



The Two Oceans Slope Soarers Aerobatic Event 2012

This aerobatic competition will be taking place at Red Hill, Cape Town on the Saturday 28th January to Sunday 29th January 2012, and hosted by Two Oceans Slope Soarers.

The event is not intended as a fly-in, but as a pure slope aerobatic competition. Entrants will be limited to 25 pilots for the event, due to time restraints for the two days.

Competition entry fee is R200-00 payable via Internet to TOSS bank account upon email confirmation of your entry, see online entry form at www.toss.co.za. Please indicate your frequencies on the entry form.

T-shirt for event is included in the entry fee.

Food and drinks will be on sale at the event, so bring some cash.

COMPETITION INFORMATION

Friday 27th January 2012

19:00-?????

Dinner at Dixie's at 19:00 hrs. Open menu-cash purchase

Meet and greet

Saturday 28th January 2012

07:00-09:00

Practice session

Peg board control in place

09:00-10:00

Pilots Briefing

Flying to commence on the schedule provided

10:00-13:00

First rounds to be completed

Two pilots at a time, as per flying slots allocated on the day

13:00-14:00

Lunch break

Open flying session

14:00-17:00

Second rounds to be completed

Two pilots at a time, as per flying slots allocated on the day

17:00-18:00

Open flying session till the close of play

Peg board control in place

19:00-??????

Dinner at Dixie's. Open menu-cash purchase

Sunday 29th January 2012

07:00-09:00

Practice session

Peg board control in place

09:00-10:00

Pilots Briefing

Flying to commence on the schedule provided

10:00-13:00

Third rounds to be completed

Single pilot at a time, as per flying slots allocated on the day

Freestyle half pipe routine

13:00-14:00

Prize Giving

Open flying session and completion of the event

14:00-??????

Open flying session till the close of play

Peg board control in place

Above all this competition is for enjoyment and pleasure, and we rely on all participants to show character, a competitive spirit and comradely manner, in the face of victory or defeat. Please enjoy the event!

TX CONTROL: Free Flight times

Peg board control to be in place for the morning practice sessions and afternoon free flight sessions. Please ensure that you have a peg on the board when flying, and remove when flight is completed, to allow others on the same frequency some flying time.

ON THE SLOPE: Specifically to free flight times

- Call your frequency.
- Call your launches.
- Call your high speed runs and from which direction.
- Call your landing before proceeding to the landing area.
- Call when you are clear of the landing area.
- Only a single pilot and glider to be in the landing area at any given time.
- Best approach and landing area will be indicated via a cordoned off area.

COMPETITION FORMAT:

This year will see the introduction of two classes: There will be a Sportsman class and an Expert class.

The Sportsman class is aimed at the intermediate pilot, and the Expert class is aimed at the advanced pilot. Each class will be expected to perform a schedule of 10 manoeuvres, 6 mandatory and 4 optional manoeuvres. Each manoeuvre has an associated “K-Factor” that is an indication of the difficulty of the manoeuvre. The judges will award a mark out of 10 for each individual manoeuvre which will be multiplied by the K-Factor. The Sportsman class will have a different list of mandatory and optional manoeuvres to the Expert class.

The introduction of two classes should allow individual pilots to compete with pilots of similar skill level.

This year will also see the introduction of the “Freestyle Halfpipe”. Note that the halfpipe score will not be counted towards the overall competition score. In stead, it will be run as a completely separate competition with its own Halfpipe champion.

The Freestyle Halfpipe is designed to test your skill at manoeuvre combinations while retaining energy and yet harnessing a difficulty level that allows you to score highly.

Each Halfpipe has to be made up of 3 centre manoeuvres, and 4 turn around manoeuvres of your choice, based on the manoeuvres as listed, and will be judged by the K-Factors as attached to each manoeuvre.

Saturday schedule is provided as the standard approach repeated in the morning and afternoon sessions.

Should conditions allow it Sunday schedule will be the halfpipe manoeuvres

Two pilots to launch and have 2 minutes to gain altitude required for manoeuvre.

Each manoeuvre to be run individually and in sequence.

Each pilot is allowed a caller to call your pilot number and the manoeuvre prior to starting your run if you so wish.

Call start at the scoring part of entry to the manoeuvre.

Call complete when you are satisfied you have completed the manoeuvre.

Exit the competition area and second pilot to perform the same manoeuvre, and so on.

Judging:

Scores are final and no deliberation will be entered into.

Judge's Guide: Compliments of SAMAA PDF on slope aerobatics

In awarding scores judges should bear the following in mind:

- a. A perfectly performed manoeuvre deserves 10 points.
- b. An unrecognisable manoeuvre, or one that is missing an essential part (e.g. only one loop performed for two loops), deserves zero. A manoeuvre that is recognizable as the manoeuvre being attempted deserves a score.
- c. The qualities to look for in assessing a manoeuvre can be summarized as:
 - i. Shape of manoeuvre - eg. roundness of loops.
 - ii. Superimposition - eg. second loop superimposed on first — not necessarily same size.
 - iii. Symmetry - eg. two (side-by-side) loops (in cuban-8 or horizontal-8) or one loop above another (vertical-8) of equal size.
 - iv. Positioning - eg. centre of manoeuvre on judges centre line.
 - v. Smoothness heading - eg. manoeuvre performed perpendicular to centre line.
- d. Scores should not be assessed by simply counting defects and subtracting the number from 10 as this will frequently end up as a negative number, especially for complex manoeuvres, and this is not the intention.
- e. In general, it is up to the competitor to compensate for the conditions, and judges must not take the conditions into account, but certain specific cases should be considered, should the pilot fail to complete the manoeuvre due to circumstances beyond the pilot's control.
- f. In the case of consecutive loops, it is possible to partially compensate for drift by continuously banking the model into wind, but when the wind speed increases this becomes less and less effective, so that it has become an acceptable common practice to make the loops smaller as the model comes closer to the judges, so that if they are correctly positioned, they will appear to be the same size and superimposed.

Please note that this document is intended as a basis for the competition, but based on weather conditions, the event organisers may be required to depart from the schedule and timelines indicated.