed immediately after the Round Brief is concluded and before any flying takes place.

5 – BCC ROUND BRIEFINGS.

17.   The round briefing should take place on the hill. This is to ensure as many pilots as possible have the safety briefing at the required time, and to make the briefing as relevant as possible. The briefings should generally be carried out, or overseen, by a BHPA coach. The *BCC Brief Aide Memoire* which is available from the Forms page of the website is available to used as a handrail for the briefer. The following list is not exhaustive and it is recommended that as a minimum all BCC briefs should include the following elements:

a.   **Local Site Brief**.   A comprehensive site brief that includes all local procedures, regulations and hazards.

b.   **Weather Brief**.   A detailed and appropriate weather conditions brief that covers the intended period of the task and highlights any expected changes.

b.   **NOTAMs**.   Any relevant NOTAM details and that could be expected on any cross country flight including Red Arrows, Royal Flights and Temporary Danger Areas.

c.   **Cross Country Route Planning**.   Discussion of local and downwind hazards, danger areas, sensitive areas, airspace etc. Use of a suitably marked flying chart is recommended to assist lower airtime pilots to visualise the items being briefed.

d.   **Turn Direction**.   A specified thermal turn direction close to the take-off site (normally within 1km) should be briefed. However, a reminder on air law should be provided to lower airtime pilots, as it is wholly possible that non-BCC pilots may establish a different turn direction which must be adopted for others joining that thermal.

e.   **Reporting**.   A land by and report in time *must be briefed*. Overdue action should be initiated by a team captain or the round organiser should any pilot(s) not be accounted for by the report in time.

f.   **Actions On Incident**.   A thorough brief should be given of the procedures to be followed by all in the event of an accident or incident on take-off. This should include a précis of how to request emergency assistance, what to do if a helicopter is summoned, and what to do if a glider is seen to crash or a reserve deployment occurs away from the hill.

g.   **Radio Channel**.   A flight safety radio channel should be set up to pass pertinent information and to allow for cancellation and coordination in the event of an accident, incident, or significant change in weather conditions.

6 – BCC ROUND SCORING PROTOCOLS

The Scoring Formula

18.   Each completed BCC round gives a maximum of 1000 points to the highest scoring team, and the remaining teams have their score proportionally calculated on the ratio between their score and the winning score. The following factors are applied to the scores entered for each pilot in order to determine the team's overall score in each round:

1. Get Each Pilot's 'PilotScore'
PilotFactor:
Club Pilot = 100%
Pilot = 100%
Advanced Pilot = 90%
WingFactor
EN A or EN B = 100%
EN C = 85%
EN D = 70%
EN D (2-liner) = 55%
PilotScore = Pilot KM * PilotFactor * WingFactor

2. Get 'MaxPointsForRound'
TaskMaxPoints
XC = 1000
Ridge = 200
Spot Landing = 200
ClubsAttendingFactor
2 clubs = 50%
3 clubs = 75%
4+ = 100%
MinDistanceFactor
1 pilot over 5k = 20%
2 over 5k = 40%
3 over 5k = 60%
4 over 5k = 80%
5+ over 5k = 100%
MaxPointsForRound = TaskMaxPoints * ClubsAttendingFactor * MinDistanceFactor

3. Get Each Pilot's 'PilotPoints'
The pilot with the highest PilotScore in the round gets:
PilotPoints = MaxPointsForRound
For every other pilot scoring in the round:
PilotPoints = (MaxPointsForRound * PilotScore) / (highest PilotScore in the round)

4. Get 'TeamScores'
For each team:
TeamScore = Sum of 4 highest PilotPoints for that team

5. Get BCC League Points
Team with highest TeamScore:
BCC League Points = MaxPointsForRound
For every other team in the round:
BCC League Points = (MaxPointsForRound * TeamScore) / (highest TeamScore in the round)

Other Scoring Notes

19.   **League Table Scores**.   A team's total score for the season is an accumulation of their top six round score. Teams may compete in more than six rounds, but only their top six scores will be counted. This is to encourage activity throughout the year and maximise scoring opportunities for all teams.

20.   **Website Scoring Calculator**.   The website has an automatic scoring calculator built in to the data entry section, where the pilots' rating, glider classes and distances are entered for each team. Once the round is finalised by the organiser, the website will automatically score the points for each team. Please contact the BCC Coordinator if there are any problems with entering scores into the website. As a matter of courtesy to the round organiser and other clubs team captains should enter their pilots' scores on the website within 48 hours of the final land by time of a weekend.

21.   **Minimum Clubs**.   The round should ideally have at least three different clubs in attendance to be validated. Two or more teams from the same club may compete against each other in the same round as long as two other clubs are taking part. As detailed above the BCC scoring formula is set to reduce the maximum number of points for the round when fewer than four clubs take part.

22.   **Minimum Distance**.   A pre-agreed number of pilots should achieve a minimum distance to validate the task; this should be set before take off. In an open distance task this is typically five pilots at or over 5km. An algorithm in the scoring formula will limit the maximum number of points for the round when fewer than five pilots achieve 5km; this is to prevent a single 'lucky' pilot securing 1000 points for their team when nobody else leaves the hill as it is indicative of less than ideal conditions for cross country flight.

23.   **Round Summary.**   At the time of completing a round a 'summary' section on the website is provided for the round organiser to submit a précis of the day's events. This is to assist in the compilation of articles for *Skywings* so that regular BCC updates can be provided to the UK flying community. In addition teams are encouraged to use the BCC Yahoo Group or Facebook Group to upload reports and photographs.

7 - THE END OF SEASON BCC BASH

24.   **Bash Scheduling.**   The End of Season BCC Bash (the Bash) will normally be held over a weekend at the end of August or in early September; the date and location will be notified at least two weeks in advance. This is to allow the maximum number of rounds to take place during the season whilst providing the best opportunity of holding the Bash during a period of good weather and to permit maximum attendance. The BCC Coordinator will actively avoid clashes with other national and local paragliding competitions when scheduling the Bash and both a primary and a fall-back weekend should be nominated. In order to achieve value for money it is a principle that the Bash will be held alongside a major social event of a BCC participant club.

25.   **BCC Bash Participants.**   Ideally all pilots who have taken part in the BCC throughout the season will be invited to and able to attend the Bash. However, if numbers need to be kept to a manageable level, generally due to venue or host club restrictions, the pilots of the top six scoring teams will be invited to the Bash. In addition all BCC team captains and their deputies will be invited to ensure that the maximum amount of feedback is received when the season is reviewed and proposals for future years submitted to the BCC Coordinator.

26.   **Aim of the BCC Bash**.   The primary aim of the Bash is to bring together the various BCC teams from across the country to celebrate their achievements throughout the season. This also serves the dual purposes of facilitating low key, friendly flying and the awarding of annual prizes at a pre-arranged social event. In addition the season will be reviewed by the team captains and suggested amendments for future years will be discussed and put forward for the BCC Coordinator to take to the BHPA Paragliding Comps Panel for ratification.

27.   **Bash Task Setting and Prizes**.   The nature of any flying conducted during the Bash weekend will be decided on the day given the weather forecast, the chosen location and number and experience levels of the various participants. Any flying that takes place should be briefed and supervised as per any other BCC round. Although small prizes may be awarded as a result of flying undertaken at the Bash it is stressed that these are of secondary consideration to the conduct of a safe, enjoyable and friendly flying event.

28.   **Actions in the Event of No Bash**.   Should it not be possible to hold the Bash at the end of the flying season, the various prizes shall be awarded at the first suitable event at the start of the next BCC season.

8 - BCC COORDINATOR RESPONSIBILITIES

29.   The BCC Coordinator is responsible for undertaking the following tasks to assist with the safe and effective running of the competition:

   a.   Sit as a member of the BHPA Paragliding Competitions Panel to ensure that the BCC is suitably aligned with all British Paragliding Competitions.

   b.   Review the BCC Rules at the end of each season to ensure that they support the spirit and the ethos of the BCC and a safe and supportive competitive event. The BHPA Paragliding Competitions Panel should approve any proposed amendments to the BCC Rules prior to the start of the next competition season.

   c.   Coordinate the registration of clubs into the BCC and to act as a focal point for teams looking to take part in the event.

   d.   Ensure the smooth running of the BCC and the BCC website throughout each competition season.

   e.   Be an impartial arbiter in the event of disputes between clubs.

   f.   Send completed articles on BCC events to *Skywings* and sponsors.

   g.   Find suitable sponsors and agree arrangements for money or prizes to support the BCC.

   h.   Obtain suitable prizes to be awarded at the end of each season.

   i.   If desired by the participating clubs, organise an appropriate end of season social event (the BCC Bash).

   j.   Work with the BCC Treasurer to maintain records of expenditure and income, and to administer entry fees and sponsorship.

   k.   Work with the BCC Treasurer to ensure that monthly bank statements are maintained and that suitable accounts are available for auditing by the BHPA Paragliding Competitions Panel Treasurer as required.

9 - BCC TEAM CAPTAIN RESPONSIBILITIES

30.   The BCC team captains are responsible for undertaking the following tasks to assist with the safe and effective running of the competition:

   a.   Ensure that all of their team members adhere to the rules, the spirit and ethos of the BCC. This includes checking that each team member is a Flying Member of the BHPA and they have the minimum necessary experience and skills to safely take part in each round.

   b.   Ensure that each team provides mentors for each BCC round appropriate to the experience and skill levels of the team members. It is expected that each team captain is able to act as a mentor.

   c.   Ensure that all of their team members are registered for the UK XC League, with *British Club Challenge* as one of the chosen 'clubs' in their pilot details, and have a flight instrument capable of generating a valid track log. If required they should assist team members with uploading their track logs and helping them obtain the open distance which is required for the BCC website.

   d.   Ensure that their team's scores are collated and inputted to the BCC website within 48 hours of a round's land by time. In addition any personal best statistics are to be noted and submitted to the BCC coordinator in a timely manner.