

2009

Wharton Airport, TX

PPC CHAMPIONSHIP TASKS

Revision: 2009 Aug 08

INDIVIDUAL CHAMPIONSHIP TASKS.....	2
SCORING PROCEDURE	2
QUALIFICATION Task: Straight Carrier Hop.....	4
QUALIFICATION Task: 100-foot Bomb Drop	4
QUALIFICATION Task: 100-foot Clearance/Accuracy Landing	5
QUALIFICATION Task: Bomb Drop.....	5
QUALIFICATION Task: 10-foot Obstacle/Accuracy Landing.....	5
FINALS Task: Taxi	7
FINALS Task: Offset Carrier Hop.....	8
FINALS Task: Ribbon Cutting Course	9
FINALS Task: Engine-Out Precision Landing.....	9
CHAMPIONSHIP JUDGING.....	9

INDIVIDUAL CHAMPIONSHIP TASKS

1. Only one Aborted Take-off is allowed for each round. (I.e., a PPC may have 2 attempts, within 10-minutes, at a take-off per Round to obtain an official score for that round.)
2. Each task may be flown only once per Round.
3. After the last task, the pilot must land in the designated area.
4. A competitor not available for launch during the designated time, will be considered removed from that Round.
5. Once any take-off for a Round has started, the organizers may temporarily suspend launching additional aircraft for any safety issue. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the Director shall cancel the Round. Once all competitors in a class have taken-off, or had the opportunity to take-off, the tasks in the Round may not be canceled other than for reasons of emergency.
6. Fueling cannot be done once the competition PPC has been positioned for the Round or Task; or if a Task has started. Fueling must be done off of the competition field.
7. Changing the direction of any tasks is grounds for a task foul. A Round shall be flown in the direction specified at the Briefing.
8. All competition take-offs, other than emergency provisions specified at the Briefing, shall be completed within a specific area, Failure to comply shall involve a penalty.
9. Competition landings shall be made and completed in the target area. Any part of the aircraft touching down prior to the target area or running out of the target area after touchdown will result in a penalty.
10. An aircraft not capable of taxiing from a target area will be penalized.
11. If for any reason any Final Championship Competitor chooses not to compete or does not arrive in time for the first Finals Briefing, they will be eliminated from the Finals, and then the next ranking person from the Prequalification Competition will be allowed to take the last Final position.
12. Once the first Final Round for the Championships has begun, all Final competitors are locked in. If after that point someone decides to quit the competition, is removed, or for any reason cannot compete; no one will replace that competitor's position.

SCORING PROCEDURE

1. The event staff may test score any task prior to the official opening of the event and not have these score determine any official rating in the event - this activity will just be a practice scoring test. (I.e., we may want to verify training of the Judges before the official event start.)
2. Competitor numbers are drawn to determine order of flight
 - 2.1. The drawing of the Pilot order will be completed once, before the Qualification

Rounds (1st Set); and once before the FINAL Rounds (2nd Set) of competition.

2.2. The Pilot/competitor drawn flight order will remain the same for each Set of Rounds.

3. Competitors are staged in the order of the draw. A competitor not ready for launch at their designated time, will be DQ'd from the entire Round.
4. Two kiting attempts within 10-minutes will be allowed per Round for each Pilot.
5. Flight operations will clear competitors for launch, one at a time.
 - 5.1. Flight operations use a flag and an aviation radio (Freq: 123.40) to clear competitors on to the course.
6. Task judges record the score for each task for each competitor.
 - 6.1. A thrown Judge's flag during a task will indicate a foul.
 - 6.2. The Chief Judge collects task scoring sheets.
 - 6.3. A Panel of Judges & Directors record the scores.
7. The Chief Judge, along with the Judging panel calculates the task/round scores, and will post the cumulative results at the Main Event tent.
8. A score given to a competitor via the Round results shall be expressed to the nearest whole number.
9. All distances are rounded up to the next unit of measure (i.e., an inch). All times are taken to hours, minutes and seconds.
10. If a camera prints a time on film, this time shall not take precedence over a time shown on the Judge's equipment.
11. A pilot who does not fly a task OR who is DQ's (is disqualified) on a task receives the lowest possible score, denoted as a **DQ** in that task.
12. Each pilot completing a task in a Round will receive a score (points, inches, time, DQ or FOUL) for each task in the competition.
13. Pilots' ranking in the competition will be relative to their score in the task. For example: If there are 33 pilots entered in the competition. The winner of a task will receive 1 point; second place 2 points, and so on. A competitor's total points will then determine their final standings in the Round, as well as in the Championships.
14. Pilots tying on a task - **WITHOUT a DQ** - will receive the same number of points for the position; the best score for the tie. Pilots scoring after the tie group shall have scores beginning with values that would have occurred had the tying pilots not in fact tied.

For example: If there are 33 pilots entered in the competition and the top 3 scoring pilots tied. The tying 3 winners of the task will each receive 1 point, and then the fourth pilot would receive 4 points, and so on.

* When a pilot receives a **FOUL** - all the pilots receiving that FOUL will share the FOUL score for that task, and then be placed in the ranking for the task

** When a pilot receives a **DQ** - they will all share the lowest possible score for that task (i.e., in our example, "33")
15. All tasks will be scored the same without consideration of degree of difficulty factors; UNLESS stated otherwise.

16. The winners shall be the pilots ranked as having the best total scores (least position points) of all eligible tasks in the class.
17. When two or more pilots hold an equal number of points at the end of competition, the pilot with the smaller difference between his best and worst scores *MAY* be ranked higher. OR, the Director may declare fly-off(s) or tie-breaker(s) for tasks as appropriate.

QUALIFICATION Task: Straight Carrier Hop

This event is made up of 3 'carrier-hop' tasks.

A 'Carrier' is a Rectangular Scoring Area 20-ft wide, and 50-ft long.

The 'carriers' are spaced in a straight pattern 225-ft apart.

(Please note that this graph is NOT to scale)

[← 50' →] ← 225' → [



1. Power may be used at the discretion of the pilot.
2. Scoring is per 'carrier' (i.e., each Rectangular Scoring Area) - * except for a **DQ**
3. Scoring is the distance from where the first main wheel touches, measured to the front of the 'carrier', when BOTH main (rear) wheels touch inside the 'carrier'
4. A penalty score of "50-ft" is given per 'carrier', if...
 - 4.1. Only ONE main wheel touches in the 'carrier'
 - 4.2. Any wheel stays in contact with the ground **OUTSIDE** the sides of the 'carrier', except when departing to the rear of the 'carrier'.
5. A **FOUL** score of "100-ft" is given per 'carrier', if...
 - 5.1. Any wheel touching, up to 20-ft, **BEFORE** the 'carrier'
 - 5.2. Or if the first touch-down spot is **AFTER** the carrier box
6. A **DQ** is given for this task, if...
 - 6.1. The Pilot fails to attempt any of the 3 'carrier' landings
7. The Straight Carrier Hop will be scored as 3 unique tasks (each 'carrier' landing being one task); **UNLESS** a **DQ** is received on any 'carrier', then all 3 carrier landings will receive a **DQ**.

QUALIFICATION Task: 100-foot Bomb Drop

1. Power may be used at the discretion of the pilot.
2. The Bomb must be dropped from an altitude of ≥ 100 -feet
3. Scoring is measured in Feet & Inches from the position that the Bomb **HITS** (*not stops*) from the center of the target

4. The Target has a pin in the center from which all measurements will be taken.
 5. A FOUL score of "250-ft" is given, if the bomb hits outside the 100-ft marker from the target
 6. A DQ is given if the aircraft is under 100-ft when the Bomb is released
-

QUALIFICATION Task: 100-foot Clearance/Accuracy Landing

1. Power may be used at the discretion of the pilot.
 2. The Pilot must begin the task from an altitude of ≥ 100 -feet, at a position 400-feet horizontal from the landing Reference Line (Orange cones will mark this spot.)
 3. A FOUL score of "100-ft" is given, if...
 - 3.1. If NO tire touches inside the 20x50-ft rectangle
 4. A FOUL score of "100-ft" is given, if...
 - 4.1. A Reference Line cone is hit
 - 4.2. Any tire touches BEFORE the Reference Line
 5. A DQ is given, if...
 - 5.1. Aircraft enters the task < 100 -ft
 6. Scoring measurements will be made in Feet & whole Inches from the first main wheel touch point **PAST** the Reference Line when inside the 20x50-ft box, to the closest point on the Reference Line
-

QUALIFICATION Task: Bomb Drop

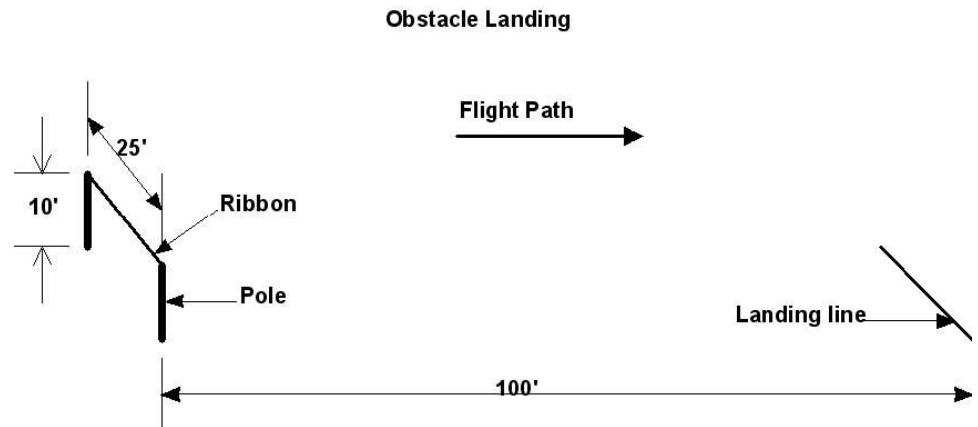
1. Power may be used at the discretion of the pilot.
 2. The Bomb can be dropped from **ANY** altitude above the ground
 3. Scoring is measured in Feet & Inches from the position that the Bomb **HITS** (*not stops*) from the center of the target
 4. The Target has a pin in the center from which all measurements will be taken.
 5. A FOUL score of 250-ft is given, if the bomb hits outside the 100-ft marker from the target
 6. A DQ is given if **ANY** ground contact is made within 100-feet of the center of the Bomb target - whether it is before or after the releasing of the Bomb.
-

QUALIFICATION Task: 10-foot Obstacle/Accuracy Landing

The obstacle is a pair of poles, 10-feet tall and spaced 25-feet apart. The poles have a ribbon tied between them. The landing Reference Line is placed 100-feet from the obstacle.

1. Power may be used at the discretion of the pilot.
2. The Pilot must clear the obstacle, passing in-between the poles.
3. A FOUL score of "100-ft" is given, if...

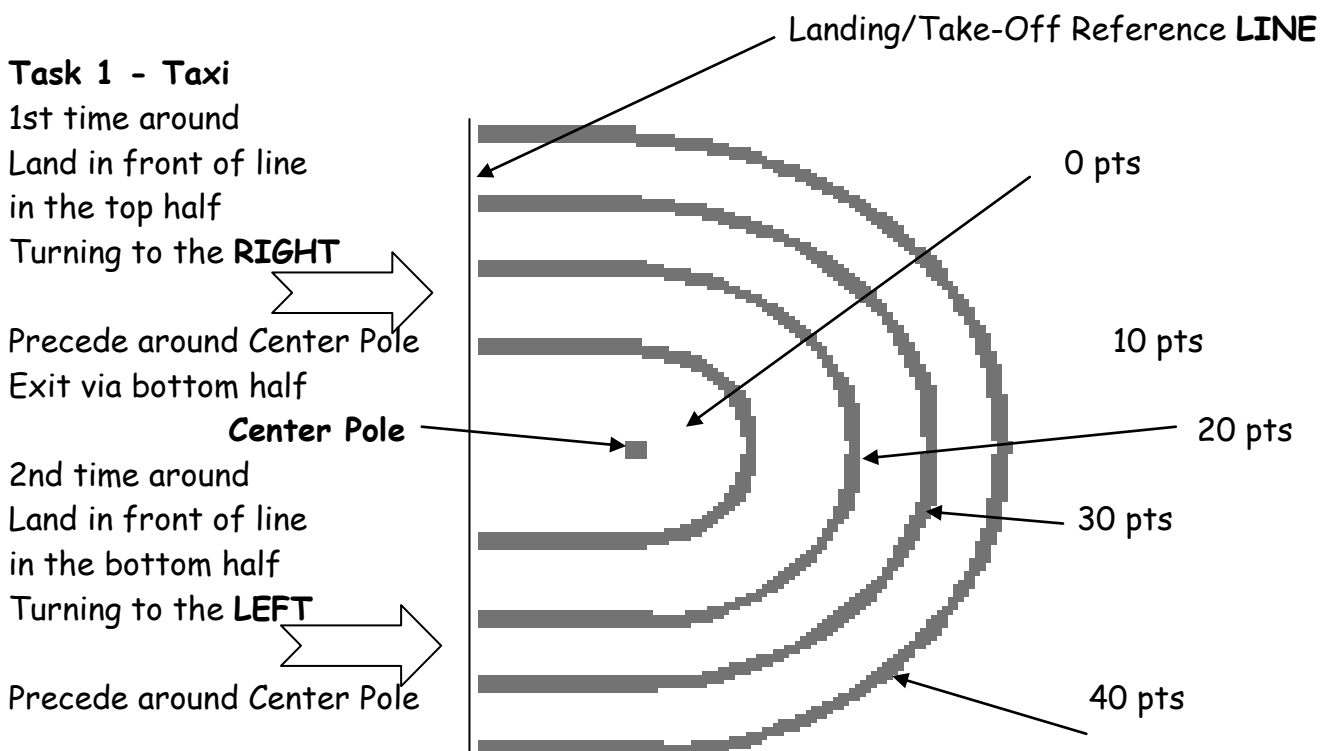
- 3.1. A tire touches prior to passing the Reference Line
- 3.2. NO tire touches inside the 20x50-ft rectangle
- 4. A DQ is given, if...
 - 4.1. A pole is hit
 - 4.2. The aircraft frame passes outside of the obstacle poles
 - 4.3. The obstacle Ribbon is broken
- 5. Scoring measurements will be made in Feet & whole Inches from the first main wheel touch point **PAST** the Reference Line, to the closest point on the Reference Line



FINALS Task: Taxi

ARCs or radius are setup on the field. The distance between the arcs is approximately 30-feet. There are a set of starting Orange Cones - marking the starting Reference Line - 100-ft in front of the center pole for the arcs.

1. Scoring will be per diagram; using the largest arc value that a tire enters.
2. The PPC must perform the maneuver in the standard powered parachute kiting, taxi and ready to take-off configurations. And the shape of the wing cannot be modified from its landing configuration.
3. The pilot must be on the ground in front of the starting Reference Line; then taxi the PPC around the Center Pole with the wing always OFF-the-GROUND and ALL the wheels ON-the-GROUND
4. **This is NOT a timed task.**
5. After completing any 180° arc around the Center Pole and passing the Reference Line (marked by cones) the pilot can then select any take-off heading.
6. A **FOUL** penalty of "100 pts" is given, if...
 - 6.1. A wheel leaves the ground inside the Reference Line
 - 6.2. Any part of the wing touches the ground
7. A **DQ** penalty of "250 pts" is given, if...
 - 7.1. All the wheels are NOT in contact with the ground when passing over the Reference Line
 - 7.2. A Reference Line cone is hit
8. Between the two TAXI's through the arcs, the competitor will take-off, and then re-land in front of the line for the 2nd pass around the Center Pole.
(Note: The Arcs will be set as a series of markers - and not solid lines in the field.)



Exit via the top half

FINALS Task: Offset Carrier Hop

This task is made up of 3 'carriers'.

A 'Carrier' is a Rectangular Scoring Area 20-ft wide, and 50-ft long.

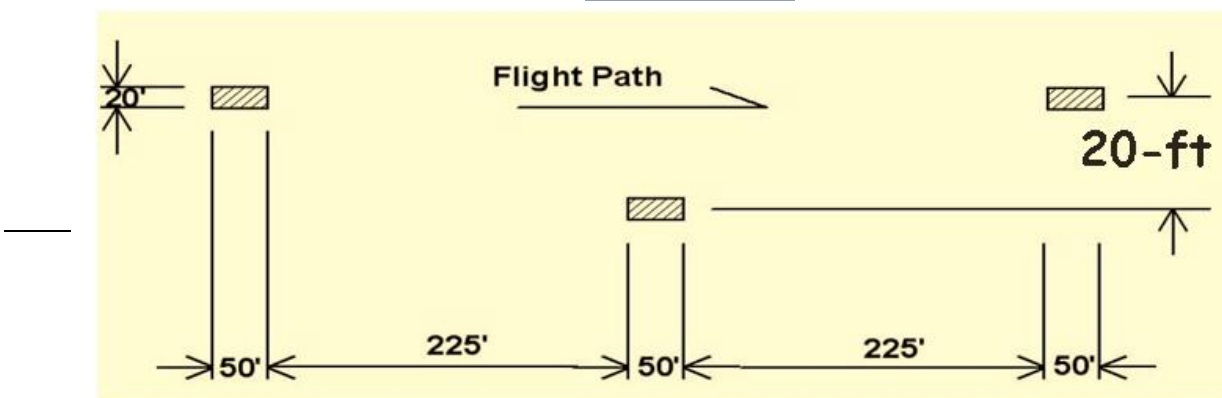
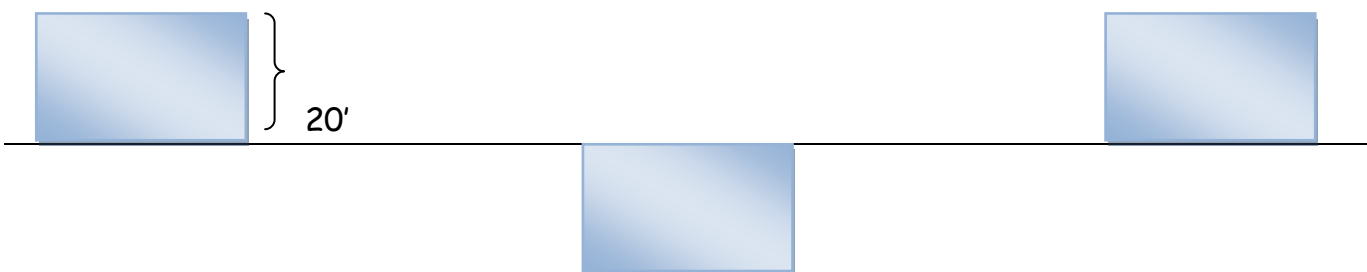
The 'carriers' are spaced in an offset pattern. The 'carriers' are 225-ft apart.

The Center lines of the carrier spots are 20-feet apart.

1. Power may be used at the discretion of the pilot.
2. Except for a DQ, the scoring is per 'carrier' (i.e., each Rectangular Scoring Area)
3. Scoring is the distance from where the first main wheel touches, measured to the front of the 'carrier', when BOTH main (rear) wheels touch inside the 'carrier'
4. A FOUL penalty of "50-ft" is given per 'carrier', if...
 - 4.1. Only ONE main wheel touches in the 'carrier'
 - 4.2. Any wheel stays in contact with the ground outside the **SIDE** of the 'carrier'
Note: Exiting the rear of the 'carrier' with the wheels on the ground is NOT penalized. Takeoff is at the discretion of the pilot, as long as the wheels do NOT maintain contact with the ground out the sides of the 'carrier'. No REAR boundary limit exists for take-off.
5. A FOUL penalty of "100-ft" is given per 'carrier', if...
 - 5.1. Any wheel touching, up to 20-ft, BEFORE the 'carrier'
 - 5.2. A wheel does not touch inside a 'carrier'
6. A DQ is given for all three carrier', if...
 - 6.1. The center line between the 1st and the 2nd 'carriers', is NOT crossed
7. The Offset Carrier Hop will be scored by adding all 'carrier' landing scores (i.e., distances); after using the highest penalty score per 'carrier'

Diagram for Offset Carrier Hop (*Please note that this graph is NOT to scale*)

[← 50' →] ← 225' → [



FINALS Task: Ribbon Cutting Course

WITHOUT touching the ground, the Pilot should attempt to break as many ribbons through the course as possible. There are four gates built by pairs of PVC poles. The gates are 2 to 10-feet tall and spaced 25-feet apart. The poles have a ribbon tied between them. Gates are placed staggered, in zigzag fashion.

1. Power may be used at the discretion of the pilot.
 2. Scoring is per 'ribbon' broken...
 - 2.1. 1st Ribbon @ 10-feet AGL scores 5 points
 - 2.2. 2nd Ribbon @ 5-feet AGL scores 15 points
 - 2.3. 3rd Ribbon @ 10-feet AGL scores 10 points
 - 2.4. 4th Ribbon @ 2-feet AGL scores 20 points
 3. The pilot shall fly through all sets of poles/ribbons in a single pass, breaking each ribbon without touching a pole or the ground.
 4. A FOUL penalty of **MINUS** "25 pts" is given per ribbon, if...
 - 4.1. A Pole is touched
 - 4.2. A Riser, suspension line or Wing is used to break a ribbon.
The pilot or the frame/wheel of the PPC must break the ribbon.
 - 4.3. The ground is touched
-

FINALS Task: Engine-Out Precision Landing

This task consists of an accuracy landing with**OUT** engine power.

1. The engine will be shut down at an altitude between 300' and 500'
 2. The engine **MUST** be turned-OFF directly over the target.
 3. **EXCEPT** for over flying the crowd, the Pilot may perform any flight maneuver to get the **RIGHT** rear wheel to the target
 4. Over flying the spectators will result in a DQ and possible removal from the competition.
 5. Measurement will be made in Feet & whole Inches from where the **RIGHT** main (rear) tire touches the ground, to the center of the landing mark.
 6. Any measurement over 100-ft will receive a score of 100-ft
-

CHAMPIONSHIP JUDGING

1. A judging team per task will consist of two judges and a Lead Judge.
2. The judges will make appropriate measurements and carefully observe the wheel touchdown point, as appropriate per task. One judge will be responsible for making sure that minimum altitudes & limits are maintained for the task.
3. The Lead Judge will tally and keep score and arbitrate any differences or conflicts among the Judges. Any disagreement between Judges will be taken up privately with the Chief Judge or the Director