

FLY-IN at the Rosemarket Golf Club and Haverfordwest Airfield (EGFE)

Date—weekend of JULY 20/21st

Rally info

The rally consists of passing the INITIAL POINT then to pass overhead the START(control tower EGFE) at 1500 ft. as accurately as possible to your given time (you nominate your preferred time and we will allocate a time for you as near to that consistent with our safety policy of aminutes separation overhead the start. You also give us your intended **air speed** (minimum 60knots max 100) and elapsed time for the 31 NM, 7 leg course which is generally circular so wind will have little **overall** effect. You then fly the course to arrive over the finish (golf course clubhouse at 1000 ft. on your stated time). You will have a photo of each turning point some will be correct others will not be so;

you have to mark on the supplied answer sheet yes for a correct photo and obviously no for **an** incorrect one. Each leg has a photo numbered **as such in leg sequence** which is within 300M of your track line for you to identify and record on the answer sheet with its distance in NM's to the nearest tenth from the previous start or turning point. (Would suggest mark on your map and measure at the end or get your navigator to do it for you)

Land and enjoy your lunch , **play a round of golf** or whatever **whilst** we try to make sense of your answer sheet

The winner will be judged as the crew that **gain the best score where there will be negative points for poor time keeping and positive points for observation.** There will be one penalty point for each second that you are early or late at the two time checks (Max 60 points for each) **but you will gain and 10 bonus points for each accurately identified and marked photo.** **The winner will be somewhere between 120 penalties and 150 bonus points.** If you are 100% accurate with timekeeping and photographic observation you will achieve a score of 130 but if you fail dismally on both tasks you will get a score of minus 120. That is based on there being 6 turning point and 7 enroute photographs.

Sounds a bit complicated? Not really. It just requires a little organisation and preparation before the flight and then it is a simple as any cross country, but with a lot more fun whilst en route trying to spot the pictures and turning points. You can use GPS if you like but experience has shown that greater accuracy in a competition such as this is achieved by pilots that just use a map, watch and constant use of the Mk1 eyeball to look outside the plane. **but actually it's a bit of fun, also allows you to show your skills or?**

THERE ARE A COUPLE OF *There is one* **ABSOLUTE NO_NO**

ONCE YOU PASS THE START THERE IS TO BE NO ORBITING OR BACK TRACKING—we will ensure that the separation times are such that there **will be** should be no other competitor near you but we cannot guarantee that if someone orbits or back tracks the route they will not infringe your airspace. We also cannot control any non competition traffic so you must keep a good lookout at all times. If you find you have to overtake another aircraft do follow the standard airmanship rules and pass with a decent margin of height or to the side.

If you have to lose time the safest method is to apply flap and reduce your airspeed. For massive time errors then it is possible to diverge from the track line at an angle of up to 80 degrees and then return to the track at an angle of no more than 80 degrees . **no overtaking provided you all keep to your nominated ground speed.** Would suggest you set yourself a time to pass each turning point or at worst every other one so as not to leave yourself struggling on the last leg

One last thing-you cannot do this without an accurately set clock or stop watch (set to local time to the second. This is a simplified version of what the British team do in International competitions so if you do well then upwards and onwards.

To Take Part

Email your details on the entry form to ...mde@totalise.co.uk..... Before.....July 1st.

On this form you need to declare the airspeed that you intend to fly the route and select two start times in the band of times that have been allocated in your speed band. You will be notified to use one of these two times unless the slots are already allocated. If this occurs you will be asked to make further choices of the available slots.

Pilot-----Aircraft Reg-----Type-----

The full details of the Course details, photos and answer sheet will be emailed to those who indicate their intention to participate on the day prior to the fly-in date, on receipt of these you will be asked to reply with your nominated start time.

NOTE

**BY ENTERING THIS COMPETITION YOU ABSOLVE THE ORGANISERS OF ANY LIABILITY
WHAT SO EVER AND AGREE TO ABIDE BY ALL CAA RULES AND REGULATIONS**

Time slots:

In 5 min steps

1030-1045 for 90-100 declared speed

1050-1100 for 80-90

1105-1150 for 70-80

1155-1215 for 60-70

Weather delays times drop back by 1 hour steps.