The 2006 Rules for BGA Rated Competitions

Issue 1 dated 27th February 2006

FOREWORD

Welcome to the 2006 edition of the Rules for BGA Rated Competitions.

The following significant changes have been made to the 2005 edition.

- Gliders on the current IGC Club Class Handicap list may now compete in the Club Class Nationals in addition to those with a BGA Speed Index of 96 or less.
- Two seater gliders in the Club Class must specify the number of people on board prior to the event commencing and retain this number throughout.
- New handicap speed indices have been applied to the following gliders – Antares (18m), Antares(20m), Duo DiscusX, ASW28-18(18m), Discus2c(18m), Lak19(18m), Lak19(15m-w), DG1000(20m), Kestrel 19, Kestrel 20, Ventus2c(15m)
- The Senior World Championship team selection procedure has been amended to reflect future IGC policy that will allow 2 per class plus Champions in all classes for 2008, 2010 and 2012 World Gliding Championships.
- The procedures for launching of motor-gliders has been amended to simplify compliance with operating manuals at shutdown and the penalty for exceeding the launch height at engine shutdown has been changed.
- The competition finish line can now, if required, be a virtual line perpendicular to final track providing that gliders may land safely beyond it on the airfield.
- Foreign pilots may now enter BGA Regional and National events and be fully scored but will have no priority over pilots from the priority list for oversubscribed events. Additionally, they may not qualify for the title of “National Champion.”
- The event Director must now appoint an additional specific safety officer, who may if required be also the Deputy Director, to ensure that flying conduct relating to finishing is continually monitored by one or both.
- The list of approved penalties has been amalgamated into a matrix for easy reference. A number of additional procedural penalties have been introduced. **Most significantly, the approved penalties for dangerous/hazardous flying have been further defined and competitors are specifically requested to make themselves fully conversant with these, in particular the new penalties and definition relating to dangerous/hazardous manoeuvring when approaching the finish line.**

As a committee, we actively seek the views of competition organisers and pilots alike as the competition sport continues to evolve. As part of this continuing process, we welcome individual suggestions, which can be made directly through the competition feedback page on the BGA web site.

I would like to thank all the committee members for their hard work, innovative ideas, and dedication in their allotted tasks and in the production and maintenance of this handbook.

Russell Cheetham
Chairman
Competition & Awards Committee

Committee Members

Richard Browne	Deputy Chairman
Russell Cheetham	Competition Calendar, NATS & Airspace Liaison
Paul Crabb	Scoring & Turning Points
Peter Masson	Junior Nationals and Webmaster for BGA and Team.
Brian Spreckley	British Team Manager
John Wilton	Rating Lists
Richard Smith	Minutes Secretary
Alistair Nunn	Trophies & Awards

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1. PRELIMINARY REMARKS

1.1. Wording. Throughout these rules, the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted, and “will" indicates what is going to happen.

1.2. Gender. Wherever the word he, his or him is used, it should be taken as he/she, his/her or him/her.

1.3. Units. Speed in kilometres per hour; Wind Speed in knots; Height in feet above the airfield; Altitude in feet above mean sea level; Directions and Radials in degrees true; and Distance in metres and kilometres.

1.4. GPS Datum. WGS 84.

2. COMPETITION VENUE APPROVAL

2.1. Nationals. Suitable clubs will be invited by the Competitions Committee to bid.

2.2. Regionals. Any club may apply to the Competitions Committee to run a BGA rated Regional Competition. Those without a proven competition track record will be required to satisfy the Competitions Committee that they have the expertise. It may be necessary to apply control over dates to reduce competition conflictions.

3. DIRECTOR AND ASSISTANTS

All competitions must have a Director who has overall responsibility for ensuring that suitable personnel, equipment and facilities are available for the efficient organisation and running of a BGA rated competition. The Director, or appointed deputy, must be available throughout the competition period and at the end ensure results are promptly forwarded to the BGA office in the required format. The Director must appoint a specific person as Safety Officer, who may be the Deputy Director. The Director must ensure that the conduct of competition flying with respect to finishing is continually observed by himself or appointed person or both.

4. STEWARDS

Suitably experienced competition pilots shall be appointed as stewards to monitor the conduct of the competition and report any unfairness or infringement of the regulations, investigate protests, and arbitrate on any ambiguity in the regulations. Stewards must hold no executive position in the organisation of the competition nor be competitors. They need not be in continuous attendance throughout the competition and a quorum for a meeting is two. Where no rule exists to cover a specific case, the Stewards should refer to the BGA Competitions Committee Chairman for guidance. The stewards’ decision on any protest is final and may not be varied.

5. CANCELLATION

Once entry fees have been paid, a competition must not be cancelled, except for reasons of 'force majeure' and only after consultation with the BGA competitions committee or (if already started) the stewards.

6. PILOT ENTRY

6.1. General. All pilots, except two-seater P2s, must hold a valid Competition Licence. Only pilots of British nationality, or principally resident within the UK and subject to British income tax, may qualify for the title of National Champion. Foreign pilots may enter any competition but will gain no priority over pilots on the qualifying list for over subscribed events.

6.2. Junior Championship. Applications should reach the BGA office prior to the end of April. Only pilots whose 26th birthday falls after the year of competition are eligible. Pilots with insufficient experience to enter may apply to fly in a two-seater with an experienced competition pilot.

6.3. Nationals. To avoid placement on the late entry list, applications must reach the BGA office by January 31st on the form available from the BGA office or web site. All pilots must have previously competed as P1 in a BGA rated competition. Priority, if oversubscribed, is decided by the rating list followed by late entries in date order of application. In any case, an application must be received via the BGA office, even if a late entry, to allow the pilot to enter the competition.

6.4. Regionals. Entry must be made directly to the organising club with priority, if oversubscribed, decided by the date order the entries are received or by a ballot of all applicants.

6.5. Team Entry. Two or more pilots may compete in the same glider in the Junior Championship, Overseas Nationals and Regionals. Pilots must not compete in more than one glider in the same task group.

6.6. Multi-seaters. The registered pilot must be generally accepted as more proficient than any other occupant of the glider. Relative proficiency should be determined by the current rating list. A multi-seat glider may be flown on a team basis in accordance with **6.5** above**.**

6.7. Hors-concours. The Competition Committee must approve all National Championship hors-concours entries. Whether hors-concours entrants are included in the normal launch order or placed at the rear of the grid is at the Director's discretion.

7. LOCAL RULES

7.1. General. Local Rules should not restate BGA rules and must be approved by the Competitions Committee prior to publication. Distribution should ensure competitors receive them at least three weeks before the competition starts.

7.2. Contents. As a minimum they must define the boundaries of the airfield, times for pilot registration, a copy of the current BGA registration form and any rules that are additional to these rules.

7.3. Additional information. Normally included are the start procedure to be used, start point co-ordinates and details of finish lines. Also generally attached are domestic and site information plus a list of the anticipated entrants. Of help to competitors is a list of Flight Recorder types the organisation are already equipped to download.

8. REGISTRATION

8.1. Form. The form shall be completed and delivered to the organising club as directed. If any of the details submitted change, a fresh form must be completed.

8.2. On site. Prior to flying, competitors must attend registration and produce their logger(s) for identification. At the same time, or subsequently during the competition, pilots may be required to produce supporting documentation for any of the information declared on the registration form. Scrutineering of the glider to be used may also be undertaken by the organisation before launching on the first day to ensure compliance with the rules.

9. GLIDER IDENTIFICATION

9.1. Position. Gliders must display their identification as large as practicable in a contrasting colour on the underside of the starboard wing approximately 2½ metres from the fuselage with the top of the identification towards the leading edge, and on both sides of the fin/fin & rudder.

9.2. Markings. The only ones allowed without specific Competition Committee approval are, registered BGA competition markings, BGA trigraphs, and appropriate Airworthiness Authority issued registrations.

10. CLASSES AND GROUPS

10.1. Task groups. A competition may consist of one or more task groups determined either by FAI class, or glider speed index. The national championships shall be sub-divided into the FAI classes of Open, 18 metre, 15 metre, Standard and Club Class, each producing a national champion. A handicapped or other championship may also be held.

10.2. Club Class. Water ballast must not be carried, scores are handicapped, and gliders listed in Appendix 1 with a Speed Index not exceeding 96 are eligible to enter. In addition, all gliders listed on the current IGC Club Class handicap list are eligible. All gliders will fly at their allotted BGA Speed Index. At the time of writing, gliders currently eligible via the IGC list that have a BGA handicap allocated are LS4(w), DG200, DG202(15m), Vega(15m), DG500/505 Orion(20m), ASW24, ASW24(w), LS7, LS7(w), LS3(15m), Mini Nimbus, Mosquito a,b, Diamant(18m), Janus c(fixed).

The only ballast of any sort that is permissible is that intended solely for the purpose of centre of gravity adjustment. This must be securely installed in such a way as to not invalidate the glider's C of A.

Two seat gliders may be flown in the Club Class, provided that at registration it is declared whether the glider is flown solo or dual. The number of people on board may not be changed during the competition and in all cases the P2 must meet the requirement of 6.6.

10.3. Junior Championship. If the entry is of sufficient size, the competition may be divided into two groups on the basis of pilot experience and expectation, not glider performance. These will form the Junior Nationals, from which the champion will be determined, and Junior Regionals. Pilots should nominate their class preference. Gliders with a speed index not exceeding 106 are eligible to enter.

10.4. Overseas Championship. The rules for this event will be in accordance with this handbook except that specific alternative rules may be trialed. If this is the case, they will be highlighted in the local rules. For 2006, a variable, achieved speed handicap system will again be trialed, being a modified version of that used in 2005.

10.5. Minimum size. For pilots to qualify for a rating and, where applicable, a title of National Champion, there must be not less than 10 gliders competing in their task group on the first day of the competition.

10.6. Maximum size. A task group shall not be larger than can normally be launched in less than one hour.

10.7. Changes. A glider shall not, during a contest, change task groups or vary its configuration from that declared at registration.

11. WEIGHT

11.1. Maximum. The take-off mass of a glider shall be the lower of: –

- Manufacturers certificated limit
- Standard and 15metre classes – 525 kilos
- 18metre class – 600 kilos
- Open Class – 750 kilos, except that two seat engine equipped gliders that exceed this limit with two crew members on board will be allowed to compete with mass not exceeding 850kg, but may not fly with disposable ballast or fly solo.

11.2. Weighing. Organisers are encouraged to check weigh gliders if they suspect that limits are being overlooked. To be effective, this may require some restrictions on the loading and dumping of ballast prior to launch.

12. PILOT SAFETY COMMITTEE

Purpose. To ensure, by use of 'peer pressure', that safe flying and airmanship standards are followed by all (including tug pilots) with regard to the high concentration of gliders that a contest creates.

Goal. To ensure all are aware of their responsibility for the safety of fellow pilots, thus eradicating aggressive and/or marginal flying in the bid for extra performance.

Operation. All competitors must make themselves available for the post unless they have already served on a PSC this year. Prior to the commencement of the competition the Director will nominate three pilots and a reserve and, at the initial briefing, call for any further nominations. Pilots will elect three pilots and a reserve.

The PSC will then be available to investigate contestants' complaints related to safety and flying standards during the competition. If considered necessary a verbal or written warning should be issued, with serious cases referred to the Competition Director if a penalty is recommended.

It is intended that considerable discretion should remain with the PSC to deal with complaints without involving the Organisation. However, as it acts purely in an advisory capacity and is not empowered to impose penalties, behaviour considered to warrant further action must be reported to the Competition Director.

A member of the PSC may resign if he feels it is affecting his own competition result, with the next placed candidate filling the position.

NB. The PSC is not a forum to air competitors' non-safety related grievances.

13. DAILY TASK BRIEFINGS

The organisers must hold a task briefing every day of the contest at 09.30 hours (or other published time) that includes the following: -

- Previous day's results (if applicable).
- Meteorological forecast.
- The day's primary and secondary task sheets, if any, for each task group.
- Airspace restrictions and hazards that might affect competitors and are additional to those shown on the latest aviation maps, i.e. NOTAM information and active parachute zones to be treated as prohibited airspace.
- Time on grid and earliest time of first launch (if not on the task sheet).
- Time of last launch (not earlier than 1800 hours).
- Tug and glider relight landing areas.
- Finishing procedures.
- Administrative notices.
- Date and time of next briefing.

Flight and safety requirements given at briefing carry the status of Local Regulations.

Pilots unable to attend briefing must ensure they are in possession of all relevant briefed information prior to launching.

14. ADDITIONAL BRIEFINGS

- The Director may hold additional briefings for any reason provided reasonable steps are taken to notify all pilots of the time and place (which may be at the launch point).
- An additional briefing must be held if a task not previously briefed is to be flown, with at least 20 minutes from its completion to the start of launching.
- The Director must ensure all pilots are aware of any resulting changes.
- An additional briefing is not required if a previously briefed alternative task is to be flown. However, the Director must ensure every pilot is aware of the change at least 10 minutes before launching commences. This ruling also applies to a change of designated task time for an Assigned Area Task.

15. LAUNCHING

- Launches must be by aerotow, unless stated otherwise before entry fees are paid.
- Gliders should be towed to the release zone specified for each task group and be 'waved-off' by the tug but may release earlier at their discretion.
- Each task group must be launched separately, except as specified for relights, the first launch of each task group being at the Director's discretion.
- If competitions include a National Championship and Regional Task Group, the Nationals must always be launched first. In this case, Organisers must ensure all Regionals pilots are aware of this prior to entering.
- All gliders of a task group should have the opportunity of a competition launch within one hour. This can normally be achieved by having not more than six gliders per tug.
- Within each task group the order of launch shall be in order of registration letters or competition numbers with the first to take-off on the first flying day being selected by lot. Thereafter the order shall advance after each contest day by 2/7th of the number of competitors in the group.
- Pilots who refuse a launch shall follow the relight procedure. A pilot who is unready for his grid order launch shall be deemed to have refused a launch.
- Organisers may group gliders and launch them in their group provided that for each glider its launch position is within five places of its official place.
- Motor-gliders may be grouped together in list order to assist launch point organisation, or be positioned so that their slipstream does not hazard other aircraft.
- The Director or his deputy should be present at the launch point during the main periods of glider launching and must suspend launching if it appears dangerous to continue.

16. ADDITIONAL LAUNCHES (RELIGHTS)

- If a pilot wishes to be launched either after refusing the offer of a launch or after landing back at the airfield he must, when fully ready to launch, notify the Launch Marshal and position his glider as instructed.
- If the launching of another Task Group is in progress, every fifth launch must be available for 'relights' of any previous Group.
- If a pilot fails to be launched satisfactorily through no fault of him or his crew, he must be offered an additional launch without delay.
- A glider that lands outside the official boundary of the airfield (except as above) shall not be permitted any further contest launches on that day. Where doubt exists on a pilot's entitlement to a relight, he should be launched, and the dispute resolved later.
- Each relight automatically cancels all previous starts unless the task has been completed.
- Self-Launching Gliders must land within the boundary of the airfield, and launch in sequence as directed by the Launch Marshal.

17. TASK POSTPONEMENT OR CANCELLATION

- Once launching has commenced, the task may be cancelled for safety or sporting reasons only.
- The Director may delay the opening of the start for either of the above reasons.
- Prior to the start line opening the Director may cancel the task and at his discretion require pilots to land back for a further briefing. This rule would only be invoked if the weather was unsuitable and it may be possible to task in a different direction. There must be a minimum time of one hour between the recall and first launch on any subsequent task.
- If after the start line has opened all gliders land back, the Director may set an alternative task.
- Once a launch postponement or task cancellation has been made, the decision must not be reversed.

18. FLIGHT VERIFICATION

18.1. Method. Flight Verification, both primary and secondary, must be derived from an IGC approved GPS Flight Recorder. For engine equipped gliders competing without the engine disabled, this must be fitted with an approved engine noise level detector. The IGC list of approved Flight Recorders may be viewed at http://www.fai.org/gliding/gnss/igc_approved_frs.pdf

18.2. Control. Valid control within a Start or Turnpoint zone is achieved by having a logged point, or any part of the line joining 2 consecutive logged points, within the zone. Start and Finish times are calculated by interpolation.

18.3. Handing in. On completion of a task, all evidence must be booked in within 60 minutes. It will remain under the responsibility of the Organisation until released back to the competitor. Pilots may hand in IGC secure files on a data storage device, provided the information has been downloaded in the presence of another competitor or contest official.

18.4. Period. The flight record must include all flying conducted on the day prior to reaching the scored landing point.

18.5. Time intervals. Flight Recorders must store position records at not greater than 60 second intervals except for engine enabled gliders where the maximum interval is 10 seconds.

18.6. Calibration. A calibration chart from a test carried out within the preceding 5 years must be available to the Organisation.

18.7. Software & hardware. It is the responsibility of the competitor to ensure the Organisation is in possession of the required software and/or connecting cable for their Flight Recorder.

18.8. Analysis and Scoring Programs employed by competition organisations should be approved by the BGA Competitions Committee prior to use.

19. STARTING

19.1. Start Zone types.

19.1.1. Semi-circle. This is formed by a 6 km radius from the Start Point orientated opposite to the direction of the first turning point and is shown, surrounded by a further ½ km horizontal and 250 feet vertical penalty start volume, figure 1. Starts outside these areas are uncontrolled.

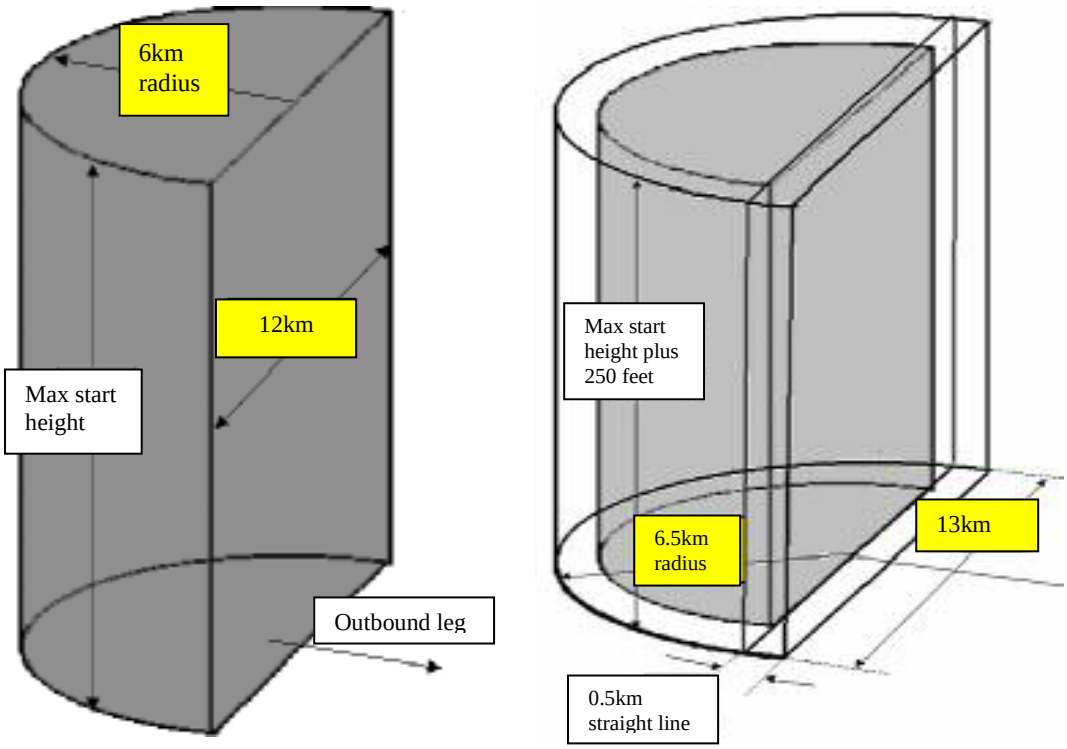

Figure 1

19.1.2. Multiple Cylinders. These are of ½ kilometre radius and each pilot will be allocated a minimum of two per day. Notification will be confidential, although pilots may disclose their details. Ideally, no more than 6 pilots will be allocated the same group of start cylinders and it is preferable if one is close to the airfield. Pilots are free to choose from which of their allocated cylinders they start or restart. Penalty volumes similar to **19.1.1** apply.

19.2. Start announcement. There will be start time announcements, together with start height, made on the competition frequency 10, 5, and 1 minute prior to and on opening.

19.3. Start height. The start height should be the maximum taking into account soaring conditions, cloud base, and airspace. To best achieve this, the final decision should be made just prior to the first start line open announcement.

19.4. Start open time. The start for each task group will open not less than 10 minutes, plus 1 minute for each 200 feet or part thereof by which the start height exceeds 3,000 feet, after the last competitor in that task group has had the option to launch.

19.5. Control. The latest time after completion of the launch phase, and with the start open, that a Start Zone was exited in any direction horizontally or vertically. The declared Start Height must not be exceeded in the 2 minutes prior to Starting. If a start incurs a penalty and an earlier valid start gives a better score, the earlier start time will apply.

19.6. Pilot reporting. Within 30 minutes of starting, the Organisation must be advised of the gliders start time by radio or crew. Errors in reported start time of more than 2 minutes will be penalised.

20. TASKS

There are two types of task:

20.1. Fixed Course. This is a race either round a closed circuit course, or to a remote goal, with one or more turning points. Turning points must be rounded in the order set. Two laps of a closed circuit course may be set provided that it is not an out and return and each lap is at least 100 kms.

Up to three alternative turning points may be set at each corner of a task with pilots free to select, in flight, which alternative to round. In this case, the total distance via any of the alternatives must be about the same and the tracks leading into them should be contained within a sector of 30°.

20.2. Assigned Area. This is a race round pilot selected points within prescribed areas in task order. A Designated Time is set which will penalize competitors racing for a shorter period.

21. TURNPOINT

21.1. Definition. The Latitude and Longitude co-ordinates published by the Competition Organiser.

21.2. Fixed Course. A circle of ½ kilometre radius plus a 90 degree sector of radius 20 kilometres opposite the bisector of the inbound and outbound direct tracks. There are Penalty areas of a further ½ km surrounding the ½ km radius circle, and a 180 degree sector of 3 km radius orientated as the 90 degree sector. This is shown by figure 2. If the Turnpoint is alternative, the 90 and 180-degree sectors are expanded to include the bisector of all possible inbound and outbound direct tracks.

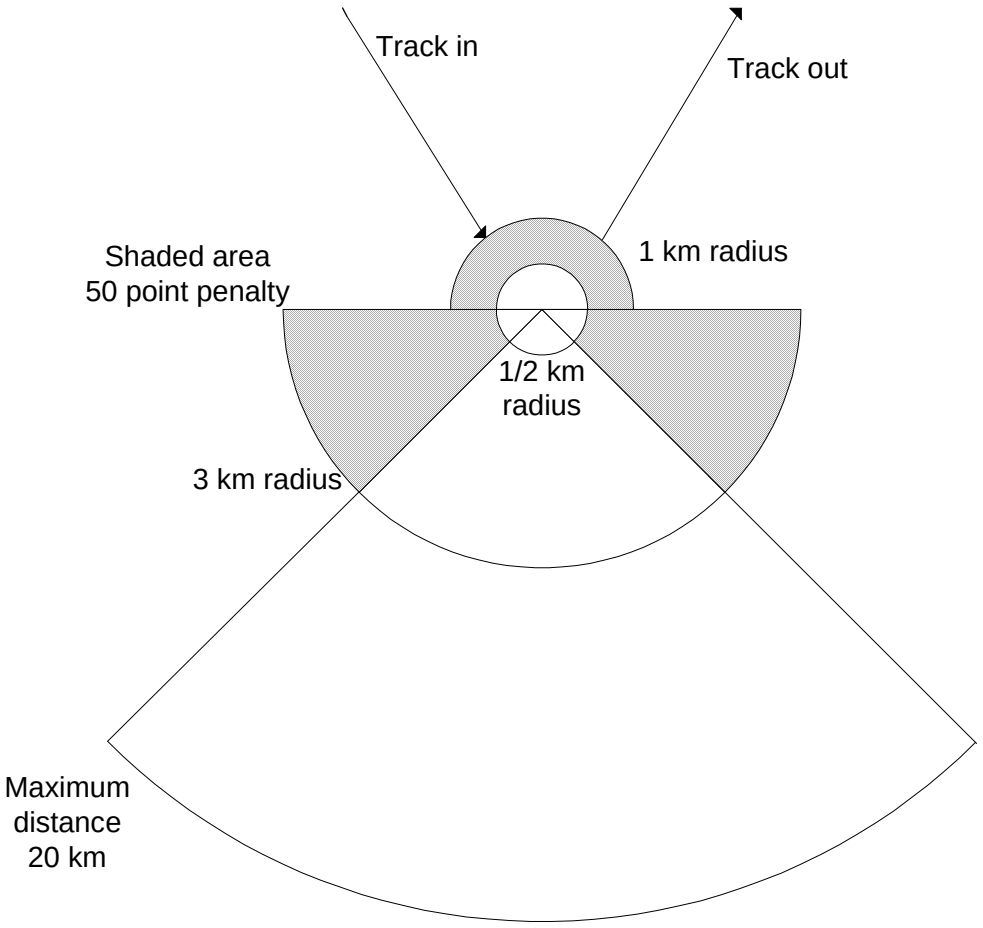

Figure 2

21.3. Assigned Area. A circle of set radius from a defined point or, a sector between specified radials from a defined point with a maximum and optional minimum distance. A ½ km Penalty

Zone surrounds the Area. As this may not be recognised by the scoring programs, pilots believing they have rounded and given 'No Control' should apply to the Scorer for a manual assessment.

22. FINISHING

22.1. Finish Line Options. The Organisation shall specify in the Local Rules the type of finish being used together with the flight patterns to be followed after crossing the line.

22.1.1. Finish line. A line of defined length and direction situated such that gliders can safely land beyond it. Positioning of the line should take into account conflict with obstacles, traffic and people around the finish line.

22.1.2. Finish Ring. A ring of specified radius around a finish point encompassing the airfield and its landing circuits.

22.2. Control. Given by the glider crossing the line under its own momentum and in the correct direction. Gliders landing at their goal having failed to correctly finish will be deemed to have finished 5 minutes after they come to rest.

23. AIRSPACE

It is the pilot's responsibility to ensure that Airspace is not infringed.

Gliders are excluded from the following Airspace during competition: –

Class A – Airways, except where they pass through a TMA or CTR of a lower status.
Class B – Above FL 245.
Class D – Mostly CTRs (Control Zones) and CTAs (Control Areas).
Prohibited Areas.
Restricted Areas, except Note 2 and 2a areas that only apply to helicopters.
Danger Areas prefixed with an '*' (subject to local bylaws) on the ICAO ½ million chart.

Any other areas, i.e. active parachute sites, specified by the Organisation in Local Rules or at Briefings.

Flights within certain Class D Airspace may be permitted by a block exemption obtained from the controlling authority.

24. ACCIDENTS & DAMAGE

24.1. Reporting. Any accident or damage affecting the Airworthiness of a glider must be reported to the Director who is responsible for ensuring that the BGA reporting procedure is followed. All competing gliders must be available for inspection at the Director's request.

24.2. Repair. A damaged glider may be repaired. The following items may be repaired by replacement: control surfaces, tailplane, airbrakes, flaps, canopy, undercarriage gear and doors, propeller, non-structural fairings, wing tips and winglets but not entire outer panels.

If the damage was no fault of the pilot, the whole glider or any part of it may be replaced with the consent of the Director. Landing damage is normally assumed to be the fault of the pilot.

24.3. Collision. Gliders involved in an airborne collision, however minor, will for scoring purposes be deemed to have out-landed at the point of the collision.

25. RADIO

- The use of radios is confined to voice communication between pilots, crews and officials on the allocated glider frequencies.
- They must not be used to contact ATC except in emergency, for obtaining permission to enter an ATZ or land at an airfield or as specifically required by the Competition Director.
- Pilots must use the call sign registered to the glider in the Installation Licence.
- Pilots may use codes provided that they are obvious and not designed to mislead other competitors.

26. EXTERNAL AIDS

- Help in finding lift by any non-competing aircraft, including competitors not in the act of carrying out the task of their own class, is prohibited.

- All data transmission between competitors or between them and the ground is prohibited, except as required by the organisers, or for safety purposes or for anti-collision warning.

27. DOPING

The misuse of drugs intended to enhance performance, reduce stress, lessen fatigue etc, is forbidden in all gliding competitions. At present there are no known drugs that enhance pilot performance and the sports council do not, at present, plan to carry out drug testing at gliding competitions. Their position is reviewed annually, and their brief covers all UK sporting activities. However, competitors must submit to drugs testing if required to do so by the Organiser. A positive result, or failure to submit to a test, will result in disqualification and may lead to further sanctions as required by current FAI anti-doping rules.

In general, the following are forbidden: –

Stimulants, including excessive concentrations of caffeine, and some common cold remedies such as Contac 400, Procol, Nirolex Expectorant Linctus; Beta 2 agonists and Beta-Blockers; Narcotic analgesics, including codeine, heroin, morphine; Anabolic Steroids, Diuretics, Alcohol and corticosteroids.

Drugs prescribed for a medical condition, and whose use is necessary for safety reasons, may be permitted. It is the sole responsibility of the pilot to ensure that any drugs prescribed to him are permitted. The pilot's GP should be consulted in the first instance. Additionally, the BGA have lists of permitted drugs and difficult cases may be referred to the sports council.

The definitive list of forbidden substances and the specific requirements of FAI policy can be found at http://www.wada-ama.org/rtecontent/document/2006_LIST.pdf

28. CLOUD FLYING

Gliders must not enter cloud unless equipped with a serviceable radio operating on 130.4 MHz. Shortly before entering, the pilot must announce his intention on this frequency, and give his: -

- Call sign.
- Altitude above sea level and position with approximate bearing and distance from a feature on the 1:500,000 map. In addition the pilot should give the exact bearing and distance to their next task Turnpoint in degrees true and kilometres.
- Where gliders have recently rounded a Turnpoint and are in the vicinity of gliders still approaching it, the call should be relative to the nearest task Turnpoint.
- If other gliders are present in the same cloud, height information must be exchanged at regular intervals and a minimum vertical separation of at least 500 feet must be maintained, the higher glider having priority.
- On leaving the cloud the pilot must call immediately ‘clear of cloud’.
- Transiting gliders must give way to circling gliders.
- Pilots must not fly in cloud within 10 km of the centre of the base airfield, nor within 10 km of any start zone.

Failure to comply with the above will be considered dangerous or hazardous flying.

29. AIRMANSHIP & SAFETY

- On every competition flight each glider occupant must wear a parachute.
- Within 10 km of the base airfield, all gliders must circle to the left.
- A glider joining another in a thermal must circle in the same direction.
- Pilots must not fly if ill or suffering from any disability that might endanger the safety of themselves or others.
- Water ballast must not be jettisoned in a manner likely to be detrimental to other competitors.

30. OUTLANDING

30.1. 3rd Party complaints. These must all be promptly reported to the Director.

30.2. Scoring. For calculation of scoring distance, the glider will be deemed to have landed at the most favourable of the following: –

- The place the glider comes to rest under its own momentum, except that if the landing is on an airfield then the published reference point will apply, or
- The most advantageous Flight Recorder logged point prior to landing, or
- The next Turnpoint, if it is contained within the boundary of the airfield of landing.

30.3. Reporting. Pilots outlanding must contact Contest Control by telephone within 1 hour from landing advising Turnpoints claimed and landing position. A further prompt telephone call is required advising when crew and pilot have met up.

31. SECOND ATTEMPT

If after any flight from which a score can be claimed the pilot wishes to make a further attempt, a valid start must be made. This invalidates any previous attempts that day.

32. PROTESTS

A competitor wishing to make a protest must do so to the Director, either verbally or in writing. If not satisfied with the Director's response he may, provided it is within 24 hours, make a formal written protest to the Director. If the protest is still not upheld, the Director must request the stewards meet within 24 hours to consider the protest. Stewards must reach a majority agreement before the Director's decision can be varied. Protests concerning scores must be made within 24 hours of the publication of official results for the relevant day, except that if full day and overall results cannot be published by midnight on the last day of the competition, the protest period shall be five days from the circulation of official scores.

A pilot making a formal protest must pay a deposit of £10. If the protest is upheld the deposit will be returned, otherwise it will be paid to a charity of the pilot's choice.

33. CONTEST MINIMA

Any day on which at least one glider scores is a contest day, and any competition with at least one contest day is a valid contest.

34. LIST OF APPROVED PENALTIES

Type of offence	First offence	Second offence	Further offence
Wrong, late or missing information			
Notification of start time > 30 minutes after start	Warning	10 points	25 points
Declared start time differs from real time >2 minutes	Warning	10 points	25 points
Changing FR without advising the Organisers	10 points	20 points	25 points
FR fix interval set greater than required	Warning	10 points	25 points
Late delivery of FR or other docs. > 60 minutes	Warning	10 points	25 points
Late delivery of back-up FR or docs. >60 minutes from receipt of request	Warning	10 points	25 points
Missing FR evidence – exceeding 60 seconds, where it cannot be reasonably established that airspace was not infringed or engine not operated	Outlanded at that point	Outlanded at that point	Outlanded at that point
Incorrect start or rounding of TP or Areas			
Starting from within Horizontal Penalty Area	50 points	50 points	50 points
Starting from within Vertical Penalty Volume	1 point /5ft. or part	1 point /5ft. or part	1point /5ft. or part
Exceeding start height by more than 100 feet in the 2 minutes prior to Starting	1 point /10ft. or part, above start height	1 point /10ft. or part, above start height	1 point /10ft. or part, above start height
Controlled only within Turnpoint Penalty Area	50 points	50 points	50 points
Dangerous or hazardous flying			
Cloud flying – incorrect radio protocol	Warning	100 points	Day Disqualification
Cloud flying – within 10km. of airfield centre or any start zone of any class	100 points	Day Disqualification	Disqualification
Flying outside glider's C of A limits	100 points	Day Disqualification	Disqualification
Airspace – each infringement is assessed vertically and horizontally and the lower penalty applied. Horizontal distance is measured to the nearest edge of the airspace. The penalty applied will be the sum of all infringements in a day. Multiple infringements on any day are classed as one offence.	1 point per 5 ft. vertically 1 point per 10m.horizontally	2 points per 5 ft. vertically 2 points per 10m.horizontally	4 points per 5ft. vertically 4 points per 10m.horizontally
Briefed Parachute zone infringement	2 points/5m if <500m. If >=500m, 500 points.	4 points/5m if <500m. If >=500m, 1000 points.	8 points/5m if <500m. If >=500m, 2000 points.
Persistent infringement of airspace and/or briefed parachute zones of more than 200 points per day on more than two days	Disqualification		
Finish – crossing below height limit for go around - if specified	Warning	100 points	Disqualification

Type of offence	First offence	Second offence	Further offence
Finish – incorrect landing pattern - if specified	Warning	100 points	Day Disqualification
Finish and approach to finish – hazardous manoeuvre, including :- 1) any sudden change of attitude other than for the purpose of avoidance of other aircraft, airfield objects or people. 2) proximity to ground and obstacles of less than 30ft. except when landing (characterised specifically by cracked airbrakes and wheel down or low energy < 70 knots IAS).	Warning	100 points	Disqualification
Hazardous/dangerous flying recommended by PSC for penalty, if not covered by other penalty	100 points	Day Disqualification	Disqualification
Cheating or falsifying documents			
Falsifying electronic files or paper documents	Disqualification		
Attempt to obtain help for finding lift from non competing glider or aircraft	Day Disqualification	Disqualification	
Use of any non-approved radio frequency for communication of any sort whilst airborne except with Air Traffic Services, or in emergency	Day Disqualification	Disqualification	
Non-approved data transmission	Day Disqualification	Disqualification	
Other violations			
Glider overweight to class and/or C of A limit	W x 2 points	n x W x 2 points	n x W x 2 points
Positive doping control	see FAI policy	see FAI policy	see FAI policy
Excess wing span when measured with wings supported to match unloaded shape with 0.3cm. allowance. The excess is rounded to the nearest cm.	1 point per cm.	1 point per cm.	1 point per cm.
Self-sustainer engine test running >30 seconds	1point per second	1 point per second	1 point per second
Failure to comply with specific single procedure not covered elsewhere.	25 points	100 points	Day Disqualification

For scoring purposes disqualified competitors will be deemed not to have flown on the day(s).

All other penalties are applied after scores have been calculated and, except for Dangerous/Hazardous flying infringements, will not result in a negative score.

35. ENGINE EQUIPPED GLIDERS

Engine equipped gliders must comply with the following procedures:-

35.1. Launching. Self-launching gliders must follow the same general climb out pattern as aero towed gliders and shut down their engine in the designated release area at or below the designated release height. If the designated release height at point of shutdown is exceeded by more than 100 feet then any subsequent start will be invalid unless the pilot lands and re-launches correctly.

35.2. Self-sustainers. The engine will be run after launching for a single period of not more than 30 seconds prior to starting, when directed by the Competition Organisation to test engine noise monitoring, and/or as required by the pilot to establish engine serviceability.

35.3. Further operation. Any other engine operation prior to landing ends competition flying for that day. Self retrieving gliders must return directly to the competition site without delay to minimize the effect on pilots still competing.

36. CALCULATION OF SCORES

Scores are calculated each day by awarding the best performer 1,000 points, subject to any devaluation factor, and calculating other competitors' points by comparing their performance to that of the Day Winner.

Points calculated from the scoring formulae are rounded up or down to the nearest integer, with 0·5 rounded up.

The overall scores are the sum of day scores.

36.1. Legend.

Distances	
Dtask	Task length (shortest un-handicapped)
Y	Qualifying distance
Dm	Handicapped Marking distance
Dmax	Greatest marking distance of any glider
Df	Greatest marking distance of any finisher
Td Dt	Marking distance in Designated Task Time
Dw	Winner's Marking Distance
Speeds	
Sh	Wind adjusted handicapped speed
Vh	Greatest handicapped speed
Numbers	
N	Participating gliders
Nl	Participating gliders launched
Ny	Gliders reaching or exceeding Y
Nv	Gliders equalling or exceeding 2/3rds Vh
Nf	Gliders who complete the task and finish
Handicapping	
W	Contest Wind in knots
θ	Contest wind direction
H	Speed Index (glider handicap)
Hi	Leg wind increment
Hl	Leg speed index adjusted for wind
Points	
F	Day total points
Fd	Day distance points
Fv	Day speed points
Pd	Glider distance points
Ps	Glider speed points
Times	
St	Start time
Tf	Finish time
Tg	Time to complete the course
Td	Designated Time for Assigned Area Tasks

Factors	
Ff	Day points reduction Factor

36.2. Participating Gliders 'N'. All competing gliders that have not withdrawn from the contest prior to the commencement of launching.

36.3. Speed Index 'H'. A competitor's performance is adjusted during the scoring process by the gliders Speed Index. Most gliders are included in the list at Appendix 1. Additional performance enhancements to the standard glider will attract the following increments: –

36.3.1. Span. 1 per ½ metre or part thereof.

36.3.2. Winglets. 1, unless part of the original design or marked with a (w) on the list, the only exception to this being gliders with a span of 18 metres or more prior to modification.

36.3.3. Wing root fairings. 1.

36.3.4. Other. Decided by the Director until assessed by the Competitions Committee.

Owners of gliders not listed should apply to the Competitions Committee for a Speed Index.

In Open, 18M, 15M and Standard Class Nationals, a Speed Index of 100 is used.

36.4. Windicapping. In all competitions, an adjustment is made to the distance of each task leg flown, by a Contest Wind **'W'** assessed in knots. For Provisional scores this may be estimated, but for Official scores it must be deduced by thermal drift from a representative cross section of competitors' Flight Recorder traces. The Contest Wind is then divided by 1·18 for the Open Class, 1·1 for the 18M Class, 1·04 for the 15M Class, and 1 for all other Classes. If the result exceeds 30kts, then a Contest Wind **'W'** of 30 kts is applied.

36.4.1. Leg Handicap Increment 'Hi'. Calculated as follows: –

$$\mathbf{Hi} = 100 \times (\sqrt{(1 - (\mathbf{W} \div 46)^2 \sin^2 \theta)} - (1 + (\mathbf{W} \div 46) \cos\theta))$$

Where **'θ'** is the non-reflex relative angle between the track and the direction the wind is coming from.

36.4.2. Wind adjusted Speed Index (Hl).

Hl = **H** + **Hi** Except, If **Hl** < 25 then **Hl** = 25

36.5. Distances. In all calculations, the Start Point, Finish Point, and Fixed Course Turnpoints are the published Latitude and Longitude coordinates. For Assigned Area Tasks, the Turnpoints are the logged point in each Assigned Area that results in the greatest overall distance.

For Fixed Course tasks, the achieved distance of an uncompleted leg is the length of that leg less the distance between the Outlanding Point and the next Turnpoint, or Goal.

For Assigned Area tasks, the achieved distance of an uncompleted leg is computed as follows: –

- Mark the nearest point on the boundary of the next area from the Outlanding point or the point at which the task time expires.
- Use this point to find the scoring point in the previous area that will maximise task distance and record the distance between them.
- This distance, minus the distance between the Outlanding point and the next Area, is the length of the uncompleted leg.

If an uncompleted last leg is less than zero its effect is ignored.

36.5.1. Handicapped distances flown 'Dm' & 'Td Dt'. The total handicapped distance flown by a glider is the sum of the distance flown along each leg multiplied by 100 and divided by the appropriate wind adjusted speed index for that leg.

Dm = Sum of ((Actual distance x 100) ÷ **Hl**) for each leg

Td Dt = Sum of ((Actual distance x 100) ÷ **Hl**) for each leg flown within the Designated Time of an Assigned Area task.

36.5.2. Qualifying distance Y. For Fixed course tasks, in National Championships **Y** shall be 50% of the handicapped task length declared at briefing and for Regionals **Y** shall be 40% of the unhandicapped nominal task length declared at briefing. The following minimum and maximum values apply: –

	Minimum	Maximum
Nationals Open Class	100	200
Nationals 18M Class	90	180
Nationals 15M Class	90	180
Nationals Std. Class	80	160
Nationals Club Class	80	160
Handicapped Nationals	80	160
Regionals	60	120

For Assigned Area tasks the minimum and maximum distances are determined by the Designated Task Time: –

	Time in hours x	Minimum	Maximum
Nationals Open Class	40	100	200
Nationals 18M Class	36	90	180
Nationals 15M Class	36	90	180
Nationals Std. Class	32	80	160
Nationals Club Class	32	80	160
Handicapped Nationals	32	80	160
Regionals	30	60	120

36.6. Finisher's speed 'Sh'. Produced by dividing the Marking Distance **'Dm'** by the time to complete the course **'Tg'** or, for AATs**,** by the Designated Task Time **'Td'** if it is greater than **'Tg'.**

36.7. Day Points 'F'. The number of points available to the winner, between 0 and 1000, is the lowest resulting from each of the criteria applied separately. For fixed course tasks, **'D'** = the winner's distance **'Dw'**, and **'T'** = the winners time **'Tg'.** For AATs, **'D'** = the greatest marking distance flown by any pilot within the Designated Task Time **'Td Dt'**, and **'T' =** Designated Task Time **'Td'.** The Day factor **'Ff'** is applied to each criterion decreasing the available points depending on how many pilots exceed **'Y'. 'Ff'** rises from zero, when no pilots exceed it, to 1 when 80% do.

F = 1000 x **Ff**

Nationals **F** = ((5 x **D**) – 250) x **Ff**

Regionals **F** = (5 x **D**) x **Ff**

Nationals **F** = ((400 x **T**) – 200) x **Ff** (for tasks with a finisher)

Regionals **F** = (400 x **T**) x **Ff** (for tasks with a finisher)

F = 0 If **Dtask** < 80km for Regionals and Junior Nationals, or AAT Time < 2hrs

F = 0 If **Dtask** < 150km for Nationals including Handicapped, or AAT Time < 2·5hrs

Where **Ff** = 1·25 x (**Ny** ÷ **N)** If **Ff** > 1 Then **Ff** = 1

36.8. Day Speed Points 'Fv'. The proportion of Day Points '**F**' awarded for speed depends on the percentage of the gliders launched **'Nl'**, which completes the course in excess of 2/3rds of the

winner's speed **'Nv'**. It falls linearly from 66·67%, when all gliders complete at sufficient speed, to zero with no finishers.

Fv = 0·6667 **F** x (**Nv** ÷ **Nl**)

36.9. Glider's Speed Points 'Ps'. The speed points gained are proportional to the amount by which a finisher's speed **'Sh'** exceeds 2/3 of the fastest speed **'Vh'.**

Ps = 3 x **Fv** ((**Sh** ÷ **Vh**) – 0·6667) If **Ps** < 0 Then **Ps** = 0

36.10.Day Distance Points 'Fd'. This equals Day Points **'F'** minus Day Speed Points **'Fv'.**

36.11.Glider's Distance Points 'Pd'.

36.11.1. Fixed Course Tasks. All finishers receive the same distance points as the winner so in this case **'Pd'** = **'Fd'.** Non-finishers receive the Day Distance Points **'Fd'** multiplied by the ratio of their marking distance **'Dm'** to the greatest marking distance **'Dmax'**.

For finishers **Pd = Fd**

For non-finishers **Pd = Fd x (Dm ÷ Dmax)**

36.11.2. Assigned Area Tasks. Finishers exceeding 2/3rd of the greatest marking distance **'Dmax'** receive the same distance points as the winner so in this case **'Pd' = 'Fd'.** The remainder receive the Day Distance Points **'Fd'** multiplied by the ratio of their marking distance **'Dm'** to 2/3rd of the greatest marking distance **'Dmax'.**

If **Dm** < 0.66667 x **Dmax** Then **Pd** = **Fd** x **Dm** ÷ **Dmax** x 0.66667)

For non-finishers **Pd** = **Fd** x (**Dm** ÷ **Dmax)**

37. PUBLICATION OF SCORES.

Provisional day scores should be published as soon as possible. Day score sheets must contain each competitor's position, day points, name, glider type, glider identity, start time, finish/elapsed time, actual speed/distance flown and, for handicapped competitions, glider handicap. Official day scores, including description of any penalties or warnings, should be available at the first task briefing on the following day. If there are no protests or requirements for additional evidence these scores become final 24 hours after publication. Otherwise scores become final 24 hours after the determination of any protest or alteration in the light of additional evidence, and publication of amended scores. Final day scores should be published as soon as practicable and duplicated so that each pilot can retain a copy.

Copies of the last day scores must be available within 5 working days (Organisers should consider using the BGA's or their own Web site) and the final competition scores must be distributed to competitors within 10 days from the end of the competition. If these are subject to protests and amendments, the final results or amendments thereto, must likewise be distributed to competitors within a further 12 days, i.e. within 22 days from the end of the competition.

All hors-concours pilots and any pilots who are not of British nationality, nor principally resident in the UK and subject to the payment of British taxes, must be annotated on entry and result sheet.

38. RATING LIST.

The **Rating List** ranks pilots for entry into oversubscribed National competitions. It is calculated from performances in BGA rated competitions and International Championships held during the previous twelve month period ending September 30th together with devalued ratings from the previous year's list. Performances in foreign competitions will be considered provided pilots apply to the BGA with a list of results prior to September 30th.

38.1. Competition Rating. This is derived by adjusting the **Base Rating** for the type of competition, from the following table, by the number and perceived quality of entrants. The **Base Rating** and **Standard Entry** for foreign competitions will be determined individually by the Competitions Committee based on their perceived individual merit.

Comp Rating = **Base Rating** + (No. of Competitors – **Std Entry**) x ½ + **Pundits** x 10, where **Pundits** = No. of competitors with current **Rating Score** greater than the Comp **Base Rating.** For non-**UK** competitions **Pundits** = zero.

Type of Competition	Base Rating	Std Entry
UK National Championships, except the Junior Nationals	**1000**	**45**
UK Overseas Handicapped Championships	**950**	**30**
UK Regionals and Junior Nationals	**750**	**15**
UK Junior Regionals	**500**	**15**
World Championships except the Women's and Junior	**1400**	**25**
European Championships - except the Women's and Junior	**1300**	**25**
Other International Championships	**1000**	**25**

38.2. Rating Score. A competition winner receives a **Rating Score** equal to the **Competition Rating.** Other participants' **Rating Score** is calculated using the **Competition Rating** and their final position. All pilots receive a **Rating Score** for every competition entered during the twelve month period plus one calculated by deducting 250 from the previous year's highest **Rating Score.** Pilots' positions on the **Rating List** depend on their highest **Rating Scores.**

Rating Score = **Comp Rating** + 950 x ((1 – Pilot Position) ÷ No. of Competitors)

If **Rating Score** < minus 200 then **Rating Score =** minus 200

38.3. Team Entries. When more than one pilot acts as P1 in the same aircraft during a competition, only the pilot who earns the greatest proportion of the winner's points on the days flown receives a **Rating Score** calculated from glider's final competition position.

38.4. Ties. These are resolved in favour of the pilot with the highest percentage of the winner's points in their **Rating Score** competition.

39. INTERNATIONAL TEAM SELECTION

39.1. Timing. Selection procedures are carried out at the end of the UK competition season prior to any International Championship and Pre-Worlds for all Northern Hemisphere competitions. For competitions in the Southern Hemisphere, the World Championship team selection is carried out prior to the Pre-World competition.

39.2. Pilot Options. Pilots eligible for entry in more than one class may choose. In the cases where the vote is for more than one class, it is pilot choice with priority decided by vote result. In all cases where there is an option, pilots must make their preferences known within two weeks of notification of the vote result.

39.3. Qualifications. The Sporting Code requires that competitors in International Championships meet all the following criteria: –

- Satisfy the FAI Sporting Code General Section 3.7 regarding citizenship and representation.
- 250 total hours pilot in command, of which at least 100 hours is in sailplanes.
- Hold a current FAI Sporting Licence.
- Have competed in two National Championships – not applicable for Junior Championships.
- Junior competitors must not have a 25th birthday prior to the 1st January in the year that the Championship commences.

39.4. Eligibility. Only members of a voting panel who are eligible to compete, see 39.3. Qualifications, may be considered for a team place in that class.

39.5. Commitment Fee. All pilots selected must pay the BGA a sum equalling the competition entry fee or £1,000, whichever is the least, at a time required by the team manager. This fee will be reimbursed to pilots prior to the event starting. Any pilot subsequently withdrawing without a satisfactory replacement being found or allowed to compete will forfeit their Commitment Fee**.**

39.6. World Championships.

39.6.1. **Open, 18 metre, 15 metre, Standard and Club Class** competitors are selected individually by class. The voting panels consist of all pilots who have achieved a top 20 place in

either of the appropriate preceding two UK National Championships. In the case of a pilot who has competed in the appropriate class in an International Championship during the selection year, this is extended to the preceding three UK National Championships.

39.6.2. Junior competitors are selected by a voting panel consisting of all pilots who have achieved a top 20 place in the preceding two Junior National Championships.

39.6.3. Women's selection is by the following criteria in order:--

- Medal winners from the preceding two Women's World Championships.
- Top 40% (rounded to the nearest place) position in a UK National Championship in the preceding two years.
- Subject to the Team Coaches endorsement and Competition Committee approval, positions below the top 40% in a UK National Championships in the preceding two years but subject to having competed in a UK National Championships in the preceding two years.

Class choice is determined by the priority order with the highest placed medal winner having first choice through to the lowest placed UK Nationals place having last choice.

39.7. European Championships. Open, 18 metre, 15 metre, Standard and Club Class competitors may only compete in the class from which they qualify. With current European champions automatically receiving additional places, priority is determined by the following criteria in order:-

- Current National champion
- Current European silver & bronze medal holders
- Current World Championship gold, silver & bronze medal holders
- Current National second & third place holders
- Next most recent National first, second & third place finishers

39.8. World Class. At present there is insufficient UK interest for this class to be supported**.**

39.9. Voting System. This appears convoluted but minimises the effect of tactical voting. For the result to be accepted, at least 50% of the voting panel must return a valid vote.

39.9.1. Valid vote is one where all available places on the ballot paper have been completed with different eligible pilot names which do not include that of the voter**.**

39.9.2. Procedure.

Step 1. Delete from all ballot papers the name of anyone who has not submitted a valid vote.

Step 2. Delete any already selected pilot from all ballot papers. Make separate piles of ballot papers for each pilot who now heads the list on any of them.

Step 3. Action the following options as applicable until the required list of pilots is achieved.

Option 1. A pilot heading the list on more than 50% of votes is selected. Go to **Step 2.**

Option 2. With no pilot having an overall majority but there are two clear leaders, the one placed above the other on the majority of ballot papers is selected. Go to **Step 2.**

Option 3. With a tie(s) preventing there being two clear leaders, all ballot papers are re-allocated between the tied pilots in favour of the highest placed on each list. The pilot with the least votes is eliminated. This process is repeated until only one of the tied pilots remains. If this results in a single pilot remaining, he/she is selected, if there are two, repeat the procedure to select one. Go to **Step 2.**

Tie-breaking. If **Option 2** produces a tie or **Option 3** fails to resolve one, then the pilot placed higher on the current BGA Rating List predominates.

APPENDIX 1. GLIDER SPEED INDICES

AC-4C	85
Acro Twin 2	85
Acro Twin 3	89
Antares (18m)	110
Antares (20m)	113
ASH25	114
ASH25 (25.6m)	115
ASH25 (26m)	115
ASH25B(27m)	116
ASH26	110
ASK13	67
ASK14	72
ASK16	60
ASK21	85
ASK23	85
Astir CS	89
Astir Jeans	86
ASW12	105
ASW15	89
ASW17	106
ASW19a,b	93
ASW19club	90
ASW20	98
ASW20b,c	100
ASW20bl,cl	103
ASW20f	98
ASW20FL	101
ASW20L	101
ASW22 (24m)	115
ASW22b	117
ASW22bl	118
ASW24	97
ASW24 (w)	98
ASW27a,b	104
ASW28	100
ASW28-18 (15m)	100
ASW28-18 (18m)	106
Bergfalke 4	69
Bergfalke	65
BG135	74
Blanik	65
Bocian	65
Calif A21	100
Capstan	62
Cirrus (17.7m)	94
Cirrus (18.8m)	96
Club Libelle	86
Cobra 15	85
Dart 15	76
Dart 17r	83
DG300 club (fixed)	93
DG100/101	90
DG200	97
DG202 (15m)	97
DG202 (17m)	101
DG300 club (retractable)	95
DG300	96
DG303	98
DG400 (15m)	97
DG400 (17m)	101
DG500/505 trainer (fixed gear)	90
DG500/505 trainer (retractable)	92
DG500/505 Orion (20m)	98
DG500/505 (20m) flapped	100
DG500/505 (22m)	104
DG600 (17m)	105
DG600 (15m)	99
DG600 (15m-w)	100
DG600 (18m)	107
DG800 (18m)	110
DG800 (15m-w)	103
DG1000 (20m)	103
DG1000 (18)	96
DG1000 (18) (fixed gear)	94
Diamant 18	100
Diamant (16.5m)	89
Discus	98
Discus (w)	99
Discus 2 , 2 (w) & 2c (15m)	100
Discus 2c (18m)	106
Duo Discus	102
Duo Discus X	103
Eagle	68
Fauvette	74
FK3	89
Foka 4	81
Foka 5	83
Glasflugel 304	99
Glasflugel 604	107
Grob 102	85
Grunau Baby	55
Hornet	90
Iris	80
IS28b	80
IS29d	83
IS32	101
Jantar 1	105
Jantar 2	106
Janus a,b	96
Janus c (fixed gear)	98
Janus c (retractable)	100
Jaskolka	69
JP15-36a	87
K-18	81
K-2	64
K-6cr	76
K-6e	81
K-7	64
K-8	69
Kestrel 19	102
Kestrel 20	104
Kestrel 22	107

KH1	87
Kite 2a	60
Kranich	58
Lak12	105
Lak17a (15m)	103
Lak17a (15m-w)	104
Lak17a (18m)	110
Lak 19 (15m-w)	100
Lak 18 (18m)	106
Libelle 301	96
LS1 (0,c,d)	88
LS1-0 (fixed)	85
LS1f	91
LS3 (15m)	98
LS3 (17m)	102
LS4	96
LS6 (15m)	101
LS6 (15m-w)	102
LS6c (17.5m)	106
LS6c (18m)	107
LS7	97
LS7 (w)	98
LS8 (15m)	100
LS8-18 (18m)	106
L-Spatz	72
M 100S	72
M 200	74
Marianne	91
Meise	62
Mini Nimbus	98
Mistral c (fixed)	88
Mosquito a,b	98
Moswey 3	69
Moswey 4	72
Mucha Std	65
Nimbus 3 (25.5m)	116
Nimbus 2,b,c	106
Nimbus 3 (24.5m)	115
Nimbus 3d	114
Nimbus 3d (25.5m)	115
Nimbus 4	118
Nimbus 4d	116
Oly 403	76
Oly 463	76
Olympia 2	62
Olympia 419	78
Pegasus Club (fixed gear)	92
Pegasus	95
Phoebus 17	93
Pik20	96
Pilatus B4 (fixed gear)	80
Pilatus B4 (retractable)	82
Pirat	78
Prefect	56
Puchacz	80
PW 5	81
Salto (15.5m-w)	87
SB 5a,b,c	81
SB 5e (16.5m)	83
SD 3/15	81
SF 26	69
SF 27a	82
SF 27b	83
SFH 34	85
SHK-1	89
Sie3	81
Silene	88
Sky	67
Skylark 2	67
Skylark 3	77
Skylark 4	78
Speed Astir	96
Sport Vega	89
SPS 31	64
Std Jantar	92
Std. Cirrus	90
Std. Cirrus (16m)	92
Std. Libelle	89
Stemme S10	104
Super Blanik	72
Superfalke	64
Swallow	62
SZD 59	92
SZD 30	78
SZD 50	80
SZD 51 Junior	83
SZD 55	98
SZD 56	103
T21	50
T53	69
Tandem Falke	60
Torva	83
Twin Astir	87
Vega (17m)	101
Vega (15m)	97
Ventus a,b (16.6m)	104
Ventus a,b,c (15m)	101
Ventus c (17.6m)	106
Ventus 2a,b,ax	104
Ventus 2c,cx (15m)	104
Ventus 2c,cx (18m)	110
Viking	85
Weihe	67
Zugvogel 3b	83

118 ASW22bl, Nimbus 4

117 ASW22b

116 Nimbus 3 (25.5m), ASH25b (27m), Nimbus 4d

115 ASH25 (25.6m), ASH25 (26m), Nimbus 3, (24.5m), ASW22 (24m), Nimbus 3d (25.5m)

114 ASH25, Nimbus 3d

113 Antares (20m)

110 ASH26, Ventus2c, cx (18m), Lak 17a (18m), DG 800 (18m), Antares (18m)

107 LS 6c (18m), DG 600 (18m), Glasflugel 604, Kestrel 22

106 Nimbus 2, b, c, ASW17, LS8-18 (18m), LS 6c (17.5m), Ventus c (17.6m), Jantar 2, Lak 19 (18m), ASW28-18 (18m), Discus 2c (18m)

105 DG 600 (17m), Jantar 1, Kestrel 20, ASW12, Lak 12

104 ASW27a,b, Ventus 2a,b,ax, Ventus 2c,cx (15m), Lak 17a (15m-w), Ventus a, b (16.6m), Kestrel 20, DG 500/505 (22m), Stemme S10

103 SZD 56, DG 800 (15m-w), Lak 17a (15m), ASW20bl, cl, Duo Discus X, DG 1000 (20m)

102 Duo Discus, LS 3 (17m), LS 6 (15m-w), Kestrel 19

101 LS 6 (15m), Ventus a,b,c (15m), IS 32, ASW20L, ASW20FL, Vega L (17m), DG 400 (17m), DG 202 (17m),

100 Discus 2, 2 (w) & 2c (15m), LS 8 (15m), ASW28, ASW28-18 (15m), ASW20b, c, DG 600 (15m-w), Lak 19 (15m-w), DG 500/505 (20m) (flapped), Calif A21, Diamant 18, Janus, c (retractable)

99 Glasflugel 304, Discus(w), DG 600 (15m)

98 Discus, ASW24 (w), LS7 (w), SZD 55, DG 303, Mosquito a,b, ASW20, ASW20f, Mini Nimbus, LS 3 (15m), Kestrel (17m), Janus c, (fixed), DG 500/505, Orion (20m)

97 DG 200, DG 202 (15m), Vega (15m), DG 400 (15m), ASW24, LS 7

96 LS 4, DG 300, Libelle 301, Pik 20, Speed Astir, Cirrus (18.8m), Janus a,b, DG 1000 (18m)

95 Pegasus, DG 300 Club (retractable)

94 Cirrus (17.7m), DG 1000 (18m, fixed)

93 ASW19 a,b, DG 300 Club (fixed), Phoebus 17

92 Std Jantar, Pegasus Club (fixed), SZD 59, Std. Cirrus (16m), DG 500/505 trainer, (retractable)

91 LS1f, Marianne

90 DG 100/101, Std. Cirrus, Hornet, ASW19, club, DG 500/505 trainer (fixed)

89 ASW15, Std. Libelle, SHK-1, Astir CS, Acro Twin 3, Diamant (16.5m), FK3, Sport Vega,

88 LS1 (0,c,d), Silene, Mistral c(fixed)

87 JP15-36a, KH1, Twin Astir, Salto (15.5m-w)

86 Astir Jeans, Club Libelle

85 Acro Twin 2, ASK 21, ASK 23, Cobra 15, SFH 34, Viking, AC-4C, Grob 102, LS 1-0(fixed)

83 Dart 17r, Foka 5, IS29d, SB 5e(16.5m), Torva, Zugvogel 3b, SZD 51, Junior, SF 27b

82 SF 27a, Pilatus B4 (retractable)

81 Foka 4, K-6e, SB5a, b, c, SD3/15, Sie3, PW5, K-18

80 Pilatus B4 (fixed), Iris, IS28b, SZD50, Puchacz

78 SZD 30, Pirat, Skylark 4, Olympia 419

77 Skylark 3

76 K-6cr, Dart 15, Oly 403, Oly 463

74 BG135, Fauvette, M200

72 ASK14, L-Spatz, M100S, Moswey 4, Super Blanik

69 Bergfalke 4, Jaskolka, Ka8, Moswey 3, SF26, T53

68 Eagle

67 ASK13, Sky, Skylark, 2, Weihe

65 Bergfalke, Blanik, Bocian, Mucha Std.

64 Superfalke, K-2, K-7, SPS31

62 Capstan, Meise, Olympia 2, Swallow

60 ASK16, Kite 2a, RF-5b, Tandem Falke

58 Kranich, Mu13

56 Prefect

55 Grunau Baby

50 T21

46 Falke