

## Summary of Rules and Etiquette for Competition Enterprise Omarama, 2015

1. Competition Enterprise encourages all types of gliders, of all ages, with & without engines, to take part in the same competition for the same trophies, on as fair and equal footing as possible.
2. The GNZ handicap system (based on the BGA system) is used for scoring
3. Trophies and prizes.
  - a. Overall winner takes the Omarama Cup.
  - b. Day Prizes courtesy of Ostler Wines.
  - c. The Enterprising Flight Award is for the most Enterprising flight of the contest
4. Pilot selected Launch times
  - a. First launch time designated by the CD
  - b. When there is any kind of 'queue' self-launchers will take their turn along with all other gliders.
5. Starting and Finishing
  - a. A valid start is made by leaving the designated start circle of 5 km radius and without an engine running.
  - b. The finish circle will normally be a circle of 3km radius centred on the airfield.
  - c. A maximum start height is not normally designated.
  - d. A valid finish is made by entering the finish circle. Landing back on the airfield normally, but not always, attracts significant bonus points.
6. Airspace - normal restrictions apply with GNZ contest penalties for infringement
7. CAA - normal rules apply.

### Scoring

1. A self scoring sheet will be completed by the pilot at the end of each day's task. This then forms the basis for the days' scoring to be checked against the logger etc.
  - a. Distance tasks normally but not always – 1 point per kilometre.
  - b. Bonuses may be added for certain Turn Points, Goals and Landing Back.
  - c. Some tasks may be time limited. If so, scoring stops at the end of the designated time as measured from the valid start. However bonus points for landing back are normally still available.
2. Aggregate score of the above will be subject to handicapping with reference to the current GNZ handicap system.
3. A valid logger and self scoring sheet is required to be handed in for each day. From which the scorer will validate the self scored sheets.

## Questions and Answers

### Why is there no FAI rating for the Competition Enterprise (CE)?

Mainly because of the type of task and the cost and infrastructure, but also to some extent the variety of glider performance catered for. Rated competitions seem to require mostly closed circuit tasks. CE has mostly pilot-selected elements, varying more widely than those allowed for in rated comps. They can include very long selections to stretch Ash 25's and short to suit a Grob 103 on a strong wind day. All CE tasks allow pilot-selected take-off, sometimes before briefing to allow record or badge attempts. Rated comps require enough tugs to launch every competitor in a limited time, which adds to the fixed costs. Rated comps have a large support team of scrutineers and other competition officials who normally cannot fly themselves, CE has minimal organization, self-scoring, and limited scrutiny.

### What kind of Tasks might be expected at Omarama?

There are about 10 classic Enterprise tasks that may be used or the task setters may create their own versions to suit conditions. The overriding philosophy is to set tasks that suit the weather and if the weather is considered safe for cross country soaring then a suitable task will be set.

Some Task examples are:

1. A String of Pearls: Kilometres are accumulated on an Out and Return distance task from a designated point. Turn points are nominated along a roughly straight line from which the pilot selects his return. Bonus points may be given for passing through the nominated turn points and a bonus given for getting home. Possible bonus points for flying over the sea!
2. Ever Decreasing Circles: a number of increasing radius circles are centred on a nominated point and pilots accumulate kilometres by a series of out and return flights to the ring of their choice provided each subsequent circle is inside the previous one. A bonus for getting home.
3. The Whispering Wave. Fly to Cromwell below 9,500 then add kilometres by flying as far north as possible with a big bonus for returning home.
4. Compass Rose: starting from a given point the aim is to establish the longest quadrilateral flight with one point in each quadrant of the compass.
5. Any of these tasks maybe time limited to make them more interesting or to reduce fatigue over the contest.

### Why are scoring/bonuses not based on 1000 points for the day winner?

The aim is to have the winning scorer around 500 points or less if the task and weather go according to plan. The choice of bonuses also allows poor performance gliders to accumulate a respectable number of points, whereas fixed routes and handicaps do not adequately compensate for wind or other factors. The system also encourages more flying – the CE leading pilots usually have flown more hours than most other competitors, whereas in conventional competitions the winner flies the least number of hours.

### **Why is self scoring used?**

It was introduced to enable a quick preliminary result to be posted with minimal work for the scorer and others who are also flying as competitors. Only the leading scores for the day need to be checked at first if time is short. It is part of the low cost, minimal non-competing staff scenario.

### **What is the process of evidence scrutiny?**

Traces are downloaded and checked on See You by the Scorer.

### **Why is there emphasis on pilot selection of turn points?**

To encourage people to stretch themselves within the limitations of weather, their glider and their level of experience; to encourage weather and condition reading by each pilot instead of the task setter primarily exercising those skills; to enable record or badge flights to be attempted whenever possible; and above all, to encourage enterprising flying.

### **Competition Enterprise Highlights**

- Works for a wide range of pilot experience and glider handicaps.
- No FAI style pre-start delays, gaggles or complications.
- Little if any en route gagging.
- Encourages personal bests.
- The winner has generally done the most flying not the least!
- Fly with celebrity pilots; Saudi Prince Bandar, John Bally, G Dale, Justin Wills and others.