

AMERICAN NAVION SOCIETY, LTD.

NATIONAL CONVENTION

COMPETITION EVENT RULES AND INSTRUCTIONS

The ANS sponsors several competition events with the intent of providing members with events whereby they may become more familiar with the operation of their aircraft. It is incumbent on each pilot in command to assure that all applicable FARs are followed. Higher horsepower aircraft will be started first. Event committee rulings are final.

1. **SPEED CONTEST:** Various engine classes allow competition within those individual classes to determine the fastest entry. The winners of each class will compete, with appropriate handicaps, for the all-out speed fly-off.

2. **EFFICIENCY CONTEST:** Promotes an understanding of how one can operate the aircraft in the most efficient way possible, greatest speed with the least amount of fuel used.

3. **PROFICIENCY CONTEST:** Plan a flight estimating the time enroute and the total amount of fuel consumed.

CHAPTER POINTS

To encourage competition, a trophy will be awarded to the Chapter accumulating the greatest number of points. Points are awarded on the following basis:

1. Chapters will be awarded one point for each member who enters and competes in an event.
2. First place will earn 10 point for their Chapter.
3. Second place will earn 5 points for their Chapter.
4. Third place will earn 2 points for their Chapter.

The all-out speed fly-off will not be awarded any chapter points.

PROCEDURES

Details of event starting procedure, route, and finish will be provided on the day for each event. A current weather forecast with upper level winds will be provided for the day of the event. Each entrant must fill out an Event Entry Form. **AN OBSERVER MUST ACCOMPANY EACH PILOT OR PARTICIPATION WILL BE DENIED.**

COMMUNICATIONS

Proper communication is imperative if you expect to be credited with your actual performance. The only communications expected are near and at the finish line, unless a flying start is conducted. The required terminology is "Last Name", 2 miles out, "Last Name"; and "Last Name", finish, "Last Name".

Example: Herrington, 2 miles out, Herrington; Herrington, finish, Herrington.

PERFORMANCE (SPEED) CONTEST

The event will be run in two phases. The first will include all entrants, and will be started beginning with the higher horsepower participants leaving first to minimize passing. The second will include only the winners of their horsepower class. These participants will be handicapped at the conclusion of the event.

1. Any class with less than 2 entrants may run for record only, but will be eligible for the handicap event.

2. The 2% rule will be in effect. That is the average of all speeds in the first event will be compared with the average of all speeds in the fly-off. Any entrant exceeding that average difference by more than 2% will be disqualified.

3. Horsepower classes follow for normally aspirated engines. Turbo or supercharged engines will compete in the unlimited class.

- a. 205 C
- b. 225C
- c. 260C
- d. 260L
- e. 285C
- f. 295L
- g. 300C
- h. 300TIM
- i. Unlimited

4. Diving at or passing over or under another aircraft at the finish line WILL BE CAUSE OF DISQUALIFICATION.

EFFICIENCY CONTEST

The efficiency event will be broken down into two classes, fuel injected and non-fuel injected. All entrants will fly the event as if it were one event. The event is to be flown on main tanks only. Participants will line up after landing to be re-fueled by an event committee member. Points are calculated with the following formula:

1000 divided by the time in decimal hours times the fuel in gallons.

$$1000/(\text{hours} \times \text{gallons})$$

Or.
$$\frac{1000}{\text{Hours} \times \text{gallons}}$$

All aircraft must pass outside the turn points. If an airport, turn around at the end of the runway farthest along the course line. Highest point score wins.

PROFICIENCY CONTEST

The event is a measure of the overall pilot skill, knowledge of aircraft performance ability to accurately plan a cross-country flight and execute it as planned. Adequate time will be provided to plan the flight, provided the entrant brings all appropriate planning tools. If an

established time and/or fuel usage is not provided, the entrant will not be eligible to place in the event.

Any delaying tactics, flaps, gear, s-turns, and circling will be cause for disqualification. Participants will line up after landing to be re-fueled by an event committee member. Points are calculated with the following formula:

25 points for each tenth of a gallon off from the estimate; plus
5 points for each second off of the estimated time. Lowest score wins.

PLACINGS

PERFORMANCE CONTEST

2-3 contestants	1st
4-5 contestants	1st and 2nd
6 or more contestants	1st, 2nd and 3rd
Handicap	1st

PROFICIENCY and EFFICIENCY CONTEST

1st, 2nd and 3rd