

# Competition Enterprise Etiquette

incl. notes for gliders with engines (SL, SR)

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.

To achieve this, certain protocols are essential, including the use of the usual BGA handicap system for scoring.

2> Trophies: (1) "Enterprise" - overall winner, (2) "John Cadman" - most enterprising flight and (3) "Blunt Nails" - best performance for pilots flying low performance gliders and/or considered novices.

Determined on the basis of the actual gliders entered this could e.g. include an SL, SF28 Falke; Gull etc.

3> No glider should join the launch 'queue' nor request a start order until ready to launch i.e. until they could launch within 5 mins. notice! Anyone not ready or willing to launch within 5 mins. must pull out of the launch queue into a rigged glider parking area set aside for the purpose or move to the back of the queue.

This is to avoid frustration for those further back in the queue who are ready to launch – it is a fact that many have their gliders on the grid early but are not always ready to launch when their time comes and others want to go.

4> When there is any kind of 'queue'<sup>1</sup> Self-launchers (SL) will "take their turn" along with all other gliders simply by asking for and complying with a start order obtained from the "Launch Priority Marshal" !

This allows SL to launch from another part of the airfield for practical and safety reasons etc. However, pilot selected launch times are fundamental to the concept of Enterprise so that 'normally', when there is no 'queue'<sup>1</sup>, they may select a launch time of their own choice.

**Note:** Subject to the host club's local rules. Some clubs may prohibit self launching for safety, noise or other reasons.

5> Restarts for motor equipped gliders will only be permitted if the engine of SL or SR has not been used to return to the start sector.

This avoids jamming up the launch system with unnecessary relights. The start sector will usually be a 5km radius from the launch point but may be changed on specific days at briefing.

6> Restarts using engine to regain start height may be used on reaching the start sector as in 5> above.

In this context, turbos can also take a low aerotow or winch launch then motor to launch height within the sector.

7> Gliders landing back and complying with 5> will be allowed relights.

8> Once out of range of 5> above and 'on track' no further score will be accrued once the engine has been restarted but there is then the potential to win "Enterprising Flight Award".

Pilots in this situation are encouraged to remain flying and continue on task or explore the conditions. A separate, new for 2009, Enterprising Flight Award will be given for the most enterprising flight of this nature during the competition, where the engine has been used.

9> All or any of these protocols can be overruled at briefing e.g. when a specific task (or tasks) is being set to allow competition flying in difficult conditions.

**Abbreviations: SL = Self Launcher SR = Self Retriever**