

## CHAPTER 13.2

### WHAT IS THE OLC ?

The *aerokurier*-sponsored Online Contest is a worldwide gliding competition with a daily score. The OLC and its club proponents have been instrumental in encouraging more Cape Gliding Club pilots to fly cross-country, and to reach greater cross-country distances than ever before in the history of the club (viz. over 1000km on single flights!) Therefore all aspiring cross-country pilots are encouraged to register on the OLC even if their performances are moderate to begin with. There is no pressure, no “pecking order”, and the only aim in the club is for pilots to enjoy their cross-country flying.

The following is from the official OLC web site:

The philosophy of the OLC is described here, courtesy of Gerhard Marzinzik of the *aerokurier*.

*Set your own tasks, fly cross-country from your home airfield, and still test your skills against those of pilots from all over the world. aerokurier is using the Internet to make this new competition concept a reality ([www.segelflugszene.de](http://www.segelflugszene.de)). The new format allows pilots to compete both locally and internationally, and to see the results of their efforts the same evening on the website. Thanks to this new system the world record flown by Klaus Ohlmann in Argentina was immediately available for all to see.*

***World-wide cross country with daily scoring***

*Competition flying can be a lot of fun. A major aspect is being able to compare your performance directly with that of other pilots, something that until recently was only possible with centrally organised competitions. But the technology of the Internet is now changing that. The aerokurier-Online-Contest makes possible for all pilots from all over the world to compete with one another, and to see the results online just a short time after landing.*

*The aerokurier-Online-Contest creates a world-wide overview of the cross country gliding scene. For example, Klaus Ohlmann's incredible record breaking flights in Argentina were immediately available on the website ([www.onlinecontest.org](http://www.onlinecontest.org)). Anyone could download the logger-file from the 2,453 km world record flight to their PC and reconstruct the task using flight planning software (Flight Planner, StrePla, SeeYou).*

*Since the aerokurier-Online-Contest was introduced the response has been terrific. The concept of combining logger-documentation, free (no pre-declared) flights and the Internet has found many supporters. The multiple-world record holder Hans Werner Grosse particularly appreciates the fact that pilots are released from the constraints imposed by fixed tasks, are free to fly and extract every last kilometre from whatever meteorological conditions they are confronted with.*

*An online forum has been set up at [www.onlincontest.org](http://www.onlincontest.org) for pilots to exchange views and experiences. When asked directly, successful pilots will often describe the tactics they use for particular problems and weather conditions.*

*It's very easy to take part in the aerokurier-Online-Competition. There's no bureaucracy or red tape, and anyone who hates filling in the usual paperwork will find it a refreshingly easy way to add their kilometres to the competition database, and compare their achievements with those of other pilots.*

*The aerokurier-Online-Contest can be found at [www.onlinecontest.de](http://www.onlinecontest.de) (e-mail: [info@segelflugszene.de](mailto:info@segelflugszene.de)).*

### ***Aerokurier-Online-Contest scoring system***

*The aerokurier-Online-Contest spans all glider classes and is all about flying the greatest possible cross-country distances. The day's task does not have to be declared before take-off. No official observers are required.*

*The differences in glider performance are balanced out by applying the German Aero Club's (DaeC) Index List.*

*Flights are scored on a daily basis, so there are also daily winners! Separate scoring is done on a national basis as well so pilots from the same country can compare their performances directly.*

*The pilot with the highest total score from any six flights will become aerokurier -Online-Contest Champion.*

*The competition runs from October to October the following year.*

*Optimise you Online-Contest tasks on your PC*

*The flight planning and analysis software producers have already adapted their products to work with the Online-Contest (CAL, DMST-G, StrePla and SeeYou).*

*They offer functions that allow a task to be optimised for the new contest format. The task submission form is automatically created by most programmes and it is then simply uploaded with the logger-file (in IGC format) to the website at [www.onlinecontest.org](http://www.onlinecontest.org).*

### ***aerokurier-Online-Contest rules for 2004***

#### ***Goals:***

The goals of the 'aerokurier - Online-Contest' (OLC) is a timely scoring of cross-country flights, free from the burden of flight declarations, to allow an easy and up-to-date comparison of decentralised cross-country flights. The increase of the number of cross-country flights is another goal of the OLC.

#### **1. Documentation**

IGC-approved GNSS Flight Recorders will be used exclusively for documentation. Motor gliders will document flight without propulsion by recording of the Engine Noise Level (ENL). For national OLC's the requirements of the Flight Recorders is relaxed. These relaxations are detailed after these rules. Official observers are not required.

## 2. Evaluation, official distance

After the flight the start point, up to five turnpoints and the finish point are determined on the flight trace, so that the scored points for the flight are maximised.

The entire flight from start time until finish time has to be performed in free flight without any means of propulsion.

Start point, all turnpoints and finish point have to be recorded GNSS fixes.

For regional OLC's it is required that at least one recorded GNSS fix for the flight has to be in the region for which the flight is claimed.

## 3. Altitude difference, start and finish time

The minimal finish altitude is 1000 metres below the start altitude.

The start altitude is the lowest altitude after the beginning of free flight and before reaching the start point.

The start time is the time at which the start altitude is reached.

The finish altitude is the highest altitude after reaching the finish point and before the end of free flight.

The finish time is the time at which the finish altitude is reached after the finish point is reached.

## 4. Scoring, points

1 raw point per kilometre is granted for the distance from the start point around three turnpoints to a fourth turnpoint.

For the distance between the fourth turnpoint to the fifth turnpoint 0.8 raw points per kilometre are granted.

For the distance between the fifth turnpoint and the finish point 0.6 raw points per kilometre are granted.

The raw points are multiplied with 100 and are divided by the applicable DaeC Index. The resulting final points are rounded to two decimal places.

## 5. Flight claiming

Flight claims will only be accepted at [www.onlinecontest.org](http://www.onlinecontest.org). Claims have to be submitted by 24.00 on the Tuesday following the flight local time of the finish point.

The IGC-file has to be submitted as part of the flight claim.

By submitting the flight the participant certifies that the flight took place as claimed.

## 6. Scoring period

The scoring period starts October 14<sup>th</sup> 2003 and ends October 11<sup>th</sup> 2004. the competition for the following 12 month period begins on the following day and ends on the Monday after the second Sunday the year after, and so on.

## 7. Winners and prize distribution

Winner and “*aerokurier* Online Contest Champion 2004” is the participant who scores the highest number of points with six flights. The prize distribution will take place at the OLC-symposium in Gersveld/Rhön (Germany) in October 2004.

## 8. Publishing of data

The participant agrees that his flight data and flight-routes will be published on the Internet at [www.onlinecontest.org](http://www.onlinecontest.org).

## 9. Validation

Flights and scores will be accepted if no objections have been filed against them within four weeks after the corresponding weekly deadline (see para 5).

Deadline for objections against flights made after 15<sup>th</sup> September will be the Tuesday after the second Sunday in October.

### 10. Participation & Registration

Participants are individual pilots, or two-pilot teams for double seaters

Participation is free of charge (sponsors finance the OLC).

Registration can only be made online via the forms provided at [www.onlinecompetition.org](http://www.onlinecompetition.org) and has to be made once a year.

By their registration the participants agree to the competition rules

*Peter Wooley. 2004*



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