

Pendleton MayFly Contest Pilot Registration Form

PLEASE PRINT

Name _____

Home address _____

Home telephone number _____

Contest address _____

Phone (while on site) _____

Insurance company _____
(PL/PD minimum \$1,000,000)

Gliding Club _____

Hours in Gliders _____

Competition Experience _____

Sailplane make & model _____ Colour _____

Registration _____ Call Sign _____

GPS Make and Model _____

Logger Make and Model _____

Team mates names _____

Crew chief's name: _____

Contest Address: _____

Phone (while on site): _____

In case of emergency, notify _____

Address: _____

Telephone: _____

By signing below, I hereby CERTIFY that: The sailplane is current and will remain so throughout the event, carries all documentation required by Transport Canada (T.C.), and will be flown within all the current flight limitations set by T.C. and the manufacturer / kit designer, my personal flight documentation is current and will remain so throughout the event. I have a currently packed and certified parachute and that it will be worn on each flight, and I will be familiar with the rules for the competition before making a contest flight, and understand and will follow the operations and radio communication procedures.

Signature of pilot

Date

Note: If pilot is a minor, the signature of parent or guardian must also appear on waiver.

Signature of Guardian/Parent

Date

WAIVER

Pendleton MayFly Competition

WITNESSETH THAT:

In consideration of your accepting my application for entry as a competitor in the above named competition, the undersigned HEREBY WAIVES any and all manner of claims, demands, actions, causes of action (at law or in equity) and any damages which might arise thereout, which I, my heirs, executors, administrators, successors and assigns may be entitled to or have the Township of Alfred/Plantagenet, its Directors, Officers, agents and representatives; the Gatineau Gliding Club, its Directors, Officers, agents and representatives; the Soaring Association of Canada, its Directors and Officers; the Ontario Soaring Association, its Officers; its member clubs and their members, agents and representatives, the Canadian Advanced Soaring Group, its Directors, Officers, agents and representatives; the Soaring Association of Canada, its Directors, Officers, agents and representatives, for and in respect of any and all injuries to and damage suffered by myself, any member of my crew or the sailplane and equipment including tow vehicle(s) and other personal property being utilized by me in the said contest, and agree to save and hold harmless any and all of the aforementioned entities or persons of, from and against any and all claims, demands, damages, actions, causes of action arising out of or resulting from damage of property or injury suffered by any person, firm or corporation by reason of the participation of myself or any member of my crew in the said contest.

I acknowledge having received, read, understood and agreed to abide by all rules and regulations, both aeronautical and otherwise, applicable to the conduct of the said contest.

Dated at Gatineau Gliding Club, Pendleton Airfield, in the province of Ontario,
on this _____ day of May, _____.

Signature

Print name

Rules

All competitors must officially [REGISTER](#) and sign the provided waiver forms.

All competitors will be required to have a GPS receiver and logger that will be used exclusively for flight evaluation. You must also have a working aviation radio and be wearing a parachute with up-to-date packing certification.

We will be using Modified Assigned Task (MAT) rules. All scoring is based on distance achieved during the allotted task time. A typical task will be three hours in duration. If overtime, your distance is pro-rated by the time limit. i.e. if you do 250 km in 2.5 hours but the time limit was 2:00, you get credit for $250 * 2 / 2.5 = 200$ km -> 200 points at 1 point per km. You still get a 10% bonus if you don't land-out.

Three specific courses are allowed to be flown during the allocated task time. Once you start a particular course, you must complete that course before starting the next or repeating the current course. You can elect to return to Pendleton and finish from any turnpoint. Multiple courses can be flown within the allocated task time.

Course #1 (46.4 km): Pendleton – Plantagenet – Fournier – Lemieux - Pendleton

Course #2 (82.7 km) – Pendleton – Windover – Maxville – Pendleton

Course #3 (112.6 km) – Pendleton – Hawkesbury(MSC) – Alexandria – Pendleton

Each turnpoint will use a 2km radius cylinder. The best fix in the 2km radius turnpoint zone will be used to score. Distances quoted below are to the centre of each turn point. A 10% distance bonus is awarded to pilots that return to Pendleton. All raw distance scores are multiplied by glider handicap and pilot skill handicap. Don't worry, this will all be explained in the morning briefings with pictures. These rules may change during the contest at the discretion of the contest director, otherwise known as "Le Grand Fromage".

All competitors will be handicapped according to experience level and by sailplane type. The most recently published SAC handicap list will be used for sailplane handicaps and can be found [HERE](#). For experience handicaps, experience hours refer to P1 pilot time, excluding time spent instructing. An experience handicap will apply to the calculated score as follows:

0 to 200 hours -- 90%

201 to 500 hours -- 80%

501 to 1000 hours -- 60%

over 1000 hours -- 50%.

Water ballast will not be permitted.

The initial pilots' briefing will be held at 11:00 a.m. on Friday, at the Pendleton Clubhouse and will include brief lectures on flying safety (thermalling, gagging, lookouts) and off-airport landings in the local area. Subsequent pilots briefings will be held at 10:00 a.m. in the clubhouse.

To identify cars for retrieve purposes all competitors should tape their call signs on the rear or side window of their retrieve cars with white tape.

Within 5 km of the Pendleton airfield all circling must be to the left.

Starting the Task

A pilot may start the task at any time after the start gate has been declared open by the start gate official on radio frequency 123.3. The start will be opened 15 minutes after the last competitor (not relights) has been launched. The start gate official will give warnings at appropriate intervals before the start is opened.

For scoring, a pilot's task starts when his GNSS logger shows the last time he crosses an 5K radius centered on the Start W. turn point. The task may be started at any height above Pendleton. The pilot must radio back his approximate start time to Pendleton Ground within 10 minutes of starting.

Finishing the Task

A pilot finishes a task either when:

- (1) The logger shows the first fix within the 1.0km finishing circle centered on the airport and he has at least 1,000' AGL of height at that point; or,
- (2) in the case of a rolling finish at the airport, the glider stops rolling.

Pilots must call Pendleton Ground on 123.3 when 5 km out, giving the contest number and arrival direction. The pilots must also advise ground of any rolling finishes. In all cases, special care must be taken to ensure that finishing gliders be extremely careful look for other glider traffic in the finish area.

After flying finishes, pilots must make a standard left hand circuit for landing on the active runway (or, with permission, on another clear runway). Please ensure adequate spacing between all landing aircraft.

As soon as possible after landing, fill out a landing card with the appropriate information and hand it and your flight recorder to the scorer or other person designated for accepting the information and downloading the data. Pilots who land out must telephone landing co-ordinates and turn points made as quickly possible to the organizers.

Scoring

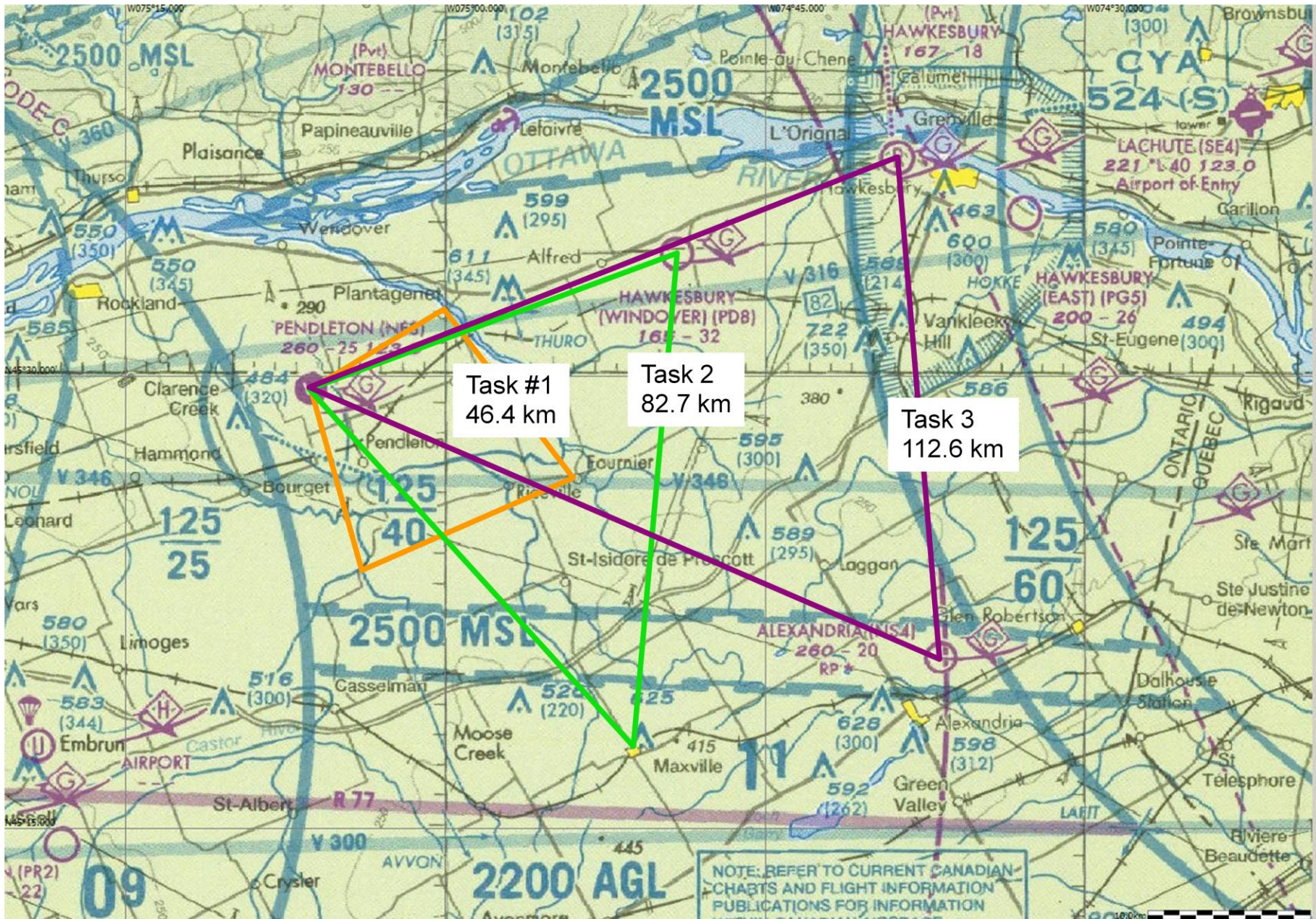
In an effort to simplify the scoring as much as possible, we have set up the following system. Handicaps will be applied after the raw scores have been calculated.

1 point will be awarded for each kilometer flown.

Scores will be listed on an individual basis and on a team basis. To take into account the possibility of variations in team size, total team scores will be divided by the number of pilots in each team.

All awards will be based on handicapped scores. Awards will be given as follows:

- **Daily prize to the top pilot.**
- **Overall prizes awarded to the 1st, 2nd and 3rd place winners.**
- **Overall prizes to the members of the top team.**



MayFly Turnpoints and Contol Points

| Number | Name | Latitude | | | Longitude | | | Elevation (ft) | Turnpoint | | |
|--------|---------------|----------|----|----|-----------|---|----|----------------|-----------|-----|---------------|
| | | D | M | S | D | M | S | | | | |
| 1 | Start W | N | 45 | 29 | 41 | W | 75 | 9 | 21 | 200 | Rd. Int. |
| 2 | Plantagenet | N | 45 | 31 | 57 | W | 74 | 59 | 40 | 130 | Church |
| 3 | Fournier | N | 45 | 26 | 29 | W | 74 | 53 | 55 | 200 | Rd. Int. |
| 4 | Lemieux | N | 45 | 23 | 43 | W | 75 | 3 | 55 | 160 | Bridge |
| 5 | Pendleton AP | N | 45 | 29 | 15 | W | 75 | 5 | 39 | 260 | Taxiway 13/31 |
| 6 | Windover AP | N | 45 | 33 | 56 | W | 74 | 48 | 36 | 150 | Runway 17/35 |
| 7 | Maxville AP | N | 45 | 17 | 51 | W | 74 | 50 | 59 | 320 | Runway 07/25 |
| 8 | Hawkesbury AP | N | 45 | 37 | 2 | W | 74 | 38 | 51 | 170 | Runway 09/27 |
| 9 | Alexandria AP | N | 45 | 19 | 51 | W | 74 | 37 | 31 | 250 | Runway 07/25 |

Updated - April 09, 2013

GGC Phone # 613-673-5386

