

Place	Pilot	CG pt	Sign	H'cap	Glider	Start	Finish	Km	Kph	OLC pt	Penalty
1	Adriaan Hepburn	702	K17	120	LAK17/18m	12:28:40	15:06:08	150.36	50.12	116.49	
2	Sven Olivier	675	EY	114	ASW27	12:47:39	15:47:39	131.52	43.84	111.93	
3	Peter Farrell	635	ID	112	Ventus	12:21:48	14:07:26	140.98	46.99	113.71	6
4	Ari Cotton	510	GMK	110	ASW20	12:33:08	15:33:08	99.05	33.02	84.63	
5	William Whittaker	509	GUC	94	Astir Jeans	12:24:22	14:21:50	82.00	27.33	84.45	
6	Randal Cullen	504	RD	110	ASW20	12:33:09	14:15:34	96.57	32.19	83.69	
7	Ian Forbes	434	GLW	108	LS3a	13:29:21	16:29:21	85.50	28.50	76.10	1
8	Martin Grunert & Hubert Spaun	0	GUJ	110	DG500 22m	13:24:08	14:09:20	79.09	26.36	71.90	3,5
9	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 Robi 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 702 pts).
- (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 score zero):  
**GUJ** transgressed airspace in three locations: (a) FACT Class C in Du Toits Kloof (MSL7500-FL185) (b) FACT Class C TOW just West of turnpoint GBay (2500-FL115), and (c) FACT Class C TOW at Hugenot Tunnel (FL45-FL115); would have been 207.5km. There were more transgressions, these are the main ones.  
**HW** transgressed airspace starting at 12:55:54; would have been 116.43km