

1. General Rules

1.1 Objectives

The goal of the Online Contest (OLC) is the rapid registration of cross-country soaring flights, without the requirement of a flight declaration, in order to enable a decentralized comparison of current performances. The direct comparison is intended to serve as a motivation for cross-country flights. The documentation of the flights is aimed at enhancing the visibility of gliding sport.

1.2 Organiser

Segelflugszene gemeinnützige GmbH (non-profit organisation).

1.3. Location and Time

1.3.1 Scoring country

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

1.3.2 Scoring period

The last day for flights to be scored in the current year is always the second Monday in October. The next day is the start of the scoring period for the following year.

1.4 Participants

The participants are natural persons (see conditions of participation).

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://www.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

In Preparation.

1.8 Protests – Jury

In Preparation.

1.9 Winner

The winner, and hence „OLC Champion“, of the relevant scoring year is the participant who has the most points with six flights.

2 Scoring Classes

All gliders, including those with a retractable engine, are scored in one class. The DAeC index (http://static.onlinecontest.org/files/rules/DAeC-Index_2012.pdf) is used to compensate for differences in the glider performances (version: April 2012). Gliders which are not listed in the DAeC index are added within the OLC system.

3 Flight Documentation and Entry

3.1 Documentation

Flights are documented exclusively with GPS flight recorders. There are two validation levels:

- i) With IGC-approved flight recorders (green V icon in the info window).
The flight data (files) must have been created by an IGC-approved flight recorder.
- ii) With position recorders approved only for the OLC (blue V icon in the info window).
These are all other GPS position recorders which can be read by OLC-approved software.

IGC-approved flight recorders are required for the documentation of flights for league and speed scorings. In the case of flights with motor gliders, the flight data must include a record of the engine running time (ENL).

An up-to-date list of the units which may be used for the OLC can be found on the OLC web site (<http://static.onlinecontest.org/files/rules/OLC-recorder.pdf>).

3.2 Flight entry

Each flight must be entered on line via the form provided under <http://www.onlinecontest.org> or <http://www.olg-pda.org> not later than 48 hours after the landing (or if the flight record was interrupted before the landing, 48 hours after the last recorded fix). With the flight entry, the participant confirms the correctness of the details given.

4 Scoring Procedures

4.1 Outline

The scoring systems „OLC Classic“ and „OLC FAI“ which have been used so far will be combined to form the new system „OLC Plus“ from October 2010. The scoring software selects from all fixes within the powerless part of the flight a departure point, up to 5 way points (turn points) and a finish point in such a way that the following two conditions are fulfilled:

1) The raw point score (1 point per km) from the departure point via all way points to the finish point is a maximum.

2) The departure altitude is not more than 1000 m above the finish altitude.

To stimulate „area“ flying, a so-called FAI bonus is granted. For this purpose, the scoring program checks whether FAI triangles can be fitted into the flight route and, if so, determines the largest such triangle for calculating the FAI bonus.

4.2 Detailed Rules

Definitions:

- Scoring start: Time at which the powerless flight begins
- Scoring end: Time at which the powerless flight ends
- Departure point: horizontal position of the GPS fix marking the start of the scored flight route (automatically determined by the scoring program after the flight)
- Finish point: horizontal position of the GPS fix marking the end of the scored flight route (automatically determined by the scoring program after the flight)
- Turn point: horizontal position of a GPS fix between the departure and finish points (automatically determined by the scoring program after the flight)
- Departure altitude: Altitude at the departure point
- Finish altitude: Altitude at the finish point
- FAI distance: Sum of the lengths of the legs between the FAI turn points

Only GPS fixes between the scoring start and the scoring end are taken into account.

4.3 Scoring Courses

4.3.1 OLC Classic Course

After the flight, a departure point, up to five turn points and a finish point are positioned on the recorded flight path in such a way that the raw point score, from the departure point round the turn points to the finish point, is as great as possible and the departure altitude is no more than 1000m above the finish altitude.

4.3.2 FAI OLC Course (based on the FAI)

If possible, three turn points are chosen on the recorded, closed flight path such that they define an FAI triangle with the greatest possible circumference, whereby

- the shortest leg must be at least 28% of the FAI distance
- if the FAI distance is 500 km or more, the shortest leg must be at least 25% and the longest leg at most 45% of the FAI distance.

The departure point can be between two turn points of the triangle. The flight path is considered to be closed if the finish point is within 1 km of the start point, and the departure altitude is not more than 1000 m above the finish altitude.

(Tip: If an FAI triangle is planned, a departure point should be defined before the flight, which can then be approached on the return flight.)

4.4 OLC Plus Score

The OLC Classic distance is scored with 1.0 raw points per km.

The FAI OLC distance is scored with 0.3 raw points per km. These points constitute the OLC-FAI bonus.

The raw points of the OLC Plus score are obtained by adding the FAI OLC bonus to the raw points of the OLC Classic distance.

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.

The minimum score for a flight is 50 points. Shorter flights are shown on line, but not included in the scores.

5 Rule Changes

6 Conditions of Participation

6.1. Participation and Registration

Participants are individual pilots, or two-pilot teams for double seaters.

Participation is free of charge.

Registration can only be made online via the forms provided at <http://www.onlinecontest.org> and has to be made once a year.

By their registration the participants agree to the competition 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 www.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 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 OLC flights. For example, clearance must be obtained from the relevant authority for entry into any area where a clearance is required. However, the 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 OLC team that, for example, a fine was imposed in connection with an 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.