

## **OLC-Destination** (Issue April 4<sup>th</sup>, 2011)

### **INTENTION**

The intention of the Destination-Competition is to motivate and cultivate cross country gliding in clubs, where only few pilots actually do longer flights. This goal is reached by introducing a pilot-factor, that scores the flights according to the personal performance level of the pilot.

### **SCORING**

The scoring of the flights is based on the distance of OLC-Classic competition scoring. In addition to this raw score, three more factors are taken into account. These are pilot-factor, homebase-factor and plane-factor.

The homebase-factor is being introduced to encourage cross-country flying from the pilot's home airfield and not only on centralized competitions or vacations. Because of this, every flight from the home airfield get the full score, but all other flights get only 80% of it.

Destination is designed as an airfield-competition, therefore all flights and pilots of the local clubs that belong to that airfield are taken into account. Responsible for the assignment of the clubs to the airfields is a list of the OLC. Since we can not guarantee the accuracy of this list, we would appreciate an email to [mail@onlinecontest.org](mailto:mail@onlinecontest.org) if something is wrong.

### **PILOT-FACTOR**

The pilot-factor is based on the pilot's personal cross-country record and is divided in the following steps:

<b>Maximum distance</b>	<b>Factor</b>	<b>Percentage of the points</b>
less than 50 km	4.0	400%
less than 100 km	3.0	300%
less than 300 km	2.0	200%
less than 500 km	1.6	160%
less than 700 km	1.4	140%
less than 1000 km	1.2	120%
greater than 1000 km	1.0	100%

To provide a certain fairness we would like every pilot to check his factor in the "Contest Registration" and to have adjusted it by the OLC if necessary. If a flight is claimed, that would lead to a new pilot-factor, that factor will be updated automatically.

### **Special case: double-seater flights**

1. If there are two persons on board, the pilot-factor of the more experienced pilot is taken into account for this flight. Independent from this, the flight is only scored for the main pilot, whose factor will be updated for the following flights according to this eventually longer distance.
2. If the main pilot has not yet reached a pilot-factor of 2.0, the pilot-factor won't be updated if the copilot has a better factor, no matter what distance was covered. (special rule for cross-country instruction flights with the student in the front seat).

## PLANE-FACTOR

The plane-factor is based on the index of the plane. To give the elder training planes a better chance in competing, the normal index is amplified. This is achieved by squaring the index, as seen in the following short example:

Plane	Index	Percentage of the points	Plane-Factor	Percentage of the points
ASH 25	124	80.64 %	1.5376	65.04 %
Hornet	100	100.00%	1.0	100.00%
Ka8	78	128.21 %	0.6084	164.37 %

## RANKING

To calculate the ranking, the three point-wise best flights of each pilot are accumulated and build up his overall score of the season. The winner of Destination is the pilot with the highest overall score.