

5.21 Test Flights - On competition days, a contestant will be permitted to make only bonafide test flights which are necessary as a result of repairs and/or equipment changes. Such flights will be permitted only prior to the opening of the starting line and only with the permission of the Competition Director. Such flights must be completed at least one (1) hour prior to the opening of the take-off line or, if the time of opening of the take-off line has not been announced at the desired time of take-off for the test flight, the test flight will not exceed thirty (30) minutes in total duration.

6. SCORING SYSTEM

6.1 General - 1000 points will be awarded for the best flight on each contest day. All other performances will be awarded points at some percentage of 1000 based on the relative merit of the flight as compared to the best performance of the day.

6.2 Precisions of measurement - Distances will be measured to the nearest one-half mile. Times will be taken to the nearest 0.2 minutes (12 seconds). Fractional point values will be rounded to the nearest whole point.

6.3 Measurement of distance.

6.3.1 For a free distance task, distance will be measured in a straight line from starting point to the landing point.

6.3.2 For all fixed course distance tasks and for those who do not complete the speed tasks, the task distance used for scoring is the distance flown along the course minus the distance from the landing point to the course if the landing is made off course. The distance along the course is the distance from the start through any of the turn points that have been identified in proper sequence to a projection of the landing point on the course. This projection is accomplished by drawing a line through the landing point perpendicular to the appropriate part of the course. The off course penalty distance to be subtracted from the distance along the course is measured along this line from the point of landing to the course. If the geographical position of the landing point is such that its projection falls beyond the end of the appropriate part of the course, the distance along the course is the distance from the start to the end point in question; the penalty distance is the distance from the landing point to that end point. It

should be kept in mind that the final leg of distance tasks along a fixed course is of infinite length and has no end point. This is not true for those who do not complete speed tasks where the finish is the end point of the final leg of the course.

6.4 Free Distance Scoring.

Points = 1000 x miles flown by contestant ÷ miles flown by winner.

Example:

Pilot A lands 140 miles from start.

Pilot B has best flight, landing 200 miles from start.

Pilot C lands 20 miles from start.

Pilot D lands 190 miles from start.

Points earned are: A = 700; B = 1000; C = 100; D = 950.

6.5 Scoring for Distance Along a Fixed Course.

Points = 1000 x task miles flown by contestant ÷ task miles flown by winner.

Task miles = distance along course - distance off course.

Example: A 190 mile triangular course, 70 miles to first turn point.

Pilot A lands 140 miles along course and 10 miles off course.

Pilot B lands 10 miles from the first turn point beyond end of first leg of course and not on second leg of course.

Pilot C lands 180 miles out on course.

Pilot D lands 10 miles away from the start on the first leg in a position such that his distance along the course is 6 miles and his distance off course is 8 miles.

Pilot E has the best flight, going clear around the triangle and along the extended final leg for fifteen miles, landing 5 miles off course after having flown 205 miles along the fixed course.

Points earned are: A = 650; B = 300; C = 900; D = 0; E = 1000.

6.6 Scoring for Speed Tasks - For those who complete the task, points will be awarded on the basis of speed as listed in the scoring table. This table provides a point distribution based on the following formula for *all who finish at a speed faster than the nominal speed for the task*:

Points = (900 x speed of contestant ÷ best speed) + 100.

For those who finish at a speed less than the nominal speed:

Points = (900 x nominal speed ÷ best speed) + (100 x speed of contestant ÷ nominal speed).

The nominal speed is:

Nominal speed = best speed (30-number who finish up to 15) ÷ 30.

For those who do not complete the task:

Points = Basic distance points x task distance flown ÷ task distance.

The basic distance points are also listed in the scoring table and are given by:

Basic distance points = 900 x nominal speed ÷ best speed.

Precision and round off - All division is carried to three significant figures.

Fractional point values are rounded to the nearest whole point.

If no one completes the task, scoring will be:

Points = 1000 x task distance flown ÷ best task distance.

Example 1:

Task - goal-and-return race of 100 miles total distance; 15 contestants complete task:

Pilot A averages 50 mph; he earns 1000 points.

Pilot B averages 40 mph; he earns 820 points.

Pilot C averages 30 mph; he earns 640 points.

Pilot D averages 22 mph; he earns 538 points.

Pilot E lands after 99 task miles; he earns 446 points.

Pilot F lands after 60 task miles; he earns 270 points.

Pilot G lands after 20 task miles; he earns 90 points.

This was an example of good task selection with no abnormal situations.

Example 2:

Taking the same task on a poor day when only three contestants complete the task and best speed is 30 mph:

Pilot A averages 30 mph; he earns 1000 points.

Pilot B averages 28 mph; he earns 940 points.

Pilot C averages 25 mph; he earns 902 points.

Pilot D flies only 99 task miles; he earns 802 points.

Pilot E flies only 60 task miles; he earns 486 points.

Pilot F flies only 20 task miles; he earns 162 points.

7. GENERAL

7.1 The final interpretation of these rules and regulations shall rest entirely with the Contest Committee, whose judgment will be final.

7.2 The pilot of the sailplane will be solely responsible to the Contest Committee for due observance of the rules and regulations and by entering the contest agrees to abide by them.

Adopted by SSA on March 1, 1960.