

Jury Report on FAI Open International Competitions including World Cups

Competition Name:	2nd Mitteldeutscher FPV Race Cup			F3U
Venue & date:	Bitterfeld, GERMANY		19.-20.August 2017	
Contest Director:	Remo Fiebig			
Names & nationality of the FAI Jury members:	1. Dr. Matthias Moebius, GER 2. Anré Ferreira, POR 3. Angelika Möbius, GER Substitutes in case of complaints regarding André: 4. Yann Lestavel, FRA 5. Maxime Bastin, BEL 6. Holger Suchi, GER			
F3U Name & nationality of Panel of Judges & Circle Marshall::	Judges per Pilot: Dr. Matthias Moebius, GER Angelika Möbius, GER Klaus Rüffer, GER Nicola Rackwitz, GER Spotter for Pilots recruited individually from helpers / team members / pilots Circle Marshall: Holger Suchi Safety Judge: Remo Fiebig			
Schedule of competition	15 participants finally entered the F3U competition 19.8.2017: Training: 2 rounds Qualifying rounds 1 to 4 with 5 races á 3 pilots 20.8.2017: Qualifying round 5 with 5 races á 3 pilots Quarter-Final round with 4 races á 3 pilots, 3 rd out Semi-Final and Final round with 4 pilots per race			
Option chosen as defined in F3U rules (mark with X the appropriate option)	Option 1	X	Option 2	Option 3
Weather:	Saturday overcast, dry, 15°C..23°C, light winds, some gusts, no rain Sunday: clear, upcoming cloudy, 13°C .. 19°C, light winds, some gusts, no rain			
Local rules or deviations from the Sporting Code:	<i>F3U sporting code does not cover several aspects of the organisation of a F3U competition. Together with all pilots there was a briefing held before start and before eliminating rounds to discuss and agree about unclear issues.</i> <i>See next page for general observations, discussed unclear rules and suggestions for future rule updates.</i>			
Issue of results - with full names, nationalities & FAI Licence numbers:	Attached			
Incidents or accidents:	None; two DQ for safety line infringements, both unintended after crashes, one DQ for early starting (see comments on next page)			
Protests:	None			

If required, continue on a separate sheet for any answer.

Send the completed form to the FAI office and, for World Cup competitions, to the World Cup Co-ordinator:
 Jo Halman, email: f2wccmay14@virginmedia.com

For & on behalf of the FAI Jury:



Signature

Date:

 Holger Suchi
 31.8.2017

General observations, discussed unclear rules and suggestions for future rule updates

Timing:

It was observed that the combination of electronic timing with backup by manual stop-watches is tricky sometimes.

Competition was organized according option 1, four laps to be flown, max 4 pilots per race.

Electronic timing starts when start gate was passed (arranged 20m straight away from starting grid).

Manual backup timing was started by the individual judges based on video stream. Passing of starting gate was well recognisable on video; difference to electronic timing was neglectable.

When entering elimination rounds, timing becomes secondary. Manual backup timing was upheld, started with countdown during elimination rounds.

Clear instructions for timing procedures are missing. It is recommended not to rely on electronic timing only, but provide the possibility for manual watch backup timing.

Race organisation:

Due to the number of 15 participants, training as well as qualification rounds were flown by three pilots per race.

Timing started / ended with passing the timing gate. It was observed, that the pilots agreed before each race about a starting order to prevent collisions during training / qualifying. This was mentioned as a good and fair practice while not influencing any results!

Before entering the elimination rounds another pilot's briefing was held.

These Questions were discussed: (mention: two best pilots to advance to next round)

What is the procedure when less than two pilots will finish a race?

Rule states: *"Similarly, when in a race it is not possible to select the defined number of competitors for the next round, a new flight is organized between the concerned competitors of the group. This will be repeated until the required number of competitors to be selected is reached."*

It remains unclear what are the "concerned competitors in the group". All three/four pilots? Meaning complete reflight?

The group of pilots and judges discussed the above and made this commonly agreed decisions:

- When a mid-air-crash of two or more kopters results in too few "winners" (to advance to next round), then the ranking achieved during qualifying rounds decides about the pilot advancing further.

If individual faults lead to grounding of the kopters, then the pilot with the longest achieved track-length will advance to next round.

- When a mid-air-crash of two or more kopters occurs on the very first straight line from starting grid through timing gate to first corner flag, then the race shall be re-flown completely.

No race of the qualification round ended up with the need for application of the above "local rules", but it seems necessary to describe the procedure more clearly. Suggestion: *"When in a race it is not possible to select the defined number of competitors for the next round then this race shall be re-flown with same pilots completely."* It remains the question: What if the number could not be reached due to disqualification of e.g. 3 pilots? Then, a re-flight would not be a fair solution...

Penalties:

Another issue was an early starting occurrence in first elimination round, raced by three pilots each:

Even if not obviously an advantage for the pilot under question was achieved, the race was cancelled and the early starting pilot was disqualified, while the remaining two advanced to next round.

To our opinion and considering this situation, a DQ is quite a harsh penalty (even if it was accepted by the pilot), leaving no chance for further participation. For such occurrences, maybe a reflight with a time penalty for the early starter (having to rest for three seconds after the countdown, as an example) could give him a fair second chance?

The wording in the rules also calls for discussions: It's written in a weak formulation *"A competitor **may** be disqualified in case of: - a start before the circle marshal signal";..* ; more distinct wording would be *"..shall be disqualified"* or *"must be disqualified"*, to prevent discussions.

Thank you for kind consideration of these common experiences from our competition.

With best regards


Holger Suchi and the team from MSFV Bitterfeld e.V.