

## L Speed triangle & out and return

### Key information

Task sheet. Edition 3

This is as task 3.B5 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.

Takeoff window open and close times.

Takeoff and landing deck assignments.

IP1, FP and IP2 gate sizes and location.

Triangle turnpoints.

Flight recorder and electronic equipment return deadline.

No fly zones.

### Objective

With limited fuel, to fly around a circuit in the shortest possible time, return to the deck, and then, with the pilots remaining fuel, fly in a given direction as far as possible and return to the deck.

### Description

Teams proceed to the fuel control area to 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 takeoff window.

Pilot flies through the IP1 gate to start the clock for part 1, the speed triangle. If the pilot flies repeatedly through this gate, the LAST time is the time taken.

Pilot flies around the triangle, passing through the scoring zones of the two turn points on the way, and flies through the FP gate.

Pilot performs the '4 sticks' task

Pilot flies through the IP2 gate to stop the clock for part one and to start part 2, the out and return.

Pilot flies to a point of his own choice anywhere within the bounds of the official map and returns to the landing deck. The distance measured is the total straight line distance from IP2 to the point of maximum distance and back to IP2. Virtual turn points are permitted.

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

### The four sticks

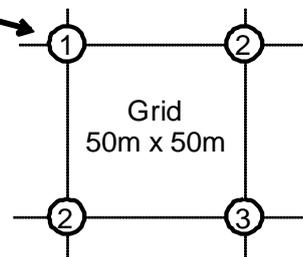
4 standard kicking sticks are set at the corners of a 50m x 50m square. The pilot must kick 3 of the 4 sticks. The first stick the pilot kicks may be any of the 4 sticks. The third stick the pilot kicks must be diagonally opposite the first, the second stick may be either of the two other sticks.

The pilot may have as many attempts as necessary at striking the first stick.

Only ONE attempt is allowed at kicking both the second and third sticks.

There will be two groups of sticks. If, in the opinion of the marshals on duty a conflict with another aircraft exists in the same group and the other group

Approach from direction of pilot's choice



is also occupied, then a red flag will be waved and both pilots should kick **only one** stick and then depart on the rest of the overall task. Both pilots will then be given the opportunity to have ONE further attempt at this task as soon as possible after the end of the overall task.

## Penalties

Zero part 1 score

- Missing one turnpoint in part 1.
- Failing to pass through the IP1 or FP gates.

Zero part 2 score

- Failing to pass through the IP2 or FP gates.
- Land out before completing part 2.

20% task score

- Late for fuel control.
- Failure to takeoff or land entirely in the deck.
- Failure to meet the flight recorder return deadline.

Zero task score

- Unauthorized interference with an aircraft in the secure area.
- Land out before completing part 1.
- Missing both turnpoints in part 1.
- Flight in a no-fly zone.
- Failing to provide a flight recorder track.

## Scoring

$$Pilot\ score = \left( 475 \times \frac{tMin}{tp} \right) + Nq + \left( 475 \times \frac{dp}{dMax} \right)$$

Where:

tp = the pilot's time,

Tmin = The best time (Part 1)

dp = the pilot's distance

dMax = the greatest distance (Part 2)

Nq = 10 points for kicking one stick, 25 points for two or 50 points for three.