

WORLD MICROLIGHT CHAMPIONSHIPS 2003

LONG MARSTON AIRFIELD, WARWICKSHIRE 23 – 30 AUGUST 2003

TASK 4

- - *This task is as task 3.C3 in the PPG local regulations*
 - *Unlimited fuel*
 - *No Photography required*
 - *Briefing: 16:00 Sunday 24 August*
 - *Task start: 18:00 Monday 25 August*
 - *Takeoff order: Reverse current championship order with late start penalty.*
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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 first course as fast as possible, returns to the start, and makes a second timed pass in the same direction along the second course as slow as possible.

Special rules

For each leg, the clock starts the moment the pilot passes the gate and stops the moment he passes the second gate.

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.

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

Operation

A map of the courses and start order for each pilot will be distributed at the 16:00 Monday briefing. When the green flag at HQ is erected, free takeoff on the takeoff decks. Pilots must fly to the holding area, and must NOT fly over the drag strip, no fly zones or crowded areas.

Large numbers will be displayed at the start of each course. A number on the ground indicates the next order to start. When the course is clear the numbers will be held in the air for MAX 30 SECONDS. The pilot must start the course in this time, PENALTY: 20% score and go to the end of the queue.

The displayed numbers will be order number, NOT competition number.

There will be four parallel courses on the MAIN airfield, one named "ODD" and one named "EVEN". Pilots with an odd **order number** (1,3,5,7 Etc) should expect to fly the "ODD" course and pilots with an even **order number** (2,4,6,8 Etc) should expect to fly the "EVEN" course.

When the course is finished the pilot should fly back to the landing deck.

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

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