

Bulletin 2; 16 May 2005

This describes many operational aspects of the championship.

Entry Fee

£40 if pre-registered on www.flymicro.com/COMPS by Midnight 20 May 2005

£50 thereafter.

Payment at registration on-site, all receipts after expenses go to the British Team fund.

Championship timetable

Pilot registration: From Friday 27 May 15:00 until Saturday 28 May 08:00

Initial pilot briefing: Saturday 28 May 08:00, all pilots are expected to attend.

Championship window: see below.

Prizegiving: 14:30 Tuesday 31 May.

Insurance

3rd Party insurance is mandatory. It is unknown at this time whether insurance will be available on-site so all competitors are advised to make arrangements in advance.

Task briefs

The Rules, Task briefs and much other important information is on the website www.flymicro.com/footnat05

It is intended that ALL competitors should print out all their own copies of all these documents and bring them to the championship. They will NOT be readily available on-site.

Maps

Landranger 1:50:000 No. 119, Buxton & Matlock, Bakewell & Dove Dale. Some of these maps will be for sale on site.

Although no turnpoints will be set outside the official map, it is conceivable that Pilots might wish to fly beyond the area this map covers in an "as far as you can go in any direction you like with 2 litres task". It is therefore recommended all Pilots are equipped with a 1/4 million air-map covering the region. (Sheet 6, England East)

Championship times

All tasks except Task L may be undertaken whenever the pilot wishes within the overall championship window which is whenever the green flag is hoisted and between:

28 May: 10:00 – 21:30	29 May: 07:00 – 21:30	30 May: 07:00 – 21:30	31 May: 07:00 – 12:00
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Special periods

There is only one, for Task L. This task is not compulsory, but if pilots wish to participate then it may only be completed in the briefed task window which is scheduled to be 19:00 – 21:30 on Sunday 29 May. For fuelling times Etc. see the task brief. If the weather forecast looks unsuitable then the task could be moved to another slot but at least 12 hours warning on the official notice board will be given.

Flags

A flag pole at the HQ will show:

No flag on display: *The championship window is closed.*

Green: *Pilots may takeoff on a task. If the green flag is NOT flying then the weather is considered unsuitable for further takeoffs. All times associated with start times are delayed until such time as the green flag is re-hoisted.*

Yellow: *Pilots may not takeoff but if they are undertaking a task they should continue.*

Red: *All pilots to land immediately.*

Tasks

Below is a summary of the tasks on offer, they are described by the letters A – L (but no task G or K). Although the proportions don't work out exactly at 1/3 1/3 1/3, with a maximum deviation of 2.7% they are acceptably close.

Task	Precision	Economy	Navigation	Max Poss	Task description
A	500	0	0	500	Clover leaf slalom
B	500	0	0	500	Clover leaf slalom
C	500	0	0	500	Fast - Slow
D	500	0	0	500	Precision takeoff and landing
E	0	1000	0	1000	Pure distance (Endurance)
F	200	800	0	1000	Speed triangle and Out and return
H	0	0	1000	1000	Nav with corridors - outlandings - speed
I	0	0	1000	1000	Pure nav
J	250	0	750	1000	Fence - Nav - Precision
L	0	1000	0	1000	Laps (at a pre-defined time)

Doing tasks

Except for 'special tasks', it is completely the pilot's choice when they undertake each task, but they must all be completed within the overall championship window times stated above and each task may only be started once. Zero score for starting or finishing a task outside these times.

Task managers

Each task will have a Task Manager. Task Managers are in overall control of their task, their names will be on the official notice board and they will be wearing a 'dayglo' jacket with the task letter on it. Each task brief contains an outline of 'operational procedures' for the task and if you have a question about a task then it is the Task manager who you should ask.

Start tokens

At the beginning of the championship, each pilot will be issued with a green task start 'token'. In principle each competitor can only have one token at any one time. When a competitor is ready to start a task, he should find the task manager and hand over his token. This is the pilot's declaration that he wishes to undertake that task and normally this transaction cannot be undone.

Start times

Each task may only be started at set intervals (normally 5 or 10 minutes, it is stated in each task brief) and each Task Manager will have a 'calendar' of 'start times'. On a first-come, first-served basis the Pilot and Task Manager will agree an acceptable 'free' start time. This start time is very important as many other timings associated with the task will be based on this agreed start time.

For example:

- The task is a navigation task; the task brief will say the turnpoint description will only be available at a set time before the start time, for example, two hours, and this will be described in the task brief as 'start time -2h'.
- The task brief says an elapsed time will start at the start time. It is then in the Pilot's interests to take off as soon as possible after the start time to fly the task. Note that the task brief in this case will state that the pilot will score zero for taking off before the start time.
- The task brief says the pilot should pass a gate at the start time. In this case the pilot should take off and be ready to pass the gate at the start time.

The dossier

Essentially a championship is an effort to make pilots do the same thing so their performance can be compared. The organizers set the tasks and do the comparison, but it is the pilot's responsibility to collect the evidence. Once each pilot has landed from a task it is the pilot's responsibility to collect ALL his evidence together before presenting the complete 'dossier' to the organizer for scoring. The dossier will include the start token and any other information relevant to the pilot's performance in the task. A check list of items is included in each task brief. Incomplete dossiers will NOT be scored!

Upon presentation of his dossier to the championship HQ then each pilot will be issued with a new start token so he can start another task.

Scoring

The information contained in each dossier will be analysed and entered into the scoring system as soon as possible. As scores will remain 'fluid' for the duration of the championship they will NOT be produced by the organization in printed format. Instead all competitors may at any time inspect the latest live scores on a simple 'intranet' set up for this purpose at the HQ and print them out for themselves if they wish.

Pilot performance

There is a clear distinction between *pilot performance data* and the *score* a pilot eventually receives. The pilot performance is derived directly from information contained in the dossier whereas the score is derived from comparing many pilot performances in a task. Once a pilot's performance for a task is entered in the scoring system, then it is 'time-stamped'. The recorded pilot performance figures (for example number of turnpoints, elapsed times Etc. appropriate to the task) are then PROVISIONAL for a set time; (12 hours or 2 hours once the end of the championship window is reached) and the pilot may complain about any aspect of his recorded performance in that time. Thereafter the recorded performance becomes FINAL and no complaint will be accepted unless it is a purely technical complaint concerning the scoring system itself.

Once all pilot performance figures are final then the scores themselves become final. This should be at about 14:00 on Tuesday 31 May.

Scoring method

The scoring concept is **not** to reward the pilot who flies the most tasks in the championships but to reward the pilot who flies consistently the best.

Task count

Tasks are scored in the order each pilot finished each task. A *Task count*, the running median of *tasks finished by all competitors* will be continuously maintained and this number will be prominently displayed in the Intranet at HQ. (The median is the number in the middle of a set of numbers; that is, half the numbers have values that are greater than the median, and half have values have less, rounded down to the nearest integer). In other words if the median is five then everybody's first five tasks are counted in the overall scoring. If a pilot has finished 6 tasks, then the sixth is not counted, but may be counted later when and if the median rises, and so on. Equally, if a pilot has only finished four tasks, then only those tasks will be scored and he had better get on and catch up.

The scores of disqualified competitors or those that have permanently withdrawn from the championship are counted up to the point they ceased competing. (note that this is different from the original concept document and is designed to reduce the possibility of the median falling.)

The task count will be fixed at its current setting four hours before the end of the championship window or at the beginning of the last competition day, whichever (in hours) is greater.

Airfield

The main airfield will be where most flying operations will take place,. Task Managers will brief pilots where the takeoff and landing areas are, circuit to be used Etc.

There will be a fence across the field delimiting the 'operational area'. For important safety reasons no flying activities or the running of engines may be done AT ANY TIME outside of the operational area. Equally, nobody except people directly connected with the championship should ever enter the operational area. For everybody's safety it is every competitor's responsibility to ensure this is maintained at all times.

The Airfield is at an altitude of approximately 1,141 Ft. The boundary is the hedges and fence surrounding the operational area.

A 'secure area' for the placing of aircraft which have been loaded with a measured amount of fuel for an economy task will be on the edge of the operational area. NO PERSON MAY ENTER THE SECURE AREA WITHOUT PRIOR PERMISSION OF A CHAMPIONSHIP OFFICIAL. Penalty for interfering with an aircraft in the secure area without authorization could be zero task score or even disqualification from the event.

Reserve airfield

The reserve airfield at the front of the Pub is only for use when wind conditions are unsuitable for the main site, it is not to be used unless there is a notice on the board. The whole field is considered the 'operational area' but it has two public footpaths across it so all pilots must take extreme care when taking off or landing. It is also part of a Site

of Special Scientific Interest (SSSI). We have been granted permission to use this field in the championships but it is sensitive to trampling so no vehicles will be permitted in the field and pilots must take care not to spill fuel Etc.

Standard start / finish gate

Timings in many tasks are taken when the pilot crosses this gate. It is 500m long with the centre point at the north corner of the field extending approximately along the NE hedgeline until it reaches the small road at the side of the field, and for a similar distance along the NE hedge of the field to the NW of the airfield. Outbound pilots should cross this gate flying in a NE direction and in the opposite direction when returning from a task. Pilots failing to pass the gate in the correct direction when it is required in a task will not receive a score.

Airspace

Most of the championship area has a ceiling of 3500ft AMSL. This is approximately 2,350 ft airfield QFE. Please check the aeronautical maps for precise details including the two danger areas to the west side of our operational area.

No fly zones

All pilots are asked to study carefully the aerial photos on the home page of the website and note the location of the blue no-fly-zones. It is critical to the success of the event that nobody EVER flies over these areas. There will be severe penalties for infringements which will include being grounded.

A sheet of other no-fly zones in the operational area (OS Landranger map 119) is also available on the website. A master map will also be maintained at the HQ. In principle, pilots who fly in any notified NFZ, at any height will be penalized zero task score and they may be disqualified from the championships for repeated infringements.

If there is a complaint, for example, then it may be necessary for the Director to introduce a new NFZ on the master map. All NFZ's will all have a date and time attached to them and they become valid for each pilot at the moment they are issued a new start token.

Low flying

Pilots are reminded that in normal flight Paramotors may not fly over congested areas or closer than 500 ft to any person, vessel, vehicle or structure. Pilots are reminded that the rules clearly state they must fly legally at all times. The flight recorders do record attitude and we may check for low flying especially if we receive a complaint.

Notams

We are not aware of any unusual activity in our area of operation over the weekend but if the weather is flyable for paramotors then you can expect a reasonable amount of activity in the area.

Weather forecasts

The organizer will endeavour to provide on the intranet daily:

- Met office North Atlantic charts (up to 5 days)
- WeatherOnline 10m & 900 hPa (c. 3000ft) wind charts.

Flight recorders

GPS flight recorders are essential to the success of this 'new' format. In all probability we will have enough of the MLR SP24 XC flight recorders for everybody, but just in case we don't, if you own a GPS which records tracks, bring it, together with a way of sealing it so we know you can't see any useful display and preferably with the download cable & PC software. If you do have to use your own GPS but we can find no way of getting the flight data out of it then we will have no option but to give you a zero score. (We have an 'old' Garmin round connector and a MLR one).

A set of instructions about how to use the MLR is on the website.

The MLR's are worth about £150 each. You will be expected to sign a waiver indemnifying the owner against damage and loss.

The MLR's take 4 x AA batteries, a set should last 12-15 hours, these are your responsibility.

FR proof of visit to a turnpoint

Unless otherwise briefed, a cylinder of 250m radius and infinite height is centred upon the turnpoint. The FR trace must pass through this cylinder.