

2007 Snowbird Regatta Rules

Objective:

The objective of the Snowbird Regatta is to allow competition between individuals and clubs that might not otherwise be possible. The events in the Snowbird are designed for pilots of any ability.

The Rules:

1. Before a pilot can fly in the contest they must register and have a Field Check at Harris Hill.
2. All flights must be conducted in a safe manner. Any flight that violates the operating rules of the FAA, HHSC, or the Contest Director or his representatives, will be disqualified.
3. Pilots will be permitted four (4) flights terminating in the landing zone each contest day. The two (2) highest scored flights will go toward the contest score.
4. All pre-solo student flights will be conducted with a safety pilot having at least a commercial rating.
5. All pilots are responsible for maintaining and submitting their score sheets as soon as possible after completing their flights for the day. If the scorer cannot read the score sheet, it will not get scored. Score sheets must be turned in by 5:00 p.m. that day to get scored, but please turn them in as soon as possible. DO NOT WAIT UNTIL 5:00P.M.
6. If weather conditions are such that flight operations are cut short, the Contest Director and Manager will determine final standings based on flights flown.
7. If junior pilot is one who is under 18 years of age or under 21 years of age and a full-time student. A Pilot not falling into one of these two categories is considered a senior pilot.
8. Sailplanes will fall into one of two classes: Trainer or High Performance. High Performance sailplanes are ones with an L/D better than a 1-26. Trainer sailplanes are ones with an L/D equal to or worse than 1-26.
9. To be considered for the Club trophy, there must be at least 2 members from that club competing in the contest.

Scoring

All flights start with a basic score of 1000 and are adjusted as indicated in the following sections.

- 1. Precision Time:** Each class of sailplane will have a specific time for contest flight. Timing starts when the sailplane starts to roll on take-off and ends when the main wheel first touches on landing. For each second over or under the assigned time, one point will be subtracted from the score. If conditions permit, the time may be increased by even multiples of the assigned time without penalty. (ie. If the assigned time is 15 minutes, a flight can be 30 minutes without affecting its score. If the flight is 31 minutes or 29 minutes, 60 points will be deducted from the score.)
- 2. Altitude Zone:** The honor system will be used for all claimed altitude gains. One point will be added to the score for every 25 feet of altitude gained after release. Speed as a sailplanes low point should not exceed the sailplanes maximum L/D; therefore, no "Zoomies."
- 3. Landing Zone:** The landing zone will be marked in a manner similar to the accompanying diagrams. Points will be deducted from the score base on the location of where the glider first contacts the ground.
- 4. Stopping:** The diagrams also show the area for stopping. Stopping will be measured from where the forward most fixed portion of the sailplane comes to rest and the center point under the cone. One point will be deducted from the score for each inch.
- 5. Total points deducted** from a flight's score for touchdown and landing will not exceed 400.

Snowbird Score Sheet

Name: _____ Date: **Fri/ Sat** Club: _____
(circle one)

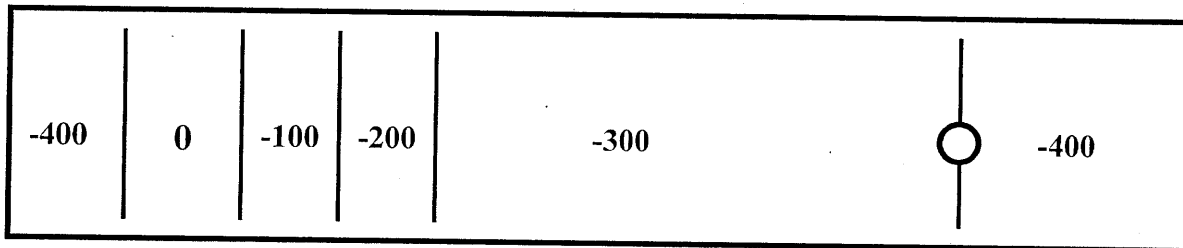
Top Two Flight Scores Submitted

	Flight "A"	Flight "B"
Flight Duration:	_____	_____
Touchdown Score:	_____	_____
Stopping Distance to Pin:	_____	_____
Altitude Gain:	_____	_____

Pilots Worksheet:

Target Duration: _____ (or multiple of)

	Take-off Time (hh:mm:ss)	Touchdown (hh:mm:ss)	Seconds Away from Target	Touchdown Penalty	Distance to Pin (Inches)	Altitude gain (Feet)
1 st						
2 nd						
3 rd						
4 th						



Target Touchdown zone

Target Stopping Close to pin
[-1 point for every inch from pin in any direction]