

These guys already have the turnpoint tagged - we're still heading there. Over Turkey, photo by Mark Hayman



The first task briefing

By now we have assembled a complete competition flying kit, we have hopefully learnt how to use all the advanced electronics involved, and we know what the Task director is going to be talking about when he starts the first briefing. So it is time to look at the last preparations you need to attend to before actually showing up on launch.

CIVL rules and local rules

I will not say that you need to learn the *Section 7b* by heart – but I do suggest you browse through it before your first task briefing. If you are like me you will be speed reading by now (rules blabla, *local rules* blabla) and if you are anything like me then you will live to regret that.

You **MUST** also know where you can find the Local Rules in case you

need them along the way - this typically happens during competitions that are not blessed with perfect weather from the start. If you own and fly with a PDA, put a .pdf copy of both rule sets in it and have them handy on launch in case a situation arises where knowing the rules could make a difference.

The local rules should contain a paragraph about the procedure for *stopping a task*, and how points are calculated - read this BEFORE launching on the first task as it can make the difference between a competition won and a week wasted.

The GAP scoring system

As the first decade of the new Millennium draws to a close it seems that the *GAP* scoring system has finally won over pretty much every opponent there was. This means that in order to be able to fly optimally to the scoring system it pays to understand this system a little better than most of us can boast of doing.



It sure feels good to finally get there, although we don't as a rule appreciate the sight of this many wings already there. Photo by Mark Hayman