

Wings, Wheels & Goggles 2015

Wings (Planes)

General

The intention is to fly a specified route at a speed which is based on the cruising speed of the airplane.

Principles

- The aircraft will be divided into two groups, based on their specified / published cruising speed.
- Pilots have to specify the cruising speed of their plane before/at signing in (June 19th).
- At least 1 minute (2 minutes if possible) between take off of the planes.
- We have two routes, to the north and to the south, each group has its own route.
- On Saturday afternoon the groups will exchange routes.
- On Sunday the groups will fly a different route.
- Timing / control of the route is done by using GPS Loggers.
- A regularity section starts at the moment of flying overhead the starting waypoint (Logger Start).
- The timing will be at the time of flying overhead the waypoint (the time when the logger is at the shortest distance to the coordinate, within a radius of 100 or 250 m.).
- The waypoints to be used are given as landmarks on the map (intersections, etc.) and / or their coordinates. The waypoints based on coordinates are issued a few days before the event. The waypoints based on landmarks will be issued at the briefing before the start of the rally.
- On the Saturday morning briefing, the current waypoints with their ideal times will be distributed .
- The wind speed and direction will be (if necessary) taken into account.
- The personal ideal times are based on 90% of the specified / published cruising speed, plus or minus the wind factor per section.
- The limits for flying will be 5000 m visibility and 1500 ft cloud base.
- Three legs are flown.
- The referee may change these regulations if needed.
Changes will be posted on the bulletin board.

Types of Checks / Waypoints

- Start Regularity Section
- Timing Point
- Passage Control
- Avoiding Point / Area

Timing is based on the Average Ground Speed and the length of the section.

Control / Waypoint = coordinate / landmark on the map / ground, with or without a target altitude.

The radius of a waypoint is 250 meters at an altitude of 1,000 feet or more, below 1000 ft the radius is 100 meters.

The waypoints (only those based on coordinates) will be sent to the participants a few days before the event. The actual route to fly (waypoints, sequence and times) will be handed out before the start.

En route (procedure)

The navigators (of the aircraft) report after the briefing and then get the details of the morning flight and the Logger. After landing one must report again to hand in the Logger. Before the start of the afternoon program they should report to receive the logger and the new route and times.

The speeds / times are, if necessary, adjusted to the current weather conditions (wind speed and direction).

The aircraft with the highest cruising speed (within the group) will start first.

IT IS OF GREAT IMPORTANCE (AIR SAFETY) THAT AN AIRCRAFT WITH A LOWER CRUISING SPEED DOES NOT START BEFORE FASTER AIRCRAFT (WITHIN THEIR GROUP)!

The actual start time (take off) is determined (using the logger) by overflying the opposite threshold.

There will be one or more regularity sections per Leg (part of day).

Each Regularity section has a start control and one or more timing points.

A Timing Point is a known waypoint.

The start time of a regularity section is determined by the moment of overflying (overhead) the start waypoint.

A Timing point may have a prescribed altitude.

The ideal time for a TP is given in mm: ss from the start of the regularity section.

The timing will be from the start of the regularity section to the timing points (from start A to point B and from start A to point C etc.).

If these times are not provided, the participant will calculate the ideal times based on the distance (measured) between the waypoints and the required ground speed itself.

Penalty points

Missing a Control = 300 points

Missing a start waypoint = 900 points

Maximum penalty per leg = 5000 points

Too early at a TP = 1 points / second

Too late at a TP = 1 point / second

Too high on a TP (over 50 feet) = 1 point / 10 feet (excluding the 1st 50 feet)

Too low on a TP (over 50 feet) = 1 point / 10 feet

Higher / lower than the 'legal' permitted altitude = missing the TP.

Crossing an Avoiding point / area = 500 points