

Contest Rules 2021 1st Half Thursday

1. The contest will consist of 3 rounds (i.e., 3 official flights).
2. Flight order is by lot (i.e., by chance) and the resulting flight order applies to all 3 rounds.
3. A pilot may fly any type of sailplane/glider (e.g., any wingspan, spoilers, flaps, ailerons).
4. A pilot may switch sailplane/glider models between flight rounds.
5. All launches must use the high start. Hand toss launches are not allowed.
6. A pilot must launch from behind a pre-established line.
7. Flight time is from release from the high start to the landing. A landing is defined as the moment the aircraft touches the ground. If the sailplane/glider touches any earthbound object prior to landing, other than the high start towline, the flight time for that round is zero. The penalty does not apply during the launch and does not apply if the pilot has declared the flight to be an 'attempt'. Flight time also ends when a pilot who is attempting to land collides with the launch equipment (a relaunch is not permitted for this situation). All timing is rounded down to the nearest whole second.
8. The first round is a 3 minute (180 sec) precision duration. The second round is a 4 minute (240 sec) precision duration. The third round is a 3 minute (180 sec) precision duration.
9. A pilot will incur a penalty assessment of the loss of 1 point per second for each second over the round's precision duration.
10. There are landing points for each round. Landing points are determined using a landing tape which has 50 divisions (i.e., 0 – 50). The radius of the landing circle is approximately 25 feet. Measurement begins when the sailplane/glider is at its final stopped position on the ground. Measurement is from the sailplane/glider nose tip to the landing circle center. No landing points shall be awarded if the model comes to rest in an inverted position.
11. Total possible points are 600 precision duration flight points + 150 landing points = 750 points.
12. A pilot's total score is the sum of the flight points plus any landing points received for the three rounds.
13. Up to six launches are allowed in order to complete three official flights. Up to 10 seconds after release from the high start, a pilot may declare the flight to be an 'attempt'. Any flight that is not an 'attempt' is an official flight. A flight that has been declared by the pilot to be an 'attempt' should be safely landed in a timely manner.
14. To receive a valid score, pilot must land the whole sailplane/glider in the grass/dirt area of the De Portola park (i.e., anywhere inside the sidewalk path that goes around the park including the dirt baseball area), not in the street, not in a tree, not on the sidewalk.
15. A pilot that does not for any reason fly in any round will get a zero for that round.
16. Pilot is responsible for ensuring his score is entered correctly on the contest score sheet.
17. First place goes to the pilot with the highest score. Second place goes to the pilot with the second highest score. Third place goes to the pilot with the third highest score and so on.
18. Individual's score for the season is the total of the individual's 20 best scores during the season. Maximum possible season score for a pilot is 15000 points (i.e., 750 points/contest x 20 contests).
19. AMA safety rules apply.
20. All disputes will be voted on by the contestants. Simple majority rules. Tie votes are decided by the flip of a coin.

21. A relaunch is permitted at the discretion of the pilot when in the judgment of the Contest Direction (CD):
- a. The pilot's model collides in flight with another model or an obstacle without the fault of the pilot.
 - b. The flight was not judged by fault of the CD or timing equipment.
 - c. The CD supplied launching system malfunctions.
22. A sailplane/glider in flight has the right of way over a sailplane/glider attached to the launch equipment and therefore in the process of being launched. In the event of a collision between a model in flight and a launching model or its launch equipment, the pilot with the launching model and/or the in flight pilot may, at the end of his official flight, decide whether to keep his score or take a relaunch under 21.a.