

## **Proposal Romania 1 Knock out**

Clarification request

“In the first 6 round all the pilots fly the competition. Best 60 pilots will continue to fly in 7th and 8th round. Best 40 pilots will fly 9th and 10th round, and 20 best pilots will fly 11th and 12th round in reverse order.

Pilots who will not continue the competition, will be marked as DNQ (did not qualify) or DNF (did not fly) in the scoring.

In a Category 2 event the number of pilots knocked out can be adjusted and described in Local Rules.”

The rules states that the rounds 6, 8 and 10 are designated for knock out, with 60, 40 and 20 pilots remaining.

For Category 2 events, the number of pilots can be adjusted and the question are:

Is it possible to change the rounds when knock out is done? Can we do knock out in round 5, 7 and 9 or 4, 5 and 6

Is the amount of knock out rounds fixed to 3 for a competition with 12 rounds? eg. Can we do only 2 rounds of knock out in round 8 and 10?

The rules say that the pilots who will be knock out and will not continue the competition and will be marked as DNQ or DNF:

1. How will be the continental or world records attempts managed? If a pilot has a record attempt, but he does not qualify for the next round, he will be able to continue his attempt in the next competition or he will need to start over?

## **Proposal**

The amount of the pilots for Category 1 events should be adjusted to the flying site:

For example, a pilot should have at least 10 minutes to pack equipment, 10 minutes for preparation at the takeoff site.

If we add the transport (eg. 10 minutes) to the takeoff point, we can get the minimum amount of time between 2 flights of same pilot, which is 30 minutes, in this case (in 30 minutes after landing he will be ready to take- off again).

If we fly with 60 seconds gap, in 20 minutes after the landing of the first pilot we will have 10-15 minutes break because there will be no pilot to land (10 minute to get pilot ready for take-off, around 5 minutes for the flight)

In case of towing the time between landing and new take-off of same pilot can be reduced and a continuous flow of pilots landing can be guaranteed.

Our proposal is to increase the number of pilots for last rounds to at least 30, for hill take-off and keep the 20 only for winch launching. The amount should be stated clear in the Local Regulations.