



F9U JUDGE GUIDE

The guide is based on the FAI Sporting Code Section 4 Aeromodelling Volume F9 Drone Sport (Edition 1st January 2019). References to that FAI sporting rules document are mentioned as necessary in the present document.

1- General considerations

In each race, each FPV pilot will be scored by a judge.

According to B.9.1, the judges are in charge to check all aspects of the pilot's racing on the circuit and to complete the score sheet after the race.

Note: Normally, an electronic timing system is used; in that situation, it is not necessary that the judges take attention to do a manual timekeeping.

The judge must be equipped with a video device (video screen, headset or goggles) allowing them to follow the flight of his(her) assigned pilot, sharing the same picture as the pilot.

It is recommended that the judge prepares his own document with the circuit pattern in order to better memorize the track with position of air gates, obstacles and turns.

2- Judge role and responsibilities

According to B.9.3:

- The judge will monitor that the pilot follows the circuit and crosses every gate and obstacle correctly.
- If the judge is placed adjacent to his(her) assigned pilot (which is not mandatory), he may optionally notify the competitor at the moment of any infringement but is not required to do so for a lap not validated.
- The judge must be satisfied that any undertaking by the pilot to re-attempt a missed gate, obstacle or circuit cut is conducted in compliance with the rules and that any competitive advantage has been forfeit.
- At the end of the flight, the pilot will be informed if the flight is considered to be valid or if a disqualification has been pronounced; in the case of disqualification, the number of circuit laps done at the moment of the disqualification will be communicated by the judge to the concerned pilot and recorded.

Faults and penalties (B.7.2)

In the case an obstacle that needs to be crossed is not effectively crossed, the pilot may try to execute a manoeuvre to cross the obstacle again. If during this manoeuvre the pilot has a collision with another model, the pilot will be disqualified for the race. If the pilot does not cross an obstacle to be crossed, the corresponding circuit lap will not be validated by his(her) assigned judge.

In the case of a circuit cut (for example during a turn), the pilot may execute as soon as possible a manoeuvre to come back into the circuit where he left it. If his(her) assigned judge considers that the pilot has not made the manoeuvre with sufficient urgency, the judge can decide that the corresponding circuit lap is not validated. If during this manoeuvre the pilot has a collision with another model, the pilot will be disqualified for the race.

In both cases, the pilot whose model has been collided into may be granted a reflight if he(he) is considered no longer able to continue his(her) flight in a competitive way. In that situation, the pilot

must stop his(her) flight as soon as possible after the collision and say it clearly. The reflight will be granted subject to the corresponding judge confirming that the collision has clearly penalised the pilot. If the pilot decides to continue to fly, a reflight may not be considered.

Disqualification from the race (B.7.3)

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

- a start before the start signal if it is considered that this early start gives a clear advantage to the concerned pilot;
- a circuit exit (crossing of the safety line);
- a celebratory manoeuvre, especially after the pilot finishes.

The disqualification is decided at the discretion of the judge assigned to the concerned pilot.

The judge can also pronounce a disqualification if the judge considers that:

- the pilot flies so high that the performance of the pilot on the track cannot be judged;
- the piloting is hazardous or if safety is compromised.

When a pilot is disqualified, he must land as soon as he has been informed. In any case, the result of the pilot for the race will not be validated. If the pilot is considered not being sufficiently cooperative to land, the concerned pilot may be disqualified from the event by the FAI Jury on request of the assigned judge.

Crash (B.7.4)

When a model crashes, the concerned pilot can resume if the model is in a situation to do so.

When the model cannot go on, it must stay on the ground with motors cut off until the end of the race. The pilot must clearly say that he has stopped flying.

Safety occurrence (B.7.5)

The pilot can be requested to stop the flight 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 such a situation, a reflight for the concerned pilot may not be considered.

Causes for reflight (B.8.1)

Incidents during races such as a collision with an obstacle or a collision between models cannot justify a reflight, except in the specific situation defined in B.7.2.

When a pilot gets a video problem that he(she) considers will prevent him(her) from continuing the flight, he(she) must immediately say it clearly. A reflight will only be considered if the pilot has used the video from the organizer's receiver and if the problem is confirmed by the judge.

In addition, a reflight may be considered when:

- Either the model cannot start or the flight cannot be made in normal conditions because of an unexpected cause beyond the pilot's control.
- For a reason of safety, either the model cannot be prepared or the flight cannot be made in the allotted time limit or when either is disrupted by an external interference.
- For a reason independent from the pilot's will, the pilot has been forced to land by request of an official. Failures of the model, motorization or radio cannot be considered as reasons independent from the pilot's will.
- The chair of the pilot clearly affects his(her) flight; if the helper of the pilot is the cause of the problem then a reflight cannot be granted.

Noise in the environment of the pilots (noise in the public, noise from other competitors,...) cannot justify a reflight.

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

3- Flight score sheet

Before start, the judge must carefully check that the flight score sheet corresponds to the competitor. Then, the judge mentions his/her family name and first name on the score sheet.

When flight of the pilot is finished, the judge fills the score sheet. Where appropriate, the judge mentions on the score sheet the lap(s) number(s) which have not been validated. In case of disqualification, the judge mentions on the score sheet the number of complete circuit laps done before disqualification and if possible the part of circuit (gate number or obstacle) where the disqualification occurred.

Note: After the judge has signed the score sheet, the competitor will be requested to sign it.