

Task Sheet

Competitors briefing sheet COMPETITION TASK 3

- *Briefing: Sunday 11:00*
- *Photography required*
- *Limited fuel. Fuelling control 12:00 to 13:30 See Fuelling control sheet.*
- *Takeoff window: 15:00 to 16:00*
- *Task ends 18:00 (Zero score for returning after this time)*

Speed triangle and out and return ECONOMY

Objective

With limited fuel, to fly around a circuit in the shortest possible time, return to the deck and kick a stick to stop the clock, and then, with the pilots remaining fuel fly in a given direction to a point of pilot choice as far away as possible and return to the deck.

Description

Fuel quantity allowed: 6 litres.

Part 1: Speed; The pilot take off time is noted (Feet leave the ground). The pilot flies to turnpoint 107, then to turnpoint 33 and back to the airfield where he kicks sticks and the time is noted. Photos should be taken of all THREE points.

Part 2: Distance; The course the pilot must fly is from the airfield > turnpoint 115 > point of pilot choice down the road to Fullopszallas > turnpoint 115 > the airfield. (Note: if the pilot does not reach turnpoint 115, only the photo of the pilot's point is required, if the pilot passes turnpoint 115, TWO photos of turnpoint 115 are required, interspersed with the point of pilot choice.

Special rules

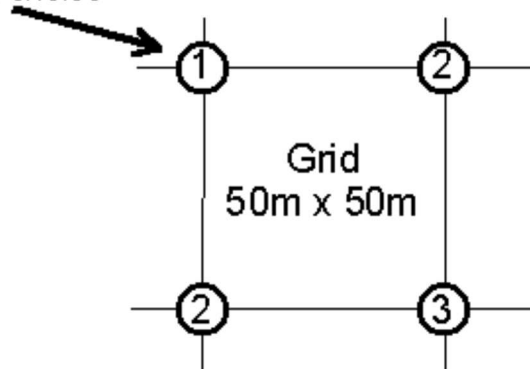
Land out before completing part 1: Score zero.

Land out before completing part 2: Score zero for part 2.

Enter the No Fly Zone: 50% overall penalty.

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

Approach from
direction of
pilot's choice



The "4 sticks" will be used to separate parts 1 and 2. The time will be taken for the purposes of scoring part 1 when the pilot kicks the first stick. The pilot must also kick two other sticks, the third one being the one diagonally opposite the first one, and the second either of the other two sticks.

The pilot may have as many attempts as necessary at striking the first stick.

Only ONE attempt is allowed at kicking both the second and third sticks.

If the pilot fails to kick either the second or third stick then for each stick $tp = (tp + 5\%)$.

Three arrays of sticks will be provided in the large space beyond the camping area. On approach to the task, pilots should choose a "free" group of sticks, however if, in the opinion of the marshals on duty a conflict with another aircraft existed both should kick only one stick and then depart on the rest of the overall task. Both pilots will then be given the opportunity to have ONE further attempt at this task as soon as possible after the end of the overall task.

Penalty for not handing declaration sheet to a marshal within 5 minutes of landing (to encourage rapid scoring): 50 points / whole minute thereafter.

Penalty for mis-declaration of distance: $dp = dp - (\text{difference between actual distance and declared distance} \times 2)$

Scoring

$$\text{Pilot score} = \left(500 \times \frac{t_{\text{Min}}}{tp} \right) + \left(500 \times \frac{dp}{d_{\text{Max}}} \right)$$

Where:


tp = the pilot's time, t_{Min} = The best time (Part 1) dp = the pilot's distance, d_{Max} = the greatest distance (Part 2)

Photos

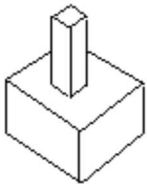
The centre line of the photo sector is back to the airfield in all cases, + - 45 deg.

IMPORTANT: The point the pilot photographs as his point of greatest distance in part 2 **MUST** be clearly and unequivocally interpretable onto the map. It is recommended the pilot takes several views of the point to confirm his position in relation to surrounding features and also takes back-up photos of earlier points along his route.

A trig point: Is a geographical point used in the surveying of maps.

On a map it is represented by the symbol :  and a spot height.

On the ground they are a structure c. 1m x 1m and usually (but not always) painted white. Check out the one on the hill immediately to the SE of the airport.



Turnpoints

TP Ref.	Details
107	Trig point
33	Trig point
115	Crossroads

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Task sheet addendum

ADDENDUM

TASK (3) - Speed triangle and out and return

On the pilot's declaration sheet where it says "Point of max dist" the distance the pilot should declare is the total distance flown in part 2 of the task.

NEXT BRIEFING:

16:30, Sunday 25 July at PPG HQ

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Pilot declaration sheet

Competitors declaration sheet TASK 3

Pilot Name Comp. No.

Photos on film:

Turnpoint 107 : OK NOT OK

Turnpoint 33 : OK NOT OK

Airfield: OK NOT OK

Turnpoint 115 OK NOT OK

Point of max dist: Km.

Description:

Turnpoint 115 OK NOT OK

Pilot signature:

Reminder:

Penalty for not handing declaration sheet to a marshal within 5 minutes of landing (to encourage rapid scoring): 50 points / whole minute thereafter.

Penalty for mis-declaration of distance: $dp = dp - (\text{difference between actual distance and declared distance} \times 2)$

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Fuelling

Competitors briefing sheet TASK 3

- *Briefing: Sunday 11:00*
- *Limited fuel. Fuelling control 12:00 to 13:30*

Fuelling

On the basis that the pilots and their teams are the real experts at fuelling control, in the spirit of international friendship, teams will control each other's fuel according to the scheme below:

ESP	CZE
JAP	DEU
FRA	RUS
ITA	HUN
POL	GBR

6 litres is allowed for the task, 2 litre plastic bottles will be provided for measurement (full to brim), tape to seal tanks and checksheets.

As a reminder, the local regulations state:

3.4.3.1. Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

2. Competitors must be able to demonstrate that their entire fuel system is empty.

Championship staff will be available to resolve disputes.....

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Task 3 Scores

Final scores

NAME	Comp. No.	NATION	Takeoff time	No. good TP photos	Touch first stick time	Total elapsed time (sec)	No. Sticks kicked	Corrected elapsed time (sec)	Speed section penalty	Speed section score	Claimed Distance (Km)	Photo distance	Corrected distance (500m tolerance)	Distance section penalty	Distance Score	Overall Penalty	Task Score	Position	Remarks
CECCHETTO Diego	42	ITA	9:31:42	2	10:22:31	3049	3	3049		426	46.4	46.4	46.4		479		905	1	
PROCEK Vladimir	34	CZE	9:23:35	2	10:09:25	2750	2	2888		450	42.2	42.2	42.2		436		886	2	
JEORGEAGUET Philippe	23	FRA	9:16:05	2	10:11:22	3317	3	3317		392	48	49	46		475		867	3	
TOUITOU Michel	22	FRA	9:15:02	2	10:14:25	3563	3	3563		365	48	49.2	45.6		471		836	4	
MORILLAS Ramon	1	ESP	9:25:08	2	10:22:05	3417	3	3417		380	42.3	42.3	42.3		437		817	5	
MATSUO Etushi	27	JAP	9:19:23	2	10:29:29	4206	1	4627		281	50	49.2	48.4		500		781	6	
BIRO Balint	15	HUN	9:38:53	2	10:22:15	2602	3	2602		499	30	28.5	27		279		778	7	
KELLER Thomas	39	DEU	9:22:04	2	10:13:43	3099	3	3099		419	34.4	34.4	34.4		355		774	8	
ALARCON Daniel	10	ESP	9:09:20	2	9:58:11	2931	3	2931		443	31.2	31.2	31.2		322		765	9	
ANDRLIK Zdenek	36	CZE	9:10:36	2	9:56:00	2724	3	2724		477	31.2	31.4	31.4	20%	260		737	10	Landed out from the deck
PONGS Lars	41	DEU	9:21:30	2	10:10:27	2937	3	2937		442	28.4	28.4	28.4		293		735	11	
POMMIER Jerome	21	FRA	9:29:40	2	10:20:59	3079	3	3079		422	28	28.4	28.4		293		715	12	
WERNER Michael	4	DEU	9:21:23	2	10:12:50	3087	3	3087		421	27	28.2	24.6		254		675	13	
NAKAZATO Hirokazu	18	JAP	9:35:03	2	10:21:23	2780	3	2780		467	26	22	18		186		653	14	
MURATA Fukuji	19	JAP	9:23:35	2	10:14:50	3075	3	3075		423	20	20	20		207		630	15	
WEISSHAAR Thomas	40	DEU	9:17:04	2	10:14:26	3442	3	3442		378	23	23	23		238		616	16	
IWATA Yukio	14	JAP	9:30:05	2	10:18:12	2887	1	3176		409	17	16.5	16.5		170		579	17	
HOLANEK Eduard	38	CZE	9:33:43	2	10:17:02	2599	3	2599		500	55.6	28.4	1.2		12		512	18	
FRANK Radim	37	CZE	9:25:43	2	10:14:14	2911	3	2911		446	0	46.4	0	100%	0		446	19	Landed out
WOJCIECH Pierzynski	33	POL	9:32:21	2	10:25:34	3193	3	3193		407	0	0	0	100%	0		407	20	Landed out
CHAKOVETS Alexandre	28	RUS	9:31:06	2	10:19:40	2914	1	3205		405	43	0	0		0		405	21	Landed out
MARTIN Alfredo	6	ESP	9:29:25	1	10:16:10	2805	3	2805		0	38.5	38.5	38.5		398		398	22	
MORILLAS Juan	12	ESP	9:25:10	2	10:19:36	3266	3	3266		398	0	0	0	100%	0		398	22	Landed out
ORAZI Vittoriano	3	ITA	9:33:12	2	10:42:57	4185	2	4394		296	8	8	8		83		379	23	
POTEKHINE Serguei	29	RUS	9:35:42	2	10:50:08	4466	1	4913		265	9	9	9		93		358	24	Sticks in wrong order
MALDONADO Cesar	11	ESP	9:32:57	1	10:17:24	2667	2	2800		0	31.8	31.8	31.8		329		329	25	
MUELAS Nino	9	ESP	9:23:59	1	10:19:17	3318	3	3318		0	16.2	16.2	16.2		167		167	26	
BOUKHITAROV Vadim	30	RUS	9:47:10	1	10:35:50	2920	1	3212		0	14	14	14		145		145	27	Sticks in wrong order
BALATINCZ Zoltán	26	HUN	0:00:00		0:00:00		0			0	0	0	0		0		0	28	
FEHÉRVÁRI Tibor	25	HUN	9:32:20	1	10:30:48	3508	1	3859		0	0	0	0		0		0	28	
HEEKS Daniel	16	GBR	0:00:00		0:00:00		0			0	0	0	0		0		0	28	
KOUDELA Jiri	35	CZE	9:29:00		0:00:00		0			0	0	0	0		0		0	28	
MAKURIM Vladimir	31	RUS	9:45:15	0	10:32:42	2847	1	3132		0	6.5	13	0		0		0	28	Sticks in wrong order
PIETRUCCI Mauro	32	ITA	9:48:03	1	11:05:11	4628	3	4628		0	4.2	8.4	0		0		0	28	
SALINAS Laurent	20	FRA	9:24:46	0	10:20:35	3349	3	3349		0	0	0	0		0		0	28	Technical problem

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Comment & pix Task 3

This task was delayed until Monday morning (weather again).

Fuelling between teams was a great success...



not a marshal in sight, and the machines were all stored in the hangar overnight.

Everybody came back smiling from this task,



Michael WERNER

but it wasn't long before the shit hit the fan. Basically the Director made a mistake in the positioning of a turnpoint.

A certain team later reconnoitered the area and found this error. When they returned they were EXCEPTIONALLY offensive in the way they told the Director he had made a mistake. The director was there under very difficult conditions - unpaid - and this gratuitous unpleasantness was not necessary and he hopes such a thing never happens again - certainly at the time he was at the point of going home.

Later there were two written complaints, to which the Director replied:

Reply to the written complaint from Team
France of 29/07/99 09:45

Your request to see all pilot's pictures of point 107:

The Competition Director is the judge, not one competing team or individual. The Director will of course allow pilots to see their own films should they request it and there is a good reason for it, but can not possibly allow a team or individual to review the films of pilots of other teams whilst the competition is under way as it could open the way to a charge of unsporting behaviour.

The request is denied.

Your request that all pilots who have not taken a photo of point "123.4" to not be scored the turnpoint:

The task briefing sheet specifically states a size and shape to the feature on the ground which pilots are supposed to photograph. There is not one of those at point "123.4"

The request is denied.

Reply to the written complaint from the Spanish Team of 29/07/99 13:00

It would appear there are two trig points near Bugac about 500 m apart, one is the point (known as 123.4) which is the one on the official map and the other is known as "117.4" which is not on the official map. It would appear that Trig point 123.4 does not have a structure as described on the briefing sheet, whereas 117.4 does, and is possibly the one the Director thought was 123.4 when setting the task.

The Director is satisfied that the official map is of sufficient quality that there is a perceptible difference (about 5mm) between the marked trig point (123.4) and the true position of point 117.4.

The briefing sheet specifically stated that the turn point should be at point 123.4 and that it should have a structure of a particular shape. Neither 123.4 nor 117.4 satisfy both these conditions.

Instead, it is reasonable to say that in fact all those pilots who visited EITHER point were correct. Those pilots who found point 117.4 were correct in that their map reading was very accurate, those that found point 123.4 were correct in that their ground observation was very good.

The provisional scores have therefore been amended accordingly.

Once the true cause of the problem was found he published the following:

Trig points at Bugac

It would appear there are three trig points in a triangle near Bugac all about 500 m apart, one is the point (known as 123.4) which is the one on the official map and the others are known as "117.4" and "114.4" which are not on the official map. It would appear that Trig point 123.4 does not have a structure as described on the briefing sheet, whereas 117.4 and 114.4 do. 117.4 is possibly the one the Director thought was 123.4 when setting the task.

The briefing sheet specifically stated that the turn point should be at point 123.4 and that it should have a structure of a particular shape. Neither 123.4 nor 117.4 nor 114.4 satisfy both these conditions.

Instead, it is reasonable to say that in fact all those pilots who visited EITHER point were correct. Those pilots who found point 117.4 were correct in that their map reading was very accurate, those that found point 123.4 or 114.4 were correct in that their observation of the briefed shape was very good.

The provisional scores have therefore been amended accordingly.



This seemed to be acceptable to all concerned.

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