

Version: 2013, Nov. 4th; valid from: 2013, Oct. 7th
The rules of the OLC apply, with the following deviations:

1. General

Only completed triangular flights will be accepted.

The task has to be declared in the FR before take-off. The flight and the declaration have to be documented with an IGC approved FR approved for "all IGC badge flights and distance diploma" (i.e. only flights with a green V will be scored).

2. Scoring Procedures

2.1 Outline

The scoring software determines from all fixes within the powerless part of the flight whether a fix is within the Observation Zones of the Departure Point, all Turn Points and the Finish Point. If this is the case, the points are determined as follows:

- 1) The raw point score of 1 point per km is applied for the total distance of the 3 legs around the Turn Points.
- 2) If the Departure Altitude is more than 1000 m above the Finish Altitude, the raw points are reduced by the Height Penalty.
- 3) If Cylinder Observation Zone is used, the raw points are reduced by 3 (which equals a reduction of 0.5km each time a leg crosses an observation zone).
- 4) A 30% bonus is applied for triangles (commonly known as FAI-Triangles),
 - if the shortest leg is at least 28% of the total distance, or
 - if the total distance is 750 km or more, and the shortest leg is at least 25%, and the longest leg at most 45% of the total distance.
- 5) To compensate for the differences in glider performance, the raw point score thus obtained is multiplied by 100 and divided by the valid OLC index. The result, rounded to one hundredth of a point, is the final score for the flight.

2.2 Detailed Rules

Definitions:

- Scoring Start: Time at which the powerless flight begins
- Scoring End: Time at which the powerless flight ends
- Departure Point: The horizontal position declared as the start of the soaring performance. The Departure Point can be between two Turn Points of the triangle.
- Finish Point: The horizontal position declared as the end of the soaring performance, at the same horizontal position as the Departure Point.
- Turn Point: Declared horizontal position between two legs of the triangle.
- Waypoint: Any of Departure Point, Finish Point or Turn Point. All Waypoints have to be reached in the same sequence as they are declared in the FR prior to take-off.
- Departure Altitude: Lowest altitude within the Observation Zone of the departure point
- Finish Altitude: Highest altitude within the Observation Zone of the finish point
- Height Penalty: A distance that is equal to 100 times the Departure Altitude is above 1000 m over the Finish Altitude (e.g. for each 1 m above the granted 1000 m height loss, 100m are deducted from the total distance).
- Observation Zone: The airspace a glider must enter to verify that a Waypoint has been reached. The shape may be either the Sector Observation Zone, or the Cylinder Observation Zone; during a given flight only one type of these shapes may be used.
- Sector Observation Zone: This is the airspace above a 90-degree sector with its apex at the Waypoint. This sector is:
 - For the Departure Point symmetrical to and remote from the next Waypoint.
 - For the Finish Point symmetrical to and remote from the previous Waypoint.

- For all other Waypoint symmetrical to and remote from the bisector of the inbound leg from the previous Waypoint and the outbound leg of the next Waypoint.
- Cylinder Observation Zone: the airspace in a vertical cylinder of 0.5 kilometres radius centred on the Waypoint.
NOTE: A penalty may be applied for this type of Observation Zone. Therefore the scoring software uses this shape only, if the Waypoints were not reached using the Sector Observation Zone.

Only GPS fixes between the Scoring Start and the Scoring End are taken into account.

3. Winner

Pilots may submit any number of flights meeting the criteria; only the highest scoring flight in any class will be counted in determining the winner.

4. Classes

Winners are scored in the following classes: open, 18m, 15m, standard, club, double-seater and an overall class. The class is defined by the glider type used during each flight. A pilot may therefore participate in several classes.

5. Local Laws and Regulations

The flight has to be performed in accordance with local laws and regulations for gliders (in particular with regard to landing before sunset).