



WMC 2005

LOCAL REGULATIONS

FOR THE

IVth WORLD NEW CLASSES MICROLIGHT CHAMPIONSHIP Xth WORLD CLASSIC CLASSES MICROLIGHTS CHAMPIONSHIP

To be held at LEVROUX in FRANCE

between Saturday 20 August and Sunday 28 August 2005

organised by the **FRENCH MICROLIGHT FEDERATION**

and

the **CLUB DES AILES MOTORISÉES**

on behalf of the **FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

Organizer : **FFPLUM**
Address : 96 bis rue Marc SANGNIER
94700 MAISONS ALFORT
FRANCE
Tel : 00 33 1 49 81 74 43
Fax : 00 33 1 49 81 74 51
E-mail : ffplum@ffplum.com
Official Web Site : www.ffplum.com

heading : espace compétition

On the site of LEVROUX :

Organizer : **Mrs. Denise LACOTE**
Address : Grange Dieu
36110 LEVROUX
FRANCE
Tel : 00 33 2 54 35 70 66
Fax : 00 33 2 54 35 11 61
E-mail : denise.lacote@tiscali.fr
Official Web Site : www.ffplum.com

heading : espace compétition

AUTHORITY.

These Local Regulations are to be used in conjunction with the General Section and Section 10 (approved by CIMA in November 2004) of the FAI Sporting Code which shall take precedence over the Local Regulation wording if there is ambiguity

CLARIFICATION

Microlight aircraft classes : **CLASSIC CLASSES** : AL1, AL2, WL1 and WL 2

Microlight aircraft classes : **NEW CLASSES** : PF1 (**PARAMOTOR**), PL1 and PL2

CONTENTS

1. Part 1 for All classes

- 1.1. General
- 1.2. Program dates
- 1.3. Officials
- 1.4. Entry
- 1.5. Insurance
- 1.6. Language
- 1.7. Championship classes
- 1.8. Medals and prizes
- 1.9. General competition rules
- 1.10. Flying and safety regulations
- 1.11. Championship tasks
- 1.12. Scoring

2. Part 2 for CLASSIC CLASSES

- 2.1. General remarks
- 2.2. Contest Numbers
- 2.3. Protective equipment
- 2.4. Flight Control
- 2.5. Scoring

3. Part 3 for NEW CLASSES

- 3.1. General remarks
- 3.2. Contest numbers
- 3.3. Equipment
- 3.4. Flight Control
- 3.5. Flying the tasks
- 3.6. Scoring



PART 1

FOR ALL CLASSES

1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations (S10 Chapter 4, 4.2).

1.2 PROGRAMME DATES

Training, aircraft inspection, registration:	Tuesday 16 August 2005
Opening Ceremony:	Saturday 20 August 2005
First Competition briefing:	Sunday 21 August 2005
Contest Flying Days	From Sunday 21 August to Saturday 27 August 2005
Closing Ceremony, Prize-giving	Sunday 28 August 2005

1.3 OFFICIALS

Event Director :	Denise LACOTE	FRA	denise.lacote@tiscali.fr
Competition Director for Classic Classes :	Rob KEENE	UK	rob.keene@btinternet.com
Competition Directors for New Classes :	José Luis ESTEBAN	SPA	jotaele@ipsa.es
Deputy Director for New Classes :	Michael CAMPBELL-JONES	UK	MikeCJ@flyparamania.com
Coordinator :	Joël AMIABLE	FRA	joel.amiable@ulm-france.org
International Jury :	Tomas BACKMAN (President)	SWE	tomas.mksak@swipnet.se
	Wolfgang LINTL	GER	Wolfgang.Lintl@t-online.de
	René VERSHUEREN	BEL	r.verschueren@worldonline.be
Steward for Classic Classes :	Jacek KIBINSKI	POL	Jacek.Kibinski@ifj.edu.pl
	Jan BEM	CZE	janbem@centrum.cz
Steward for New Classes :	Roy BEISSWENGER	USA	roy@easyflight.com
Monitor :	Keith NEGAL	UK	keith.negal@zen.co.uk

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter a maximum of **6** pilots in each class (Classic Classes, and New Classes)

- Entries must be made on the official Entry Form. (Annex IA, IB)
- If applications, with fees paid, are not received by **31 May 2005**, the entry may be refused.
- The entry fee is:

300 euros	for pilot in each class
300 euros	for each co-pilot (navigator)
150 euros	for each Team Leaders
Free	for assistant and other.

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (maps, task descriptions, control point atlases, etc.)
- Internet access
- Free use of the airport and free entry to all official events.
- Camping place for each team with water and electricity
- Preferential prices to eat

The entry fee is to be transferred before **31 may 2005** to the WMC 2005 bank account :
Bank:

CREDIT MUTUEL CHATEAUROUX
5 rue Jean JAURES BP 147
36003 CHATEAUROUX CEDEX

Club des Ailes Motorisées – Championnats du monde 2005

IBAN : FR76 1545 9372 1400 0103 3630 470
BIC : CMCIFR2A

1.5 INSURANCE

- Third party insurance of minimum **858 750** euros is obligatory.
- Personal accident insurance for team members and insurance against damage to aircraft, valid in France and including flying in microlight competition, are highly recommended.

Insurances will be available at the WMC 2005.

Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

1.6 LANGUAGE

The official language of the Championships is English.

1.7 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 Chapter 1, 1.5):

Classic Classes : WL1, WL2, AL1, AL2
New Classes : PF1, PL1 and PL2

Each class is a championship in its own right and as far as possible interference of one class by another shall be avoided.

1.8 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class
- National teams placed first, second and third in the classic classes
- National teams placed first, second and third in the class PF1 (PARAMOTOR)
- National teams placed first, second and third in the classes PL1 and PL2
- FAI Diplomas will be awarded for those placed first to tenth.

1.8.1 CLASS VIABILITY (S10 Chapter4, 4.3.2)

For the championships to be valid there must be competitors from no less than **4** countries in a class, with entry fees paid.

1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded **only if there have been at least 6 separate tasks**.

1.9 GENERAL COMPETITION RULES

1.9.1 REGISTRATION

On arrival at WMC2005 the team leader and members must report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The following documents and accessory are required:

- Pilot License and qualifications
- Evidence of competitor's nationality
- Valid FAI Sporting License for pilot and navigator
- Minor Consent Form if pilot or navigator is under the age of 18 years
- Aircraft Certificate of Airworthiness or Permit to Fly
- Evidence of conformity to class rules
- Certificate of third party Insurance
- Certificate of personal accident insurance (highly recommended)
- Receipt for payment of entry fees.
- approved Flight Recorder (FR)

The Registration Office will be open as indicated on the information board.
All Team Leaders can inspect Registration forms.

1.9.2 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years. Any pilot or navigator under the age of 18 years must have a duly signed Minors Consent Form (Annex II)

1.9.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event.

Each aircraft must possess a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the aircraft or the country entering it or the country of the organisers.

The aircraft must comply with the FAI definition of a microlight at all times (S10 Chapter1, 1.3.1/1.3.2). At the registration, all microlights will be inspected and will be weighted.

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 Chapter 4, 4.19.4)

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the entire event. All aircraft must be equipped with a simple method of sealing the fuel tank.

1.9.4 TEAM LEADER RESPONSIBILITIES

The team leader is the liaison between the organisers and his team. He is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

The responsibilities of the team leader begin at soon as the team arrive on the site, till the end of the closing ceremony.

All teams must respect tranquillity of all and especially in the camp-site during the night. In case of disorder, organizer will be able to impose sanctions.

1.9.5 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. Competitors may not be substituted (pilot is always pilot and crew is always crew), change to another class nor change their aircraft (S10 Chapter 4, 4.19.4).

1.9.6 REST DAYS

Rest day will only be held as a result of bad weather or unforeseen emergency.

1.9.7 COMPLAINTS AND PROTESTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay. Complaints concerning provisional scores must be made in writing within the time limit specified on the PROVISIONAL score sheet (see A3, 1.6.1.8).

A complaint that could effect a task result must be dealt with and answered in writing before any official score sheet is issued. If the competitor is dissatisfied with the decision, the Team Leader may make a protest to the director in writing **within 12 hours** before any OFFICIAL score sheet is issued, except that after the last contest task it is **2 hours**. The protest fee is **50 Euros** (Chapter 4, 4.30.1-2)

1.10 FLYING AND SAFETY REGULATIONS

1.10.1 BRIEFING

Briefings will be held only for team leaders on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed.

One hour before each briefing, the task sheet will be available for all team leaders.

All briefings will be in English and be recorded in notes (on tape or video recorder if it is possible). A Full task description, met information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards. (S10 Chapter4, 4.17.1)

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 Chapter4, 4.17.1/3/4)

Flight safety requirements given at briefing carry the status of regulations. (S10 Chapter 4,4.17.2)

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held **within 2 hours** if requested by **five** or more team leaders and if no task is in hand. (S10 Chapter 4, 4.18.)

1.10.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air of France (S10 Chapter 4, 4.19.1) All details will be briefed at the main briefing.

1.10.3 PREPARATION FOR FLIGHT

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 Chapter 4, 4.19.3)

1.10.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are strictly prohibited. (S10 Chapter 4, 4.19.2)

1.10.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the director without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance.

Note. Change of major parts may incur a penalty. (S10 Chapter 4, 4.19.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class. (S10 Chapter 4, 4.19.5)

1.10.6 TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted. (S10 Chapter 4, 4.21)

1.10.7 FITNESS

- A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Director before flying.
- Every nation has the full responsibility to fight against doping. Anti doping control may be undertaken on any competitor at any time.
- **Alcohol level is = 0.** Anti alcohol level control may be undertaken on any competitor at any time.
- The decision to impose anti doping controls may be taken by the FAI, the organiser or the organiser's national authority.
- All relevant information can be found on the FAI Web site: www.fai.org/medical
- It is the responsibility of each pilots and each team leader to be informed and to respect Anti doping laws.

1.10.8 AIRFIELD DISCIPLINE

Marshalling signals and circuit and landing patterns will be given at briefing and must be complied with. Non compliance will be penalised.

1.10.9 COLLISION AVOIDANCE

A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation. (VFR)

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 Chapter 4, 4.20.5)

1.10.10 CLOUD FLYING

Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 Chapter 4, 4.20.6) (VFR)

1.10.11 ELECTRONIC APPARATUS:

Radios, VOR, GPS and similar electronic navigation aids are prohibited. The normal penalty is disqualification from the competition.

CIMA approved Flight Recorders and ELT's without voice transmission capability are permitted. Mobile phones may be carried in a pre-declared sealed container for use solely in the event of an emergency. The director must be immediately informed if the seal is broken. (S10 Chapter 4, 4.22.3)

Before each task the Director will ask marshals to check for infringements. The normal penalty is disqualification from the competition.

1.10.12 EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 Chapter 4, 4.22.1/2)

1.10.13 PROHIBITED AREAS

On registration competitors will be supplied with details of areas in which overflying is prohibited. Any competitor who overflies a prohibited area at any time from arrival Levroux to the end of the competition may be disqualified. Aeronautical maps will be available.

1.10.14 PRATICE PRECISION LANDING

Certain times during the practice week will be set aside for spot landings and competitors will be notified and briefed accordingly. At no other time are practice spot landings permitted. Any competitor who practices spot landings outside of these times may be disqualified.

1.11 CHAMPIONSHIP TASKS

1.11.1 GENERAL

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes. (S10 Chapter 4, 4.24.4)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. However in the event of a mechanical or Flight Recorder failure occurring within 5 minutes of take-off, a further start may be made without penalty.

Exceptions and penalties will be specified in the Task Description. (S10 Chapter 4,4.25.2)

Precision tasks may be combined with other tasks or set separately.

1.11.2 TASK PERIOD

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

1.11.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure. (S10 Chapter 4, 4.25.3)

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA and listed in the following tasks catalogue attached to these local regulations will be used:

- A** Flight planning, navigation estimated time and speed. No fuel limitation.
- B** Fuel economy, speed range, duration, with limited fuel.
- C** Precision

1.11.5 FLYING THE TASKS

Any part of a competition task may be flown either

- along a set course in the direction specified at the briefing,
- along an in flight decided course in the direction selected by the pilot,
- according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be

- a scheduled take off order, balloted by the Organiser,
- open window,
- current championship or reverse championship order

The actual scheduled take off order will be annexed to the relevant Task Description.

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing.

1.11.6 OUTLANDINGS

Outlandings will normally be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal (in fuel limitation task) and fly home or return by road. Evidence of the landing place must be obtained from photographs and the name and addresses of a witness other than the pilot's national team. On return to base the pilot must go immediately to Control with his report and films. Failure to follow this procedure without good reason may result in no score for the task, charges for any rescue services called out, or disqualification. (S10 Chapter 4, 4.27.1)

1.11.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 Chapter 4, 4.28.1)

1.11.8 EMERGENCIES

A competitor landing to help an injured pilot should not, at the discretion of the Director, be disadvantaged by this action.

1.11.9 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

1.11.10 QUARANTINE

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of scoring, fuel measurement and scrutineering of fuel tank seals, fuel systems, telephone seals etc. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

All times are given, taken and calculated in local time to the nearest seconds.

In case the time is taken on FR, time are given and calculated in local time to the nearest 5 seconds for the benefit of the pilot.

1.12.2 FUELLING

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol.

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.

1.12.3 ACCURACY

Landing accuracy will be scored by marshals.

1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and its timing will be by FR or Marshals report, as briefed.

Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by evidence from a Flight Recorder
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.

The precise requirements will be described in the Task Description.

1.13 FR : GNSS FLIGHT RECORDERS

1.13.1 The status of Flight Recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR approved by CIMA which will be used as primary evidence
- In the event of a failure of the primary FR, a second FR may be used as secondary evidence.

1.13.2 Only CIMA approved FR may be used and they must be operated in strict accordance with their approval documents. (S10 Annex 6)

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR. If the pilot has 2 FR, he must have a FR marked 1 and the other marked 2

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software on 1,44Mb floppy disk available to the organization if required.

Before the championship starts each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully

complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task.

If secondary evidence is presented then both sets must be clearly marked 1 and 2.

Only one set of evidence (marked 1) will be used to verify the flight.

EACH PILOT MUST SUPPLY HIS OWN FR (approved by CIMA)

1.13.5 It is the pilot's responsibility to ensure that he is fully aware of the functions and capabilities of his FR. that it has sufficient battery power and that the FR is correctly positioned for a good satellites reception etc.

1.13.6 Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and taken a GNSS fix of that position. E.g. turnpoints, hidden gates etc. Points that will not require FR evidence for scoring (eg. because a marshal will have taken times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone will normally be a cylinder of 250 m radius and of infinite height. The director can change the radius of the cylinder, in that case he will specify at the task briefing. To score a fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle.

1.13.8 A start line, IP or gate time is taken from the fix immediately before the line is crossed. A finish line or FP time is taken from the fix immediately after the line is crossed.

1.14 SCORING

1.14.1 GENERAL

The overall results will be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class. (S10 Chapter 4, 4.29.1)

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 Chapter 4, 4.29.4)

All distances not obtained from FR shall be calculated from the official map and will be rounded up to the nearest 0.5 km. All times are taken to hours, minutes and seconds. (S10 Chapter 4, 4.29.4)

A pilot who did not fly scores zero and will be marked DNF on the score sheet. A pilot who is disqualified will be marked DSQ (S10 Chapter 4, 4.29.5)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 Chapter 4, 4.29.6)

If a pilot's score is for any reason negative including penalties his score for the task will be taken as zero. Negative scores will not be carried forward. (S10 Chapter 4, 4.29.7)

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations. Score sheets shall state the Date for the task and the date and the time when the score sheet was issued, the task description, Task number, classes involved, Competitor's name, Competitor's Country, the Competitor's Number and Score. Score sheets shall be marked *Provisional*, *Official*, or if a protest is involved, *Final*. (S10 Chapter 4, 4.29.1)

1.14.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty.

Actions which will normally result in disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute. The use of hostile 'tactical protests' falls into this category.
- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. Flight outside the specified flight envelope of the aircraft or dangerous flying.
- e. Flight or attempted flight with prohibited equipment.
- f. Unauthorised assistance during a task.
- g. Interference with the firmware or software of a CIMA approved GNSS flight recorder



Part 2

For Classic Classes

classes AL1, AL2, WL1, WL2

2.1 GENERAL REMARKS

2.1.1 RANGE

During the event all aircraft will be expected to have a still air range of **250 km**.

2.1.2 TAKE-OFF AND LANDING

Unless it is stated differently in the task description, all competition take-offs and landings must be completed within a deck **100m x 25m**. The penalty for failing to take off or land entirely within the deck will be applied of pilot score, as briefed.

2.1.3 CONTROL OF CLASS CONFORMITY:

All aircraft will be weighed before the event, and any aircraft may be weighed again at any time in the championships. The take-off weight is the weight of the aircraft ready to fly including pilot(s), fuel, and any supplementary equipment. The take-off weight must not exceed the FAI definition of a microlight for the class in which it is flown.

2.1.4 CONTEST NUMBERS

The numbers or letters supplied by the organisers shall be displayed on a suitable space on the underside of the wing with their top towards the leading edge. The underside wing number shall be of a colour contrasting to the background. Identification may also be required on other parts of each microlight (e.g. fin, cockpit side or pilot's helmet).

2.1.5 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute system is highly recommended. (S10 Chapter 4, 4.20.1)

2.2 FLIGHT CONTROL

2.2.1 FUEL

Prior to fuelling for economy tasks competitors must be able to demonstrate that their aircraft tanks are empty and that the engine cannot run in either the ground or in-flight attitude of the microlight. After fuelling the engine will then be run for **60 seconds** to ensure all systems are free of air. Where possible this process will take place immediately prior to the task to enable engines to be warmed up. When tanks are required to be sealed before a task the penalty for returning to the Quarantine area with a broken or a missing seal will be 100% of the pilot score.

2.2.2 DISTANCE MEASUREMENTS

Distance will be measured for all competitors on the same official map of a scale not smaller than **1:250 000**. Measurement will be made to the nearest **0,5 km**.

2.3 SCORING

2.3.1 CROSS COUNTRY TASKS

The maximum score may be up to 1000 points per task and is calculated as follows:

$$P = Q/Q_{\max} \times 1000$$

where: Q = pilot score, Q_{max} = best score for the task, P = Total score

2.3.2 PRECISION TASKS

The scoring formula for each precision task is to be found in the task catalogue.

2.3.2 The number of tasks flown in each class during the Championships must as far as possible be very close to: **A= 1/2; B= 1/4; C = 1/4**

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration, with limited fuel.

C Precision

2.3.3 The winner of each class shall be the pilot or crew gaining the highest total points in the class. (Chapter 4, 4.5.6)

2.3.4 The team prize shall be computed from the sum of the scores of the top three pilots from each country in each class, in each task. The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected (Chapter 4, 4.5.6)

2.4 GENERIC TASKS

2.4.1 FLIGHT PLANNING, NAVIGATION TASKS

2.4.1.1 OBJECTIVES

The objectives of a flight planning navigation task include testing the competitors' ability to:

- plan a flight from information provided
- follow an accurate course in the prevailing conditions
- maintain a given or predicted ground speed

2.4.1.2 SUMMARY

Competitors are required to fly accurately along a course provided by means of :

- a straight line, an arc, a circle, a polygon, an irregular line or any combination of these drawn on a map
- a line with beginning and end points marked on a map or provided as map references with geometric instructions specifying the line between them
- a line start point marked on the map or provided as a map reference with geometric instructions specifying the route to be followed
- a start point located on the ground with a true or magnetic heading or geometric instructions specifying the route to be followed.

The task may consist of one or several legs, each using any of the above. In addition competitors may be required to fly all or part of the course at a given or predicted ground speed.

2.4.1.3 EVIDENCE

Evidence of the accuracy with which the competitors have flown may be provided by :

- FR tracks
- marks made by competitors on a map indicating the location of on-track ground features identified from photographs provided
- marshals observing and recording the time that aircraft pass through on-track gates or pass over waypoints or turnpoints

Competitors may be required to provide a pre-flight declaration which may include:

- a list of waypoints or turnpoints to be visited
- the order in which waypoints or turnpoints are to be visited
- the time a waypoints or turnpoints is to be visited
- the predicted groundspeed over any part or parts of the course

2.4.2 FUEL ECONOMY, SPEED RANGE, DURATION TASKS

2.4.2.1 OBJECTIVES

The objectives of a fuel economy task include testing the competitors' ability to:

- maximise aircraft fuel performance
- predict aircraft fuel consumption
- use prevailing weather conditions to supplement fuel

2.4.2.2 SUMMARY

Competitors are required to fuel their aircraft with a measured volume or weight of fuel, or with the amount of fuel they predict they will need to fly a given task in the prevailing conditions, to seal their fuel tanks and then:

- fly as far as possible before landing at a designated landing area
- fly for as long as possible before landing at a designated landing area
- fly a multi-leg task in which each leg may have different performance objectives, or
- fly a planned task before landing in a designated landing area

or any combination of these. Competitors may be permitted to fly to empty tanks or may be required to return with a specified safety quantity of fuel.

2.4.2.3 EVIDENCE

Evidence of competitors' performance may be provided by means of:

- marks made by competitors on a map indicating the location of ground features identified from photographs provided to prove distance traveled
- marshals observing and recording the time that aircraft pass through gates on or off the airfield to prove distance or time traveled
- pilot's FR

Evidence of fuel consumption may be provided by:

- verifying that the competitors' fuel tanks and systems are empty before fueling
- measuring the fuel with which the tank is filled
- sealing the fuel tank before the flight
- verifying after the flight that seals on the fuel tank are intact

2.4.3 PRECISION TASKS

2.4.3.1 OBJECTIVES

The objectives of a precision task involve testing the competitors' ability to handle their aircraft, where possible in circumstances similar to those that may be encountered during normal or emergency flying activity.

2.4.3.2 SUMMARY

Competitors are required to demonstrate:

- normal takeoffs
- short takeoffs
- powered landings
- engine-off landings
- short landings

2.4.3.3 EVIDENCE

Evidence of competitors' skill may be provided by means of:

- observation recorded by marshals with reference to marks or measurements on or near the ground
- tapes, ribbons, balloons or other items that may be cut or broken by an aircraft without causing damage to the aircraft or injury to the crew or observers
- electrical or electronic equipment that records the passage of the aircraft using a pressure detector, photo cell or similar device

2.4.4 COMPOSITE OR SEQUENTIAL TASKS

2.4.4.1 OBJECTIVES

The objective of a composite task, which may combine any of the above, is to make the competition more demanding and more interesting for the competitors. The objective of a sequential task, in which any of the above tasks may follow another without a break, is to enable a competition director to run two tasks in a shorter time than would otherwise be possible.

2.4.4.2 SUMMARY

Composite tasks may combine any or all of the Navigation, Economy & Precision tasks, although such tasks must be carefully designed in order to ensure that one aspect of the task does not compromise another. For example, precision tasks may usefully be combined sequentially with Navigation or Economy or other Precision tasks. Care must be taken to ensure that a problem in the first task does not invalidate the next task in sequence. A timed economy task that ends with an engine off precision landing may be compromised by congestion around the landing deck



Part 3

For NEW CLASSES

PARAMOTOR, PL1 and PL2

3.1 GENERAL REMARKS

3.1.1 RANGE

All aircraft will be expected to have a minimum still air range of **100 km** engine on at the maximum speed of their paramotors.

3.1.2 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.

Competitors who do not respect the rules of the Secure Area may be liable to penalty.

3.1.3 A "CLEAN" TAKE OFF

Is defined as a take off attempt in which the canopy does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

3.1.4 THE LANDING DECK

- A landing deck is a clearly marked area **100m x 100m**.
- There will be one landing deck provided for every **30 competitors**.
- A landing deck will have a **windsock within 100m** of its boundary.
- There will be no significant obstacles within **200m** of the boundary of a landing deck.
- Unless otherwise briefed, penalties will be awarded to Pilots or any part of their PF's touching the ground anywhere outside the landing deck during a task.
- They must be separated decks between PF and PL

3.1.5 CONTEST NUMBERS

Paramotors shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

3.1.6 EMERGENCY EQUIPMENT

An emergency parachute is highly recommended and may be removed if briefed by the director for some tasks. Parachute may be put on and off at any time at the choice of the pilot

3.1.7 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of a PF.

3.1.8 PROHIBITED EQUIPMENT

In addition to those items detailed in Part 1 of the local regulations: Disposable ballast.

3.2 FLIGHT CONTROL

3.2.1 TIMINGS

Normally, take-off times are taken at the moment a pilot's feet leave the ground.

Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or PF touch the ground.

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but should be within the overall time window. In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

3.2.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than **1:100 000**. Measurement will be made to the nearest **0.250 km**.

3.2.3 FUEL MEASUREMENT

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.

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

3.2.4 FLIGHT ACCURACY MEASUREMENT

Ground markers

- Certain ground markers may be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker.

Kick sticks

- Some tasks may involve the use of "Kicking sticks". A valid strike on a stick is one where the pilot or any part of the PF has been clearly observed to touch it.
- The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a PF's propeller once struck. (Standard ski slalom posts are recommended).
- One or more sticks may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a bonus score may be available for successfully kicking a sequence of sticks in a given order and/or time.

3.3 FLYING THE TASKS

3.3.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately :

A= 1/3; B= 1/3; C = 1/3

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration, with limited fuel.

C Precision

3.3.2 ASSISTANTS

Help from assistants is positively encouraged until a competitor enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

3.3.3 TAKE-OFF

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing.

Failure to comply will result in a penalty of the pilot's score.

Before departure a pilot and/or his PF may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

In the case where the take-off order is given:

- No more than six pilots are permitted on a take off deck at any one time.
- The first 6 pilots must be ready to takeoff at the start of the task.
- Every pilot must take off before the sixth pilot in order after him has taken off or a penalty will apply.
- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a penalty will apply.

In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

3.3.4 FLIGHT LIMITATIONS

Aerobatics are prohibited.

3.3.5 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of the pilot's score.

The pilot may be liable to penalty if he or any part of his PF touches the ground outside the deck before he has removed his harness.

- Upon landing, pilots must immediately remove their PF's from the deck.
- Landings outside the landing deck but within the airfield boundary will attract a penalty.
- Pilots 'abandoning' their PF's on the landing deck will be liable to penalty.

In tasks where pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his own two feet without falling over.

"Falling over as a result of the landing" will be interpreted as: (only for PF1)

- BAD: If the pilot falls to ONE or TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

- 500 Ft: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."
- 15 ft: "The engine must be stopped & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

Obstruction at landing markers: If a pilot or any part of his PF obstructs the attempted landing or the takeoff of another competitor at a landing marker then a penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

For PL1 and PL2 the precision landing is evaluated on the first touch of any wheel

3.3.6 EMERGENCIES

All pilots must fold up their canopies immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.

3.4 SCORING

3.4.1 ALL TASKS

The maximum score may be up to 1000 points per task and is generally calculated as follows:

$$P = Q/Q_{\max} \times 1000$$

Where: Q = pilot scores, Q max = best score for the task, P = Total score

but, depending on the task, absolute scores for pilots' performance may also be awarded either in combination with the above or exclusively. Where a combination is used the total available absolute score shall not be more than 50% of the total available score.

e.g.: $P = Q/Q_{\max} \times 750 + y$ (where the maximum value of y would be 250)

OR $P = y$ (where the maximum value of y could be 1000)

In all cases: P = Total score, Q = pilot score, Q_{\max} = best score for an element of the task, y = an absolute score

The winner of the class shall be the pilot gaining the highest total points in the class

The PPG team prize is computed from the sum of the scores of the top 3 pilots of each country in each class and each task, provided that there are at least 5 teams with a minimum of two pilots in each. The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

ANNEX I A



ENTRY FORM FOR THE

To be held at LEVROUX in FRANCE

E-mail :



We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (General Section 3.7):

[illegible]

Note : The maximum number of aircraft which may be entered is 18 in PPG (6 in each class)

Name of PPG Team Leader :

ENTRY FEES

	Fee	Number	Total Entry fee
Pilot	300		
Crew	300		
Team Leader	150		

This amount is enclosed/will be paid by (date) _____ in the form of (currency) _____

Note : If applications, with fees paid, are not received by 31 may, the entry may be refused

We declare that the above information is true.

Signed : Position in NAC.....

Print Name Date

INSURANCE:

Each competing aircraft shall be covered for public liability risk to the value of **858 750 euros**.

Proof of cover must be provided at Registration and before the aircraft is flown.

Competitors are strongly advised to take out personal accident cover.

PUBLICITY:

A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration.

EACH PILOT MUST SUPPLY HIS OWN FR (approved by CIMA)

The logo for WMC 2005, featuring the letters 'WMC' in a stylized, multi-colored font (red, orange, yellow, green, blue) and the year '2005' in a blue, outlined font.

**To be held at LEVROUX in FRANCE
between Saturday 20 August and Sunday 28 August 2005**

E-mail :

[illegible]

Name	Age	Sex	class	P1, NAV, TL	FAI Licence N°	Pilot Licence N°

Note : The maximum number of aircraft which may be entered in Classic Classes is 24 (6 in each class)

Name of Classic Classes Team Leader :

ENTRY FEES

	Fee	Number	Total Entry fee
Pilot	300		
Crew	300		
Team Leader	150		

This amount is enclosed/will be paid by (date) _____ in the form of (currency) _____

Note : If applications, with fees paid, are not received by 31 may, the entry may be refused

We declare that the above information is true.

Signed : Position in NAC.....

Print Name Date

INSURANCE:

Each competing aircraft shall be covered for public liability risk to the value of **858 750 euros**.

Proof of cover must be provided at Registration and before the aircraft is flown.

Competitors are strongly advised to take out personal accident cover.

PUBLICITY:

A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration.

EACH PILOT MUST SUPPLY HIS OWN FR (approved by CIMA)

Annex II



WMC 2005



Minors Consent Form

Participant [name] :

of [address] :

born on [Date of Birth] :

is a [pilot / crew member] (*delete as applicable*)

selected to represent [country] :

in class : **PF1, PL1, PL2, AL1, AL2, WL1, WL2** (*delete as applicable*)

at the 2005 World Microlight championships taking place between : 20 – 28 august 2005



Parent / Guardian

[name] :

of [address] :

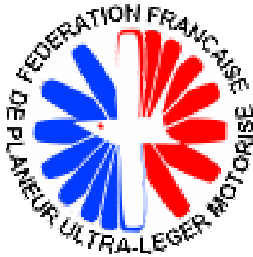
being a person over the age of 18 and [relationship to participant] :

hereby consent to [name of participant] :

being a person under the age of 20 - 28 August 2005, participating in the championships.

[Signed] :

[Date] :



WMC 2005

TASK CATALOGUE for MICROLIGHT CHAMPIONSHIPS

AUTHORITY

This Task Catalogue is to be used in conjunction with the Local Regulations. The General Section and Section 10 of the FAI Sporting Code takes precedence over the Local Regulation and Task Catalogue wording if there is ambiguity.

CONTENTS

1. Part 1 for All classes

1.1. Introduction

1.2 Task types

2. Part 2 for Classic classes

3. Part 3 for New Classes

Part 1, Applies to All classes

1.1 INTRODUCTION

This catalogue describes tasks which may be set in FAI World championships. It does not preclude new tasks provided they have been tried out satisfactorily in national competitions.

Good tasks make for good championships, but tasks also drive the design direction for the aircraft. For example, microlights in the Classic-classes would soon lose their short field capability if no more precision landing tasks into a 100m deck were given.

Flight planning and navigation tasks develop good pilot skills but they, too, affect the characteristics of competition aircraft so a Director must try to set a reasonable balance between tasks where ultimately speed is the advantage and economy is the advantage. These tasks should be as long as possible, so that pilot skills are tested by having to fly over new and different country.

Competition Directors are cautioned against setting a few complicated tasks in favour of lots of simple ones. It is all too easy for a Championship to end with the minimum of tasks required (S10 Chapter4, 4.3.3) and there is nothing more likely to upset pilots than if they think they have not flown enough in a championship to properly demonstrate their skills.

1.2 TASK TYPES

1.2.1 GENERAL

Tasks fall into Three Categories:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration. Fuel limited to 15 kg or less.

C Precision

The proportion of each task to be used is stated in S10, 4.24.3

Any task may be set more than once, either identically or with variations.


























Distances should be as long as possible referring to the recommended still air range of the competing aircraft stated in S10 Chapter 4, 4.13.7 .

In any task requiring pre-declaration of speed or elapsed time the Director may set up hidden gates through which the pilot would fly if on the correct flight path. Pilots failing to be checked through such gates or who are observed flying a devious path to adjust timing/speed errors may be penalised. No information will be given at briefing on the existence or whereabouts of hidden gates, or the method by which they are controlled.

The Director may set a time period for completion of a task in addition to the last landing time.

EXAMPLE TASKS

The following tasks are examples of the tasks described above. Their purpose is to show the way in which real tasks have been designed using the generic principles outlined earlier. However, this is not an exhaustive set of tasks and others may be designed using these principles. Certain aspects of the scoring have been included in the task descriptions, in particular a schedule of penalties. However, the specific scoring for photos, markers and turnpoints etc to be used in the competition will be briefed prior to the task being flown.

Key to symbols used in the task catalogue				Marker Symbols
	Line drawn before takeoff	FP 	Finish point	H J K L N T U X □ = Π Δ
	Line drawn after takeoff	FP 	Finish point with time gate	
	Free flight	 	Marker identity given before takeoff	
	Direction of travel		Home airfield	
	Marker selected from list of Marker Symbols		Outlanding airstrip	
	Ground feature to be identified from photograph		Direction of landing	
	Turnpoint		Left hand circuit	
	Turnpoint to be identified from photograph		Right hand circuit	
	Ground feature to be photographed or controlled by FR evidence.	 600'	Circuit height above ground in feet	
	Timing point or gate		Windsock	
SP 	Initial or Start point		Landing direction indicator	
SP 	Initial or Start point with time gate		Road or track	



WMC 2005

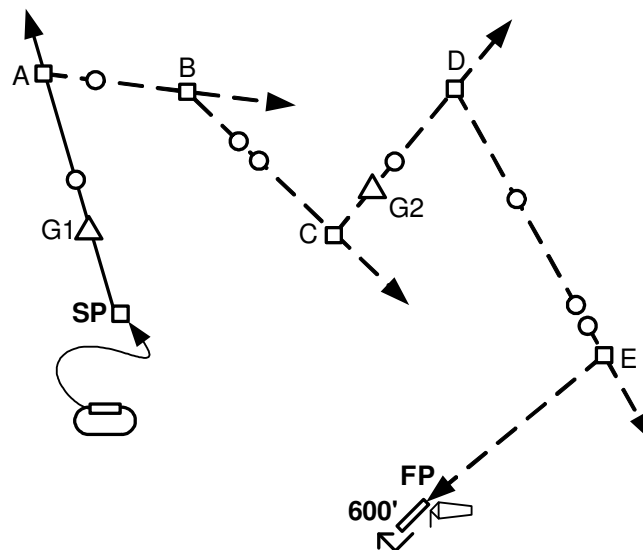
Part 2 Tasks for Classic classes

2.1 FLIGHT PLANNING, NAVIGATION TASKS

2.1.1 SEQUENTIAL NAVIGATION

Objectives

To follow a series of headings, finding markers and identifying ground features from photographs, and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. Certain of the ground features or markers will indicate a change of heading. There may be timing gates if part of the task must be flown at a predicted ground speed. The task may finish with an outlanding.



Summary

Competitors will be given:

- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the time at which they must overfly the start point
- a heading to follow from the start point or a line drawn on a map
- details of any new heading to follow if a particular turnpoint marker or ground feature is found
- the location of a finish point (FP) after which no markers or ground features will be found
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Sealed Instructions

If an outlanding is required at the Finish Point the location of FP will be provided in a sealed envelope. If the competitor is unable to navigate to FP this envelope may be opened. In the event that this envelope is not returned properly sealed a penalty will be imposed.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

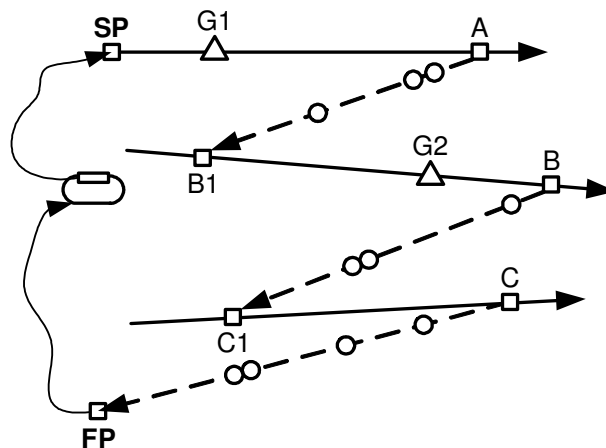
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score
Sealed envelope not returned sealed	Penalty to be specified

2.1.2 LINEAR NAVIGATION

Objectives

To follow a series of given lines, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. Certain of the ground features or markers may indicate the point from which a new track line to be drawn to a given point from which the next given line is to start. There may be timing gates if part of the task must be flown at a predicted ground speed.



Summary

Competitors will be given:

- a series of headings to follow or lines drawn on a map
- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the time at which they must overfly the start point
- details of which markers or ground features indicate a point from which a new line must be drawn
- the location of a finish point (FP) after which no markers or ground features will be found
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

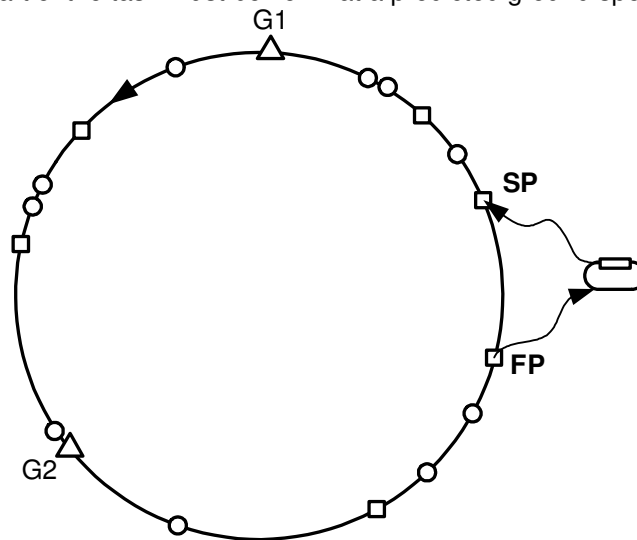
Each photo or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.3 CIRCULAR NAVIGATION

Objectives

To follow a circular track, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. There may be timing gates to take times if part of the task must be flown at a predicted ground speed.



Summary

Competitors will be given:

- the centre and radius of the circle or a circle drawn on a map
- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the time at which they must overfly the start point
- direction to fly the circle from the start point
- the location of a finish point (FP) after which no markers or ground features will be found
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

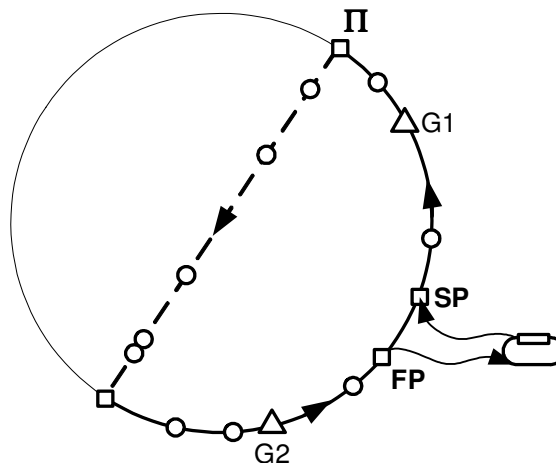
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.4 CIRCULAR NAVIGATION & DIAMETER

Objectives

To follow a circular track in the direction briefed, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. A certain ground feature or marker will indicate a point from which a diameter of the circle must be drawn and flown before continuing around the circle. There may be timing gates to take times if part of the task must be flown at a predicted ground speed.



Summary

Competitors will be given:

- the centre and radius of the circle or a circle drawn on a map
- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the time at which they must overfly the start point
- direction to fly the circle from the start point
- the identity of the marker from which to fly the diameter
- the location of a finish point (FP) after which no markers or ground features will be found
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

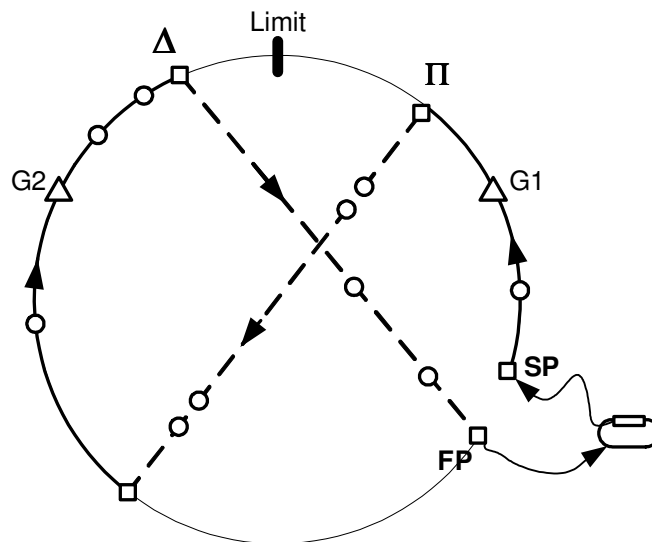
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.5 CIRCULAR NAVIGATION, DIAMETER & REVERSE

Objectives

To follow a circular track, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. Certain ground features or markers will indicate a point from which a diameter of the circle must be drawn and flown before continuing around the circle in the reverse direction. There may be timing gates to take times if part of the task must be flown at a predicted ground speed.



Summary

Competitors will be given:

- the centre and radius of the circle or a circle drawn on a map
- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the time at which they must overfly the start point
- direction to fly the circle from the start point
- the location of a safety Limit
- the identity of the marker from which to fly the diameter
- the location of a finish point (FP) after which no markers or ground features will be found
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at

an earlier point. An safety Limit which must not be passed will be specified to prevent aircraft flying on opposing tracks.

Penalties

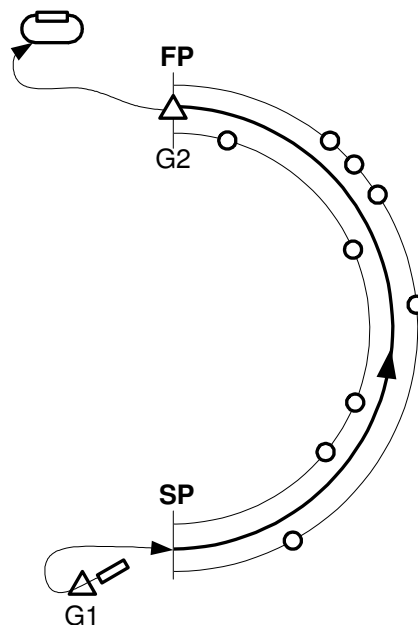
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.6 RAINBOW

Objectives

To follow an arc-shaped track, identifying ground features on two parallel arcs from the given photographs and locating their positions on a map. Valid ground features will lie only on the parallel arcs. These and similar features will be visible on the map. Additional points may be awarded for speed.



Summary

Competitors will be given:

- the track arc and the two parallel arcs drawn on a map
- the direction to fly the arc from the start point
- the location of a start point (SP) before which no ground features will be found
- the location of a finish point (FP) after which no ground features will be found
- photos of any ground features to be identified

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it and the parallel arcs before rejoining the track line at an earlier point.

Penalties

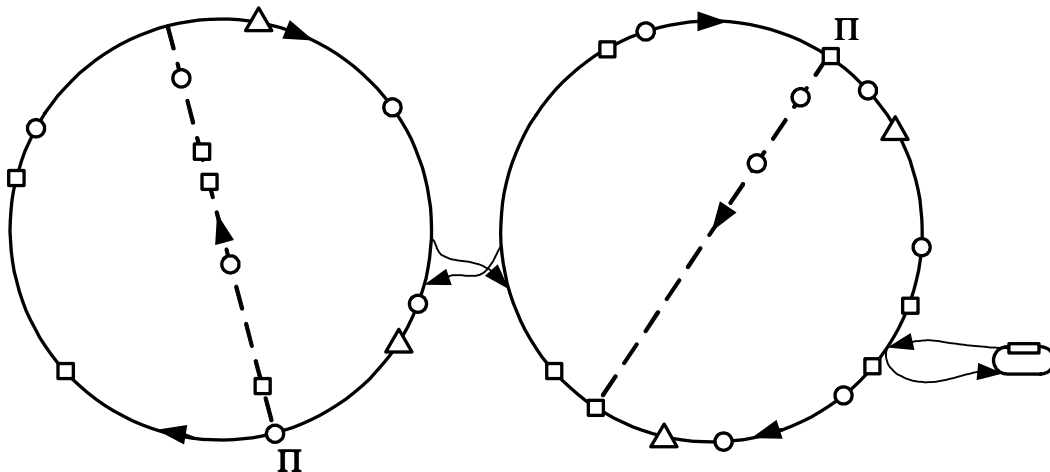
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.7 DOUBLE CIRCULAR NAVIGATION

Objectives

To follow two or more circular tracks in the direction briefed, finding markers or identifying ground features from photographs and locating their positions on a map. Certain of the ground features or markers will indicate a point from which a diameter of the circle must be drawn and flown. Further markers or ground features may be found on these diameters. There may be timing gates if part of the task must be flown at a predicted ground speed. Any route may be chosen for transit to, from and between the circles.



Summary

Competitors will be given:

- the centre and radius of the circles or a circles drawn on a map
- direction to fly the circle from the start point
- details of which markers or ground features indicate a point from which a diameter must be drawn
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

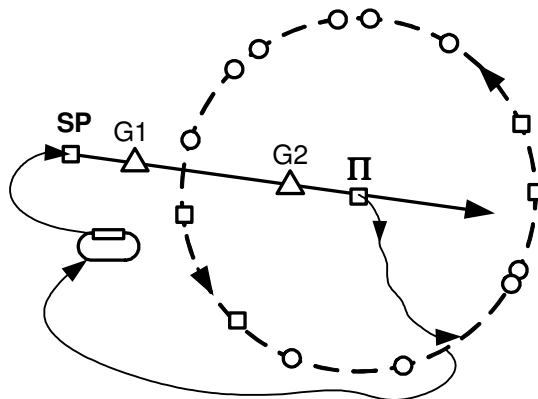
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score
Flying through a gate twice	Penalty to be briefed

2.1.8 DRAWN CIRCULAR NAVIGATION

Objectives

To follow a line, finding markers or identifying ground features from photographs and locating their positions on a map. A particular marker will identify the centre of a circle of a given radius that the competitor must draw and then fly to that circle and fly in a specified direction looking for further markers and ground features. It may be required to distinguish between on-track and off-track markers and ground features. There may be timing gates if part of the task must be flown at a predicted ground speed. Any route may be chosen for return from the circle to the airfield.



Summary

Competitors will be given:

- a heading to follow or a line drawn on a map
- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the identity of the marker which will form the centre of the circle and identify its length of radius
- direction to fly the circle
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point. Once the centre of the circle has been identified the competitor must move away to a safe distance or height to plot the circle.

Penalties

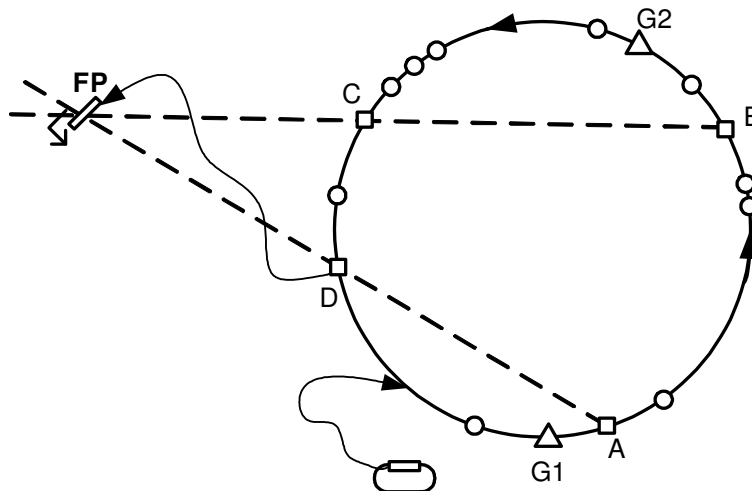
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.9 CIRCLE & TWO LINES

Objectives

To follow a circular track in the direction briefed, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. Four markers or ground features will identify the points from which lines must be drawn. The task ends with an outlanding at the point outside the circle where these lines intersect. Any route may be chosen from the airfield to the circle or from the circle to the outlanding site.



Summary

Competitors will be given:

- the direction to fly the circle
- the centre and radius of the circle or a circle drawn on a map
- the identity of the markers or ground features from which lines must be drawn
- sealed instructions giving the location of the outlanding site
- photos of any ground features to be identified

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Sealed Instructions

The location of the Finish Point will be provided in a sealed envelope. If the competitor is unable to navigate to FP this envelope may be opened. In the event that this envelope is not returned properly sealed a penalty will be imposed.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Penalties

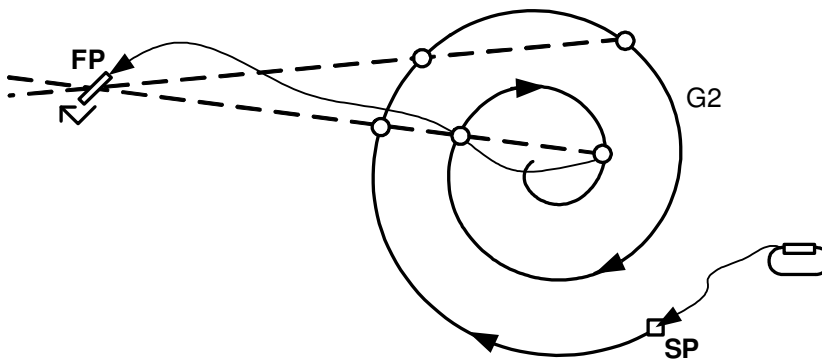
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score
Sealed envelope not returned sealed	Penalty to be specified

2.1.10 SPEED SPIRAL WITH TWO LINES

Objectives

To follow a spiral or irregular track in the direction briefed, identifying ground features from photographs and locating their positions on a map. All the ground features identified will be points on one or the other of two lines which must be drawn. The task ends with an outlanding at the point outside the spiral where these lines intersect. Any route may be chosen from the airfield to the spiral or from the circle to the outlanding site. The aim is to identify all the ground features and achieve the shortest total task time.



Summary

Competitors will be given:

- a spiral or other irregular line drawn on a map
- the direction to fly the line from the start point
- the location of a start point (SP) before which no ground features or time gates will be found
- sealed instructions giving the location of the outlanding site
- photos of any ground features to be identified

The task will normally start and finish with a Deck Takeoff and Precision Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Sealed Instructions

The location of the Finish Point will be provided in a sealed envelope. If the competitor is unable to navigate to FP this envelope may be opened. In the event that this envelope is not returned properly sealed a penalty will be imposed.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Scores

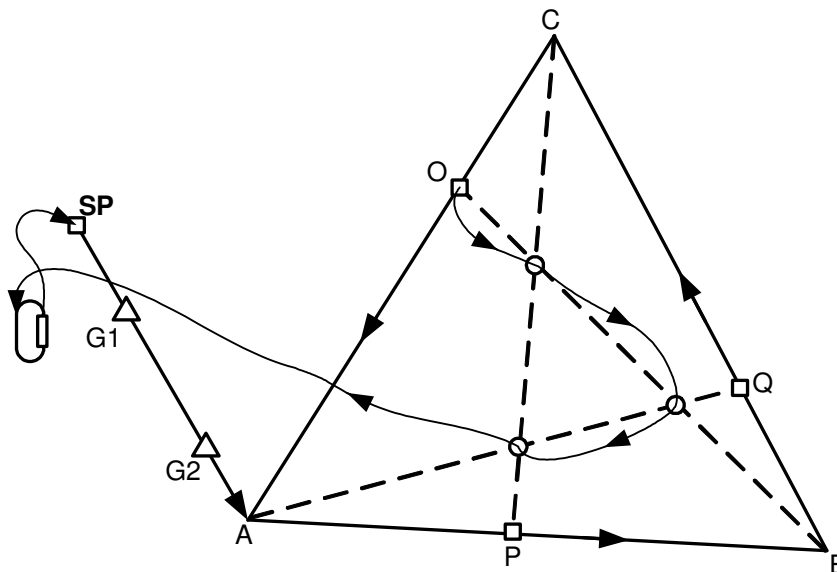
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score
Sealed envelope not returned sealed	Penalty to be specified

2.1.11 TRIANGLE & THREE LINES

Objectives

To follow a triangular track in the direction briefed, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. Three markers or ground features will identify the points from which lines must be drawn to the opposite corner of the triangle. Further markers or ground features must be identified where these lines intersect. There may be timing gates if part of the task must be flown at a predicted ground speed. Any route may be chosen from the triangle to the airfield.



Summary

Competitors will be given:

- the location of a start point (SP) before which no markers, ground features or time gates will be found
- the location of the three corners of the triangle
- the direction to fly the triangle
- the identity of the markers or ground features from which further lines must be drawn
- photos of any ground features to be identified

If the task is to contain a speed prediction element before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;
- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Scores

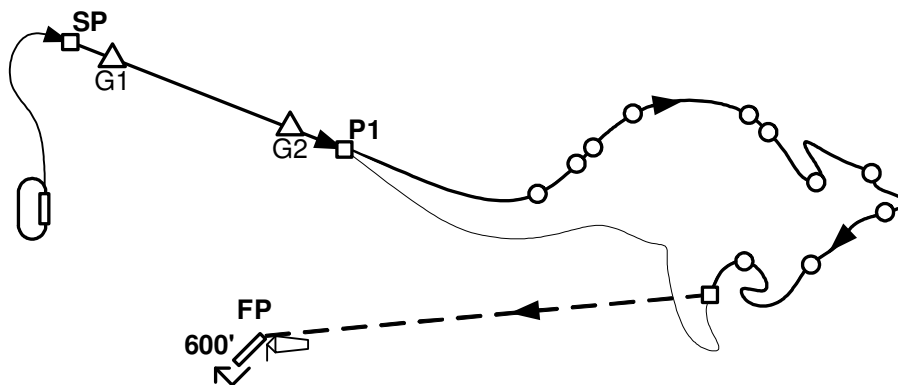
Each ground feature or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score

2.1.12 IRREGULAR POLYGON

Objectives

To fly a timed leg before following an irregular track in the direction briefed, finding markers or identifying ground features from photographs and locating their positions on a map. It may be required to distinguish between on-track and off-track markers and ground features. A particular marker will indicate a point from which a line of a given heading must be drawn and flown. The distance from the start point (SP) to the finish point (FP) will be given and when that distance has been flown the task will end with an outlanding.



Summary

Competitors will be given:

- a line and an irregular shape drawn on a map
- the location of a start point (SP) before time gates will be found
- the location of a point (P1) after which markers and ground features but no time gates will be found
- the time at which they must overfly the start point
- details of the new heading to follow if a particular marker is found
- a total distance for the task
- sealed instructions giving the location of the outlanding site
- photos of any ground features to be identified

Before takeoff the competitor must either:

- declare the ground speed at which he plans to fly, or;

- select a ground speed from those specified at the briefing

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Safety

During the task competitors must not back track along the track line against the direction of the task. If there is a need to backtrack competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point.

Sealed Instructions

The location of the Finish Point will be provided in a sealed envelope. If the competitor is unable to navigate to FP this envelope may be opened. In the event that this envelope is not returned properly sealed a penalty will be imposed.

Scores

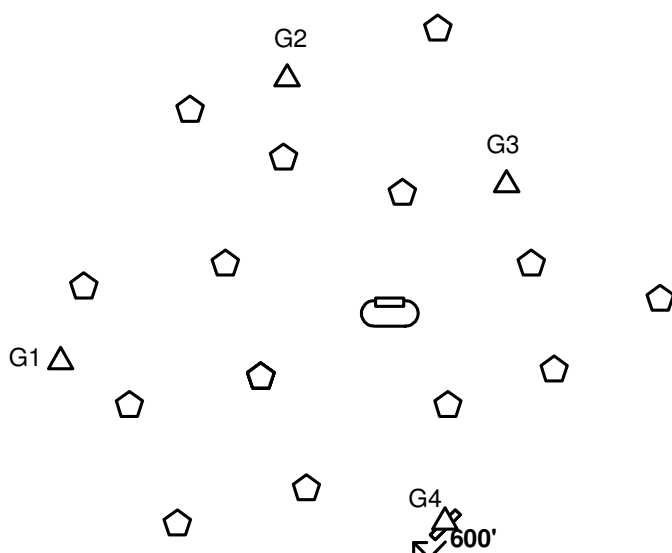
Each photo or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Breach of Quarantine	100%
Photo or marker misplaced on map > 2mm but < 5mm	No photo/marker score
Photo or marker misplaced on map > 5mm	Penalty 50% of photo/marker score
Sealed envelope not returned sealed	Penalty to be specified

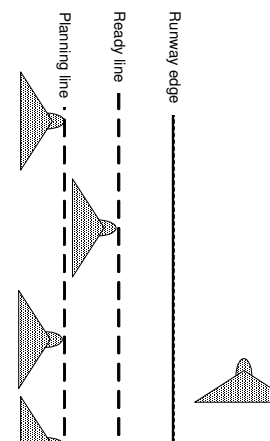
2.1.13 TURNPOINT HUNT

Objectives

To fly to and identify from given photographs as many turnpoints as possible within a limited time and in the order predicted. 3 of the turnpoints will be compulsory timing gates which must be overflown within 10 seconds of a time predicted by the competitor. One of the gates may require a precision touchdown. A 'Le Mans' start may be required.



Arrangement
for Le Mans
start



Summary

Competitors will be given:

- the location and score of all turnpoints and gates
- photos of any ground features to be identified

Before takeoff the competitor must declare:

- the predicted time at which the gates will be overflown
- the predicted turnpoints and gates that will be visited and their sequence in the flight

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Le Mans Start

If a 'Le Mans' start is required for this task the aircraft will initially be lined up alongside the runway on the Planning line, about two aircraft lengths away. Each competitor's time will start when the turnpoint information is given. Once a competitor's planning is completed he will indicate this by starting his engine and pulling forward one aircraft length to the Ready line where he will wait until the Start Marshal flags him to enter the runway and line up. Once an aircraft is on the runway it must be allowed to take off before any other aircraft may enter the runway.

Safety

During the task competitors must be aware that their paths may cross those of other aircraft. They must maintain careful observation of the sky at all times and should avoid flying at predictable heights.

Scores

Typically each photo will score 100 points, each time gate 200 points and an additional score will be awarded if the full and correct turnpoint and gate sequence is achieved. The following penalties will apply:

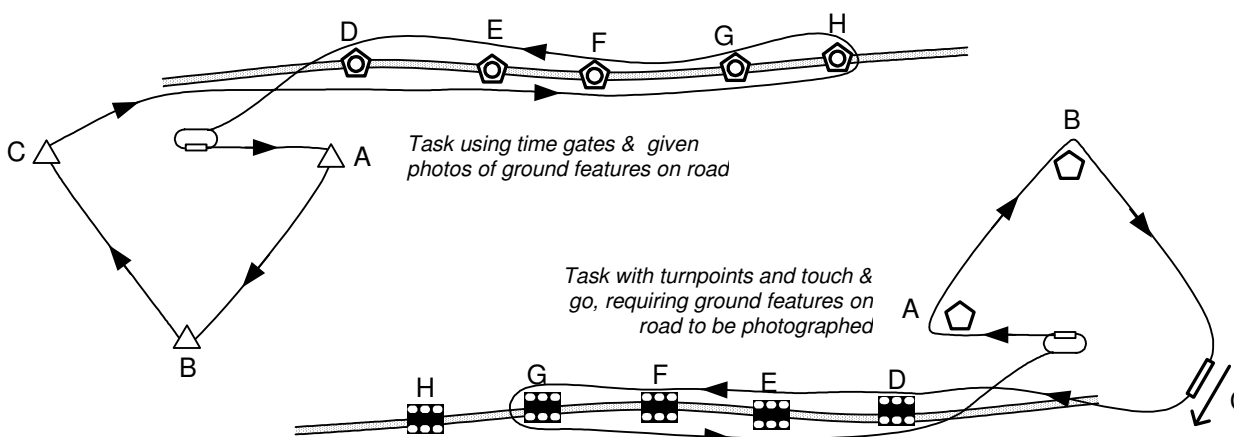
Takeoff deck penalty	20%
Landing deck penalty	20%
Breach of Quarantine	100%
Photo wrongly identified on the map	Penalty 50% of photo score
Timing gate error >10 seconds from prediction	10 points/second
Time over maximum task duration	10 points/second

2.2 FUEL ECONOMY, SPEED RANGE & DURATION TASKS

2.2.1 SPEED TRIANGLE OUT-AND-RETURN

Objectives

With limited fuel, to fly around a triangular circuit in the shortest possible time, then to return to the deck or pass through a gate, and finally, with the remaining fuel, to fly in a given direction as far as possible, photograph a known ground feature or identify it from a given photograph and return to the deck.



Summary

Competitors will be given:

- the location of the three turnpoints or time gates that form the triangle
- a line or linear ground feature such as a road, river, railway or power-lines to be followed

- the location of or photographs of known ground features
- a specified weight or volume of fuel

The task will normally start and finish with a Deck Takeoff and Deck Landing and, if a residual fuel requirement has been specified, after completing the landing the competitor will be required to enter a Quarantine area for fuel checking and any scoring

Scores

The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Failing to pass around the outside of the turnpoints or overfly gates	100%
Returning with less than minimum specified fuel	100%

The task score calculation will be:

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

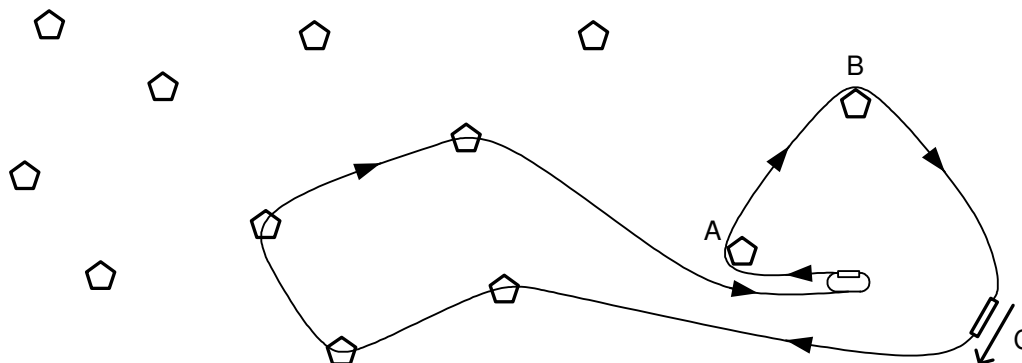
Where:

- tp = the pilot's time,
- tMin = The best time (Part 1)
- dp = the pilot's distance
- dMax = the greatest distance (Part 2)
- T = touch & go score

2.2.2 SPEED TRIANGLE & TURNPOINT HUNT

Objectives

With limited fuel, to fly around a triangular circuit in the shortest possible time, then to complete a precision touchdown, and finally, with the remaining fuel, to fly to as many turnpoints as possible and identify ground features from a given photograph before returning to the deck.



Summary

Competitors will be given:

- the location of the two turnpoints or time gates and the airstrip that form the triangle
- the location and photographs of known ground features
- a specified weight or volume of fuel

The task will normally start and finish with a Deck Takeoff and Deck Landing and, if a residual fuel requirement has been specified, after completing the landing the competitor will be required to enter a Quarantine area for fuel checking and any scoring

Scores

The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Backtracking against the task direction	100%
Failing to pass around the outside of the triangle turnpoints or overfly gates	100%
Photo wrongly identified on the map	distance reduced as if turnpoint missed
Returning with less than minimum specified fuel	100%

The task score calculation will be:

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

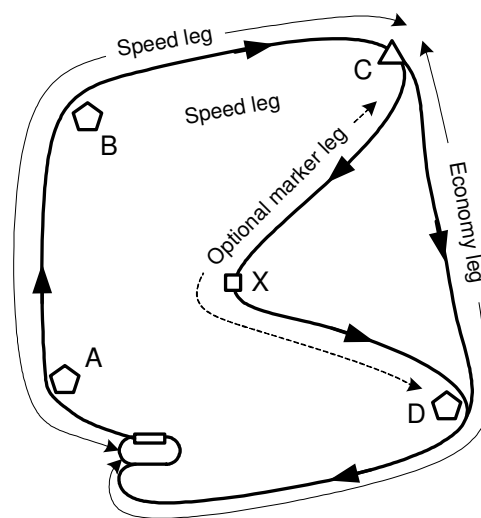
Where:

tp = the pilot's time,
tMin = The best time (Part 1)
dp = the pilot's distance
dMax = the greatest distance (Part 2)
T = touch & go score

2.2.3 SPLIT SQUARE

Objectives

To fly around a square circuit, divided into a speed leg and an economy leg, using the minimum amount of fuel, the competitor deciding how much fuel to take. The competitor may choose to identify an optional scoring marker or ground feature in the centre of the square.



Summary

Competitors will be given:

- the location of the four turnpoints or time gates that form the square
- the location of optional scoring ground feature or marker
- the weight or volume of fuel specified by the competitor

The task will normally start and finish with a Deck Takeoff and Deck Landing and, if a residual fuel requirement has been specified, after completing the landing the competitor will be required to enter a Quarantine area for fuel checking and scoring.

Scores

Takeoff deck penalty	20%
Landing deck penalty	20%
Failing to pass around the outside of the turnpoints or through gates	100%
Backtracking against the task direction	100%

Returning with less than minimum specified fuel
The task score calculation will be:

100%

$$\text{Pilot score} = \left(450 \times \frac{t_{\text{Min}}}{t_p} \right) + \left(450 \times \frac{f_{\text{Min}}}{f_p} \right) + X$$

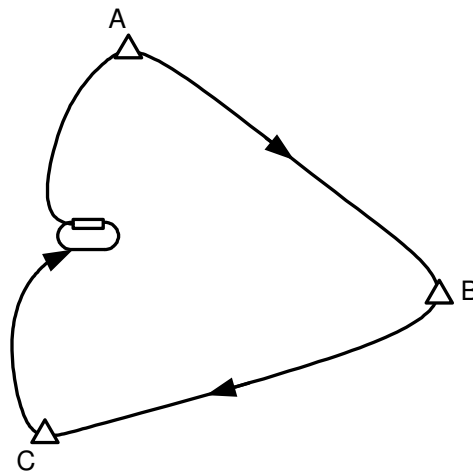
Where:

- tp = the pilot's time,
- tMin = the best time (Part 1)
- fp = the pilot's fuel
- fMin = the least fuel (Part 2)
- X = marker score of 100 points

2.2.4 FUEL & SPEED TRIANGLE

Objectives

To fly around a triangular circuit at speed on limited fuel having accurately predicted the time to each corner of the triangle.



Summary

Competitors will be given:

- the location of the three time gates that form the triangle
- the weight or volume of fuel specified by the competitor

Before takeoff the competitor must:

- declare the predicted time at which the gates will be overflown

The task will normally start and finish with a Deck Takeoff and Deck Landing. If a residual fuel requirement has been specified, after completing the landing the competitor will be required to enter a Quarantine area for fuel checking.

Scores

Typically, each timing gate overflown within 10 seconds of the predicted time will score 100 points. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Failing to pass through the triangle timing gates	100%
Backtracking against the task direction	100%
Returning with less than minimum specified fuel	100%
Timing gate error >10 seconds from prediction	5 points/second

The typical task score calculation will be:

$$\text{Pilot score} = \left(350 \times \frac{t_{\text{Min}}}{t_p} \right) + \left(350 \times \frac{f_{\text{Min}}}{f_p} \right) + X_A + X_B + X_C$$

Where:

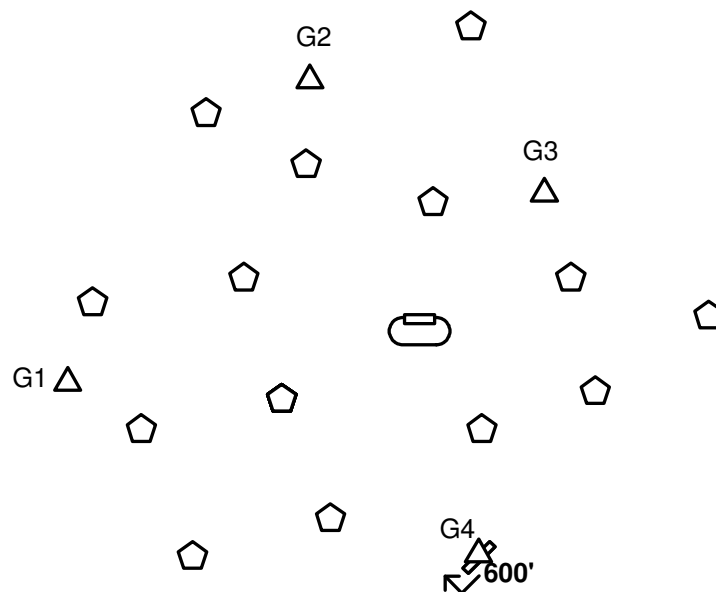
- tp = the pilot's time,
- tMin = the shortest time achieved by a scoring competitor
- fp = the pilot's fuel

- fMin = the least fuel used by a scoring competitor
- X = gate score of 100 points

2.2.5 LIMITED FUEL TURNPOINT HUNT

Objectives

To fly to and identify from given photographs as many turnpoints as possible within a limited time, carrying limited fuel. Three of the turnpoints will be compulsory timing gates which must be overflown within 10 seconds of a time predicted by the competitor. One of the gates may require a precision touchdown.



Summary

Competitors will be given:

- the location and score of all turnpoints and gates
- a specified weight or volume of fuel
- photos of any ground features to be identified

Before takeoff the competitor must:

- declare the predicted time at which the gates will be overflown

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for fuel checking and scoring.

Safety

During the task competitors must be aware that their paths may cross those of other aircraft. They must maintain careful observation of the sky at all times and should avoid flying at predictable heights.

Scores

Typically each photo will score 100 points and each time gate 200 points. The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Breach of Quarantine	100%
Photo wrongly identified on the map	Penalty 50% of photo score
Timing gate error >10 seconds from prediction	10 points/second
Time over maximum task duration	10 points/second

2.2.6

DURATION

Objectives

To fly for as long as possible on a limited amount of fuel.

Summary

Competitors will be given:

- a specified weight or volume of fuel

The task will normally start with a Deck Takeoff. Landing will normally be in an extended area, to be specified at the briefing. If a residual fuel requirement has been specified, after completing the landing the competitor will be required to enter a Quarantine area for fuel checking.

Safety

Particularly if the task is to be flown to empty tanks, pilots must look out for other aircraft preparing to land engine off. A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation

Scores

The following penalties will apply:

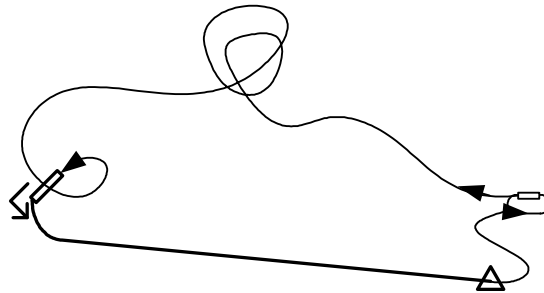
Takeoff deck penalty	20%
Breach of Quarantine	100%
Flight in a prohibited area	100%
Landing outside the specified area but within the airfield boundary	to be briefed

2.2.7

DURATION & SPEED

Objectives

Given a limited amount of fuel, competitors must stay airborne for as long as possible, leaving enough fuel for a precision touch-and-go followed by a fast leg flown at a speed to be predicted by the competitor



Summary

Competitors will be given:

- a specified weight or volume of fuel
- the location of the airstrip for the precision touch-and-go
- the location of the gate at the end of the speed leg

Before takeoff the competitor must:

- declare the predicted time for the speed leg

The task will normally start and finish with a Deck Takeoff and Deck Landing. After completing the landing the competitor will be required to enter a Quarantine area for fuel checking.

Safety

Particularly if the task is to be flown to empty tanks, pilots must look out for other aircraft preparing to land engine off. A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation

Scores

The following penalties will apply:

Takeoff deck penalty	20%
Landing deck penalty	20%
Breach of Quarantine	100%
Flight in a prohibited area	100%
Predicted ground speed error	to be briefed

The typical task score calculation will be:

$$\text{Pilot score} = \left(400 \times \frac{\text{tdp}}{\text{tdMax}} \right) + \left(400 \times \frac{\text{tsMin}}{\text{tsp}} \right) + (200 - t\Delta p)$$

Where:

- tdp = the pilot's time achieved on the duration leg
- tdMax = the longest time achieved on the duration leg by a scoring competitor
- tsp = the pilot's time achieved on the speed leg
- tsMin = the shortest time achieved on the speed leg by a scoring competitor
- $t\Delta p$ = the speed leg time error in excess of allowed 10 secs at 1 point/second (max 200)

2.3 PRECISION TASKS

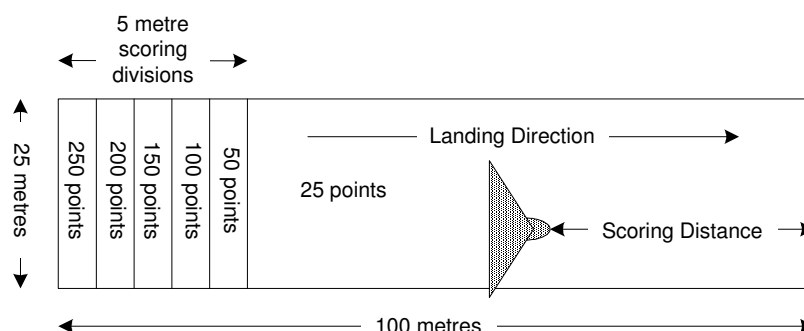
2.3.1 SPOT LANDING

Objectives

The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary

This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down and stay down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible.



Takeoff

The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit

The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle

The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit

The procedure for the descending circuit will be specified at the briefing.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted and the engine must remain at idle or may be switched off. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down and remain in contact with the ground (P_S) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (P_D). If the aircraft bounces the score will be the lowest value of the strips entered. Touching down on a dividing line scores the higher of the two strips. The pilot will be scored zero if:

The aircraft commences takeoff before instructed to do so by the marshal

The engine is not stopped or the throttle is not closed before passing over the deck

The aircraft does not pass over the entire length of the deck before turning to descend

The engine does not remain at idle once final approach has started if engine idle permitted

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

Any part of the aircraft touches the ground before the deck.

The aircraft does not stop within the limits of the deck.

The aircraft moves from the deck before instructed to do so by a marshal

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(P_S + P_D) \times 250/350$ with a maximum score of 250

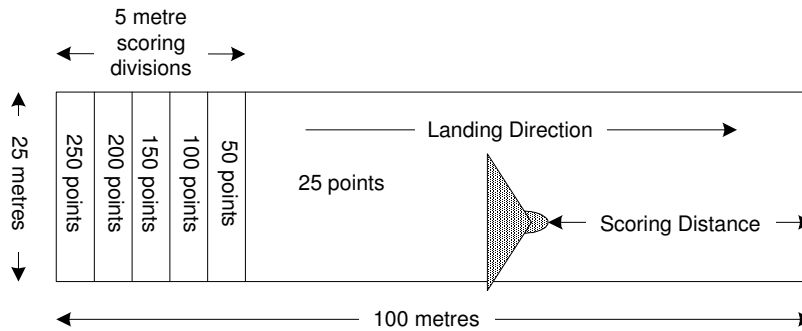
2.3.2 SPOT LANDING - TIMED

Objectives

The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary

This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down and stay down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible. Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.



Takeoff

The takeoff order will be specified at the task briefing. The pilot must position his aircraft to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Climbing Circuit

The procedure for the climbing circuit will be specified at the task briefing.

Engine to Stop or Idle

The aircraft must approach the deck in the landing direction at a height of 1,000 ft. Before passing over the start of the deck the engine must be switched off or the throttle must be closed and the engine set to idle, as specified in the briefing. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Descending Circuit

The procedure for the descending circuit will be specified at the briefing.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down and remain in contact with the ground (P_S) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (P_D). If the aircraft bounces the score will be the lowest value of the strips entered. Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ± 5 seconds a further 100 points is scored (P_T). This score will be reduced by 5 points for every second outside ± 5 seconds from a full minute. The pilot will be scored zero if:

The aircraft commences takeoff before instructed to do so by the marshal

The engine is not stopped or the throttle is not closed before passing over the deck

The aircraft does not pass over the entire length of the deck before turning to descend

The engine does not remain at idle once final approach has started if engine idle permitted

Any part of the aircraft touches the ground before the deck.

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

The aircraft does not stop within the limits of the deck.

The aircraft moves from the deck before instructed to do so by a marshal

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(P_S + P_D + P_T) \times 250/450$ with a maximum score of 250

2.3.3

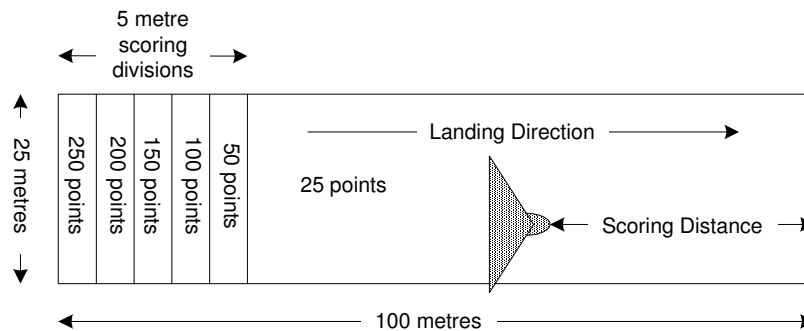
POWERED PRECISION LANDING

Objectives

The objective is for the aircraft to touch down within a marked deck, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary

This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down and stay down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible.



Joining

This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down and remain in contact with the ground (P_S) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (P_D). If the aircraft bounces the score will be the lowest value of the strips entered. Touching down on a dividing line scores the higher of the two strips. The pilot will be scored zero if:

Any part of the aircraft touches the ground before the deck

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

The aircraft does not stop within the limits of the deck.

The aircraft moves from the deck before instructed to do so by a marshal

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(P_S + P_D) \times 250/350$ with a maximum score of 250

2.3.4

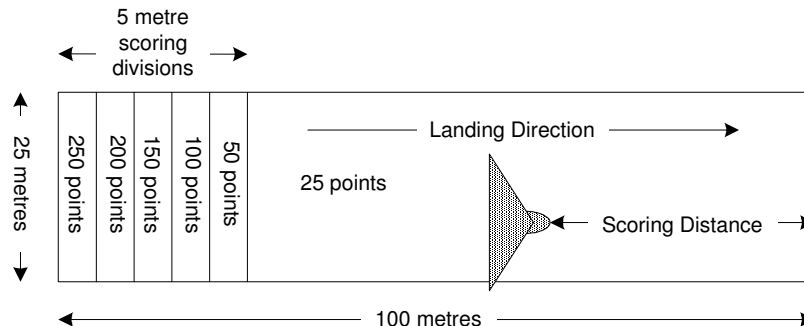
POWERED PRECISION LANDING - TIMED

Objectives

The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible, coming to a halt in as short a distance as possible.

Summary

This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points as shown. The remainder of the deck scores 25 points. In order to score the main wheels must touch down and stay down in a particular strip and the aircraft must come to a complete halt within the 100-metre deck, as close to the start of the deck as possible. . Additional points may be scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.



Joining

This task will follow the completion of a prior task in which no landing is required. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which both main wheels touch down and remain in contact with the ground (P_S) plus the distance between the finish of the deck and the closest wheel, scored 1 point per whole metre (P_D). If the aircraft bounces the score will be the lowest value of the strips entered. Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ± 5 seconds a further 100 points is scored (P_T). This score will be reduced by 5 points for every second outside ± 5 seconds from a full minute. The pilot will be scored zero if:

Any part of the aircraft touches the ground before the deck

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

The aircraft does not stop within the limits of the deck.

The aircraft moves from the deck before instructed to do so by a marshal

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(P_S + P_D + P_T) \times 250/450$ with a maximum score of 250

2.3.5 PRECISION TOUCHDOWN - TIMED

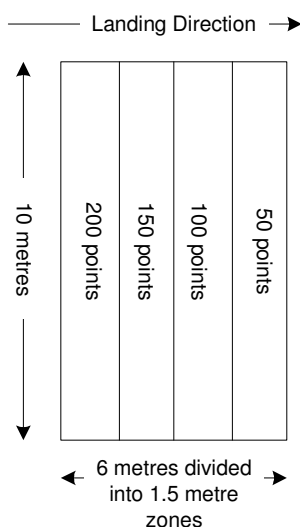
Objectives

The objective is for the aircraft to touch down within a marked deck at a specific time, as close to the start of the deck as possible.

Summary

The deck is 6 metres long, 10 metres wide and is marked in four 1.5 metre strips which are scored from 200 to 50 points as shown. In order to score the main wheels must touch down in a particular strip as close to the start of the deck as possible. The lines will be defined by raked wet sand to ensure accurate scoring. Additional points may be

scored if the scoring touchdown takes place at or near an exact full minute as indicated by the competition clock, eg 11:31:00 hrs is a full minute, 11:31 17 hrs is not.



Joining

This task will form part of another task. Instructions for joining will be provided at the briefing or in the instructions for the main task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline is permitted. The pilot may choose whatever throttle setting he chooses or may switch off the engine unless otherwise instructed at the briefing. Once the touchdown is completed the pilot may immediately take off unless otherwise instructed at the task briefing.

Scoring

The score will be the value of the strip in which both main wheels touch down (P_S). Touching down on a dividing line scores the higher of the two strips. If the aircraft touches down on a full minute, the time being taken from the official clock, ± 5 seconds a further 50 points is scored (P_T). This score will be reduced by 5 points for every second outside ± 5 seconds from a full minute. The pilot will be scored zero if:

Any part of the aircraft touches the ground before the deck

The aircraft fails to touchdown within the limits of the deck

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be ($P_S + P_T$) with a maximum score of 250

2.3.6

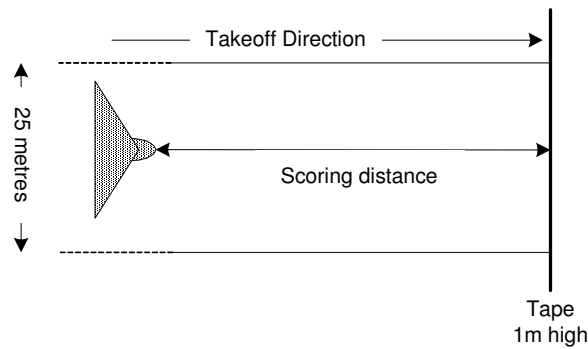
SHORT TAKEOFF OVER AN OBSTACLE

Objectives

The objective is for the aircraft to take off over and clear an obstacle, starting the takeoff run as close to the obstacle as possible.

Summary

This task simulates a short field takeoff over a hedge, the hedge being represented by a tape stretched across the runway 1 metre above the ground. The pilot may position his aircraft on the runway as close as he wishes to the tape. This distance will be measured from the centre of the foremost wheel and rounded up to the nearest 0.1 metre. The aircraft must take off over the tape without breaking it.



Takeoff

The takeoff order will be specified at the task briefing. The pilot may position his aircraft as close to the tape as he wishes and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Procedure after Takeoff

The procedure to be flown after takeoff will be specified at the briefing.

Scoring

The competitor in each class that starts the takeoff run closest to the tape (D_{MIN}) and clears the tape without breaking it will score 250 points. Other competitors will be awarded scores based on their distance from the tape at the start of their takeoff run (D_P) relative to D_{MIN} . The competitor will be scored zero if:

The aircraft commences takeoff before stationary

The aircraft commences takeoff before instructed to do so by the marshal

The aircraft fails to fly over the tape

Any part of the aircraft breaks the tape

Thus the score calculation will be $(250 \times D_{MIN} / D_P)$ with a maximum score of 250

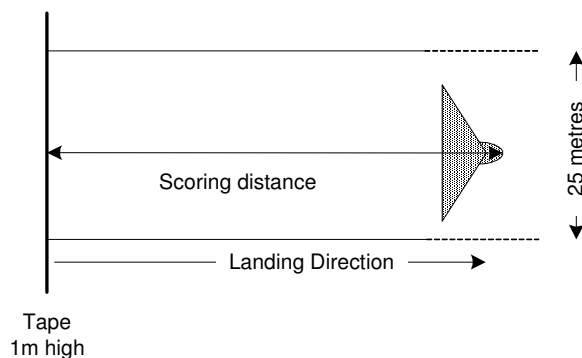
2.3.7 SHORT LANDING OVER AN OBSTACLE

Objectives

The objective is for the aircraft to fly over and clear an obstacle, to land and come to a standstill as close to the obstacle as possible.

Summary

This task simulates a short field landing over a hedge, the hedge being represented by a tape stretched across the runway 1 metre above the ground. The pilot must land over the tape and stop. This distance will be measured from the centre of the foremost wheel and rounded up to the nearest 0.1 metre.



Joining

This task may form part of another task. Instructions for joining will be provided at the briefing or in the instructions for the main task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the centreline of the runway is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The competitor in each class that comes to a standstill closest to the tape (D_{MIN}) having cleared the tape without breaking it will score 250 points. Other competitors will be awarded scores based on their distance from the tape when they stop (D_P) relative to D_{MIN} . The competitor will be scored zero if:

The aircraft fails to fly over the tape

Any part of the aircraft touches the ground before the tape

Any part of the aircraft breaks the tape

The aircraft turns by more than 90 degrees from the runway centreline between starting the landing approach and coming to a standstill

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty

Thus the score calculation will be $(250 \times D_{MIN} / D_P)$ with a maximum score of 250

2.3.8 DECK TAKEOFF

Objectives

The objective is for the aircraft to take off from a deck 100 metres long by 25 metres wide.

Summary

This task proves the short takeoff capability that is fundamental to the performance characteristics of a microlight by demonstrating that the aircraft can take off in 100 metres in still air at sea level. Where local conditions, such as airfield altitude or slope of the runway, will make a significant difference to takeoff runs the length of the deck may be adjusted accordingly.

Takeoff

This task will form the start of another task. The takeoff order will be specified at the main task briefing. The pilot must position his aircraft with its main wheels, or tail wheel in the case of a tail-dragger, immediately in front of the start line of the deck to the satisfaction of the marshal and must not take off until instructed to do so by the marshal. The form of signal to be used by the marshal for this purpose will be specified at the briefing.

Procedure after Takeoff

The procedure to be flown after takeoff will be specified in the main task at the briefing.

Scoring

There is no score for a deck takeoff but instead a 20% penalty will normally be applied to the main task if the aircraft fails to leave the ground before reaching the end of the deck. This penalty will normally apply if the aircraft:

Commences takeoff before stationary

Commences takeoff before instructed to do so by the marshal

Main wheels fail to leave the ground before reaching the end of the deck.

Touches the ground before climbing away.

2.3.9 DECK LANDING

Objectives

The objective is for the aircraft to land in a deck 100 metres long by 25 metres wide.

Summary

This task proves the short landing capability that is fundamental to the performance characteristics of a microlight by demonstrating that the aircraft can land in 100 metres in still air at sea level. Where local conditions, such as airfield altitude or slope of the runway, will make a significant difference to landing runs the length of the deck may be adjusted accordingly.

Joining

This task will form the end of a task. Instructions for joining will be provided at the briefing or in the instructions for the prior task.

Landing

Once the aircraft has started its final approach no deviation of over 90 ° from the deck centreline either in the air or on the ground is permitted. The pilot may choose whatever engine setting he chooses or may switch off the engine unless otherwise instructed at the briefing. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

There is no score for a deck landing but instead a 20% penalty will normally be applied to the main task if the aircraft fails to touch down and come to a halt within the deck. This penalty will normally apply if:

Any part of the aircraft touches the ground before the deck

The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill

The aircraft does not stop within the limits of the deck.

The aircraft moves from the deck before instructed to do so by a marshal

The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty



WMC 2005

Part 3 Tasks for class New Classes

3.1.1 PURE NAVIGATION

Objective

To fly a course between as many turn points or markers as possible within the time window and return to the deck.

Scoring

$$\text{Pilot score} = 1000 \times \frac{\text{NBp}}{\text{NBmax}}$$

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

3.1.2 NAVIGATION, PRECISION & SPEED

Objective

To make a clean take-off from the deck, to fly a course between as many turn points or markers as possible within a given time, and to collect bonus points for landing at designated markers before returning to the deck.

Special rules

- The clock starts the moment the marshal makes the signal to take off.
- At the start, the pilot scores 300 bonus points for a clean take off at the first attempt, 200 for the second, 100 for the third, zero for any attempts thereafter.
- In the case of landing markers, 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: 200 points
 - Misses the marker: landing bonus: 50 points
- If the pilot elects to not switch off his engine and:
 - Makes a first touch on the marker: Landing bonus: 100 points
- If the pilot falls over as a result of a landing: zero landing bonuses for that landing.
- If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.
- The clock stops the moment the pilot either crosses a line or lands back on the deck.
- Any outside assistance: Score zero.

Scoring

$$\text{Pilot score} = \left(500 \times \frac{\text{NBp}}{\text{NBMax}} \right) + \text{Bto} + \left(200 \times \frac{\text{Bld}}{\text{BldMax}} \right)$$

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

Bto = Pilot's takeoff bonus points

Bld = Pilot's landing bonus points

BldMax = The maximum landing bonus points achieved.

3.1.3 NAVIGATION / ESTIMATED SPEED

Objective

To fly a course between any combination of turn points, markers and gates as defined at the briefing having declared estimated flight times or estimated times of arrival as required at the briefing, and return to the deck.

Special rules

- The value of T, in seconds, will be given at the briefing.

Scoring

$$\text{Pilot score} = \left(700 \times \frac{\text{NBp}}{\text{NBMax}} \right) + (300 - T)$$

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

T = The total difference in between pilot's estimated and actual times for all timed sectors. ($\geq 300 = 300$)

3.1.4 NAVIGATION / ESTIMATED SPEED / PRECISION

Objective

To fly a course between any combination of turn points, markers, landing markers and gates as defined at the briefing having declared estimated flight times as required at the briefing, and return to the deck.

Special rules

- The value of T, in seconds, will be given at the briefing.
- At the start, the pilot scores 150 bonus points for a clean take off at the first attempt, 100 for the second, 50 for the third, zero for any attempts thereafter.
- All landing markers may be attempted with engine on unless the marker is in the landing deck and is the final element in the task.
- If the pilot falls over as a result of a landing: zero landing score for that landing.
- If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

Scoring

$$\text{Pilot score} = \left(400 \times \frac{\text{NBp}}{\text{NBMax}} \right) + (250 - T) + \text{Bto} + \left(200 \times \frac{\text{Bld}}{\text{BldMax}} \right)$$

Where, according to briefing;

Either:

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

OR

NBp = the distance flown by the pilot in the task.

NBMax = the maximum distance flown in the task.

AND

T = The total difference in between pilot's estimated and actual times for all timed sectors. ($\geq 250 = 250$)

Bto = Pilot's takeoff score

Bld = Pilot's landing points

BldMax = The maximum number of landing points achieved in the task.

3.2.1 PURE ECONOMY

Objective

Take-off with a measured quantity of fuel and stay airborne for as long as possible and return to the deck.

Special rules

- Free take-off within the time window.
- Departure from view of the marshals or egress from the permitted flight area will incur penalties.
- Land outside the airfield boundary: Score zero. Land inside the airfield boundary but outside the deck: 20% penalty.

Scoring

$$\text{Pilot score} = 1000 \times \frac{T_p}{T_{\max}}$$

Where:

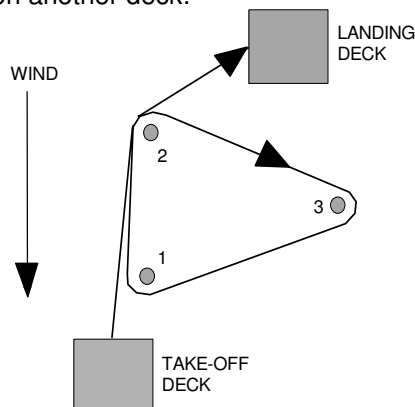
T_p = The pilot's time,

T_{\max} = The longest time taken to complete the task

3.2.2 ECONOMY & DISTANCE

Objective

To take off from the deck with a given quantity of fuel, fly as many laps as possible around a course not exceeding 1Km in length and land on another deck.



Special rules

- Pilots must not exceed 200ft height at any time, or 30ft whilst rounding pylons.
- Exceeding the height limitations or failure to round a pylon does not score that lap.
- If the pilot or any part of his PPG touches the ground during the task and takes off again, score zero.
- Failure to land in the landing deck: 20% penalty.

Scoring

$$\text{Pilot score} = 1000 \times \frac{L_p}{L_{\max}}$$

Where:

L_p = The number of whole laps completed by the pilot

L_{\max} = The maximum number of whole laps achieved in the task.

3.2.3 ECONOMY & NAVIGATION

Objective

To take off with a given quantity of fuel and locate an unknown number of markers within defined sectors and return to the deck.

Description

Each sector will contain a given IP (initial point) and a FP (finishing point) which may be a turn point, marker or gate. The pilot flies a given track between the IP and FP. An unknown number of markers may be distributed along the track.

Special rules

- Outlanding: Score zero.

Scoring

$$\text{Pilot score} = 1000 \times \frac{NB_p}{NB_{\max}}$$

Where:

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

NB_{\max} = The maximum number of markers and/or turn points collected in the task

3.2.4 ECONOMY & PRECISION

Objective

To make a clean take-off in the time window with a given quantity of fuel, stay airborne as long as possible within a defined area and land on landing markers situated within the deck before the end of the time window.

Special rules

- The pilot scores 300 bonus points for a clean take off at the first attempt, 200 for the second, 100 for the third, zero for any attempts thereafter.
- Departure from view of the marshals or egress from the permitted flight area will incur penalties.
- When landing, If the pilot elects to switch off his engine at least 5m above a marker and:
 - Makes a first touch on the marker: Landing bonus: 200 points
 - If the pilot elects to not switch off his engine and:
 - Makes a first touch on the marker: Landing bonus: 50 points
- If the pilot falls over as a result of the landing: zero landing bonus.
- If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

Scoring

$$\text{Pilot score} = \left(500 \times \frac{TP}{T_{\max}} \right) + B_{to} + B_{ld}$$

Where:

TP = The pilot's time

T_{\max} = The longest time taken to complete the task

B_{to} = Takeoff bonus points

B_{ld} = Landing bonus points

3.2.5 SPEED TRIANGLE AND OUT AND RETURN

Objective

With limited fuel, to fly around a circuit in the shortest possible time, return to the deck, and then, with the pilots remaining fuel fly in a given direction as far as possible and return to the deck.

Description

Fuel quantity allowed: (Suggested: 6 litres)

Part 1: Speed; The pilot take off time is noted. The pilot flies to one or more turnpoints and returns to the deck where he is timed.

Part 2: Distance; The pilot then flies in a given direction to a point of pilot choice, photographs it, and returns to the deck.

Special rules

- Land out before completing part 1: Score zero.
- Land out before completing part 2: Score zero for part 2.
- IMPORTANT: The point the pilot photographs as his point of greatest distance in part 2 MUST be clearly and unequivocally interpretable onto the official 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.
- Failure to takeoff or land entirely in the deck: 20% penalty.

Scoring

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

Where:

t_p = the pilot's time,

t_{Min} = The best time (Part 1)

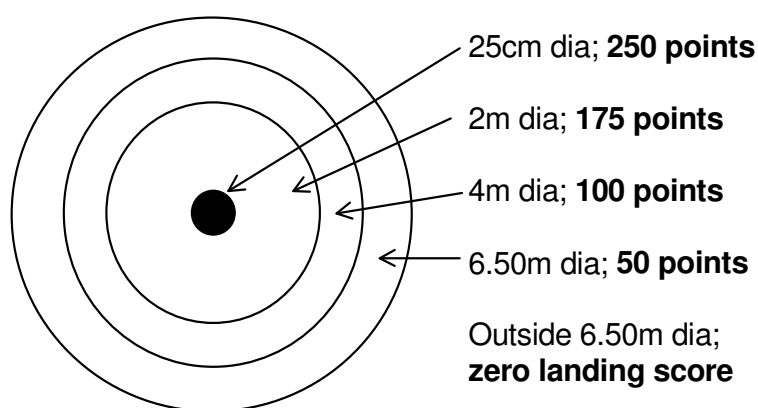
dp = the pilot's distance

d_{Max} = the greatest distance (Part 2)

3.3.1 PRECISION TAKE-OFF AND LANDING

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.



Description

The pilot is permitted four takeoff attempts, climbs to 500ft overhead the target, cuts the engine before passing through a gate and tries to make a first touch as near as possible to the centre of a target consisting of a series of concentric circles.

Special rules

- The pilot scores 250 points for a clean take off at the first attempt, 170 for the second, 90 for the third, zero for the fourth.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot is the point from which the pilot's score will be derived. A first touch on the line scores the higher score.
- Contestants will be awarded a zero score if the pilot or any part of the aircraft touching the ground outside the deck while undertaking the task.
- Contestants will be awarded a zero landing score for:
 - Engine not stopped before the gate.
 - Gate not passed correctly.
 - Falling over as a result of the landing.

Scoring

$$\text{Pilot score} = (\text{Bto} + \text{Bld})$$

Where:

Bto = Takeoff points

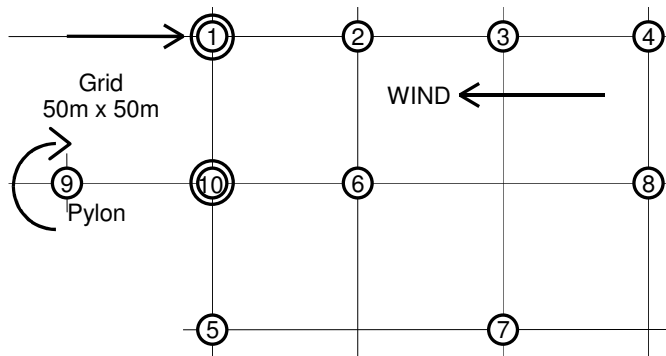
Bld = Landing points

3.3.2 PRECISION CIRCUIT IN THE SHORTEST TIME

Objective

To strike a number of targets laid out in a given order in the shortest possible time and return to the deck.

Description



8 targets 2m in height are laid out 50M apart in two arrays. The first array has 4 targets in a straight line, the second array has 4 targets in a slalom.

A further target is placed 50M behind target 10 to serve as a pylon which must be flown round (by the body of the pilot) before target 10 is struck.

Special rules

- A valid strike on a target is one where the pilot or any part of the PPG has been clearly observed to touch it.
- To count as a strike, target No. 9, the pylon, must be rounded in a CLOCKWISE direction.
- A strike on target 1 starts the clock, a strike on target 10 stops the clock.
- Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.
- Failure to strike the first or last target or touch the ground at any point between them: score zero.

Scoring

$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left(1000 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 10

3.3.3 SLOW / FAST SPEED

Objective

To fly a course as fast as possible and then return along the course as slow as possible.

Description

A straight course between 250m and 500m long and 25m wide is laid out with gates at each end. The pilot makes a timed pass along the course as fast as possible, returns to the start, and makes a second timed pass in the same direction as slow as possible.

Special rules

- For each leg, the clock starts the moment the pilot passes the first gate and stops the moment he passes the second.
- If the pilot or any part of his PPG touches the ground during the first leg: VP1 = zero and EP = zero
- If the pilot or any part of his PPG touches the ground during the second leg: VP2 = zero and EP = zero
- If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero.
- The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

Scoring

$$\text{Pilot score} = \left(125 \times \frac{V_{p1}}{V_{\max}} \right) + \left(125 \times \frac{V_{\min}}{V_{p2}} \right) + \left(250 \times \frac{E_p}{E_{\max}} \right)$$

Where:

Vmax = The highest speed achieved in the task, in Km/H

Vp1 = The speed of the pilot in Km/H in the first leg of the task

Vmin = The lowest speed achieved in the task, in Km/H

Vp2 = The speed of the pilot in Km/H in the second leg of the task

Ep = The difference between the pilot's slowest and fastest speeds, in Km/H

Emax = The maximum difference between slowest and fastest speeds, in Km/H

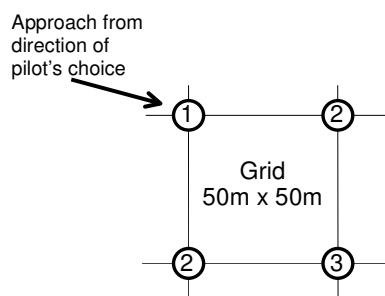
3.3.4 THE FOUR STICKS

Objective

This task is intended as a small break task between elements of an overall task.

Description

There are 4 standard kicking sticks set at the corners of a 50m x 50m square. The pilot must kick 3 of the 4 sticks. The first stick the pilot kicks may be any of the 4 sticks. The third stick the pilot kicks must be diagonally opposite the first, the second stick may be either of the two other sticks.



Special rules

- If this task is used to take a time for the purposes of an element of the overall task then the time shall be taken the moment the pilot strikes the first stick.
- 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.
- There shall be one group of 4 sticks for every 15 competitors in the task.
- 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 (depending on the overall task, for example if there is a timing involved) 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.

Scoring

The scoring should be integrated into the overall task as NQ. If the pilot fails to kick either the second or third stick then for each stick then the penalty shall be no more than 5% of the overall task score.

3.3.5 PRECISION TAKE-OFF AND LANDING

Objective

To make a clean take off at the first attempt in the deck, and subsequently land as near as possible to a point.

Description

The pilot is permitted four takeoff attempts, climbs to 500ft overhead the target, cuts the engine before passing through a gate and tries to make a first touch as near as possible to the centre of a target.

Special rules

- The pilot scores 250 points for a clean take off at the first attempt, 170 for the second, 90 for the third, zero for the fourth.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot is the point from which the pilot's score will be derived.
- Contestants will be awarded a zero score if the pilot or any part of the aircraft touching the ground outside the deck while undertaking the task.
- Contestants will be awarded a zero landing score for:

Engine not stopped before the gate.

Gate not passed correctly.

Falling over as a result of the landing.

Scoring

$$\text{Pilot score} = Bto + \left(250 \times \frac{Dp}{Dmin} \right)$$

Where

Bto = Pilot's takeoff score.

Dmin = x - the closest distance to the target achieved by any pilot.

Dp = x - the pilot's distance to the target (> x m = zero landing score).

The value of x, in metres will be given at briefing but may be between 10 and 25 metres depending on the meteorological conditions. This outer circle should be marked by cones or some other visual indication.

3.3.6 SHORT TAKE-OFF OVER A FENCE

Objective

To take off and clear a fence from as short a distance as possible. This task is intended to be included as a small element of another task.

Description

A fence 2m high and 10m long is manoeuvred into a position of pilot choice.

When takeoff permission is granted, pilots takes off and tries to fly over the fence. Maximum distance of pilot's feet on the ground to the fence is scored.

Special rules

- If the pilot's feet have not left the ground and the line of the fence is not reached at the first attempt then one second attempt is permitted.
- Zero fence score for breaking the fence or weaving.

Scoring

The scoring should be integrated into the overall task scoring as F. If the pilot fails to clear the fence then the penalty shall be no more than 10% of the overall task score.

$$\text{Pilot score} = \left(100 \times \frac{F_{\min}}{F_p} \right)$$

Where

F_{\min} = The shortest distance in metres for a takeoff over the fence

F_p = The pilot's takeoff distance to clear the fence.

Notes

A fence may simply be 2 kicking sticks with a plastic tape between.

To prevent unnecessary delay the fence should only be brought to the pilot when he is ready to take off.

The pilot should not be told the distance he is from the fence, the distance should be at the sole visual judgement of the pilot.

The distance measured is the maximum distance the pilot is away from the fence whilst touching the ground, thus if the pilot steps away from the fence during launch then this distance should be included.

The job of holding the two poles supporting the fence can be quite hazardous; it should be entrusted to marshals experienced in PF operations.

3.3.7 PRECISION CIRCUIT IN THE SHORTEST TIME ('Clover leaf slalom')

Objective

To strike a number of targets laid out in a given order in the shortest possible time and return to the deck.

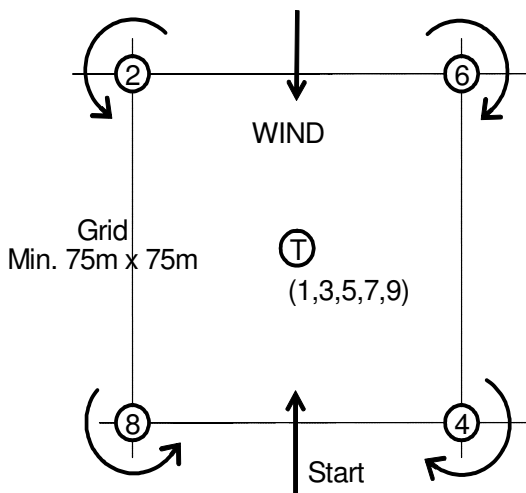
Description

4 pylons 2m in height are laid out at the corners of a 75M square. A fifth target is set at the centre of the square.

The pilot enters the course into wind and strikes the target T (strike 1). At this point the clock starts. The pilot flies around pylon 2 and returns to kick the stick T (strike 3), he then flies around pylon 4 and returns to kick the stick T (strike 5). This continues until all four pylons have been rounded. The clock stops when target T is kicked for the last time (strike 9).

Special rules

- A valid strike on the target T is one where the pilot or any part of the PPG has been clearly observed to touch it.
- To count as a strike, the pilot's body must be clearly seen to round each pylon and pylons 2 & 8 must be rounded in an ANTI CLOCKWISE direction and pylons 4 & 6 must be rounded in a CLOCKWISE direction.
- A strike on target 1 starts the clock, a strike on target 9 stops the clock.
- Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.



- Failure to strike the first or last target or round at least one pylon or touch the ground at any point between them: score zero.
- The grid may be opened up to max. 100M at the briefing if the meteorological conditions dictate.

Scoring

$$Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left(500 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 9

3.3.8. PRECISION CIRCUIT IN THE SHORTEST TIME ('Japanese slalom')

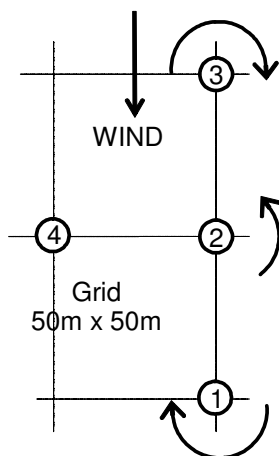
Objective

To strike a number of targets laid out in a given order in the shortest possible time and return to the deck.

Description

4 pylons 2m in height are laid out on a 50m x 50m grid.

The pilot enters the course into wind and strikes target 1. At this point the clock starts. The pilot then strikes targets 2 and 3. He then returns to fly clockwise around target 1 (strike 4), anticlockwise around target 2 (strike 5) and clockwise around target 3 (strike 6). He then returns to strike target 1 (strike 7), target 4 (strike 8) and target 3 (strike 9). The clock stops when target 3 (strike 9) is kicked.



Special rules

- A valid strike on a target is one where the pilot or any part of the PPG has been clearly observed to touch it
- When targets are acting as pylons, to count as a strike, the pilot's body must be clearly seen to round it, pylons 1 & 3 must be rounded in a CLOCKWISE direction and pylon 2 must be rounded in an ANTI CLOCKWISE direction.
- A strike on target 1 starts the clock, a strike on target 9 stops the clock.
- Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.
- Failure to strike the first or last target or touch the ground at any point between them: score zero.

$$\text{Scoring: } Q = \frac{NQ^3}{Sp} \quad \text{Pilot Score} = \left(500 \times \frac{Q}{Q_{\max}} \right)$$

Where:

NQ = The number of targets struck by the pilot

Sp = The pilot's elapsed time in seconds between striking target 1 and target 9

3.4.1 NOISE IN CLIMB

Objective

From a stationary position on the ground in front of a line and using a fixed throttle (and propeller pitch) setting of pilot choice, the pilot takes off and climbs in a straight line over a microphone set 300m distant from the line. The max noise in dBA of the aircraft is measured.

Special rules

- Weaving, failure to fly directly over the microphone, changing throttle or propeller pitch setting: Zero score.

Scoring

$$\text{Pilot score} = 500 \times \left(\frac{n_{\min}}{nP} \right)$$

Where:

nMin = The minimum noise in dBA achieved in the class

nP = The noise achieved by the pilot in dBA

3.4.2 MINIMUM NOISE IN LEVEL FLIGHT

Objective

To fly two legs of a course in opposite directions as quietly as possible.

Description

The course is between two points 300m apart and must be flown in a straight line at a height of 25ft (\pm 10ft). at a pilot selected constant throttle and propeller pitch setting. The microphone is positioned 100m offset from the centreline and equidistant from the two points.

Special rules

- Weaving, changing height, throttle or propeller pitch setting whilst in the course: Zero score for that run.

Scoring

$$\text{Pilot score} = \left(250 \times \left(\frac{n\text{Min}_1}{nP_1} \right) \right) + \left(250 \times \left(\frac{n\text{Min}_2}{nP_2} \right) \right)$$

Where:

nMin1 and nMin2 = The minimum noise in dBA achieved on each run in the class.

nP1 and nP2 = The noise achieved by the pilot in dBA on each run.