



## CONTEST RULES for the CAPE BLADE RUNNER

### MISSION STATEMENT

This is not a rule, but it seems important enough to be here.

The objective of the Cape Blade Runner is twofold:

- provide a form of gliding competition that is visually stunning, simple to understand, yet engaging and exciting for spectators
- provide a form of competition which is fair and challenging for the competitors (no WWF here!).

This is achieved through defining a variation on the Grand Prix (GP) style of competition which has become popular in recent years. Why a variant? GP prioritised the above two objectives differently. *This* ordering is no mistake. Let's look at the key features:

- Start and finish at a remote "viewpoint" that puts the spectators in the action, pass that point again at least once during a heat
- The view point should be at flying altitude, preferably on an accessible point or road over a ridge
- Short tasks, multiple heats or longer tasks with circuits

We call it GP "edge". The Cape implementation is called the Cape Blade Runner, referring both to the machine and the ridge it is flown along.

But don't be fooled by the name and image, the Cape Blade Runner will embody true Cape hospitality, and thus has a velvet sheath.

Can you cut it?

## RULES

1. Annex A to Section 3 of the Sporting Code shall apply subject to what is set out below.
2. Annex "A" is available via <http://capebladerunner.blogspot.com> as well as the IGC website.
3. The GP rules can also be found at the IGC website. This document identifies local variations.

Note: The intention is not to be legalistic but to be fair. The rules are simple and most protests and unhappiness is the result of a failure to apply the rules. It is only fair to apply the rules to everyone.

## HANDICAPS

4. There aren't any. There won't be any. Ever. Not even after discussion over particularly mellow ale. This way we avoid discussion on what they should be, how to calculate or change them. We figure that if half the time spent discussing them was spent flying XC kilometres, we could give OLC a haemorrhage.
5. What we WILL be doing is equalising wing loadings. The director will have discretion to declare a wing loading for a particular day specified in kg/m<sup>2</sup>. You do the math.

## DOCUMENTATION

6. All pilots will be required to sign an indemnity.
7. All pilots will have to be in possession of a valid GPL and letters of authority. (These, in any event, should be on board of all gliders.)

## FLYING FAR AWAY

8. We will be starting and finishing at remote locations. If you land out on the way to the start you will find it tougher to score. Don't expect the rest of the field to join you in your field to commiserate.

9. Relights are allowed from any field designated as a relight field at the discretion of the director up to 20 minutes before the start.
10. Landing out after the task is complete does not affect the score; ego maybe, crew definitely, but not the score.

### LOGGERS

11. Only IGC approved loggers will be accepted.
12. Loggers are to be handed in within 20 minutes of landing at the base airfield. It is expected that you will (within this time) provide either:
  - (a) A cable to download your logger to a laptop (along with the logger and a power cable or battery if required)
  - (b) An IGC file on a USB memory stick
  - (c) Notification that your IGC file is on the OLC website

### FLARM

13. All gliders are to be equipped with functional FLARM units and the latest firmware version (this is v3.02 as of 16 February 2007) as published from time to time on the Cape Blade Runner website. You are expected to switch them on too.

### BRIEFING

14. Briefing is at 09:00 on the day of the task. Briefing attendance is mandatory.

### LAUNCHING & START TIME

15. At the briefing a launch sequence will be provided. This is serious stuff, no grid bingo for the Blade Runners.

16. The director will stipulate an allowed "travel" time to arrive at the remote start from the launch site.
- (a) The task will start no earlier than last launch + travel time + 20 minutes.
  - (b) In any event, the director will publish an intended start time of the task
  - (c) The actual start time will be the later of (a) or (b) above.
17. Competitors may refuse a launch, but their launch will not be considered as part 16(a).

Note: Self-launchers may launch when there is a gap in aero-towing (aero-tows take precedence), but in any event they will be considered to have 'refused' a launch.

### ENTRIES

18. To facilitate organisation, participants have to confirm their participation by latest Wednesday night preceding a competition day. Failure to register may result in your launch not being considered part of the grid (i.e., the contest may start before you launch or before you reach the start). After all, we have to arrange enough tugmeisters to hurl you into the air.
19. We will be asking a nominal entry fee of R100 to cover various expenses. You might actually get something for it, but don't hold your breath. If you find this uncertainty frustrating, let us know by limerick. But make sure it rhymes.

### TURN POINT DATA FILE

20. The turn point data file is available via the Cape Blade Runner website in See You (.cup) format.

## TASKS

21. Tasks will either be:
- (a) Speed task;
  - (b) Racing task;
  - (c) Closed-circuit task with a set of ordered waypoints and viewpoints (all defined in the turn point file). Don't count on these turn points being anywhere near a mountain, or some other point you might recognise, even if they bear its name.
  - (d) Occasionally, we might try something different. But as (a) to (c) are all the same you should get the idea that we have, and anticipate, limited creativity in this department. We may get a new idea someday though.
22. The tasks are made up of:
- (a) Start line (see below);
  - (b) Any number of Viewpoints (see below) and Waypoints (a regular beer can 500m in diameter) in a predeclared order; and (shock)
  - (c) Finish line (see below).

## START LINE

23. The start line will open per Rule 16, at a specific time. Start when you like after that, but as the winner will be the first glider to complete the task, you may want to give consideration to arriving at the start line just after it opens. Sort of like a pub opening for happy hour.
24. The start line is 1 km long, perpendicular to the track to the first way point or viewpoint. Start height will be restricted to a briefed altitude and 150kph. No part of the start line will be within 3 km of a mountain.
25. Competitors must be behind the start line for 2 minutes before the start.
26. Time Penalties will be awarded for:
- (a) excess start height: 10 seconds per metre

- (b) early start: 10 seconds per second

### VIEWPOINTS

27. A view point will be centred on a turn point, 1km long, and is a line perpendicular to the *inbound* track. The tracks inbound to and outbound from a view point may not differ by more than 45°. A maximum transit height will be briefed.

### FINISH LINE

28. The finish line will be a view point. Competitors are encouraged to regroup overhead the finish once they are finished. Competitors are discouraged from rapid pull-ups post-finish.
29. Competitors are required to call at 10km out from the finish (and again at 1 minute out per the viewpoint rule).
30. Penalties will be awarded at the director's discretion for excessive dives & pull-ups at the finish.
31. The finish line will be restricted in altitude (maximum and minimum) and these altitudes will be declared by the director.

### TURNING

All thermalling within 5km of a start line, finish line, view point or waypoint should be to the left. The finish line will be a view point. Competitors are encouraged to

### AIRSPACE

32. The flight lands out at the first point of an airspace transgression (this is non-negotiable). Airspace not specifically briefed as 'open' for the purposes of a task will be considered transgressed if entered. Normal rules of entry for 'open' airspace will apply unless briefed otherwise.

### RADIO PROCEDURE

33. It is compulsory to remain on the appropriate TIBA frequency. Competition rather than registrations should be used for identification.

34. Calls should be made 1 minute (4km at 240kph!) before transiting a waypoint or a viewpoint.
35. It is expected that all participants will follow the guidelines outlined in Cloudbase for Radio. Stealth flying will attract stealth points (these are hard to keep a hold of).
36. Overtaking on the ridge is only permitted with acknowledgement of the glider being overtaken. Overtake only on the inside unless you specifically agree an alternative and have it acknowledged by the glider being overtaken.

### PROTESTS AND COMPLAINTS

37. See rule 49. Still want to? Lodge it with the Director.
38. You are expected and required to report infringements of the rules and procedures (e.g., poor or no radio procedure).

### SCORING

39. Score on each day will be a maximum of 10 points (see GP rules for the arduous calculations). There are no points for non-finishers.
40. The director has the discretion to declare viewpoints or waypoints as "Rocky Horror" (drag) points. Where 'Rocky Horror' points are declared, the first competitor to reach the point will earn an additional 1 point. The director has the discretion to limit the height of a 'Rocky Horror'.
41. At the director's discretion, penalties will be awarded for excessive dives or pull-ups at a "Rocky Horror".
42. Scores of all contest days count to an accumulated total. The accumulated total for all contest days will be used to determine the winner.
43. The pilot presenting the funniest limerick (to be determined by the volume of laughter) at briefing will be the winner (we will award penalties to other pilots).

44. The Rule relating specifically to limericks determining the winner is invalid (just checking you are awake). But it might actually happen like that occasionally.

### COMPETITION DAYS

45. The competition runs from November to October.
46. Days where no task is possible will be dropped and not replaced.

### JURISDICTION

47. All Cape Blade Runner competition activities are subject to normal rules of the Cape Gliding Club, and flying activity is subject to the jurisdiction of the flying panel of that august body. So *unless* you beat up, you might be beat up.
48. Anyone who notices the ploy by the organisers to be allowed to ‘beat up’ the Dasklip launch point without sanction will be pilloried by limerick.

### OBJECTIVE

49. Isn't it funny how the most important rules are left hiding at the end? This is supposed to be fun for spectators, so make sure your humour is sharp; challenging for your fellow competitors, so give them a *run* for their money. Then you can call yourself a Blade Runner.