



SPRINGFIELD SOARING CHAMPIONSHIP

GUIDELINES

1. The Springfield Soaring Championship encourages all types of gliders, with or without engines to take part in a cross-country competition, on as fair and equal footing as possible, run under the Enterprise rules. **Water ballast** is not allowed.

Enterprise works for a wider range of pilot experience and glider handicaps.

Enterprise is not an FAI style with prestart delays and enroute gaggles.

Enterprise is the perfect way for less experienced pilots to start racing gliders and yet challenging for advanced pilots.

Enterprise encourages personal bests.

Enterprise is where the winner has done the most flying, not the least!

Enterprise events are competitive and also fun to compete in.

Enterprise allows for 'novel' interpretation of the rules – normally called cheating.

2. The GNZ handicap system (based on the BGA system) is used for scoring.

3. The organisers will provide a local airspace chart. Pilots are expected to have their own area charts.

4. Turnpoints will be selected by Task Setters or pilots where allowed, from the file downloaded from canterburyglidingclub.nz

5. Ground support will be provided but pilots are expected to assist in providing launch assistance and mutual flight following. The following roles will be filled by support people: Competition Convenor, Competition Director, weather

analysis, tasking, Safety Officer, flight following, radio and catering. Such roles may be filled by participating pilots.

6. A compulsory pre-contest safety-oriented briefing will take place plus a daily briefing will take place at 10.00am in the Briefing Room/Classroom on the first and subsequent days of competition.

7. Entries can be made by downloading the entry form off the website, canterburyglidingclub.nz/contests and emailed to jmmarra@hotmail.com

8. Tasks will be set on as many days as the Competition Convenor deems soerable to encourage participation. Experienced pilots may provide suggested tactics to compete the task.

9. Prizes

Prizes will be awarded in a way that complements the enterprising nature of the competition.

10. Launching

- a. First launch time designated by the CD and pilots may launch at any time after that point.
- b. When there is any kind of 'queue', self-launchers will take their turn along with all other gliders.
- c. Aerotow will be available to drop off height nominated on the day.
Charges by the minute.

11. Starting and finishing

- a. A valid start is made once leaving the launch without any engine running.
- b. The Springfield finish circle will normally be a circle of 3km radius centred on the airfield.
- c. A maximum start height may be designated.
- d. A valid finish is made by entering the finish circle or landing back on Springfield.
- e. A start and finish turnpoint may be designated.

12. Airspace

Tasks will normally be achievable outside controlled airspace.

Pilots will be advised at the morning briefing, of airspace opening and closing.

A NOTAM has been issued for the duration of the competition.

13. Flying rules

Normal CAA, CGC rules and SOPs apply. Pilots shall report *OPS Normal* on an hourly basis, if their tracking device should not be received by Base Radio. If no acknowledgement received by base radio then a nearby pilot shall acknowledge the report or relay as appropriate. The Search and Rescue process will be initiated if no pilot report is received within 90 minutes and all other means of contact have failed.

14. Tracking Devices

The use of devices such as SPOT, FLARM or Btraced phone app is obligatory. Prior to gridding, pilots will ensure their devices are visible online to Base Radio for flight-following via www.gliding.net.nz/tracking.

15. Scoring

- a. Pilots shall upload their logger file upon returning to Springfield. A self-scoring sheet will be handed in by the pilot at the end of each day's task. This then forms the basis for the day's scoring to be checked against the logger etc.
- b. Distance tasks normally apply – 1 point per kilometre.
- c. Bonuses may be added for reaching certain turnpoints, goals and landing back. Any circles applied shall be designated in the Task.
- d. Some Tasks may be time limited. If so, scoring stops at the end of the designated time as measured from the valid start. However, bonus points for landing back are normal still available.

- e. Some Tasks may include a provision for a speed component.
- f. Aggregate score of the above will be subject to handicapping with reference to the current GNZ handicap system.
- g. An IGC valid logger file and self-scoring sheet is required to be handed in for each day, from which the scorer will validate the self-scored sheets.
- h. The Competition Director will make determinations not expressly covered in these rules.
- i. Enterprise allows for 'novel' interpretation of the rules, normally called cheating.
- j. The Scoring Adjudicator has the final say.

FAQs

What kind of Tasks might be expected? There are a number of classic Enterprise tasks that may be used or the Task setters may create their own versions to suit conditions. The overriding philosophy is to set tasks that suit the weather. If the weather is considered safe for cross country soaring then a suitable task will be set. Some Task examples are:

- a. A *String of Pearls*: Kms are accumulated on an out-and-return distance tasks from a designated point. Turn points are nominated along a roughly straight line from which the pilot selects his return. Bonus points may be given for passing through the nominated turn points and a bonus given for getting home.
- b. *Ever decreasing circles*: A number of increasing radius circles are centred on a nominated point and pilots accumulate kilometres by a series of out-and-return flights to the ring of their choice provided each subsequent circle is inside the previous.

- c. **Compass Rose:** Starting from a given point the aim is to establish the longest quadrilateral flight with one point in each quadrant of the compass.

Any of these tasks may be time limited to make them more interesting or to reduce fatigue over the contest.

Why is the Enterprise format good for less experienced pilots? It is simpler.

Less experienced pilots can focus on the most important aspect of any glider racing which is to read and better understand the weather conditions of the day. They can then fly the task to the best of their ability, win as many points as they can and compare their efforts directly to the winner's achievement. The added complications of racing starts, tactical flying, gaggle flying, percentage scoring and devalued days which are all associated with classis FAI reading, can be learnt later.

Why is the Enterprise format good for experienced pilots? It is challenging and

makes the most of the best days. The tasks contain a significant number of pilot selected turnpoints so that experienced pilots can make long and challenging flights. This means a great flight made on an exceptional soaring day is rewarded by a high score whereas FAI racing pilots often finish an exceptional soaring day with similar speeds and a similar score.

Why are scoring/bonuses not based on 1000 points for the day winner? The

aim is to have the winning scorer around 500 points or less if the task and weather go according to plan. The choice of bonuses also allows poor performance gliders to accumulate a respectable number of points, whereas fixed routes and handicaps do not adequately compensate for wind or other factors. *The system also encourages more flying – the CE leading pilots usually have flown more hours than most other competitors, whereas in conventional FAI competitions the winner flies the least number of hours.*

What is the process of evidence scrutiny and why is self-scoring used? Traces are downloaded and checked on *See You* by the Scorer. Self-scoring was introduced to enable a quick preliminary result to be posted with minimal work for the scorer. Only the leading scores for the day need to be checked if time is short. It is part of the low cost, minimal noncompeting staff scenario.

Why is there emphasis on pilot selection of turn points? To encourage people to stretch themselves within the limitations of weather, their glider and their level of experience. To encourage pilots to read and understand weather conditions before and during the flight instead of the task setter primarily exercising those skills; to enable record or badge flights to be attempted whenever possible and above all, to encourage enterprise flying.

Why is there no FAI rating for the Competition Enterprise (CE)? Mainly because of the type of task but also to some extent, the variety of glider performance catered for. Rated competitions seem to require mostly closed-circuit tasks. CE has mostly pilot selected elements, varying more widely than those allowed for in FAI rated competitions. They can include very long sections to stretch Open Class gliders and short sections to suit a Club class glider on a strong wind day. All CE tasks allow pilot selected take-off. Rated competitions require enough tow planes to launch every competitor in a limited time, which adds to the fixed costs. GNZ competitions have a large support team of scrutineers and other competition officials who normally cannot fly themselves.