

BARRON HILTON CUP



The BARRON HILTON CUP (BHC) has been created by Barron Hilton, Chairman of the Board and President of the Hilton Hotels Corporation, and Professor Helmut Reichmann.

The Barron Hilton Cup (BHC) is open to glider pilots from all countries. The competition runs over a period of two years, starting on March 15th and finishing on September 15th of the following year.

The pilots participate individually. Any authorised airfield in Europe may be chosen as the take-off-place for a competition flight. Five classes - the three FAI Classes, the Two-Seater Class, and the Sports Class - will be scored separately. The flight with the highest score in all classes counts for the final score.

The aim of the competition is to promote cross-country gliding on a broad, international basis.

Gold, silver and bronze medals will be awarded to the best placed pilots. In addition, the winner will be invited, with an accompanying person, to the gliding camp at Barron Hilton's Flying-M-Ranch.

In order that as many pilots as possible may enjoy the experience of an invitation, it was determined that each participant may obtain such an invitation through the BHC only once, as pilot or accompanying person.

To ensure the character of an international friendship meeting at the Flying-M-Ranch, it was further determined that not more than three pilots from any one nation will be invited through the BHC competition. If there are more than three gold medal winners of the same nationality, those with the greatest point difference to the silver medal winner will be invited. The others will be replaced by pilots from other countries, as long as they have at least 80 % of the score of the gold medal winner of their class. In the case of equal points, the earlier landing time

wins. If the landing times are also identical, the decision will be made by drawing lots.

A similar rule will apply to winners who are no longer invited because they have already participated in a BHC camp.

If this ruling results in less than five invitations, Barron Hilton will extend invitations to other pilots in the spirit of the Cup.

Barron Hilton's invitation includes the flights of the pilots and accompanying persons from Frankfurt/Main to the Flying-M-Ranch, situated 40 kms north of Mono Lake at the edge of the Sierra Nevada, and also the stay and the programme at the Ranch. Barron Hilton will personally present the medals to the winners.

The organisation of the activities and in particular the control of the flying is in the hands of Hannes Linke. He will fly with the group.

The stay at the Ranch lasts 10 days and offers in addition to the gliding possibilities for ballooning, swimming, tennis, golf, fishing, clay pigeon shooting, visit of the gold diggers' town Bodie, and a lot more.

The return flight to Frankfurt/Main can be booked individually as far as the tickets allow.

Independently of the BHC, the reigning World Champions receive an invitation with one accompanying person to the gliding camp at the Flying-M-Ranch (from Reno).

The invitation to the BHC has been worked out by Professor Reichmann, in accordance to the agreement with Barron Hilton and in co-operation with the DAeC.

Invitation to the BHC

1. Purpose

Promotion of international long distance gliding and strengthening of international gliding contacts.

2. Organisers

The competition is organised by Hannes Linke and Annette Reichmann in co-operation with the DAeC and in co-operation with the national gliding organisations (Aero-Clubs) of the participating countries.

3. Time and place

3.1 The BHC runs over a period of two years. It begins on March 15th of each year and ends on September 15th of the following year. Only flights carried out within this period will be considered.

3.2 The BHC is a decentral competition. Flights may start from any authorised airfield in Europe.

4. General Rules

4.1 The competitors are themselves responsible for observing all relevant laws, regulations, and recommendations.

4.2 The Sporting code will be applied for all flights entered for the BHC unless otherwise stipulated in this invitation or in the competition rules.

4.3 Regulations concerning the flights and the scoring procedure are given in the competition rules.

5. Participants

Any holder of a valid pilot's licence may compete.

6. Entries to the BHC

Participants submit their entries with the flight documents to their national aero club in accordance with the organisation form of their country. Pilots from other countries taking off from an airfield

in the Federal Republic of Germany may also submit their entries to the DAeC via the state section at the place of take-off.

- 6.1 The first flight entry will be considered as the registration of the participant for the competition.

7. Glider classes and scoring

- 7.1 The BHC in Europe will be carried out in five classes, for gliders and motorgliders:

7.1.1 Open Class according to the index list and Two-Seaters with a wing span of more than 20 m and 18-m-gliders.

7.1.2 15-m-Class according to the index list.

7.1.3 Standard Class according to the index list.

7.1.4 Club Class according to the DAeC definition, u. e. gliders named in the index list and having an index less than or equal to 100. Gliders qualifying for both the Standard and Club Classes with an index of ≥ 98 to ≤ 106 will be scored in the Standard Class only if "Standard Class" is specified in the flight declaration photographed before the flight.

7.1.5 Two-Seaters with two persons on board, having a wing span of less than 20 m.

7.1.6 An additional American, an Australian/South African and Japan/New Zealand BHC competition, the rules of which are not given here, will take place. The winners of these sections will also be invited to the soaring camp. Further details may be obtained from the Soaring Society of America.

7.2 Scoring

7.2.1 Each participant may submit as many entries as he wishes in any of the five classes. The classes will be scored separately, and the flight with the highest scores counts in each class. Two-Seater gliders flown with only one occupant will be treated as Single-Seaters in all classes. If two or more pilots have the same score, the pilot with the earliest landing time will be given the highest ranking.

7.2.2 Application of the index list

In all classes, the points scored for each flight (see competition rules) will be divided by $1/I$, I being the index of the glider according to the index list, which is appended to the competition rules. Gliders not named in the index list can be included for the BHC even during the current year if application is made with full details of the performance to the DAeC, Hermann Blenk Straße 28, D-38108 Braunschweig.

8. Medal winners of the BHC

The DAeC will determine the three best participants in each class from the list submitted by the competing countries and by the state sections of the DAeC. Before the winners are announced, their flight documents will be checked again. The three best participants will be awarded the Barron Hilton Medals.

In addition five pilots will be invited together with one accompanying person each to the gliding camp at the Flying-M-Ranch.

Competition rules

1. The participating countries nominate competition committees. The competition flight documents must be submitted to these bodies according to their regulations.

2. Certificates of take-off and landing
The take-off and landing certificates must be both on one single sheet and must be submitted as originals. Separate certificates will not be accepted.

2.1 The **take-off certificate** must contain the following information:

2.1.1 Name, address and telephone number of the pilot and, where applicable, of the accompanying person.

2.1.2 Glider type, registration number and wing span, with the remark "Club Class" where applicable.

2.1.3 Date of the flight

- 2.1.4 Method of launch
- 2.1.5 Place of take-off
- 2.1.6 Exact specification of the type of flight according to point 3 of the competition rules.
- 2.1.7 Exact specification of the departure point, the turn points, the goal and, if applicable, the finish point.
- 2.1.8 Signature of an Official Observer recognised by the national soaring association (aero Club) for the current year.
- 2.1.9 Signature of competitor.
- 2.2 The take-off certificate must be photographed before take-off. The picture should also show the part of the certificates, which will be used as landing certificate.
- 2.3 The **landing certificate** must contain the following information:
 - 2.3.1 Glider type and registration number.
 - 2.3.2 Date of the flight and exact landing time.
 - 2.3.3 Exact location of the landing place (with coordinates if not within the Federal Republic of Germany). In the case of an outlanding, the exact location must be indicated on a map or sketch which enables the point to be found on a map with a scale of 1:200.000. The landing sketch or map must be certified by the signature of one of the persons listed under 2.3.4.
 - 2.3.4 Exact take-off time and release altitude, signature of an Official Observer recognised by the national soaring association for the current year, a controller or other witness with address and telephone number.
- 2.4 The take-off/landing certificate must be photographed after landing.
- 2.5 All entries must be accompanied by a barogramm of the flight bearing all relevant data and certified by an Official Observer.
- 3. Flight categories and scoring procedure
 - 3.1 Only complete Triangle-distance flights count for this competition. Points will be awarded as follows:
 - 3.1.1 For triangle flights with more than one lap 1,75 points/km,
 - 3.1.2 for triangle flights when the shortest leg is less than 28 % of the total distance 1,75 points/km,
 - 3.1.3 for triangle flights when the shortest leg is at least 28 % of the total distance 2,00 points/km,
 - 3.1.4 for triangle flights of 500 km or more are also scored with 2,00 points/km when the shortest leg is at least 25 % and the longest leg not more than 45 % of the total distance,
 - 3.1.5 distance flights with motorgliders will be scored with a 3 % less in all classes.
 - 3.2 It is permitted to fly around a triangular course more than once (up to a maximum of three laps), provided that the length of one lap is at least 100 km and the shortest leg is at least 28 % of one lap. The number of rounds must be declared before the take-off.
 - 3.3 For all types of triangle flights the departure point may be situated between two corners of the triangle. If the declared flight is completed, the distance between the turn points is used for scoring.
 - 3.4 A finish point which is not identical with the landing place must be verified as a turn point. If it is on high ground it must be photographed from the same height or higher.
 - 3.5 For verification that the flight was performed correctly the following documents are required:
 - 3.5.1 Photograph of the departure point after release in direction to the departure leg; photograph of the departure point within a radius of 1 km in case of a free flight, even if it is identical with the place of take-off.

This is not required in case of a winch launch at the departure point, or if the departure point may not be photographed (e.g. military airfields). In the latter case the correct departure must be confirmed by an Official Observer.

- 3.5.2 Photographic documentation according to the valid Sporting Code, Section 3, Paragraphs 2.2.7, 2.2.7.1, 2.2.7.2, 2.2.7.3, with the additional rule that after a landing at the place of take-off the landing certificate - or after landing elsewhere, the glider with registration number - must be photographed.
The photographing sector is symmetrical with respect to the line from the turn point to the place of take-off/departure.
- 3.6 Before the flight, the departure point, all turn points and the finish point must be declared unambiguously on the take-off certificate and must be rounded in the declared order.
- 3.7 Characteristic, unambiguous surface features, clearly recognisable on a map with a scale of 1:200.000, must be chosen as departure and turn points. A place name alone is not sufficient, it must be a turn point, e. g. "station" or "airfield hangar". The ground area of a feature declared as a turn point must fit within a square measuring 200 m by 200 m. If an airfield is given as turn point without precise indication of the finish point, a scoring for the BHC may however be possible if the documents unambiguously testify a correct rounding of the centre of the (main) runway. The locations of the turn points must be described precisely in the documents submitted if it cannot be assured that they are generally known.
- 3.8 Together with the film enlargements (6 x 6 cm) of the take-off and landing certificates, the turn points and, if applicable, the departure and finish points must be submitted.
- 3.9 Entries to the BHC can also be documented by Electronic Flight Documentation (GPS) according to the valid Sporting Code and only with GPS approved by the IGC.

3.10 Flight Documentation for motorgliders according to Code Sportif, chapter 3, as long as the BHC rules don't require further details.

4. Miscellaneous rules and remarks

- 4.1 Flights not confirming to these competition rules will not be scored.
- 4.2 All flight documents must be submitted not later than 42 days after the flight. The last date, however, is September 20th of the second competition year.
- 4.3 The national gliding associations of the participating countries send a list of the three best competitors in each class (name, address, point score) by Oktober 15th of the second competition year to the Gliding Committee of the DAeC, according to point 7.1 of the invitation. The flight documents of the competitor with the highest score in each class must be kept available for further checking by the Gliding Committee of the DAeC and the organisers. Entries reaching the Gliding Committee of the DAeC after October 15th of the second competition year will not be considered.
- 4.4 Objections and protests concerning the list will be dealt with by the national gliding committees. The Chairman of the DAeC Gliding Committee in co-operation with the Performance Gliding Secretary and the BHC Director is responsible for determining the overall winners. Their decision is final.

DEUTSCHER AERO CLUB e. V.
- Gliding Committee -
Karl Klossok, Chairman

Alfred Gai, Performance Gliding Secretary

BHC Coordinator Europe
Annette Reichmann

BARRON HILTON CUP



INDEX LIST FOR EVALUATING GLIDER PERFORMANCE

Date: 2000-03-21

GLIDER

INDEX

Two-seater Class

In the two-seater-class, only gliders having two persons on board and with a wing span of less than or equal to 20 m are eligible. If the wing span is greater than 20 m, the flight will be scored on the Open Class. Two-seater gliders with only one person on board will be scored as single-seaters.

Open Class

<i>Nimbus 4; ASW 22BL</i>	128
Nimbus 3/25,5 m; ASW 22 B; <i>ASH25L; Nimbus 4D</i>	126
Nimbus 3/24,5 m; Nimbus 3D; ASW 22/24 m; AS 22-2; ASH 25	124
Nimbus 3/22,9 m; ASW 22/22 m; LS 5	122
SB 10; Glasflügel 604/24 m	120
Glasflügel 604	118
ASW 17; Jantar 2/2B; Nimbus 2 b/c; fs 29	116
Jantar 19 m; Kestrel 19 m	114
Duo Discus; D 41; DG 500/505 22 m; Stemme S 10; B 13; Mü 27; ASW 12	110
Janus C mit EZ; DG 500/505 20 m; fs 33	108
Janus C ohne EZ; B 12; Calif A 21	106
Janus 18,2 m; <i>DG 505 ORION 20 m</i>	104

GLIDER	INDEX
Open Class/18 m-Class	
ASH 26; Ventus 2/18 m; DG 800/18 m; LS 9	120
DG 600/18 m; LS 6/17,5 m; LS 6/18 m	118
Ventus 17,6 m; DG 600/17 m	116
Ventus 16,6 m; LS 8/18 m	114
ASW 20 16,6, m; Kestrel 17 m; Glasflügel 304/17	112
DG 200/17; LS 3/17; DG 400/17	110
Diamant 18 m; BS 1; D 36	108
FK-3; SB 8	106
Mü 26; Diamant 16,5 m; Cirrus 18 m	104
Cobra 17 m; Std. Libelle 17 m	102
FAI 15 m-Class	
Ventus 2; ASW 27; DG 800 S	114
Ventus 1; LS 6	112
DG 600; ASW 20; SB 11; fs 32; Glasflügel 304	110
LS 3; DG 200; DG 400; Mini Nimbus; Mosquito; D 40	108
Speed Astir II; PIK 20 D/E	106
LS 2; H 301	102
Standard-Class	
LS 8; Discus; ASW 24; SZD 55; SB 13; DG 303; Discus 2	108
Standard-/Sports-Class	
LS 4; LS 7; DG 300; Falkon; LS 3 Std.; SB 12; AFH 24	106
DG 300 ohne EZ; AK 5; Pegase (all types)	104
ASW 19; DG 100; LS 1 f; Hornet; Std. Jantar; Std. Astir; SZD 59; Phöbus B 3	100
ASW 15; Std. Cirrus; Std. Libelle; LS 1-0,c,d; Cobra 15; ASW 19 Club; DG 100 Club; D 38	98

GLIDER	INDEX
Sports-Class	
Cirrus B; Std. Cirrus 16 m; Phöbus C; SB 7; Elfe 17 m; DG 500/505 Trainer EZ	100
Mü 22b; DG 500/505 Trainer ohne EZ; fs 31; Twin III/20 m	98
Astir CS; Astir CS 77; Club Libelle; Salto 15,5 m; Elfe S3/S4; G 103 Twinn III; Mistral C; Kiwi; AFH 22; Phöbus B; SHK; IS 29 D; LS 1-0 ohne EZ; VSO-10	96
Twin Astir mit EZ; Astir CS Jeans; fs 25; Elfe ohne EZ; Phöbus A; VSO-10 C	94
Twin Astir Trainer ohne EZ; G 103 Twin II; ASK 21; G 102 Club Astir; ASK 23; Phönix; Carat	92
SZD 51 Junio; Zugvogel IIIb; Std. Austria SH1; SF 27 B	90
SB 5 e; SF 27 A; Foka; Zugvogel III a; H 101 Salto; SF 30; SF 34 mit EZ; PIK 16 Vasama; Pilatus B4 mit EZ; Std. Austria SH; Geier; ASK 18	88
Ka 6 E; Ka 10; SB 5 a-c; SZD 30 Pirat; SIE 3; Std. Austria; SF 34 ohne EZ; Pilatus B4 ohne EZ; Zugvogel I, II, IV; PW 5; Solo L 33; Greif II	86
Ka 6; SF 26; H 30; SZD 50 Puchacz; Bergfalke IV; IS 28 B2	84
Sagitta; ASK 14	82
Kranich III; LCF II; Weihe 50	80
Ka 8; ASK 13; Bergfalke III; L-Spatz; Bocian; L 23 Super Blanik 18 m	78
Ka 7; Ka 2 B; Bergfalke II; L 13 Blanik; L 23 Super Blanik	76
Ka 2; Spatz 13 m; AV 36	74
Rhönbussard	60
Grunau Baby; Rhönlerche; Specht; Ka 1; Ka 3	54