

**The Rules for  
UK Mountain Soaring Championship  
2018**

## **Background**

This competition was conceived to make the most of the soaring conditions at Aboyne. It is intended to be a friendly yet competitive event. It is a non-rated, handicapped competition.

Tasks will include pre-declared cross-country races or Assigned Area Tasks (AAT). Points will be awarded based on the Regional Scoring System. The pilot or team amassing the greatest number of points during the week will be declared the winner.

There will be a separate Height Gain Competition for the pilot/team with the greatest cumulative height gain throughout the week. This contest will run in parallel with the Cross Country Competition.

On days when the cross country task is scrubbed then launching will be available for the height gain competition, with no restrictions on tow height, and no starting time, as you can start straight off tow as long as you register a low point

The 2018 BGA Competitions Rulebook, unless otherwise stipulated in this document, will apply.

## **General**

Safety is the prime consideration and good airmanship must be exercised. When scoring, the Competition Director (CD) may take into account any action which may compromise safety by deducting points.

Clearly, great care must be taken to avoid Airspace and Airmanship infringements.

Penalties, unless other wise stipulated by the Competition Director, shall be awarded according to the 2018, BGA Competitions Rulebook.

Loggers must be used as primary evidence, although any proof that a turning point has been rounded will be acceptable.

There is no flying permitted in cloud within 10km of the site, or within 10 km of the start zone. A radio call to indicate entering cloud, location & height must be made.

Any FL 100 restrictions on a Wave Flying Task will be advised by the Airspace Officer at morning briefing.

## **Gridding**

Competition pilots must have their glider on the grid on the day in order, or parked to the rear of the grid, by arrangement with the Launch Marshal, by no later than the time on grid published for the day. **Pilots must then be available, with their aircraft, by no less than 20 mins before the published first launch for the day.** At first launch time either:

1. The grid will be launched if one or more competitors elect to take a launch on Task.
2. An announcement will be made to either:
  - a. Delay the start for the same Task.
  - b. Fall back to the next briefed Task with a new first launch time.
  - c. Announce a re-brief for a new Task.
  - d. Scrub the day.

For any subsequent first launch time, gliders and pilots must be gridded up 20 mins before that first launch time.

It is hoped that the grid will be launched as close as possible to a 1 hour window, however if high tows are required this may not be possible

### **Launching & Re-lights**

A competition launch after a retrieve is permitted if the glider lands within 10km of the Start Turn Point. The specific permission of the CD must be sought. This will only be given if the CD is satisfied that a thorough and independent rigging and control check has been carried out. Zero points will be awarded for the previous flight if the pilot declares a Start.

### **Self Launching/Sustaining gliders**

These types will be scored to their furthest point down track before engine start.

Any engine start further than 10km from the Start Turn Point prevents a relight.

Any engine start within 10km of the start Turn Point requires a land back and relight. In the case of self launching motor gliders this must include, clearing the active runways and shutting down then seeking permission from the Launch Marshal or Competition Director before re-start and take off.

Turbo motor gliders are permitted one airborne engine start of approximately 2 mins duration to test the integrity of the engine detection equipment and prime their fuel system. This must be done immediately after aerotow and be begun at or below maximum release height for the day and before any competition start for the day. The Glider may not climb above the max release height.

### **Last Launch on a task or height day is 18.00**

### **Starting**

Unless otherwise specified during briefing;

**Wave Tasks** - The start sector is formed by a half cylinder of 5 km radius centred on the Start Point and orientated opposite to the direction of the first turning point. Its maximum height shall be 12,000 feet. It shall be surrounded by a further ½ km horizontal and 250 feet vertical penalty start volume.

Pilots may Start horizontally in any direction or vertically above 12,000 feet.

Pilots must make a radio call to declare START TIME AND HEIGHT and have it confirmed by Control, otherwise START TIME AND HEIGHT will be taken as the last time recorded in the Start Sector.

**Thermal Tasks** - The Start Sector, Start Rules and Start Penalties are described in the 2017 BGA Competition Rulebook or as specified by the CD.

If a held start is in operation the pilot must show that they were in the start sector after the gate is opened. If not, then no points will be scored for the day.

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Start height will be Pilot Initiated Start Height (PISH) unless advised otherwise at briefing

### **Turning points**

Standard 2018 BGA competition rules zones will be used for Turn Points.

If there is no evidence that the glider has been in the control sector or standard penalty area, 25 pts will be deducted for every subsequent 100m to the nearest approach to the sector.

### **Finishing**

If a pilot initiated start height is used then the finish height must be no more than 1000m below that start height. If not, 3 points will be deducted for every 10m below.

Finishing may be either a remote finish point or the airfield. This will be advised at Briefing

Finishes should not compromise good airmanship and should be in compliance with CAP 393 ANO section 2 Rules of the Air Article 5 (low flying rule) , and CAP 393 ANO section 1 Article 74 which states "A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property".

### **Airfield Boundaries**

For the purpose of the competition the airfield boundaries are defined as

North	A 93 Road
East	Embankment
South	Embankment
West	Road from site entrance to maintenance hangar

Minimum height crossing any airfield boundary is 30 ft agl

### **Scoring – Cross Country**

Task setting and scoring will be done on SeeYou

Scores are calculated according to BGA Regional Rules.

### **Height Gain Competition**

The Height Gain Competition is run independently of the main competition. The winner is the Glider/Team which accumulates the greatest amount of height climbing over the week. [Highest point – Lowest Point] . The Height Gain may be claimed at any time after launching and prior to landing.

It is not necessary to go through the start to claim a height gain

Co-ordinates of the Aboyne wave box will be sent to every competitor

### **Landouts**

Any outlanding **MUST** be reported to competition control

### **The Most Important Rule**

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The Competition Director has sole and final discretion in all matters affecting the Competition.

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Dated 31<sup>st</sup> July 2018