

OLC-Destination 2015 (as of March 1st, 2015)

INTENTION

OLC's Destination-Competition would like to encourage cross-country soaring in clubs and motivate them and their pilots to enjoy flights beyond the pattern in a larger area. OLC's Destination is an "in-house" competition: All pilots flying at a specific airfield score Destination points. Achievements are valued according to a pilot's personal experience and proficiency level.

SCORING

The scoring is based on the distance-points earned with OLC-Plus. The so scored distance points will then be multiplied by three different coefficients: home airfield-factor, pilot-factor and aircraft-factor.

HOME AIRFIELD-FACTOR

This coefficient is being introduced to encourage cross-country flying from your personal home airfield. Cross-country flights from other airfields can only score 80% of the points.

OLC's Destination is designed as an airfield-competition. All flights by pilots and clubs that belong to a specific airfield can be found on the scoring-list. OLC uses a catalog in which you can find each club related to a particular field. If you find any mistakes in this catalog, please don't hesitate to send an e-mail to mail@onlinecontest.org.

PILOT-FACTOR

The pilot-factor is based on a pilot's personal cross-country achievements, according to the following table:

Maximum distance	Factor	Percentage of points
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%
over 1000 km	1.0	100%

In order to hold a fair competition, we kindly ask all pilots to check their personal pilot-factor and adjust it if necessary. Once a flight, which leads to a new pilot-factor, is claimed the factor will be updated automatically. The uploading-date will be crucial, not the flight's date.

Special rule: flights in a double-seater

1. When two persons are on board, the pilot-factor of the more experienced pilot will count for this flight. However, only the pilot in command will be scoring. His factor will be updated for following flights according to the potentially greater distance.

2. If the pilot in command has not yet reached a pilot-factor of 2.0, his personal factor will not be updated. This special rule only applies to flights with a copilot having a superior factor (1.6 to 1.0). (This rule accommodates cross-country instruction with the student being pilot in command).

AIRCRAFT-FACTOR

The aircraft-factor is based on the IGC-index of the used glider. In order to provide better competition chances for older gliders (which usually serve for training purposes) these types receive an amplified index.

This is achieved by squaring the index, as seen in the following short example:

Aircraft	Index	Percentage of points	Aircraft-factor	Percentage of points
ASH 25	124	80.64 %	1.5376	65.04 %
Hornet	100	100.00 %	1.0	100.00 %
Ka8	78	128.21 %	0.6084	164.27 %

RANKING

At the end of the OLC season, each pilot's three best flights are accumulated to evaluate his overall score and calculate the ranking. OLC's Destination Champion will be the pilot with the highest overall score.