

**Beas de Segura, Cordoba, La Puebla de los Infantes,
Villanueva del río y Minas, Sevilla, Lebrija, Sanlúcar de Barrameda.
Andalusia, 18 June – 1 July 2001**



There will be a short briefing for team leaders at 18:30 on the airfield.

The takeoff window for task 3 will open at 19:30 tonight

There is no compulsory touch and go at Guillena (it may be used as a turnpoint). Please watch for microlight traffic in the area.

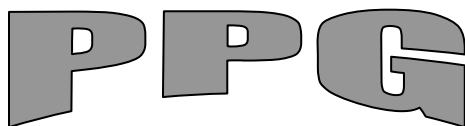
DO NOT fly south of the Guadalquivir river and not above 800 ft in the area of Sevilla Airport approach (Olympic stadium is on the centreline).

Tomorrow we will fly 2 precision tasks in the early morning, slalom and slow – fast. You have been briefed on both these tasks. We plan a start order of reverse current championship position as at the end of task 2 (to be published as soon as possible). Both tasks will be flown together (ie no landing between the two tasks).

In mid- morning there will be a 2 litre fuelling for the soaring task X1 for which you have already been briefed.

In the evening there will be another local task at Tablada.

At all times tomorrow morning, please check for the red flag.



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TASK 4

- - *This task is as task 3C3 in the PPG local regulations*
 - *Unlimited fuel*
 - *No Photography required*
 - *Briefing: done, but short briefing before task on airfield*
 - *Task start: 07:00, 27 Jun 2001*
 - *Free takeoff, Start order: Reverse current championship order. Order sheet indicates which course the pilot should take. (A or B)*
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SLOW / FAST SPEED

Objective

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

Description

Free takeoff in takeoff area. Pilots wait to start the course in the holding area, and may start the task when their ORDER number is displayed. (not pilot number, it is easier for pilots this way). IT WILL BE DISPLAYED FOR ONLY 20 SECONDS as soon as the first course is clear.

There will be 2 straight courses, of between 250m and 500m long and 25m wide laid out with gates at each end.

The pilot makes a timed pass along the first course as slow as possible, continues to the second straight course and makes a second timed pass in the same direction as fast 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: $VP_1 = \text{zero}$ and $EP = \text{zero}$

If the pilot or any part of his PPG touches the ground during the second leg: $VP_2 = \text{zero}$ and $EP = \text{zero}$

If the pilot zigzags or if the body of the pilot overflies a side of the course or exceeds 2m above ground: Score zero. If the pilot does fly out of this zone but it is clear that the cause was exclusively meteorological, and the pilot is observed to have taken immediate action to return to the course, then there will be no penalty.

The maximum time allowed for a pilot to complete each leg of the course is 5 minutes.

$$\text{Pilot score} = \left(125 \times \frac{Vp_1}{V_{\max}} \right) + \left(125 \times \frac{V_{\min}}{Vp_2} \right) + \left(250 \times \frac{Ep}{E_{\max}} \right)$$

Where:

V_{\max} = The highest speed achieved in the task, in Km/H

Vp_1 = The speed of the pilot in Km/H in the first leg of the task

V_{\min} = The lowest speed achieved in the task, in Km/H

Vp_2 = 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

E_{\max} = The maximum difference between slowest and fastest speeds, in Km/H



TASK 5

- This task is as task 3.C2 in the local regulations
- Unlimited fuel
- No photography required
- Briefing: Already done, there will be a short briefing on the airfield
- Takeoff start 07:00 Saturday 27 June 2001 at Cordoba
- Task order: Reverse competition number (i.e. highest number first)

PRECISION CIRCUIT IN THE SHORTEST TIME

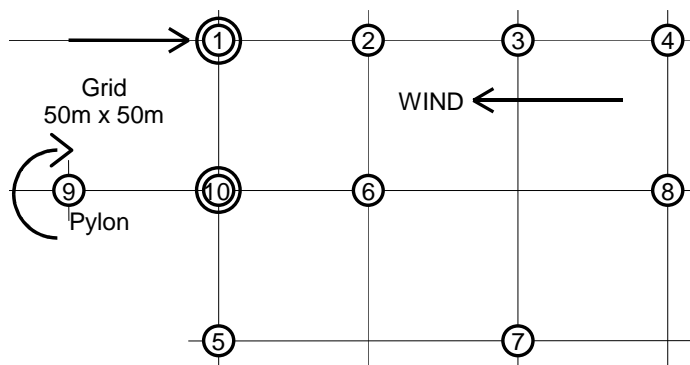
Objective

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 FLM 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

Start order

Free takeoff from the deck. Pilots to wait downwind of the course.

The next pilot number in the course will be displayed on the ground.

Pilots are to start the course while their number is being held up by a marshal. IT WILL ONLY BE DISPLAYED FOR 20 SECONDS! If a pilot fails to start the course in this time, 20% penalty and he must immediately fly well clear of the waiting area until all other pilots have flown the course.

After finishing the course fly back to the deck and land.