

RAL 1 AND RAL 2 CLASS

FLIGHT 1

June 23, 2001 at 20:00 hours

TASK N° 1.- PRECISION NAVIGATION

The pilots will take off in the established order from the deck. Will fly to the TC 1 point, in Camporredondo and will start to fly along the UTM (blue lines in the map) line 0 heading North until find a letter in the ground that could be N (North), S (South), E (East) or W (west).- These letters will be found ONLY in an intersection of the mentioned UTM lines, and this will indicate the next UTM line direction that the pilot must fly. From now on, the pilot will be finding along the UTM lines new track letters until the actual course intersects with the line drawn on the map, which is a diagonally intersecting corners of the blue UTM lines. They must follow this line until the TC 2 point. Here ends the task 1.

Along the whole course exist hidden gates 500 meters wide, that the pilot must cross correctly, which means that the gate must be crossed perpendicular to the gate along given direction of the flight. Deviations higher than 30° will invalidate the gate. The gate can be crossed only once, otherwise it will be invalidated.

Scoring:

$Q_{hg} = 100 \times n^{\circ}$ of hidden gates correctly passed

$Q_{tp} = 100 \times n^{\circ}$ of letters photographed correctly

$Q = Q_{hg} + Q_{tp}$

$P = (Q_{pilot} / Q_{best}) \times 1000$

TASK N° 2.- FAST NAVIGATION

Once the time control point TC 2 is passed, the pilot must make a counter clockwise turn and cross the line that is drawn on the ground heading to the airfield. In this moment the Task 2 and timing starts. The pilot must fly straight from this point to the airfield, as fast as possible searching for ground markers that are along the track, that he must photograph. When they arrive to the airfield, they will need to cross a time control point (TC 3) that is installed at the North end of the short runway. When the pilot cross the gate, the timer stops and the task 2 ends.- Make a normal traffic approach and land in the first deck marked on runway 27 as a precision landing and stop inside the deck, clearing the runway to the platform when the Marshall signal indicates. No stop engine is required for this precision landing.

Scoring:

$Q_v = 600 \times V_{pilot} / V_{best}$

$Q_m = 200 \times n^{\circ}$ of ground markers correctly photographed.

$Q_p =$ Landing deck score

$Q = Q_v + Q_m + Q_p$

$P = (Q_{pilot} / Q_{best}) \times 1000$

IMPORTANT NOTE:

The 20% of the total scoring penalty for not take off within the deck will apply to BOTH tasks