



World Paramotor Championships 2009

O Economy & Navigation (sequential turn points)

Key information

Task sheet. Edition 1

This is similar to task 3.B3 in the task catalogue

Task type: Economy; Fuel controlled before takeoff, flight recorders required, electronic devices check required.

Complete task brief: This task sheet, task information sheet, fuel control procedure, electronic devices check procedure, flight recorder check procedure.

Information which will be provided before the briefing

Briefing time & location.

Task information publish time.

Fuel quantities, control period and inspection schedule.

Task window open and close times.

IP gate location, turn points, turn point order, FP gate location.

No-fly zones.

Takeoff deck assignments.

Landing deck location (which might be at a remote airfield).

Flight recorder and electronic equipment return deadline.

Objective

To take off with a given quantity of fuel, fly a route taking in a pilot selected number of turn points in the given order and land on the deck.

Description

Teams proceed to the fuel control area and do the fuel control procedure.

Pilots must have completed the electrical equipment check procedure **before** aircraft are removed from the secure area.

Free take-off within the time window.

Pilots fly an outbound route from IP to each turnpoint in the given order. At any stage, pilots may leave the outbound route and join the return route and continue in the given order. If any turnpoint is missed then no turnpoints in the sequence after that are scored.

IP and FP gates score as turnpoints but are not related to the sequence.

The pilot may fly directly to the FP from anywhere along the course.

Upon landing, all pilots must proceed immediately to the fuel tank seal, electrical equipment and flight recorder checks.

Penalties

20% task score

- Late for fuel control.
- Failure to meet the electrical equipment return deadline.

Zero task score

- Unauthorized interference with an aircraft in the secure area.
- Takeoff or land outside the task window.
- Land out.
- Flight in a no-fly zone.
- Failing to retrieve the electronic devices declaration sheet.

Scoring

$$\text{Pilot score} = 1000 \times \frac{\text{NBp}}{\text{NBmax}}$$

Where:

NBp = The number of turnpoints correctly visited by the pilot.

NBmax = The maximum number of correctly visited turnpoints.

Examples

The turnpoint order list will look something like this

Out	IP	34	23	16	17	99	56	78	12
Return	FP	15	45	52	76	2	55	21	16

If pilot flies IP-34-23-16-17 on the outbound flight then the correct return route is via turnpoints 76-52-45-15-FP. Turnpoints 99,56,78,12,16,21,55,and 2 are worth nothing even if they are visited.

Out	IP	34	23	16	17	99	56	78	12
Return	FP	15	45	52	76	2	55	21	16

If, on that flight, the pilot missed turnpoint 16, then he will only be scored four turnpoints (IP, 34, 23, FP) because the sequence was broken at turnpoint 16 even though all other turn points were visited correctly.

Out	IP ✓	34 ✓	23 ✓	16 ✗	17 ✓	99	56	78	12
Return	FP ✓	15 ✓	45 ✓	52 ✓	76 ✓	2	55	21	16

If, on that flight, the pilot missed turnpoint 16 and the FP, then he will only be scored three turnpoints (IP, 34, 23) because the sequence was broken at turnpoint 16 even though all other turn points were visited correctly.

Out	IP ✓	34 ✓	23 ✓	16 ✗	17 ✓	99	56	78	12
Return	FP ✗	15 ✓	45 ✓	52 ✓	76 ✓	2	55	21	16

If, on that flight the pilot missed turnpoint 45, then he will be scored eight turnpoints (IP-34-23-16-17-76-52-FP) because the sequence was broken at turnpoint 45 even though 15 was visited correctly

Out	IP ✓	34 ✓	23 ✓	16 ✓	17 ✓	99	56	78	12
Return	FP ✓	15 ✓	45 ✗	52 ✓	76 ✓	2	55	21	16