

OLC-League 2011 (4.4.2011)

GOALS

The league system is achieved by using a round based formula-one scoring. It allows the clubs to compete in a league system where the positions can change during the whole season based on the relative formula-one scoring. Like in other sports this is a very exciting competition during the whole year and the decision who will be champion can come down to the last round of the year. Basis for scoring is an OLC-Sprint task which is to be flown in a 2,5 hour weather window. The optimum weather window for the sprint task is automatically being calculated by the OLC software based on the submitted IGC-file.

1. Participants

The OLC-League is a team competition for clubs who participate in the OLC.

2. Calendar of Rounds 2010

Round	from / to	Days	Round	from / to	Days
1	April 23./24.	2	11	July 2./3.	2
2	April 30./Mai 1.	2	12	July 9./10.	2
3	Mai 7./8.	2	13	July 16./17.	2
4	Mai 14./15.	2	14	July 23./24.	2
5	Mai 21./22.	2	15	July 30./31.	2
6	Mai 28./29.	2	16	August 6./7.	2
7	June 4./5.	2	17	August 13./14.	2
8	June 11./12.	2	18	August 20./21.	2
9	June 18./19.	2	19	August 27./28.	2
10	June 25./26.	2		Total	38

3. Formula-one scoring

Each round the sum of the three fastest XC speeds on the OLC sprint task of up to three different pilots per club will be scored. The speeds will be index corrected according the gliders handicap. This sum is called the 'OLC-League-average-speed per round'. The clubs are ranked in a list according the achieved "OLC-League-average-speed per round". The club with the highest speed receives 2 OLC league points for each participating club in this round to a maximum of X points (i.e. max 30 points in the World-League). The following clubs ranked "n" receive "n-1" points, but each participating club receives at least one point per round.

There are scored 19 rounds, each weekend represents one round, starting in Oct 2009 for the southern hemisphere.

Table of Countries:

Country	Max. points	Country	Max. points
Argentina	3	Kanada	17
Australia	17	Netherlands	19
Austria	25	New Zealand	6
Belgium	12	Norway	5
Brazil	10	Poland	9
Czech Republic / Slovakia	27	Portugal	4
Denmarc	6	Slovenia	13
Finland	13	South Africa	5
France	15	Spain	13
Germany	20/20/50	Sweden	10
Greece	5	Switzerland	23
Hungary	14	United Kingdom	10
Italy	18	USA	12/20
Japan	5		

4. Rules for the OLC Sprint task

4.1 Task distance

- The scoring distance is calculated on OLC-Classic-Rules. Sprint start point and sprint end point are positioned such that the sum of distances between sprint start point and sprint end point becomes as large as possible.
- End of sprint may be chosen a maximum of 150 minutes after start of sprint.
- Sprint start point and sprint end point must each be recorded as gps fixes on the flight track.
- sprint turnpoints correspond to 3 turnpoints of the OLC-Classic-scoring, which must be positioned between sprint start and sprint end

4.2 Altitude Difference

- The sprint start point can not be higher than the sprint end point.
- The sprint start altitude is the altitude at the sprint start point.
- The sprint starts after the begin of engineless flight and corresponds to the time at the sprint start point.
- Sprint arrival height is the altitude at the sprint end point.
- The sprint ends latest at or before the end of engineless flight and corresponds to the time at the sprint end point.

4.3 Scoring

The average speed (points) of each individual flight is the sum of the distances from sprint start, around up to three turnpoints, to the sprint end divided DAeC index increased by 100, multiplied by 200 and divided by 2.5h: [formula: Points = km / 2,5 * 200 / (Index+100)] The OLC-League-average-speed per round for a club is calculated from the sum of the three highest average speeds of all different pilots of a club. Only flights with an average of min 20 km/h will be scored.

4.4 Take-off

The take-off has to be part of the IGC flight record.

4.5 Start Circle

Before the sprint departure point, the powerless flight must begin within, or pass through, a cylinder with a radius of 15km centered on the take-off airfield.

5. Special Rules for the US-League

5.1 Participants

The OLC-League is a team competition for clubs who participate in the OLC. The clubs of the US Gold-League 2011 on the places 15 – 18 will downgrade in the US Silver-League 2012. The best 4 clubs of the US Silver-League 2011 will upgrade in the US Gold-League 2012.

All clubs not listed in the Gold-League will automatically participate in the US Silver-League.

Participants of the US Gold-League 2011:

Rang	Club	Rang	Club
1	Albuquerque Soaring	11	Soaring Society of Boulder
2	Tucson Soaring Club	12	Soaring Club of Houston
3	Warner Springs Gliders	13	Las Vegas Valley Soaring Association
4	Caracole Soaring	14	Willamette Valley Soaring
5	SGC Seattle Glider Council	15	Minden Soaring Club
6	TSA-Texas Soaring Association	16	NUTSO
7	Hole in the Wall	17	Mount Shasta Soaring
8	Black Forest Soaring	18	Carolina Soaring Association
9	Northern California Soaring Ass.		
10	Tehachapi Soaring		

5.2 Formula-one scoring

Each round the sum of the three fastest XC speeds on the OLC sprint task of up to three different pilots per club will be scored. The speeds will be index corrected according the gliders handicap. This sum is called the "OLC-League-average-speed per round". The clubs are ranked in a list according the achieved "OLC-League-average-speed per round". The club with the highest speed receives 2 OLC league points for each participating club in this round to a maximum of 12 points in the Gold League and 20 points in the Silver League. The following clubs ranked "n" receive "n-1" points, but each participating club receives at least one point per round.