

(Airwave BCC Rules 2010 version 3)

To enquire about any of the rules below please contact Ken Wilkinson kwilkinson2000@hotmail.com

**Password and other basic problems should be sent to Ken Wilkinson in the first instance. (Tel 0117 9620455)
(Mob 07792833991)**

Andrea Barton (Tel 01256473346) will deal with registration and can also deal with password details.

Ben Friedland is the webmaster (07790114583)

1 Background (The Ethos)

The competition has been designed to encourage paragliding and hang gliding pilots to improve their flying and cross country skills through a friendly yet competitive coaching environment, by competing in teams against other clubs.

The primary pillars under laying the competition are flying, fun and safety.

The aim is to encourage teams to visit other areas of the UK and fly new and different types of sites to help improve the scope of their flying abilities.

At the same time pilots will have the chance to learn from one another, exchanging views and ideas on the continual improvement of skills and the sport.

2. Competition tasks.

There are four variations of competition, a to d

a. Cross Country (The main goal of the competition. 1000 points maximum.)

b. Ridge Soaring (Limited to 200 points)

c. Spot landings (Limited to 200 points)

d. Open or closed Triangle. An open triangle will allow either a closed circuit flight or the best dogleg a day can provide. (1000points max)

See Task setting (7) below for more details.

3. Team organization.

The teams are made up as follows:-

Each team has up to six members, one captain/coach and five team members. The minimum number is one.

The team can comprise of club pilots, pilots and advanced pilots, and the competition is designed for the more experienced to coach the less experienced members of the team.

4 Pilot Eligibility

The competition is open to all pilots of sufficient experience and competence to safely attempt cross-country tasks (tasks set and consequent briefings will reflect the large variation in experience and ability of competing pilots).

It is recommended that pilots have a minimum of CP plus 15 hours of airtime, but the captains may use discretion.

Pilots should be full members of the club that they compete for.

This means they MUST BE MEMBERS of the BHPA which provides the relevant insurance. Team captains are responsible for ensuring that this is complied with.

Tandem pilots may fly in rounds, but will only score as an individual for the club.

The team may consist of as many club pilots, pilots and advanced pilots as it would like to field, and is subject to a handicapping system detailed in sections 6 and 8. This is based upon pilot rating, glider rating, number of clubs that compete, number that score, and competition type. The website will automatically score the points for the team.

5 Registration

All teams must register and pay before taking part in a round of the competition.

There is no deadline for payment, but teams who aren't registered on the website won't be able to participate in rounds or score points.

The cost per team is £35 per team.

To register captains must print off the application form from the forms section of this site, and send the completed form with payment to the BCC organiser. (Andrea Barton, address on the registration form)

Each captain/team will be issued with a login name and password for the Website. This is to be used for setting up rounds, joining and scoring on the website. This will enable all captains and pilots to have up to date information and scores.

Each team will be issued with information on how to use the website, and sheets to assist scoring.

6 Round organization

Rounds can ONLY be set on weekends and public holidays.

There will be no formal designation of who will compete against whom or where.

The top six teams based on points scored (your top 6 scores count) through the year, plus one discretionary place, go through to the final.

When a club has decided that it would like to host a round, the captain's position is to invite other clubs to come along and compete. This is done by logging into the website and registering the day and place of the round. When this has been done an email will be sent to all the other captains inviting them to compete. At the point of registering a round, a maximum number of teams will be specified.

After the problems at the 2009 Long Mynd final, it must be re-emphasised that round organizers are responsible for limiting pilot numbers, and also choosing a suitable site. This may NOT be the best XC site, but the one that suits the vast majority of pilots.

When a visiting team decides to partake in a round, the captain must log onto the website and register their team for the round. If the maximum number of teams able to partake is reached then the round will close. This registering of teams must be done prior to the round being held so that the round organiser can enter the scores directly into the website after the event.

Every time a team joins a round an email will be automatically generated to the round organiser to inform them. The same is done if a team cancels. These emails should not be replied to.

6a. The multiplier for small competitions.

The round must have at least two different clubs in attendance to validate a round. Two or more teams from the same club can compete against each other at the same time as long as one other club is present. There is a multiplier applied for competitions with a small number of clubs (irrespective of the number of teams).

If only two clubs compete, the total scores achieved for each team are multiplied by 0.5. (i.e. a 500 point maximum task.)

If only three clubs compete, the total scores achieved for each team are multiplied by 0.75. (i.e. a 750 point maximum task.)

For four clubs and above the full score (1000 points) applies

The captain's of the visiting teams must confirm with the round organiser whether the round is on for that specified day. It is NOT the job of the round organiser to chase visiting clubs to confirm attendance or not. This can be done via the website, yahoogroups or telephone.

To assist in the organisation of rounds, a yahoo group has been set up for the BCC competition.

It is <http://groups.yahoo.com/group/FLYBCC/>

Please log on to the yahoogroup and set your settings to receive emails. **This will ensure you know what is happening, for instance with rendezvous details and weather prospects.** This discussion group is for team captains to discuss issues and setting up rounds, and for others who wish to keep in touch. If a task is cancelled, then you will receive an email from the BCC website automatically.

7 Task setting (Please be sure to read the Safety notes in section 13.)

Rounds can ONLY be set on weekends and public holidays.

The round organiser shall organise the task, but is requested to liaise with the club captains, to ensure all views are heard before briefing. Based on experience and local knowledge the round organiser should select a task that will benefit as many of the competing pilots as possible.

The tasks that can be set are as follows;

Cross Country. This is the default task.

- a. **Open XC.** This is measured from take off to landing in a straight line. Witness evidence is acceptable. This should be the normal task in the BCC.
- b. **Goal flight.** This could be set if the day is a great looking one and there is a rationale to limit XC distance, eg the final when a prize giving is anticipated, or in an HG round. Scoring is based on the distance a goal is missed by. **This should not be normally used.**
- c. In exceptional conditions (eg a nil wind day with great thermals) an out and return, or triangle could be set provided the vast majority of the pilots have a GPS to validate the task. This could be scored as per XC league rules, to be decided by the round organizer and team captains.

To be classed as a cross country task, the distances must be gained by using cross country flying skills, i.e. thermalling. A run along a ridge followed by a flop off the end, or an elongated top to bottom cannot be considered as a cross country task. This should then be considered as a ridge run.

Ridge Soaring

Scores will be allocated as a proportion of the maximum distance flown along a ridge, but the task must involve a specified turn point. This task is limited to a 200 point limit.

Airmanship

Spot landings. This task is limited to a 200 point maximum.

8 Scoring

Every day is one round, and one round can't be held over multiple days; this is to stop confusion over 2 day competitions when some teams (especially the smaller clubs) can only fly a team for a single day. A weekend will consist of 2 one day rounds. These will have to be logged as separate entries on the website, and teams can join one or both rounds.

The top six teams scoring the most points before the qualifying date (the second weekend in July) will go through to the final, plus one discretionary place.

No correspondence will be entered into.

All clubs will have to actively compete to achieve a place in the final.

To reach the final each finalist team member must have flown in at least one qualifying round.

This is to encourage the teams to compete in the final with the keenest and most enthusiastic pilots and not field their best pilots for the final who haven't supported the team throughout the rest of the season.

Tandem pilots may fly in rounds, but will only score as an individual for the club.

Only the team's four highest scoring pilot's points will count towards the total for the round.

Each 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 team's total score over the competition is based on their top six scores from the qualifying rounds.

The top six teams scoring the most points before the qualifying date will go through to the final.

Teams may compete in more than 6 rounds, but only their top six scores will qualify.

This is to encourage the teams to keep competing against a greater range of other teams throughout the year.

Teams can compete and score against other teams more than once.

Hang gliding

Based on the number of hang gliding teams that enter, the BCC organiser will specify whether rounds have to be held to be selected for the final.

For a team and pilots to be entered for the final pilots MUST have flown in a round for their club.

9 Calculating scores

The scoring seems to be onerous BUT IT IS NOT!! You simply enter the scores from your team with glider/pilot ratings and the website does the rest automatically. Details are below.

Only the team's **four** highest scoring pilot's points will count towards the total for the round.

Each round gives a maximum of 1000 points to the highest scoring team for XC and triangle tasks. (200 points for ridge run/spot landing) and the remaining teams have their score proportionally calculated on the ratio between their score and the winning score.

Please also note the new 2/3/4 club multipliers in section 6a.

Please note the automatic 5k scoring done by the website. This is based on raw 5k scores and the website calculates the number of pilots that achieve this automatically. This affects the overall score as below...

The max point score is subject to a multiplier based on the number of pilots that fly over 5k.

| | |
|-----------------|--------------|
| 1 pilot | = 0.2 |
| 2 pilots | = 0.4 |
| 3 pilots | = 0.6 |
| 4 pilots | = 0.8 |
| 5 pilots | = 1.0 |

Scores of less than 3k should NOT be entered.

Scores of between 3k and 5k will be scored.

| | |
|--------------------------|------------------------------------|
| A club pilot | will score 100% of points awarded. |
| A pilot | will score 90% of points awarded. |
| An advanced pilot | will score 80% of points awarded. |

Then

If that person is flying a **standard glider** they will keep the above score.

If that person is flying a **performance** glider they will score 90% of the above points.

If that person is flying a **competition** glider they will score 80% of the above points.

For definitions of standard, performance and competition:-

PG

Standard DVH1 or 1-2

Performance DHV 2

Competition DHV 2-3 or higher

HG

Standard Skyfloaters and Traditional king posted

Eg Clubman, Calipso, Pulse, Sonic, Eagle, Rio, Java, Airwave K series, Xtralight, Scandal, Kingposted Laminar

Performance 1st generation topless and high performance king posted

Eg La Mouette Topless, CSX, Java Comp, Scandal XK, early topless Laminar, U2, Litesport, Discus

Competition modern topless & 1st generation class 5 & modern class 5

Eg Talon, Litespeed, recent Laminar, Ghostbuster, Atos (Original), Stalker, Top Secret, Extacxy, Axxess
Atos C, Atos V series (V, VR, VX), Phantom, Tsunami

The website has the scoring calculator built in the data entry section, and once the pilots rating and glider are entered, the website will score the points for the team.

Examples.

Eg 1 A club pilot (100%) flying 30km on a performance wing will score 30 points for club level, x90% for a DHV 2 wing = 27 points.

Eg 2 An advanced pilot (80%) flying 50km on a competition wing will score

40 points for advanced level, x 80% for a DHV 2-3 wing = 32 points

Eg 3 A pilot (90%) flying 40km on a standard wing will score 36 points for pilot level, x 100% for a DHV 1 wing = 36 points.

Please contact Ken Wilkinson if there are any problems with entering scores into the website.

10 Round organization protocols

When the team has paid the annual fee to register, the captain will be issued with scoring slips or these can be download these from the Flybcc website. The relevant sections are completed and handed to the round organiser before the start of the round. The scores are entered on the bottom section at the end and handed in after the competition has finished.

If more slips are required than were issued please print the relevant form from the Forms section of this site.

The scores can only be entered into the website by the round organiser, or the team captain for their own team.

If any of the login details are lost, please email the BCC organizer (kwilkinson2000@hotmail.com) and they will confirm your login details by email/telephone.

After each round the round organiser must enter the final scores of the competition into the website. All clubs should have pre-registered their intent to fly in the round before the day.

If a club attends the briefing, or has promised to attend, they will be deemed to be in the days competition.

The round organiser will log into the website and enter all the relevant details for the round. Any problems please contact kwilkinson2000@hotmail.com.

The website will then display the up-to-date leader table, showing all the scores to date.

There is a new page that allows organizers to enter the number of clubs, and the type of task set.

At the time of entering the scores a section needs to be completed that requires a summary of the days events be entered. This is so that an article can be submitted to Skywings regularly to update the flying community about the competition. The BCC organisers would like this to be done as completely as possible so that sponsors (Airwave) can also be kept informed of how the competition progresses.

After the end of the qualifying rounds, in the **second week in July**, the website will display the finalists, and all finalist team captains will be notified by email of the arrangements for the final.

11 Competition ground rules

The round organiser must be responsible for the smooth and safe running of a competition and set the following ground rules on the day of the competition. (See section 13 below)

Before the competition

Calling the round on or off with respect to the weather forecast. It is not his/her responsibility for contacting the participating teams, in the event of a cancellation or postponement. It is the responsibility of the participating clubs to contact the round organiser. The rounds can be confirmed/cancelled on the website which will automatically email the other captains involved. Please also use the Yahoo Group to communicate. <http://groups.yahoo.com/group/FLYBCC/>

Selecting the best site for the competition taking into account prevailing weather conditions and the skills of the competing pilots.

Please be sure that pilot safety in numbers and site choice has to be of paramount importance.

Ensuring the required Notams are free phones through in good time. Free phone 0800 515544 (Monday - Thursday 0700 to 2300; Friday - Sunday 0700 to 1700), or free fax 0500 300120.

AIS Information Line

For royal flights, Red Arrows & temporary restricted airspace call:
0500 354802

Having details of all emergency services that may be involved in the case of an incident.

12 The Final

The final will be held over a weekend in August and the dates and place will be notified to the finalists. There will be two chances to hold the final. If the weather is bad on the first chance, a decision will be made by the organizer to delay the competition. The second chance will be the final one. If the weather is still bad then a wild and ragged party will be held to which all pilots will be invited.

For 2010 the final will be at the Long Mynd.

The final tasks will be set from the cross country list only eg. open distance, or race to goal.

At the final, all team captains must know the deadline for the report in procedure with scores to allow the calculation of the winners, so that prizes can be awarded.

If the tasks for the final are unable to be validated, the organisers will award the prizes to the teams that have performed the best throughout the year in the rounds. This decision will be final.

13 Safety.

A briefing MUST be held. It is preferable if this is done on the hill. If possible a ground-based coordinator should be appointed, to take charge in the event of an incident.

Briefings before take off must include

- all safety aspects for the site, airspace issues and airspace that could be expected on any cross country flight
- the task
- local hazards
- hazards on track, danger areas sensitive areas, airspace etc
- turn direction within 1km of the take off site, regardless of altitude
- a take off window open time to inform all pilots of the latest take off time that day to qualify
- a land by and report in time

- Radio Frequency for the competition

Ensure all pilots below Pilot rating are satisfactorily briefed by their team's captain on ALL aspects of the flight.

- emergency drill that will be followed following any incident. (Glider in a cross dictates clearing the area or landing immediately.)

A reporting procedure should be clearly set out to all captains of participating teams

In the case of an emergency, contact details of the organiser must be circulated to all participating pilots before take off, so that the organiser can be informed of any problems/delays.

All pilots taking part in this competition series do so at their own risk.

14 Protocol for Task cancellation

Following some problems there will be a clarification in the protocol for canceling tasks.

There has to be a trade off between safety and adventure, but we also have to consider that many pilots are less experienced and could get caught out if conditions change. Once pilots are in the air, cancellation of a task should rarely take place. Pilots are to make their own judgments of conditions, with the assistance of their captains

A launch window can be suspended temporarily. If pilots are in the air then it must be assumed they are not on radio.

Anyone on radio is asked to stick to the safety frequency.

Experienced pilots should be asked to relay any concerns by radio to the Meet Organiser using the protocol

- 1. No concerns for safety.**
- 2. Some concerns, but OK at present**
- 3. The task has dangers and in the pilot's view the task should be cancelled or take offs suspended temporarily.**

If the Meet Organiser hears any '3s' the continuation of the task should be urgently reconsidered, and other opinions sought. A temporary closing of the take off window may be appropriate to see if conditions get better. **The Meet Organiser has the final say.**

If pilots have already departed, or are departing, then the task should NOT normally be cancelled

If the task is to be 'canned' then that is it for the day, unless conditions improve and ALL pilots can return to the take off. A new briefing and task must be called.

Cancellation of a task should be indicated to all by pulling big ears and landing, as a visual indicator to others
