

**Competition Enterprise 2023 rules that will apply during this week's competition. They may be varied by the Competition Director; in which case the changes will be briefed.**

**Task Briefing** is usually held at 10.00 each morning, although this can vary due to weather conditions.

**The airfield** will be set up for either West or East launching and will be notified by the WhatsApp CE23 broadcast. See the separate airfield layout plans. Competitors and their crews are asked to cooperate with this plan to ensure smooth and safe operation of the airfield during the competition.

**Gridding** will be under the control of the Contest director and/or Launch marshal. Choice of grid position is on a "First come, first served" basis. Self launch gliders will launch from their position on the grid

**Time of first and last launch** will be announced at Briefing and may be subsequently modified by a WhatsApp CE23 broadcast message.

**Aerotow** will be the prime method of competition launching, but **Winch** launching for competition flights (if required) will be opened after completion of the aerotow grid.

**Start Zone** will be a 180-degree sector of a 5km radius centred on NHL and wholly to the West of that point. This may be changed in the daily Task Sheet

**Gliders** will normally be towed to 2000ft QFE or to cloud base if lower. If they are towed out of the start zone they must re-enter it to generate a valid start. Failure to record a valid start on SeeYou will result in the loss of bonus points. Only OLC distance will be scored.

**Pilots self-launching** may go out of the start zone but must not go above 2000ft QFE while using their engine. They must re-enter the start zone to generate a valid start.

**Engine (ENL) tests.** All pilots with engines must run their engine before they start on the first day of the competition to demonstrate that their ENL system is working correctly. This may be done outside the start zone if there is clearly no competitive advantage; 30sec. maximum clean engine run.

**Relights** Competitors who land back, or who have been retrieved may queue for a relaunch, but unlaunched competitors will have priority.

**To count as a relight**, engines may only be started within the start zone. Self-launcher start rules then apply. If the engine is started outside this zone, except for an ENL test (see above), the flight will be classed as a land out.

**Flights continuing after an engine start outside the start zone** become eligible for the Sam Witter Trophy, so don't give up!

**Observation and Start zones** will be defined on the Task Sheet.

**The Finish** constitutes a Safe landing on the home airfield.

**Flight log & self-scoring sheet (FLSSS)** should be taken with you in the aircraft and filled in as a log of the flight with all scoring events noted. It should be handed in to control within 30 minutes of clearing the landing area, together with the IGC file. Items not recorded on the sheet will not earn points. Pilots who submit their FLSSS more than 1 hour after clearing the landing area out may incur a penalty. Pilots who land out, should telephone control within 30 minutes of landing and ideally send a photo of their FLSSS or text their claim details to control. Pilots are recommended to read the "Self-scoring Explanation" document attached with this message.

**Airspace** for the purposes of this competition The Dunkeswell ATZ and associated DZ as set out in our letter of agreement will be considered out of bounds except in the case of an emergency. (files defining this space for PDA's , Oudies etc. are available).

Otherwise, all other airspace shall be treated as normal unless specifically notified in the daily briefing. If permission is required to enter airspace, full details must be given on the back of the FLSSS. Penalties will apply depending on the severity of any unauthorised airspace infringement.

Pilots should note our agreement regarding Exeter approach: Gliders should not cross the southern limiting line (A30 / railway line) without first calling Exeter Radar to advise of their location and intentions.

**Flarm** is required for all gliders in the competition. It is preferred that it is not set to Stealth mode and ideally registered on the OGN for the duration of this competition. Information derived from the OGN will be published during the competition.

**Competitors are again reminded that task and scoring parameters may change during the competition.** These will be shown on the daily task sheets.