

The „milestones of simplifying the rules” of the ISR working group, summarize in some words:

#1,

We do not want to modify the existing rules, we want to create a 3. one (AXMER with observer, AXMER with logger and now AXMER simple or easy)

#2,

Simplified penalties: Warning, Yellow card, Red card.

#3,

Simplified identification of markers: different color (may be not just a solid, but stripped, etc...) for each and every team for a whole event. This way it is easier to see even from the ground, even from the balloon, who seems to achieve a good result.

#4,

Using only free marker drop. We are trying to compare the abilities of the pilots, and the dropping ability is something to compare as well.

#5,

Restricted scoring area for marker and for logger scoring as well. In the last nearly 40 years our pilots are getting better and better. Nowadays a good result is usually something to be measure in centimeters, why should we care of real weak results.

#6,

New scoring method for the “Bull’s Eye” task, and may be for other tasks as well:

Please read, understand and expand if you have additional ideas about it.

First of all, the main guideline is, that each and every task must have a winner, and the winner should get 1000 points. Tied results happened many times and usually we did not have to much problem with it, except in a situation, when the organizers or the sponsors have only one piece of trophy for a task winner. The points for the remaining pilots must be divided in a fair way, but I think that there are plenty of fair ways.

If we handle tasks as limited scoring areas (e.g. MMA), pilots outside the scoring area shall receive a zero point. I think there is no other sport, when a “No result” means any point. The pilot achieving the worst result should receive the amount of classic “No result” point. Points from 1000 points to this classic way calculated worst achievable point should be divided equally, independently from the real distance, just after the ranking position.

To avoid tied result in any place, even if two or more pilots achieve the same result – I mean dropped the marker in the same area – the timing will count just like in other sports. Here is an example. In Formula One, at the qualification sometimes it happened, that two drivers make the lap exactly within the same time. They can not start from the same grid position, so the driver, who achieved this time first will be on the higher ranking position. In this point the only question is what time should we use for such purposes. I think there are two ways, two kind of times.

The first, and simple way is the (local) time, when the marker landed. It seems easy to follow by the spectators, but I do not feel this system to be very fair. This system may forces the pilots to take off at the firs possible time.

The second way (this is my recommendation) in the absolute flight time of the pilot measured from the pilots individual launch. I know that this way the spectators may not know who the winner is without some help, but if the B3P software is distributing the relevant data, everything will be clear for everyone, and the pilots are not forced to make a very early take off. The B3P is able to actualize the ranking order for the spectators.

Soft landing,
Dave