

Briefing notice

TOMORROW - 28 July.

06:00 Navigation Precision and Speed as
briefed 16:00 Monday 26 July

Films are available at PPG HQ

Ref. Kicking sticks; (27 July)

The options are:

1. Cancel it and do it again.
2. Postpone it and allow the last x number of pilots to fly the course.

In this case:

- We must all agree this is the best thing to do
- We must all agree what is the value of x above.
- It can only be continued in similar conditions to before it was stopped.

Please think about it and we can discuss it tomorrow.

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Task sheet

Competitors briefing sheet COMPETITION TASK 6

- *Unlimited fuel*
- *Free takeoff within time window*
- *Briefing: 16:00 Monday 26 July*
- *Takeoff window opens: 06:00 Tuesday 27 July Takeoff window closes:07:30*
- *Task window closes: 1 ½ hours after pilot takeoff (Land out of task window: <= ½ hour late score 50%, > ½ hour late score zero)*

Navigation, precision & speed

Objective

To make a clean take-off from the deck, to fly a course to the furthest turnpoint of pilot's choice in the series below and return to the deck. A landing in one of the landing markers in the deck will score as below:

Special rules

The clock starts the moment the pilot's feet leave the ground.

At the start, the pilot scores 250 bonus points for a clean take off at the first attempt, 170 for the second, 90 for the third, zero for any attempts thereafter.

Each turnpoint in the series below has an increasing value of one point. The FIRST photo on the pilot's film MUST be point 58. The SECOND photo on the pilot's film will be the point which is scored.

When landing, If the pilot elects to switch off his engine at least 5m above the marker and:

- Makes a first touch on the marker: Landing bonus: 250 points
- Misses the marker: landing bonus: 75 points

If the pilot elects to not switch off his engine and:

- Makes a first touch on the marker: Landing bonus: 150 points

If the pilot falls over as a result of a landing: zero landing score.

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

The clock stops the moment the pilot lands back on the deck, <= ½ hour late score 50%, > ½ hour late score zero)

Turnpoints

SEQUENCE & VALUE	TP Ref.	Description
1	58	Trig point
2	28	Small pond
3	32	Railway level crossing
4	113	Cross roads in tracks
5	68	Derelict concrete tower
6	70	Railway station
7	80	Trig point (Round base)

Scoring

Pilot score = + Bto + Bld

Where: NBp = The number of ground markers and/or turn points a pilot collects in the task

NBmax = The maximum number of markers and/or turn points collected in the task

Bto = Pilot's takeoff bonus points

Bld = Pilot's landing bonus points

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Pilot declaration sheet

TASK 5 PILOT DECLARATION

PILOT NAME..... Comp No.....

TP Ref.	Description	PHOTO?
58	Trig point	
28	Small pond	
32	Railway level crossing	
113	Cross roads in tracks	
68	Derelict concrete tower	
70	Railway station	
77	Bridge	

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Task 6 scores

Final scores

NAME	Comp. No.	NATION	Takeoff score	Takeoff Penalty	Corrected Takeoff score	Value of 2nd Photo	Landing score	Penalty	Task Score	Position	Remarks
ALARCON Daniel	10	ESP	250		250	7	250		1000	1	
JEORGEAGUET Phillippe	23	FRA	250		250	7	250		1000	1	
MORILLAS Ramon	1	ESP	250		250	7	250		1000	1	
TOUITOU Michel	22	FRA	250		250	7	250		1000	1	
ANDRLIK Zdenek	36	CZE	250	20%	200	7	250		950	2	
PROCEK Vladimir	34	CZE	250	20%	200	7	250		950	2	
HOLANEK Eduard	38	CZE	250	20%	200	6	250		879	3	
IWATA Yukio	14	JAP	250		250	6	150		829	4	
CHAKOVETS Alexandre	28	RUS	250		250	7	75		825	5	
KELLER Thomas	39	DEU	250		250	7	75		825	5	
MALDONADO Cesar	11	ESP	250		250	7	75		825	5	
MUELAS Nino	9	ESP	250		250	7	75		825	5	
WERNER Michael	4	DEU	250		250	7	75		825	5	
CECCHETTO Diego	42	ITA	250		250	4	250		786	6	
POMMIER Jerome	21	FRA	250		250	4	250		786	6	
BOUKHITAROV Vadim	30	RUS	170		170	5	250		777	7	
PONGS Lars	41	DEU	250		250	7	0		750	8	
HEEKS Daniel	16	GBR	250		250	5	75		682	9	
BIRO Balint	15	HUN	170		170	6	75		674	10	
MAKURIM Vladimir	31	RUS	170		170	6	75		674	10	
MATSUO Etushi	27	JAP	170		170	6	75		674	10	
KOUDELA Jiri	35	CZE	250		250	4	75		611	11	
PIETRUCCI Mauro	32	ITA	250		250	4	75		611	11	
FRANK Radim	37	CZE	90		90	7	0		590	12	
FEHÉRVÁRI Tibor	25	HUN	90		90	3	250		554	13	
WEISSHAAR Thomas	40	DEU	250		250	3	75		539	14	
WOJCIECH Pierzynski	33	POL	250		250	5	0	20%	486	15	Landed in deck 2
ORAZI Vittorio	3	ITA	250		250	3	0		464	16	
MORILLAS Juan	12	ESP	250		250	6	75	50%	377	17	Elapsed time: 2:33:34
MURATA Fukuji	19	JAP	250		250	6	75	50%	377	17	Elapsed time: 2:34:20
NAKAZATO Hirokazu	18	JAP	250		250	1	0		321	18	
SALINAS Laurent	20	FRA	250		250	0	0		250	19	Blank film
BALATINCZ Zoltán	26	HUN	0		0	0	0		0	20	
MARTIN Alfredo	6	ESP	250		250	7	0	100%	0	20	Landed out

POTEKHINE Serguei	29	RUS	250		250	0	0	100%	0	20	Landed out
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Comment & pix Task 6

The navigation part of this task was supposed to be loaded towards speed but in the consistent absence of any weather information the Director put a 2 1/2 hour time limit which would have been better set at 2 hours as it stayed relatively calm for the task. The result was that most pilots completed all points without coming anywhere near a time penalty.

One problem, later to be of crucial importance to the team scoring was that some of the Czech team took off from the wrong decks.

Initially the pilots concerned were given a 20% overall penalty. This is the Director's reply to the subsequent complaints from the Czech team;

TASK 6, 28 July 1999

In response to your complaint received 30 July, 15:40

It is true there is no written description of the exact penalty for taking off in the correct deck, but the procedure was described in detail for use in Task 1, and the same procedure has been used throughout the competition. Generally this has been in the task sheets as "takeoffs from decks x & y, odd and even as usual", and indeed it was briefed that this task should start from decks 2 & 3, odd and even as usual shortly before the task window opened at 06:00.

The Director has however applied the penalty wrongly. In task 1, the penalty for takeoff in the wrong deck was against takeoff score only, NOT the whole score.

The scoring of task 6 has therefore been amended to reflect this.

In response to your second complaint of 30 July, 16:15

I have examined the Marshals sheets again and questioned both of them and they are sure they only recorded takeoffs on their own deck. Both sheets record takeoffs of other pilots from before the time either Nos. 34, 36 & 38 took off, so both marshals were there from the opening of the task window. Both marshals are also sure they did not record takeoffs from the other deck. There are no cases on either sheet where a pilot takeoff time is recorded by both marshals.

The scoring of task 6 has therefore not been amended to reflect this.

The Czech team later made an official protest about this (the only one of the competition) but the International Jury voted to uphold the Director's decision.



06:00 takeoffs....



...and the influence of the Czech team's sponsors may have been a contributing factor...

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