

Place	Pilot	CG pt	Sign	H'cap	Glider	Start	Finish	Km	Kph	OLC pt	Penalty
1	Adriaan Hepburn	527	K17	120	LAK17/18m	12:28:40	15:06:08	150.36	50.12	116.49	
2	Sven Olivier	506	EY	114	ASW27	12:47:39	15:47:39	131.52	43.84	111.93	
3	Ari Cotton	383	GMK	110	ASW20	12:33:08	15:33:08	99.05	33.02	84.63	
4	William Whittaker	382	GUC	94	Astir Jeans	12:24:22	14:21:50	82.00	27.33	84.45	
5	Randal Cullen	378	RD	110	ASW20	12:33:09	14:15:34	96.57	32.19	83.69	
6	Martin Grunert & Hubert Spaun	0	GUJ	110	DG500 22m	13:24:08	14:09:20	79.09	26.36	71.90	3,5
7	Peter Farrell	0	ID	112	Ventus	12:21:48	14:07:26	-	-	-	3,6
8	Garth Milne	0	HW	98	Std Cirrus	12:29:18	15:25:30	24.26	8.09	24.09	3,6

  

Penalty point description		Points
1	Briefing not attended	25
2	Airspace transgression (with ATC approval)	Land out
3	Airspace transgression (without ATC approval) See note (4) below	1000
4	Trace not submitted for scoring / verification	0
5	Start line not crossed, scored from closest point with penalty.	50
6	Maximum start height exceeded	50

  

**Director's notes:**

(1) This was notable for a number of reasons. Firstly, the inversions at 7&8000ft stopped the blowout despite strong winds at altitude. Secondly, Martin & Hubert's flight to Rooi Els (I would advise a review of the trace for anyone) which showed that a different approach is possible. Lastly, the day was devalued because the winner flew less than 200km (down to 70.2 pts) and only 5/8 competitors scored more than 80km (down further by 75%).

(2) Special thanks to Alison, newcomer Craig and Jerry B for such a slick launch operation. It really makes a difference to get the competitors in the sky rapidly. And thanks to those of you prepared to "glide in" to Vic Peak - we were getting launch times of 7 minutes - just shows what you can do!

(3) As usual, the rules remain required reading. Don't just read & forget, read & apply! It avoids those disappointing results. Leave a margin for airspace (and reset subscale to 1013.2 above 3k) and remember start heights! Also note that the cumulative score accrues to P1 if flying multi-place, multi-pilot glider.

(4) I have an outstanding message to ATC to confirm, but per the latest (29/6/2006) airspace definitions download from CU (Per the rules for unapproved transgression, all pilots involved **GUJ** transgressed airspace in three locations: (a) FACT Class C TOW just West of turnpoint GBay (2500-FL115), (b) FAP34 - Prohibited area around Steenbrass Dam (GND-FL45), and (c) FACT Class C TOW at Hugenot Tunnel (FL45-FL115); would have been 207.5km  
**HW** transgressed airspace starting at 12:55:54; would have been 116.43km  
**ID** transgressed airspace (albeit by 27 ft and for only 12 seconds) before the start at 12:14:04; would have been 140.98km