# 2003 CISS CLUB SOARING CHAMPIONSHIPS

***INTRODUCTION***

Rather than try to hold two contest periods of three days each as we have in the past, and hope for soarable weather, this year we will change the structure altogether to allow days and flights at any time during the soaring season. The structure is modeled on the one used by the Chicagoland Glider Council. After reading our proposed rules, if you see any glaring faults or omissions, please contact the contest manager at don_taylor@earthlink.net . After reviewing the comments and based upon actual results, adjustments can be made later. Here goes:

1 Anyone can enter, and any type of sailplane can be flown

2 The official SSA handicap list will apply for distance and speed and scoring purposes. At this time the list can be found at the following url: www.ssa.org/docs/CH2002Handicap.pdf We will always use the most current version.

3 The contest period will run from April 1 through October 31.

4 There will be two classes of competition: the **RED TAIL CLASS,** which will be comprised of pilots that have obtained their FAI Gold Distance Badge leg and the **KESTREL CLASS** for those who have not. If a pilot is awarded a Gold Distance leg during the year, he will be scored in the Kestrel class.

5 An official ***contest day*** will be scored any time at least three contestants submit ***qualifying flights*** (more on that later) to the contest director. The decision to fly a task can be made between them, or they can simply decide independently, as there will be no required pilots meeting. However, there is a greater chance of three or more participating if together they evaluate the soaring conditions and encourage one another to go.

The decision to "go somewhere" can be made on the ground or in the air after testing the conditions. Communicating about the conditions before going out would be helpful, especially to beginners. However, once the decision to compete is made, one could envision slightly less communications between certain pilots ☺ . In any case, every effort should be made to boost less experienced pilots onto a course and assist them with the post-flight technology that has now become part of our sport.

5 A ***qualifying flight*** is one of ***at least one hour in duration*** and covers a ***handicap distance of at least 30 statute miles***. (For the Red Tail Class, minimum distance is 50 miles) For example: the PW-5 with a handicap of 1.206 would need to fly 24.876 miles calculated by dividing 30 by 1.206. The Schempp-Hirth Discus B with a handicap of .939 would have to fly 31.95 miles calculated by dividing 30 by .939. You get the picture. As a matter of sportsmanship, experienced pilots are expected to attempt longer tasks on good days rather than exploit the bare minimum time and distance requirement.

6 ***Turnpoints*** include any airports shown on the sectional chart. You must fly within a 1/2-mile radius of the turnpoint. Presently it is not contemplated that any allowance will be made for not getting within the one-mile diameter circle around the airport.

7 Each pilot may select his own ***task***. (He may agree with one or more pilots to fly the same task, but that's entirely optional.) Multiple turnpoints may be used, however no turnpoint may be used a second time unless there are two intervening turnpoints. The maximum number of turnpoints, not including the start/finish, that may be claimed is six. The following types of tasks are acceptable: out and return, triangle, polygons using up to six airports (including Terry), a triangle twice around, etc. Terry airport may be used as a turnpoint as well as the start/finish, however, after starting from Terry, two intervening turnpoints must be used before coming back to use Terry as a turnpoint.. ***Flights ending in a landout*** will be eligible if the handicapped distance achieved from start, through any turnpoints, to the landing location is at least 30 miles.

8 The ***start/finish area*** will be a one-mile diameter circle centered on the midpoint of the runway at Terry Airport. All ***starts*** must be less than 5000 feet AGL and may be made in any direction. Multiple starts are okay: the last one will be the one used for scoring. All ***finishes*** must be at least 1000 feet AGL and may be made from any direction. A penalty will be applied for finishes below 1000 feet above the field. The finish altitude has been made high to reduce traffic pattern hazards, but extreme caution and vigilance should still be used when finishing. Be sure to listen in on 123.05 mhz well ahead of finishing to learn of airport traffic and also be sure to announce your arrival several miles out, stating altitude (MSL) and direction from the airport. (Terry traffic, glider XX is 3 miles northeast of Terry at two thousand five hundred inbound to Terry. All traffic in the area please advise.)

8 ***Water ballast will be allowed, but your score will be reduced by 5%.***

9 The responsibility of ***flight verification*** will mostly rest with the contestant. ***No photo or barograph*** verification will be accepted, now that GPS receivers are so inexpensive and nearly everyone has one. If someone wants to participate, but doesn't have a GPS, more than likely we can find one to borrow. The preferred method of documentation would be as follows:

- ***Within two weeks after your flight***, submit (mail or email) to the scorer 1) a copy of a printout of your flight trace and 2) the ***Flight Data Form*** (appended to the end of this set of rules). To obtain the trace printout, it will involve downloading your GPS track log to your computer and printing it out using one of the many flight display programs available such as SeeYou, Waypoint+, Cambridge Aero Explorer, etc. On the printout, identify your task and the turnpoints and other significant events.

- ***Email your GPS track log to the scorer.*** This will be used by the scorer to load into a program such as SeeYou and all pertinent data will be extracted needed to verify and score your flight. ***Although your flight will be scored when the printout and information form is received (within two weeks after the flight), it will be unofficial until the track log is received and evaluated by the scorer.***

- If you don't have a tracklog display program, ***simply save the track log you downloaded from your GPS and forward it, along with the Flight Data Form to the scorer.*** He will do the rest.

9 ***Scoring will be based upon handicapped speed.*** The contestant with the highest speed for the day will get 1000 points and each other entrant will receive a percentage of that based upon his speed relative to the winner's.

***Landouts will be scored based on speed from start to landing***, however the resulting score will be discounted by 20%. If the handicapped distance from start to the point of landing is less than 30 miles, the flight won't be scored. (I know: you're thinking why not leave Terry at 5000' and make a high speed dart flight to a landing 30 miles downwind. If this behavior becomes common, the rules will be changed ☺ )

The results from each day will be posted. Finally at the end of the season, the sum of each contestant's **four highest scores** will be added to determine the overall standings. If a contestant entered four or less flights, all of his scores will be included in the final tally.

10 A ***Club Entry*** will be provided for. The four best flights made in club sailplanes will be tallied at the end of the year in the final standings, even though those flights may have been made by different pilots.

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***NOTE 1***

(A word of caution about downloading tracks from Garmin GPS's: If you did not clear/delete the prior tracklogs in the GPS before your flight, they will show up in your download and confuse the process badly. Try to remember to clear prior tracks before you fly. Also, after your flight, <u>don't specifically save the tracklog in the "saved tracks" file in your GPS.</u> Generally, tracks saved in a GPS are compressed using some format that cannot be read by any of our display programs, even though they can be displayed on your GPS screen. Just keep your track as the active track and then download it to your computer as described above as soon as possible. Email it or save it on a disk to submit to the scorer later. That will get it off your GPS as soon as possible so you may then clear all track logs from your GPS before your next flight.

Not all tracklog data formats may be handled by the scorer's display program, SeeYou. Cambridge GPS-NAV and 302 work fine, along with IGC and Volkslogger. If your tracklog is in another format, such as Garmin, it should be converted to an IGC format.

if you use a Garmin GPS, there is an easy program to use, called G7toWin, that will convert your Garmin tracklog to IGC format. Install G7toWin on your home or laptop computer: it is a quick and free download off the web. Open the program, connect your GPS to your computer using a serial connector and then follow the instructions in the program to transfer the track data to G7toWin. Save the file with a name that may include your initials and date, for instance, and then email that file to the scorer. The scorer can help with setting this up, so your tracklogs can be emailed to him.

# FLIGHT DATA FORM

1 Pilot Name _____

2 Date of Flight _____

3 Sailplane make and model _____ Handicap factor _____

4 GPS or Data logger make, model and tracklog file format _____

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5 Description of flight: Start Airport, Turnpoints claimed in order, finish airport

6 Total distance claimed _____

7 Start time _____ Finish time _____

8 Estimated Speed _____

9 Handicapped speed _____

10 Landout? Time of Landout _____

Lat/long N _____ W _____

or airport _____

Claimed distance _____