



Rules RC-OLC, Beta-Version, valid October 9th 2012

1. General

1.1 Target

The RC-OLC's target is to capture local RC flights in the internet in order to allow indirect comparison between them. The pilot's task is to fly the glider around a free triangle, which's size relates to the glider's wingspan but is not predefined, as fast as possible. Only the pilots ability to use the thermals is evaluated.

The RC-OLC is meant to motivate RC glider pilots to engage in sporty flying.

1.2 Organizer

Segelflugszene gemeinnützige GmbH

1.3. Location and space of time

1.3.1 Scoring country

The flight is scored for the RC-OLC of the country in which the take-off was located.

1.3.2 Scoring period

The last competition day of each season is the second Monday of October. The following day marks the beginning of the next season.

1.4 Participants

Participants are natural persons.

1.5 Validity of Score

The scoring of a flight becomes final 14 days after its registration, if no protests against the flight have been lodged. Participants are required to keep the IGC files until one month after the end of the current scoring period.

1.6 Participant Registration

Participants must register on line using the form provided under <http://rc.onlinecontest.org> and must confirm their registration annually. With their registration the participants must declare their acceptance of the conditions of participation.

1.7 Infringements

Pls. look into the German version.

1.8 Protests – Jury

Pls. look into the German version.

1.9 Winner

The winner and therefore RC-OLC Champion of the year is the participant who achieves the most points with six flights. The amount of flights that can be submitted is not limited. The best six flights are used for scoring.

Only the best flight of a day will be taken for scoring in the OLC Champion list (clarification: all flights of a day are taken and listed for scoring in the OLC Daily Scoring list, but only the best flight is taken into the OLC Champion list).

2 Scoring / Classes

All RC gliders belong to one class.

The differences in performance will be compensated by the RC-OLC handicaps.

The scoring is done in two separate takeoff site classes. The site is classified by the participant and is checked by the OLC.

a) *Ridge site*

Definition: A valid task can be flown without the use of thermal energy.

b) *Normal site*

Definition: All other sites.

3 Flight recording and submission

3.1 Documentation

The Documentation is done entirely by GPS flight recordings.

There are three levels of validation:

i) *With an IGC-approved flight recorder (logger) (green V icon in the info window)*

The flight data (files) must have been created by an IGC-approved flight recorder.

ii) *With an OLC-approved flight recorder (green/blue V icon in the info window)*

These recorders are not IGC-approved but fulfill all technical requirements for an IGC approval. The recorders must be readout with a software that has been approved of by the OLC.

iii) *With an OLC-approved flight recorder (blue V icon in the info window)*

These are all other recorders which have been readout with a software that has been approved of by the OLC..

The recorders must provide barometrical height measurement.

A list of recorders currently approved by the OLC can be found on the OLC website (<http://www.onlinecontest.org/olc-2.0/OLC-recorder.pdf>). Special recorders for rc gliders are not yet included.

3.2 Submission

Flights are submitted through the online form on <http://rc.onlinecontest.org>. Flights have to be submitted until 48 hours after landing or in case of an interrupted recording 48 hours after the final fix.

By submitting his flight the participant confirms the correctness of entered flight details.

4 Flights and procedures

4.1 Task

Fly around a free FAI-Triangle within the defined range of sizes as fast as possible.

The amount of flights around the triangle is not limited.

The OLC server calculates the fastest flight around the triangle.

4.2 Definitions

4.2.1 Triangle size: The triangle size is the sum of the lengths of the legs of the biggest triangle calculated by the OLC server..

The sum of the leg lengths must be larger than the sum of leg lengths of the 'minimum triangle of the wingspan class' (MinTria).

Flight distance that exceeds the sum of leg lengths of the MaxTria = 1.5 * MinTria is not evaluated.

An overview of the wingspan classes, RC-OLC handicap, MinTria, MaxTria, StartGoalCircle (SGC) can be found here.

4.2.2 FAI- Triangle: The shortest leg must cover 28% of the scoring distance or more.

4.2.3 Scoring distance: Sum of the three leg lengths between the turn points.

4.2.4 Evaluation: The triangle which was flown with the highest average speed is evaluated..

4.2.5 Height conditions (each lap): The finishing height must be equal or larger than the start height for each lap.

4.2.6 Evaluation start: The start of evaluation must be set manually when submitting the flight.

For model gliders which self-launch, the scoring starts when the motor is stopped after launching.

This point must be clearly identifiable (i.e. flying a peak or a distinctive pushover). *) Or the scoring starts after a motor run to avoid landing.

This motor runtime must be clearly identifiable (i.e. long enough runtime). *)

For model gliders which are launched by hand, winch or aero tow, the scoring start is not the release time, but a time as soon as possible directly after the release must be chosen.

*) Added on March 10 (th), 2013

4.2.7 Evaluation end: Either when the motor is turned on or when the glider lands. The Evaluation ending also has to be entered manually.

4.2.8 StartGoalCircle (SGC): A circle with a radius of 5% of the leg length of the MinTria of the specific wingspan class around the point where the evaluation started. The horizontal position of the model at the start of evaluation defines the centre of the StartGoalCircle.

4.2.9 Start point lap 1: Evaluation start (=start fix lap 1)

4.2.10 Start point lap n: Lateral position of the first GPS-fix after crossing the finish circle in lap n-1. (=start fix lap n)

4.2.11 Start time: Time of the specific start fix

4.2.12 Start height: Height of the specific start fix

4.2.13 Finish height: Height of the specific finish fix.

4.2.14 Finish point: Lateral position of the first GPS-fix after crossing the finish circle (=finish fix)

4.2.15 Finish time: Time of the specific finish fix

4.2.16 Further definitions

4.2.16.1 Recording interval: 1 second maximum

4.2.16.2 Start/finish fix: A fix must be recorded in the StartGoalCircle

4.2.16.3 Use of engine during flight: If the engine is used during evaluated flight, the evaluated flight is invalid (Exception: use of engine in order to prevent landing = end of evaluation).

4.2.16.4 Start speed: The speed at start time is limited. The speed limits can be found in the StartSpeedLimit column in the 'RC-OLC_Classes_Index_Trias_Speed' overview

4.3 Evaluation

The evaluated speed (points) of the fastest flight is the achieved speed multiplied by 100 and divided by the RC-OLC handicap of the specific wingspan class (Points = km/h * 100 / handicap).

5 Rule Changes

6 Conditions of Participation

6.1. Participants

Participants are individual RC glider pilots.

Participation is free of charge.

The participant can only register by filling in the online form provided on <http://rc.onlinecontest.org>

The registration has to be confirmed once a year.

By registering the participant provides his consent to the rules.

6.2 Publishing of data/Right of use

The participant agrees that his flight data and flight-routes will be published on the Internet at <http://rc.onlinecontest.org> .

The right of use for the flight track files is non-exclusive but is granted non-revocable and indefinite to the organizers of the RC-OLC.

6.3 Compliance with Aeronautical Regulations/ Airspace Violation

The Organisers of the OLC assume that the participants do not infringe any aeronautical or other regulations on their RC-OLC flights. For example, clearance must be obtained from the relevant authority for entry into any area where a clearance is required. However, the RC-OLC team will not check that the clearance was in fact obtained.

We are neither competent nor responsible for aeronautical jurisdiction.

If it becomes known to the RC-OLC team that, for example, a fine was imposed in connection with an RC-OLC flight, we reserve the right to take action outside these rules. Of course anyone has the right to approach a pilot in the event of airspace violation. It is a matter for the authorities or a representative of the national aero club to decide whether or not there has been an infringement of regulations or violation of airspace.