BRIEFING FOR TASKS 1 & X1

15:00 Sunday 13 September in the large restaurant tent.

Task sheets will be available from 13:00 at the Director's House.

Task 1

- Cross country
- Unlimited fuel
- Photography optional (but recommended)
- Task starts (weather permitting) 06:30 Monday

Task X1

As there may be limited weather periods during the week this is a "spare" cross country task which can be used at short notice.

WORLD CUP PPG

Matkopuszta, Hungary 13 - 20 September 1998

Competitors briefing sheet

COMPETITION TASK 1

- *Unlimited fuel*
- *Take off window 06.30 to 07.30 Monday*
- *Briefing: 15.00 Sunday 13 September*
- *Pilots must have returned before 11.00 Penalty: Score zero*

Navigation and speed with out-landings

Objective

To fly a cross country task without compulsory photos. Pilots take off from the deck, visit as many turnpoints as possible within the time window and return to the deck. To score two of the turnpoints pilots must land at them.

Description

The pilot takes off, and visits as many of the turn points as possible. Two of the turn points carry a bonus because the pilot must collect physical evidence that he has landed there. Overall elapsed time is also scored.

Turnpoints

Refer to turnpoints sheet

Any number of turnpoints may be visited in any order, however, to find each pilot's speed score only the SHORTEST POSSIBLE route between the turnpoints a pilot visits will be scored. The actual route the pilot took may be irrelevant.

There are two types of turnpoint. The first is a "Question" type where the pilot should record the answer to the question about the turnpoint, record it on the declaration sheet which should be given to the marshal immediately upon landing back at the deck.

The second type are "landing" turnpoints. To score this type the pilot is required to land, leave his aircraft, locate a marker pen in the position described, and physically mark his declaration sheet AND his hand or arm with the pen. Each turnpoint marker pen will be of a unique colour.

As a fail-safe measure, It is recommended that pilots are equipped with cameras and also photograph each turnpoint. This is particularly important with the landing turnpoints where there exists the possibility the marker pen may be stolen. In this case the pilot should photograph his machine on the ground AND the bridge in question, preferably both in the same photo.

TP Ref.	Status	Question
5	Question	There is a tent like building here with a red and white roof. How many poles?
53	Question	Tower: How many red stripes and how many white?
87	Question	Farm complex directly at end of tar road. How many long buildings in a row?
92	Question	House. How many tennis courts and their colour?
101	Landing	Colour evidence: Marker pen fixed to pole on bridge
105	Landing	Colour evidence: Marker pen fixed to pole on bridge.

Special rules

Takeoff within the time window. The initial time is taken the moment the pilot's feet leave the ground.

For the purposes of the speed calculation, each landing at a landing turnpoint carries the bonus of 7 minutes subtracted from the pilot's total time.

The clock stops for each pilot the moment he hands his declaration sheet to the marshal on the deck.

Failure to takeoff or land entirely in the deck: 20% penalty.

Enter the No Fly Zone: 50% penalty. Land out: Score zero.

Score declaration

(Note: this is to achieve rapid scoring). It is intended that the pilot should complete his declaration sheet in flight hence the clock stops when the pilot hands his sheet to a marshal. Marshals will be ready to accept the pilot declarations as soon as a pilot lands. The declaration form includes the answer to the questions for each turnpoint the pilot visits AND a declaration of the SHORTEST distance the pilot could have flown between the turnpoints he visited. If it is possible to show later that the declared distance is incorrect then the penalty is:

pilot distance = actual distance + (difference between actual and declared distance x 3)

Scoring

$$\text{Pilot score} = \left(500 \times \frac{NBp}{NBmax}\right) + \left(500 \times \frac{Vp}{Vmax}\right)$$

Where: *Vmax = The highest speed achieved in the task, in Km/H*
Vp = The speed of the pilot in Km/H in the task
NBp = the number of turnpoints achieved by the pilot
Nbmax = The maximum number of turnpoints achieved in the task.

ADDENDUM TO THE BRIEFING ON SUNDAY 15:00

- An official clock is now on display in the window of the director's house

- Emergency telephone numbers:
  If you land out call:
  Marton Ordody 30 - 9 - 485 - 094
  or
  Elizabeth Ordody on 30 - 9 - 916 - 351

- Task X1: Takeoff procedure: The takeoff time will be taken from the moment the pilot's feet leave the ground.

- Task X1: Scoring; To avoid a "divide by zero" problem it is now:

The value of T1 is now 1.66 points per second
The value of T2 remains at 1 point per second

Pilot score = (500 - T1) + (300 - T2) + Bto + Bld
Where:
T1 = The total difference in between pilot's estimated and actual times for overall elapsed time. (>=500 = 500)
T2 = The total difference in between pilot's estimated and actual times for arrival at the second hidden marker. (>=300 = 300)
T1Min = The smallest difference between estimated and actual overall elapsed time
Bto = The pilots takeoff points
Bld = The pilots landing points

PILOT DECLARATION SHEET TASK 1

PILOT NAME …….. COMPETITION No…….

TP Ref.	Status	Question	Answer
5	Question	There is a tent like building here with a red and white roof. How many poles?	
53	Question	Tower: How many red stripes and how many white?	
87	Question	Farm complex directly at end of tar road. How many long buildings in a row?	
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PILOT DECLARED DISTANCE: …….. Km