



*Fédération
Aéronautique
Internationale*

2025 World Games Drone Racing Sporting Rules

1st May 2025

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The amendments from the September 2024 edition are marked by a double line in the right margin of the present document.

The sporting rules are based on the F9U (Drone Racing) class rules as defined in the FAI Sporting Code - Section 4 Aeromodelling - Volume F9 Drone Sports Edition 2025 effective 1st May 2025.

Drone Racing consists of several multi-rotor model aircraft flying together through a closed racing circuit.

Note: A multi-rotor is a rotary wing radio-controlled model aircraft equipped with at least three power driven propeller devices.

The generic term 'model' will be used in the present document.

Each model is operated by an FPV (First Person View) pilot who is considered as the competitor. The pilot must be equipped with a headset goggle that allows him/her to pilot from the video picture of the on-board camera which is transmitted in real time on his/her headset goggle.

The FPV pilot is assisted during the race by one and only one helper who stays next to him/her during the whole flight. The helper is mandatory. He/she may be another competitor.

The main task of the helper is to keep the model in visual line of sight. He/she must inform the FPV pilot of anything occurring that can affect his/her piloting, especially about safety. If the helper requests the FPV pilot to land or to cut off the motors, he/she must do it immediately. In case of emergency, the helper is authorised to shut off the transmitter in order to trigger the fail-safe device.

1. RACING CIRCUIT

The racing circuit will be outdoor.

The circuit will be a closed loop with three laps to be completed.

For the start, the models will be placed side by side on a single start line perpendicular to the initial trajectory with starting positions of the models defined to ensure to provide equal opportunities for the competitors flying in the race.

The design of the circuit will be published on the FAI website (<https://www.fai.org/worldgames2025>) no later than one month before the event.

After the circuit had been published, only duly justified changes of the circuit may be considered and competitors expected to participate must be informed immediately of any such adjustments.

The circuit will be also available on the EreaDrone simulator to allow the competitors to train on it

2. GENERAL SPECIFICATIONS FOR MODELS

The model must be equipped with:

- Fail-safe device, the triggering of which stops the motors.
- Pit mode, the triggering of which cuts the video transmission power.

Competitors must have these features configured and understand how to use them.

The following are strictly forbidden:

- Pre-programmed manoeuvring device.
- System for automatic positioning and/or path rectification in longitude, latitude or height.
- Pre-programmed video power increase.

Note: Software recovery modes such as "Flip over after crash" (also known as 'Turtle mode') or "Crash recovery" which can be activated by the competitor to return the model to an upright position after a crash are permitted.

2.1. Weight and size

The total weight of the model including all equipment necessary for flight (including batteries) shall not exceed 1 kg.

The axes of all motors must fit within a 330 mm diameter circle.

2.2. Motorization

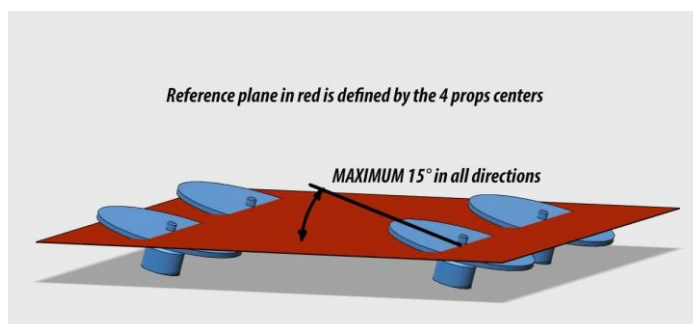
Only electric motors are allowed.

Battery pack up to 6 S is allowed.

The voltage for each cell must not exceed 4.25 V when fully charged. This means a maximum voltage of 17 V for a 4S battery pack, and 25.5 volts for a 6S battery pack.

The voltage measurement of the battery pack will be performed before each race.

The reference plane is defined with propellers centres. Each motor can be tilted up to 15° maximum angle in each direction.



2.3. Propellers

Maximum diameter: 6 inches (15.2 cm).

Full metal propellers are forbidden.

2.4. Radio control (RC) equipment

Any 2.4 GHz spread spectrum technology RC equipment may be used.

Use of a TBS Crossfire radio module 868 MHz / 915 MHz or any other 900 MHz module on the RC equipment is authorised.

In any case, the radio module must be set to 100 mW maximum.

Note: 433 MHz frequency is not authorised in China.

In order to limit risk of potential problems during the races with unwanted interference, the organiser may define restrictions for use of RC systems equipment outside the racing circuit.

In case of use of non-authorised RC equipment, penalty going up to disqualification from the event of the concerned competitor may arise (See 9.2).

2.5. Video system

Competitor video device

Analogic and digital video devices operated solely on the 5.8 GHz band may be used for piloting.

All models must have pit mode configured.

The maximum output power emission authorised for any video transmitter is 25 mW, whether on the ground or in flight, and any pre-programmed features to alter this during a flight are strictly forbidden.

A violation of that requirement may result in penalties up to and including disqualification from the event (See 9.2) of the competitor concerned.

The video output must be centred on designated frequencies with a 30 MHz maximum bandwidth. Broadcast with the video transmitter of an additional video signal outside the designated frequencies is not authorised.

If a competitor chooses to use their own video reception equipment, the video receiver and antenna must be directly mounted to their FPV goggles and extend no more than 160mm above the goggle antenna connector. The use of a personal external video reception equipment, such as antennas mounted on masts, stands, or any extension devices, is prohibited.

Organiser video receiver

The video receiver system used by the organiser must support both analog and digital video transmitters, as well as LHCP and RHCP antenna polarization.

It is recommended that the organiser provides to the competitors flying in the race the access to the video feed available from the organiser ground station.

Digital video recorder

Recording of all races by the organiser is strongly recommended to enable video reviews as necessary in case of disputes or complaint.

Note: Recordings provided by the competitor concerned, or other competitors or third parties may be considered. However, the recording provided by the organiser shall take precedence in any official decision.

Unwanted 5.8 GHz video emission

To reduce the risk of interference during races, the organiser may impose restrictions on the use of video transmitters outside the racing circuit.

The organiser will provide an RF spectrum analyser to monitor external RF interference and identify malfunctioning competitor equipment.

Unauthorised activation of any 5.8 GHz video transmitter is strictly prohibited. Such actions may result in penalties up to and including disqualification from the event (See 9.2) of the competitor concerned, regardless of whether the activation was intentional or not.

2.6. LED light device

In order to provide for the public the best view of the models during the races and to facilitate the task of the judges, each model will be equipped with a LED light device including possibility to choose the colour so that each model in flight will have a different colour.

The following specifications must be respected:

- Minimum of 32 RGB LED light bulbs, or minimum length of 280 mm of RGB LED strips with obfuscated light source (such a COB LED). In either scenario, the LED light should be uniformly distributed across all the arms of the model, allowing it to be clearly visible from any angle.
- Required colours: Blue - Green - Red - Yellow - Cyan - Magenta.
- Capability to easily switch before the race to the colour assigned to the pilot concerned.

Note: *In order to improve the understanding of the races by the public and simplify organisation, the colours will be allocated according to the order of the pilots in the race.*

2.7. Identification mark

Each model shall carry the 3 (three) letters national identification mark followed by the FAI Sporting Licence ID number.

The letters and numbers must be readable (unaided) at arm's length, and appear at least once on each model.

3. NUMBER OF MODELS

Each competitor may use throughout the entire event a maximum of 3 (three) models.

A model can be used by only one competitor per event.

In case of an infringement to those rules, the concerned competitor(s) will be disqualified from the event (See 9.2).

Before the race, the competitor can change the model in the preparation area. Any technical problem after leaving the preparation area will be considered a race incident with no more possibility to change the model.

4. MODEL PROCESSING

4.1. Model processing before the beginning of the competition

A model processing will be done by the organiser prior to the official practice session.

Each competitor can register up to three models.

For the points which will be checked at the model processing, see the Processing Form in Annex 1. This form may be subject to changes.

The organiser will mark each registered model with an easily visible, difficult to falsify identification such as a sticker or a paint mark.

If one of the models registered is lost or destroyed due to causes not applicable to the competitor concerned, the competitor shall have the right to present a replacement model for registration and processing up to one hour before the official starting time of the first qualifying round.

During the competition, on request of the Competition Manager, or the Supervisor Judge, or the FAI Jury President, any model may be checked by the organiser after the race to ensure it fits the specifications.

A competitor whose model is not compliant may be disqualified from the event (See 9.2).

4.2. Model checking before the race

Before each race, a pre-flight checking of the models will be done in the preparation area. Each pilot concerned by the race will have the possibility to check a spare model.

The video frequency and transmitter power emission will be checked before the start of the race after the models had been placed on the pods.

5. TRACK WALK - PRACTICE FLIGHTS

Two practice flights sessions will be organised before the beginning of the qualifying rounds. They will be run according to the draw of the first qualifying round.

Before the start of the first practice flight session, a track walk will be conducted to allow the competitors to familiarise with the racing circuit.

Flights on the racing circuit other than those scheduled or authorised by the organiser are strictly forbidden during the event and before the start of the event.

In case of a violation of that rule, penalty going up to disqualification from the event of the competitor concerned may arise (See 9.2).

6. CONTEST ORGANISATION

The contest will be organised on the basis of three stages:

- Qualification stage (rounds to define the composition of the groups for the first elimination round).
- Elimination stage (to qualify for the final stage by successive elimination rounds).
- Final stage.

Each round for the qualification and elimination stages will be organised with 4 (four) competitors per group (subdivision of the round corresponding to the number of pilots normally flying at the same time in the same race).

6.1. Timekeeping

Timekeeping will be done with an electronic timing system with appropriate redundancy in order to ensure complete and permanent reliability of the timekeeping.

For the qualifying stage, timekeeping for each model will be triggered when the model passes the gate equipped with the timekeeping sensor(s). After taking off from the start area, the model must go directly to that gate.

For the elimination and final stages, timekeeping will be triggered at the start of the race when the start signal is sounded.

Laps that are not finished will not be considered and do not contribute to a result, placing or tie-breakers.

6.2. Start of the race

Competitors and helpers shall have a maximum of two minutes to place their models on the start line and prepare them for the race. Any model not ready within this time must be removed from the start line.

The Starter shall announce once the two minutes has elapsed (or sooner if all competitors signal that they are ready to proceed), and all persons must directly exit the track area within 30 seconds.

Competitors and helpers must not return to the models again unless instructed by the Starter, and the start sequence shall commence as soon as the track area is clear.

Start sequence:

- The Starter will clearly announce "Pilots, arm your quads" to indicate that the start is underway.
- There will be an interval of between 2 and 4 seconds after which a single distinct tone will signal the start of the race. There will be no audible countdown preceding the start signal.

Restart:

- If the Starter is made aware of a technical problem during the start procedure then they must immediately stop and reset the sequence.
- If two or more models are involved in a mid-air collision before the first gate and the incident results in the involuntary change to the flight path of any of the participating models then the competitors involved can immediately request a restart. If the models continue to fly through the first gate then the race will not be restarted. Only one restart caused by such a collision will be permitted per race. Competitors will be given the opportunity to swap a fresh battery pack before the restart.

False start:

- Any competitor whose model leaves its start position (model not touching any point of its starting position) before the start signal and progresses through the first gate will be disqualified from the race.

- If the model leaves its start position as a consequence of factors outside of the competitor's control (e.g.: during the arming sequence) then the competitor must drop to the ground immediately and start the race from the ground after the other competitors have launched (i.e.: from the 'back of the grid'). A competitor starting from the ground and having a mid-air collision during their start will be disqualified from the race.
- As soon as a disqualification is announced, the competitor concerned must immediately stop. A violation of that requirement may lead to a disqualification from the event (See 9.2) of the competitor concerned.
- Where possible, the race will proceed without interruption for the remaining competitors. A restart will only be ordered if the Starter deems that the false start has prevented another competitor from starting cleanly and safely.

Competitors must be prepared before each race with all tools and spares required to achieve a successful start. The start must not be delayed by competitors or helpers needing to retrieve equipment.

6.3. Qualification stage

The option 2 (Average of the 3 best times to perform a lap) defined in the F9U class rules will be considered for the qualification stage.

Each competitor will be entitled to participate to 5 (five) qualification rounds. The number of qualifying rounds may be reduced if necessary due for example to bad weather.

Composition and flight order of the groups will be determined with a blind draw. The draw will be different for each qualifying round.

All races for the qualifying stage will be limited to 3 minutes flight time with 3 consecutive laps to complete. As soon as a competitor has completed 3 laps or when the 3 minutes flight time is over, he/she must land the model.

Reflights will be flown at the end of the concerned round.

Races with less than 4 pilots, for example in case of withdrawal of a pilot, will be put at the end of the draw of the round, in order to allow a complete pilots race with pilot(s) that have been granted a reflight in that qualifying round.

If necessary, the last groups of each qualifying round may be rearranged by the Competition Manager and the Supervisor Judge in order to achieve as much as possible a minimum of 3 competitors per group.

The result of each competitor in a qualification round is the registered times for each valid lap completed (with a maximum of 3).

A ranking will be established at the end of the qualifying stage taking into account the average of the 3 fastest times registered to perform a valid lap in all the qualifying rounds. The competitors getting only 2 registered times are ranked by taking into account the average of their 2 times after those with 3 times, which in turn are ranked ahead those with only 1 registered time.

Note: *The fastest times may be done in the same qualifying round or in different ones.*

If necessary, an additional qualifying flight will be organised for the competitors having not a registered time at the end of the qualifying rounds. The competitors who need an additional qualifying flight to achieve a time will be placed after those who are already placed in the ranking of the qualifying stage.

6.4. Elimination stage

All 32 competitors will be selected for the elimination stage.

All elimination rounds will be organised with 4 (four) pilots per group.

All races will be limited to 3 minutes flight time with 3 consecutive laps to complete. As soon as a competitor has completed 3 laps or when the 3 minutes flight time is over, he/she must land the model.

The placing for each race is determined by considering the registered time to complete 3 laps.

Those who do not finish their flight will be placed in the race considering the number of laps they did complete and the registered time in which those laps were completed. Disqualified competitor(s) will be placed at the end after the competitors getting a registered time or having not finished their first lap.

The two best placed in each race will be directly selected for the next round. In case of a tie for the second place, the placing in the ranking established at the end of the qualifying stage will be considered to define who is selected for the next round.

Double elimination

Instead of direct elimination of the competitors placed third and fourth in each race of any elimination round, the double elimination sequence will be applied.

This sequence allows competitors eliminated in elimination rounds to continue to fly still getting possibility to access the final.

Competitors placed third and fourth in any race of the double elimination sequence are definitively eliminated.

Organisation of the races

For the first elimination round, the composition of the groups for the races is defined considering the ranking established at the end of the qualifying stage.

The composition of the races for the first elimination round and the organisation of the rounds up to the final and are detailed in Annex 2.

6.5. Final stage

The two best placed in the last elimination round (one race) and the two best placed in the last round of the double elimination sequence (one race) are selected for the final stage to determine their final ranking from 1st to 4th place.

The final stage will be run with successive final races.

Each final race will be limited to 3 minutes flight time with 3 consecutive laps to complete. As soon as a competitor has completed 3 laps or when the 3 minutes flight time is over, he/she must land the model.

The placing for each final race is determined by considering the registered time to complete 3 laps. Those who do not finish their flight will be placed in the race considering the number of laps they did complete and the registered time in which those laps were completed. Disqualified competitor(s) will be placed at the end after the competitors getting a registered time or having not finished their first lap.

The final is over as soon as a finalist competitor has won two final races. This competitor is the winner of the competition.

For the final ranking for 2nd to 4th places, points will be allocated as follows in each final race: 1 point for the first placed, 2 points for the second, 3 points for the third and 4 points for the fourth.

The ranking of the finalists concerned will be done taking into account their sum of points in all the final races, the finalist with the lower sum of points being placed 2nd, and so on.

In case of a tie, the placing in the last final race will be considered to split the tie for the concerned finalists.

6.6. Final classification

The final classification of the 32 competitors will be established as described on the following table.

Place	Scenario B with double elimination sequence applied
1	1 st in final
2	2 nd in final
3	3 rd in final
4	4 th in final
5	3 rd in race 29
6	4 th in race 29
7	3 rd in race 27
8	4 th in race 27
9 to 12	3 rd and 4 th in races 25 and 26 with final placing according to provisional ranking after qualifying stage
13 to 16	3 rd and 4 th in races 21 and 22 with final placing according to provisional ranking after qualifying stage
17 to 24	3 rd and 4 th in races 17 to 20 with final placing according to provisional ranking after qualifying stage
25 to 32	3 rd and 4 th in races 9 to 12 with final placing according to provisional ranking after qualifying stage

7. FLIGHT OCCURRENCES

7.1. Obstacle damaged or destroyed during the race

When an obstacle is accidentally damaged or destroyed during a race, the pilots will be informed by the Starter as soon as possible of the incident and how to proceed.

In the case where it concerns an obstacle to be crossed (air gate, tunnel,...), the decision may be to continue to cross the obstacle, or to give permission to bypass it, or to stop the race. When bypassing of the concerned obstacle is authorised, pilots must do their best not to take advantage of the situation.

In case it concerns an obstacle to be avoided, the race will continue except if it is decided differently considering for example that safety is impacted. When race continues, pilots must do their best to follow the track and not to take advantage of the situation.

7.2. Faults and penalties

In the case a pilot does not fly on the expected way (does not cross an obstacle, misses a pylon or flag, does a circuit cut ...) the corresponding circuit lap will not be validated. The pilot may try to execute immediately and in a safe manner a manoeuvre to correct the mistake.

If the pilot corrects its mistake, the lap will be validated.

If during this manoeuvre the pilot has a collision with another model, the pilot will be disqualified for the race.

7.3. Crash

If a model cannot go on after a crash, it must stay on the ground with motors cut off until the end of the race.

The competitor concerned must immediately activate the pit mode on their model to avoid causing video interference for the other competitors still flying in the race.

The competitor must clearly indicate that he/she stopped the race by removing his/her headset google.

The competitor and the helper must then stay quiet in their position until the race is finished.

7.4. Safety issue

A pilot can be requested to stop to fly if it is considered the model no longer meets acceptable safety standards. It could be for example the case when a model is damaged after a collision or after a crash, or when the battery is dangling.

In case of a serious safety issue, the Starter may decide to stop the race and disqualify the pilot(s) eventually responsible of the safety issue. A restart of the race will be done for the pilots who had not been disqualified and were still in the air when the safety issue occurred.

8. REFLIGHTS

8.1. REFLIGHTS

Possibility of an individual reflight will only be considered for the qualification stage in situations where an incident outside of the competitor's control prevents them from completing their flight.

The reflights will be organised at the end of the qualifying round concerned, or as part of any race that has fewer than the required number of competitors.

For any competitor being granted a reflight, the original flight for which the competitor has been granted the reflight is then definitively cancelled.

For the rest of the event (elimination stage, final stage and, where appropriate, additional rounds sequence), individual reflights will not be awarded.

8.2. Restarts

A full race restart will be considered for the elimination stage, final stage and, where appropriate, additional rounds sequence, in the following situations:

- Mid-air collision occurring before the first gate. Only one restart will be allowed per race.
- Critical safety incident (such as a fire, or unauthorised person on the track) requiring the Starter to stop the race.
- External incident preventing one or more competitors from competing fairly.
- Deliberate incident by a competitor taking part in the race that is identified to have given them an unfair advantage over the other competitors in that race.

Will be excluded from restarts any competitor:

- who caused the safety incident,
- who had already signalled they were out of the race (by removing their goggles) at the time of such an incident,
- found to have given themselves unfair advantage through contravening the rules.

Competitors will be given the opportunity to swap a fresh battery pack before the restart.

9. DISQUALIFICATION

9.1. Disqualification from the race

A pilot may be disqualified from a race in the following circumstances:

- Start before the start signal (See 6.2).
- Collision with another model when executing a manoeuvre to correct a mistake (See 7.2).
- Circuit exit (crossing of the safety line).
- Flying after having removed even temporarily his/her headset goggle.
- Celebratory manoeuvre, especially after the pilot finishes.
- Hazardous piloting or safety issue.

The disqualification is decided by the Starter or, where applicable, by the Pilot Judge assigned to the concerned pilot.

When a pilot is disqualified, he/she must land as soon as he/she has been informed. In any case, the result of the pilot for the race will not be validated.

Pilot(s) disqualified will be placed for the race after the other pilots. In case more than one pilot is disqualified from the race, the pilots concerned will be placed taking into account the qualification stage ranking.

If a pilot disqualified from a race is considered not being sufficiently cooperative to land, the concerned pilot may be disqualified from the event.

9.2. Disqualification from the event

A disqualification from the event is decided by the Competition Manager with the consent of the FAI Jury.

A competitor who is disqualified from the event is placed at the end of the ranking with a 'DISQ' mention.

Disqualification from the event may be considered in the following situations:

- Use of a non-authorised RC equipment (See 2.4), or another equipment that does not conform to the rules.
- Power emission of a video transmitter over the maximum authorised (See 2.5).
- Non-authorised activation of a video transmitter (See 2.5).
- Use during the event of a same model by different competitors (See 3).
- Use of a model that does not fit the specifications stated in the rules (See 4.1).
- Flight on the racing circuit other than those scheduled or authorised by the organiser (See 5).
- Competitor not stopping after having been disqualified for a false start (See 6.2).
- Cheating or unsporting behaviour according to the CIAM General Rules Volume (See C.19).

10. OFFICIALS

10.1. FAI Jury

The FAI Jury is in charge to deal with protests, to ensure that the event is run in compliance with the present sporting rules document, to establish a report of the event to FAI and to take care that the final results will be sent to the FAI

The FAI Jury is nominated by the FAI and will include three persons of different nationalities, one them being appointed President.

One jury member may be nominated from the competitors. In that situation, an alternate jury member will also be nominated to serve on the jury when considering any protest involving the competitor jury member.

10.2. Supervisor Judge - Pilot Judges

In each race, each pilot will be scored by a Pilot Judge. Each Pilot Judge will have a video device allowing to follow the flight of his/her assigned pilot, sharing the same picture as the pilot.

The Pilot Judge will monitor that the pilot follows the circuit and crosses every gate and obstacle correctly. He/she will notify the competitor or the helper only when the competitor has finished its race or have been disqualified. The other notifications will be addressed when the race is finished.

Note: *Recordings provided by the competitor concerned, or other competitors or third parties may be considered. In any case, the recording provided by the organiser will prevail.*

A Supervisor Judge will be also appointed.

10.3. Other officials

The officials necessary to run the event other than the Competition Manager, the FAI Jury, the Starter, the Supervisor and Pilot Judges will be appointed by the organiser.

11. INTERRUPTION OF THE CONTEST

The event should be interrupted or the start delayed by the Competition Manager in the following circumstances:

- Wind continuously stronger than 9 m/s measured at 2 m above the ground near the preparation area for at least one (1) minute.
- Due to atmospheric conditions (rain, stormy condition,...) in which it would be dangerous to continue to fly.
- Other exceptional circumstances such as for example incident affecting safety or requiring access for emergency services.

When an interruption occurs during an official flight, this flight is cancelled.

If the event cannot go on, the final ranking will be the last available provisional ranking.

- ANNEX 1 - Processing form

Competitor FAMILY and First name:

Country: **FAI Sporting Licence ID Number:**

Radio control (RC) equipment

Reference of the 2.4 GHz RC equipment:

Reference of the 2.4 GHz radio module:

Where appropriate, reference of the 900 MHz radio module:

Radio module power emission 100 mW max. ☐

Video device

Video transmitter	Analog	Digital	Reference of the FPV video device
<i>Model A</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Model B</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Model C</i>	<input type="checkbox"/>	<input type="checkbox"/>

Video transmitter power emission 25 mW max. ☐

Video output centered on the Raceband frequencies (30 MHz max. bandwidth) ☐

Reference of the headset google:

Battery pack

4S (maximum 17 V) ☐ Reference:

6S (maximum 25.5 V) ☐ Reference:

Other ☐ Reference:

LED light device

Compliance with the specifications (RGB LED light bulbs or strips) ☐

Checking of the mandatory colours (Blue-Green-Pink-Purple-Red-Yellow) ☐

Number of models processed (3 maximum):

Weight (1 kg maximum including batteries and all on-board devices)

Model A: *Model B:* *Model C:*

	Model A	Model B	Model C
Test of the fail-safe device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Identification mark (minimum 6 mm high)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Size (distance between axes less than 330 mm)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prop size (not more than 6")	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Organiser marking of the model	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

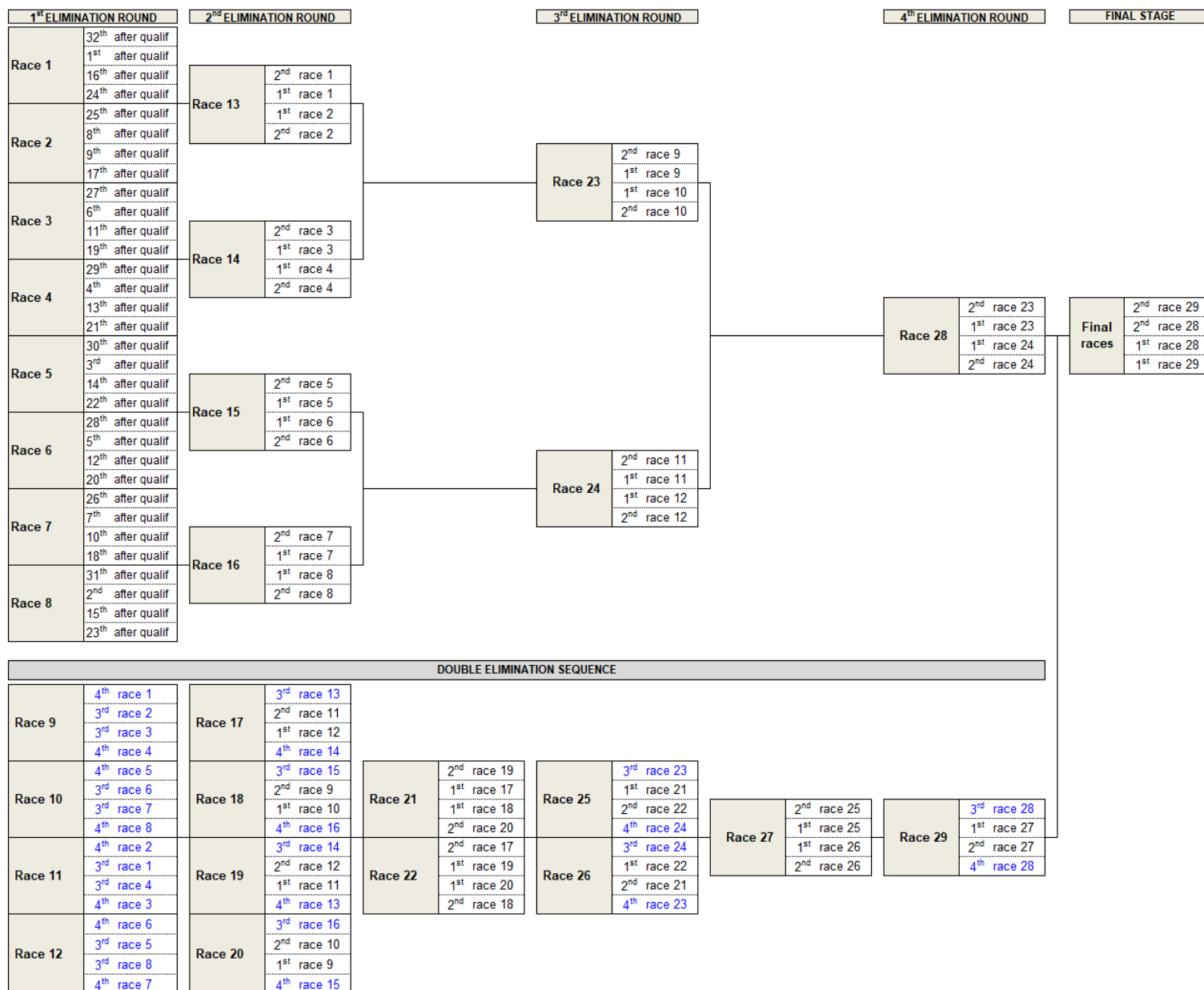
Name of the controller:

Signature of the controller

.....

- ANNEX 2 - Organisation of the elimination stage

1- Organisation



2- Composition of the races for the 1st elimination round

Race 1	Placed 1	Placed 16	Placed 24	Placed 32
Race 2	Placed 8	Placed 9	Placed 17	Placed 25
Race 3	Placed 6	Placed 11	Placed 19	Placed 27
Race 4	Placed 4	Placed 13	Placed 21	Placed 29
Race 5	Placed 3	Placed 14	Placed 22	Placed 30
Race 6	Placed 5	Placed 12	Placed 20	Placed 28
Race 7	Placed 7	Placed 10	Placed 18	Placed 26
Race 8	Placed 2	Placed 15	Placed 23	Placed 31