

MIDLAND INTERCLUB LEAGUE

Rules for 2009

1. Each participating club shall appoint a team captain. The team captains will constitute an organizing committee for the league.
2. Meetings will be held over weekends at participating clubs' sites. The team captains' committee will determine the exact schedule of these meetings.
3. Each club shall field a team of 3 pilots for each task day comprising one Novice, one Intermediate and one Pundit. Pilot qualifications will be as follows:

Novice Any pilot who has completed their 50km silver distance flight and by 1st April of the League year:
has not flown in a rated competition, (Regionals or Nationals), and
has not flown a 300km flight qualifying for Gold Distance.

Intermediate Any pilot who by 1st April of the League year:
has not flown in a Nationals competition (except Junior and Overseas Nationals), and
has not flown a 500km flight qualifying for Diamond Distance.

Pundit Anyone can be a pundit

4. If desired a pilot may fly in a higher class, e.g. a pilot qualifying for Intermediate status may be entered as his club's Pundit.
5. Participants in the Novice class may fly any standard class glider. They may also fly gliders of any class with a handicap no greater than the currently highest handicapped Standard Class glider (currently 100).
6. Participants in the Novice class may not carry water ballast.
7. Motor Gliders or Turbos will be required to following the guidelines from the BGA competition handbook regarding engine equipped gliders. Motor gliders or Turbos will be scored to the point when they start their engine or cross the finish line.
8. The host club for each meeting will be responsible for appointing a Director and Task Setter (who may be the same person).
9. The Director will be responsible for holding daily airfield and task briefings, and for liaison with normal club operations during the task meeting.
10. Morning Briefing will be at 10:00am with gliders rigged before briefing subject to the weather. All ICL competition pilots are to attend briefings. Pilots who fail to attend briefing due to matters outside their control are to approach the host club's task setter for a briefing before launching. Failure to do so will lead to disqualification.
11. IGC loggers are to be used by all classes. Pilots are responsible for submitting IGC traces to the scorer. Logger traces should ideally be downloaded and submitted on the day of flight. An e-mail address will be announced at each briefing for traces that cannot be provided on the day. In the event of problems with logger traces then Novices may present a complete GPS log of a flight as an alternative. The closing date for submission of logger files will be seven days after the ICL weekend. If no trace has been provided after that date a flight will be scored as no valid trace available.
12. Any pilot entering a parachuting DZ circle after starting the task will be disqualified except for the case when the glider enters the DZ circle for the purpose of landing back on the airfield from which it launched. Entering a DZ circle to land at an airfield from which the glider did not launch will lead to

disqualification. Note that the circle is centered on the airfield center and not on any BGA TP and for Hinton is 1.5nm in radius and for Weston is 2nm in radius.

13. At the briefing held at Hinton or Weston pilots will be informed of the parachuting drop area in operation on that day. Any pilot entering this briefed drop area will be disqualified.
14. The competition will be run and scored broadly according to the BGA Competition Handbook with the following exceptions:
 - No windcapping will be used
 - Y will be 20Km for Novices
 - Y is 40Km for Intermediates and Pundits
 - No minimum task sizes
 - AAT style turnpoints for novice tasks are an acceptable option if required. No AAT time limits apply and the flight will be scored on actual distance and times.
15. BGA turning points are to be used. Any special site start TP's may be used but must be stated at morning briefing.
16. Where possible all gliders should be launched within 1 hour, one class at a time. There should be a separate held start for each class.
17. Each class will be scored as a separate task using the BGA 1000 point system for each day after which day points will be awarded in each class as follows:
 - First place: 4 points
 - Second place: 3 points
 - Third place: 2 points
 - Fourth place: 1 point
18. At the end of the season, the club with the most day points is deemed the winner, and may go through to the national final. In the event of a tie it will be resolved by the aggregate total of the 1000 points scores.
19. A weekend meet will be declared a contest if any pilot in any class on any day has a scoring task. A reserve weekend may be used in the event that less than 3 contest weekends are achieved.
20. Weekend scores should be distributed to the team captains and area representative as soon as possible after a competition weekend.
21. All matters of flying safety remain the prerogative of the host club's CFI.
22. The team captains will resolve any disputes. Any dispute that cannot be resolved will in the first instance be referred to the area representative and then the national ICL organizer as appropriate.
23. The aim of the Midland ICL is to encourage cross-country flying in an enjoyable environment. The tasks set for the various classes should therefore be such that there is a realistic chance for all pilots to complete the tasks. On days with less favourable weather it may be appropriate to scrub the novice task earlier than other classes.