



Task 4. Navigation with partially known track

Follow the heading

Pilots will place the aircraft in the quarantine area as briefed. Each crew will receive the maps and photos for the task in the planning time published on the starting list. Before take off completed speed declaration sheet must be given to the Marshals.

Competitors will take off using the deck, then will fly to SP point and start to follow the known track on the map until they find a turnpoint photo. From the place of the photo pilots will draw a straight line in the heading printed on the picture, then will follow this straight line until finding the next turnpoint photo/marker. This procedure shall be continued until TP1.

After TP1 start to follow the known track on the map until they find the first turnpoint photo. From the place of the photo pilots will draw a straight line in the heading printed on the picture then will follow this straight line until finding the next turnpoint photo/marker. This procedure shall be continued until TP2.

The same as above applies between TP2 and TP3. After TP3 start to follow the known track on the map until FP.

For the turnpoints to be scored competitors must be within a 300 m radius circle from the photo.

In case that a competitor does get lost should fly safely to the next TP, or directly to Balatonkeresztur airfield and follow the landing procedure.

In case that some parts of the task are flown not according to the briefed procedures the points for photos/markers, tracking and timing gates from that part of the track will not be considered for scoring.

Photos, markers, timing and tracking gates are possible on the whole track. Photos and markers must be marked accurately on the map. If marked within ± 2 mm each will be scored 100 points, between 2-5 mm no points will be given and over 5 mm -100 points. Gates will be 600 m wide. The maximum point for correctly crossed gates is 100 each, ± 5 s tolerance is applied, for every second over the tolerance 2 points will be decreased from the score for the gate.

After landing the logger and the map must be given to the Marshal.

Scoring:

$$Q = (P \times 100) + (M \times 100) + (TG \times 100 - T) + (G \times 100)$$

Where: P = correctly marked photos

M = correctly marked markers

T = double of the seconds over the 5 s tolerance at timing gate

G = correctly passed tracking gates



Penalties for Taks 4:

- 20% from the next tasks scores if late from quarantine
- 20% for not anchoring the aircraft in the quarantine
- 100% for backtracking
- 100% for outlanding
- 100 % for breaking quarantine rules
- 100% using prohibited devices
- 20% for not following approaching and landing procedure

Task 5. Navigation along a known track

Pilots will place the aircraft in the quarantine area as briefed. Each crew will receive the maps and photos for the task in the planning time published on the starting list. Before take off completed speed declaration sheet must be given to the Marshals.

Competitors will take off using the runway, than fly to SP follow the track marked on the map until FP. From FP fly the shortest way back to the airfield and land as briefed.

A photo sheet of 10 photos will be given to competitors. No false photos will be used.

Photos, markers, timing and tracking gates are possible on the whole track. Photos and markers must be marked accurately on the map. If marked within ± 2 mm each will be scored 100 points, between 2-5 mm no points will be given and over 5 mm -100 points. Gates will be 600 m wide. The maximum point for correctly crossed gates is 100 each, ± 5 s tolerance is applied, for every second over the tolerance 2 points will be decreased from the score for the gate.

Scoring:

$$Q = (P \times 100) + (M \times 100) + (TG \times 100 - T) + (G \times 100)$$

Where: P = correctly marked photos

M = correctly marked markers

T = double of the seconds over the 5 s tolerance at timing gate

G = correctly passed tracking gates

Penalties for task 5:

- 20% for not anchoring the aircraft in the quarantine
- 100% for over 90 degrees turns on any part of the track
- 100% for outlanding
- 100 % for breaking quarantine
- 100% using prohibited devices
- 20% for not following approaching and landing procedure



Task No. 6 Powered precision landing

This task simulates a landing on an aircraft carrier deck, the deck being a deck 100 metres long and 25 metres wide. The first 25-metre section of the deck is divided into five 5 metre strips which are scored from 250 to 50 points. The remainder of the deck scores 25 points. In order to score the main wheels must touch down in a particular strip and the aircraft must come to a complete halt within the 100 metre deck, as close to the start of the deck as possible.

The aircraft must approach the deck in the landing direction at a height of 1,000 ft. The aircraft must then fly over the full length of the deck before starting the descending circuit.

Once the aircraft has started its final approach no deviation of over 90° from the deck centreline either in the air or on the ground is permitted. The aircraft must come to a complete standstill and must not move until instructed to do so by a marshal.

Scoring

The score will be the value of the strip in which the main wheel touches down with the ground. Touching down on a dividing line scores the higher of the two strips.

The pilot will be scored zero if:

- The pilot does not take off from deck
- The aircraft turns by more than 90 degrees from the deck centreline between starting the landing approach and coming to a standstill
- Any part of the aircraft touches the ground before the deck.
- The aircraft does not stop within the limits of the deck.
- The aircraft moves from the deck before instructed to do so by a marshal
- The aircraft is unable to taxi or take off unaided following the touchdown although failure to start the engine will not incur a penalty.