



Q Why is there no BGA rating for the Competition Enterprise (CE)?

A 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 of defined length with only a small proportion of pilot-selected elements such as defined area or POST 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 Gull or Capstan 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.

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

A The aim is to have the winner scoring 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 more hours than most other competitors, whereas in conventional competitions the winner is the one with least time on task.

Q Why is self scoring used?

A 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.

Q What is the process of evidence scrutiny?

A If everybody has loggers, the traces are downloaded and checked on Task Nav or similar software. If barographs/photographs are used, for other than leading pilots the pilot's own declaration of result is taken at first. Physical evidence e.g. film is checked after a few days to allow for off-site processing, to keep costs and infrastructure to a minimum.

Q Why is there so much emphasis on pilot selection of turnpoints?

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



Q Why is a straight speed task sometimes set, and why are the speed points computed as 10 points per kph above one third of current BGA Speed Index?

A It is a mystery enshrined in the enigmatic history of CE, but one enterpriser is convinced that it is when the task setter thinks nobody will get back, so it should be irrelevant - then gets a surprise when some do.