

D Japanese Slalom

Key information

Task sheet. Edition 4

This is as task 3.C6 in the task catalogue

Task type: Precision; no fuel limitation, flight recorders not required, electrical equipment check not required.

Radio is permitted; the organizer will be transmitting useful information.

Complete task brief: This task sheet, task information sheet, ordered start procedure.

Information which will be provided before the briefing

Briefing time.

Briefing location.

Task information publish time.

Task start time.

Pilot start order list.

Takeoff deck assignments.

Circuit pattern and height diagram.

Landing deck location & assignments

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 50 m x 50 m grid for PF1 and PL1 classes,
- On a 70,71 m x 70,71 m grid for PF2 and PL2 classes.

Pilots have a free takeoff in the designated takeoff decks.

After takeoff, the pilot flies to the assigned circuit area and observes the giant order number placed close to the entrance to the course.

The giant numbers will be displayed close to the start of the course according to the standard **ordered start procedure**. The start slot duration will be **thirty seconds**.

A **good start** is when the pilot kicks, or attempts to kick the first stick within his start slot.

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.

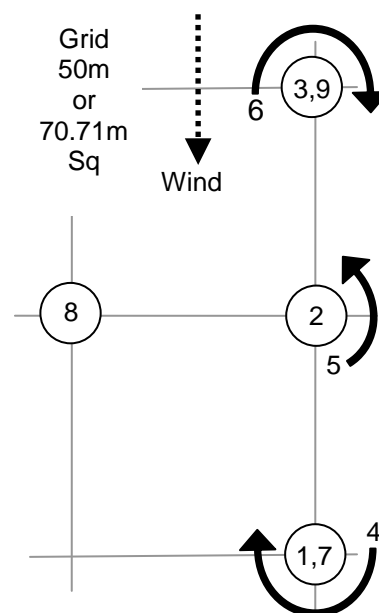
Pilots missing their start slot will receive a **red flag** and a **late arrival penalty**.

A valid strike on targets 1, 3, 7 & 9 is when the electronic 'kick stick' sensor detects it.

A valid strike on targets 2 & 8 is when the pilot or any part of the paramotor has been clearly observed to touch it.

To count as a strike, the pilot's body must be clearly seen to round pylons 4, 5 & 6 in the correct direction.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.



Penalties

20% task score

- Incorrectly circulating in the holding area.
- Late arrival penalty in the first landing slot.

Zero task score

- Entering the course out of order.
- Failure to strike the first or last target.
- Touch the ground at any point between strikes 1 & 9
- Failing to stay well clear of the circuit while waiting for the second landing slot.
- Late arrival penalty in the second landing slot.

Scoring

N_x = number of targets

N = number of targets struck by the pilot

T = time from first to last target

Q = N^3 / T

P_q = $500 * Q / Q_{max}$

P_s = $500 - 30 * (T - T_{pmin})$. Minimum $P_s = 0$; if $N < N_x$, $P_s = 0$.

P = $P_q + P_s$

Championship record claims

This task is eligible for World record claims. One of the requirements for a Championship World Record claim is the course must be measured by an official observer, it is therefore important that prospective claimants acquire an observer to do this while the course is still intact. See the FAI championship record claim form in the **official documents** section of the intranet for full instructions.