TASK CATALOGUE; EMC 2002

Navigation Point Visit Race Race and Walk Precision Landing Duration

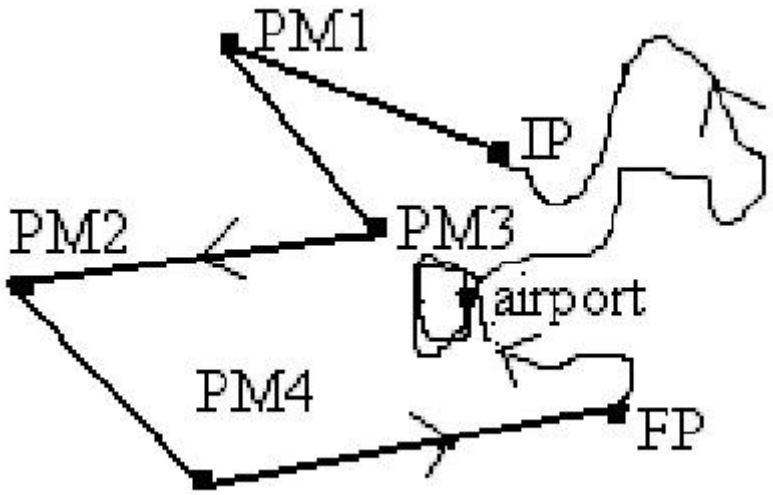
Navigation: A, B, C, D, E

Objective:
Pilots are to fly a curse constructed of legs, while keeping a selected speed consistently and discovering the objects of the task (objects are photos and canvas markers). At the place and time designated for preparation the pilot receives the course or the decisive parts of the course marked onto the task sheet, which is a colored copy of the official map, suitable for navigation.

Take Off:
At a time briefed, the pilot rolls from the site designated for preparation to the take off deck. Within the take off period defined to him he takes off and gets above the Initial Point IP in the exact time briefed.

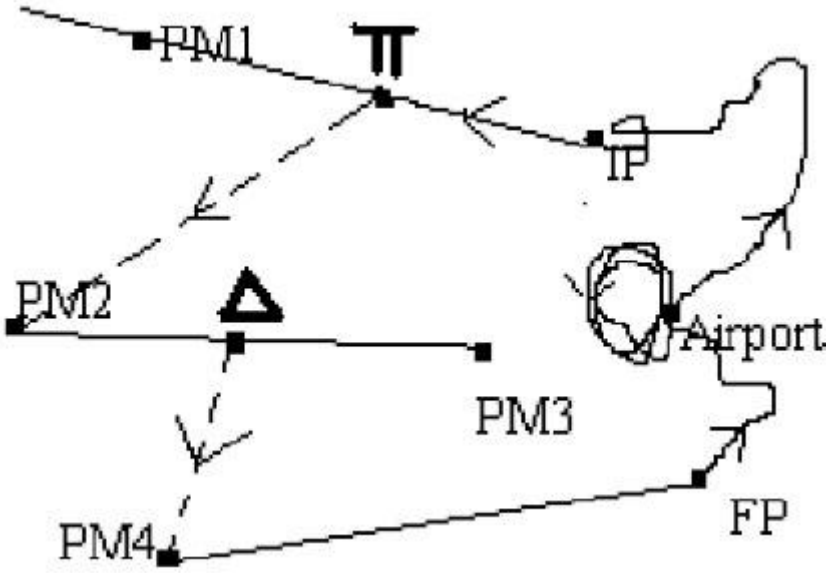
In Flight:
From IP initial point he follows the course to FP finish point. Variations of the course are as follows.

A.



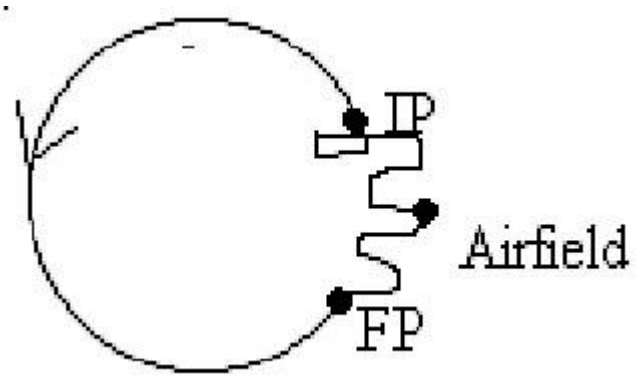
The whole IP-FP polygon is given on the task sheet. From IP the pilot flies to FP along the polygon..

B.



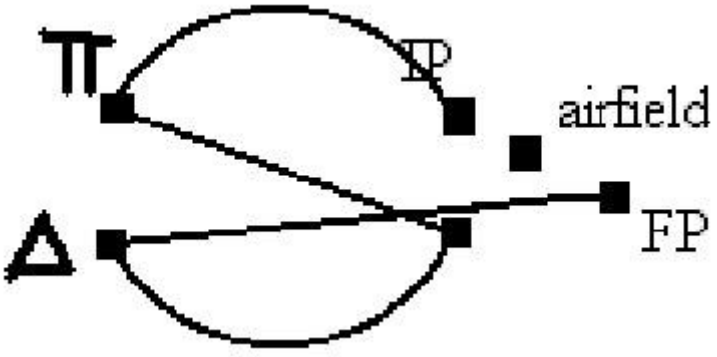
On the task sheet the sections IP-PM1, PM2-PM3 and PM3-FP are marked. Sections **PI**-PM2 and **DELTA**-PM4 is to be constructed in flight. The pilot follows the arrow from IP towards PM. When discovering the canvas marker **PI**, he flies straightly to PM2. From here he flies towards PM3, until the marker **DELTA** is discovered. From **DELTA** he flies to PM4, from there to FP.

C.



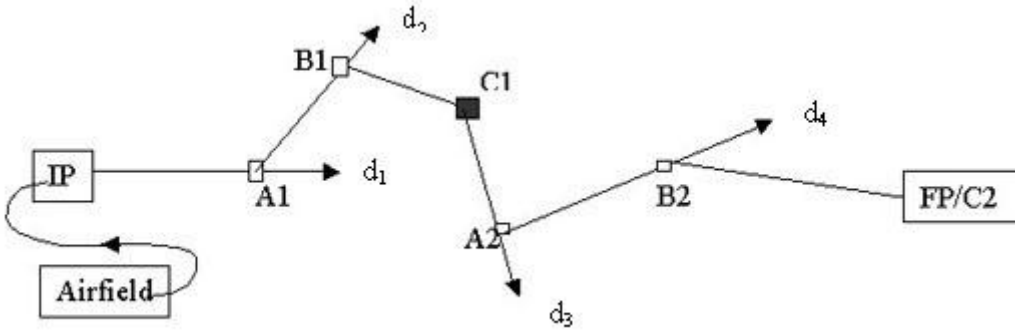
On the task sheet the arc between IP and FP is marked. Pilot flies from IP to FP while following the arc.

D.



D. On the task sheet a circuit and IP and FP is given. From IP the pilot follows the circuit until he reaches the marker **PI**. From here he flies along the diameter until he reaches the perimeter again. This point is not designated. From this point he flies in the opposite directions along the circuit, until he reaches the marker **DELTA**. From here he flies straightly to FP.

E.



On the task sheet are given the geographical points IP, C1, C2, C3... and FP and the directions d1,d2, d3 and d4 . Symbols or photos of the objects A1, B1, A2, B2 are also given.
The pilot flies from IP on the heading d1, until he discovers A1. The object A1 may be either a photo or a canvas marker. From here he follows the other heading d2, until he reaches the object B1. From B1he flies to C1 which is a geographically given point marked onto the task sheet.
From C1 he follows the heading d3 until the object A2 is found. B2 are to be found along the heading d4. The point C2 is marked onto the task sheet. C2 can be the starting point of another section or it can be the FP finish point.

Marking the objects
While flying the courses A, B, C, D or E whenever the pilot discovers an object, he makes a pencil/pen mark crossing the line of the course and draws the symbol of the object beside the pencil/pen mark. Symbols of the canvas markers are taken from the marker-catalogue. Symbols of the photos are Arabic numbers. If the pilot finds that an object is not exactly on the course, he makes the mark onto the perpendicular projection of it.
There will no false objects along the course. No repetition of the marker along the course occurs. A repeated symbol on the task sheet will be penalized.
From FP the pilot flies to base within the time given for that.

Landing
The pilots lands in the landing deck as briefed:

- - either "normally", approaching in a given airspace according to the general rules of communication, final approach straight, engine may be on, running out of the deck allowed,
- - or gets overhead the landing deck, waits until the deck is busy by flying consecutive right/left circuits in level and when the deck is empty, carries out a precision landing according to any of the task descriptions "Precision Landings" .

After touching down the pilot taxies to the quarantine, clarify the marks on his task sheet and waits for the call. When called he goes to the Marshall to be scored.

Scoring
P=Q/Qmax x 1000.
Q=summaV + summaT,
where
summaV is the sum of the scores collected by marking the symbols of the objects discovered. The values of a correct mark is V=100, 10 point deduction for every millimeter outside of the 3 mm margin allowed. V=0 if V is negative.
summaT is the sum of scores collected at the timing gates, where T=600-D,
here the D deduction is the difference between measured and calculated times of gate crossings in seconds. D is 0 if the measured time of crossing falls within a time-margin and increases linearly onwards. (At a gate an approximately 10 minutes arrival early or late causes the complete loss of timing points.) Calculation of gate-crossings is based upon the given time of passing IP, the distance covered from IP to the gate, and the selected ground speed.

Speeds to be selected:
FTS and WTS: 60. 72, 84, 96 km/h
FSC and WSC: 54, 60, 72, 84 km/h.

Special rules
Maximum number of photos plus markers is 20. There are neither photos nor markers before IP and after FP.
Maximum time between passing FP and being overhead the landing deck is ..... .
Maximum time to prepare the report:..... .
For distance calculations: the scale of the official map is 1 : 200 000. Note: the task sheet is an official map.
Gates can be placed on any point of the course between IP and FP. To increase the accuracy of time-measurements the organizers may restrict the maximum height of the flight on certain sections of the course.
The time-margin is ±10 seconds for all Classic Classes.
If precision landing is prescribed, it will be scored as a separate task.