The purpose of this folder is to introduce a brief analysis of F2B judging during 2015 European Championships.
By reading the chart below, which goal is to present a view of pilots ranking judge by judge, it appears a large disparity of results from the different jury members.

In this chart, you can see the ranking of pilots judge by judge, before the fly-off. When the ranking “of each judge/competitor” differs by more or less one place from the final ranking obtained by the competitors, it is highlighted in red.

We can then ask some questions as:

- How to explain that judges 1 and 5 respectively put 11th and 23rd the pilot B29, who ends 5th of this qualifying phase?
- How to explain that judge 2 put second the pilot B11, who is finally 9th, and 11th the pilot B21 who is finally on the podium?
- How to explain that judge 5 put 7th the pilot B34 who will finally be only 22nd?
Judge 1:

This judge is the judge with the less disparity between his own ranking and the final ranking.

He has a tendency to follow the global average results curve with notes going from 7 to 9. He can therefore be strict on maneuvers with a low coefficient, which suggests he is taking into account the difficulty of the maneuver in his way to note.

![Graph of Flight 1](image1)

Judge 2:

This judge shows a problematic disparity in his ranking, as he tempt to raise notes of Russian and Ukrainian notes, except two which are B11 and B37.

The analysis of his note curve shows that he is more severe than most of his colleagues. His curve is however more irregular as he is using a larger range of notes, as showed below with notes from 6.9 to 9.

![Graph of Flight 1](image2)

Judge 3:

Conclusions on this judge are hard.

There’s a large disparity between his own ranking and the final ranking, although the top of the ranking is globally respected. This judge is generally on average, but his range of notes is very small, from 7.6 to 8.3 of the pilot below, for example. This means that pilots’ scores are very tight, and we find 16 pilots ranked with only 50 points difference!

There’s still a question on the ranking of the Ukrainian junior pilot, who would be 12th for this judge instead of 21st on final ranking.
Judge 4:

This judge has a very big ranking difference over the 8th place. He is however relatively close to the average notes, but uses a large range of notes which then has an influence on final ranking. This would mean that this judge is more focused on leaders’ flights and would be influenced by pilots’ notoriety.

Judge 5:

This judge is the most problematic. He has big ranking differences, which shows he is raising scores from Slovakian and Czech pilots, as shown in his own ranking below:
All 6 senior pilots of these two countries are placed in the 7 first places! Even the Czech junior pilot is ranked 17th for him, instead of 30th of final results.

When analyzing his points curve, this judge often over-note most competitors compared to other judges, but he is often following the average curve.

Typical curve of this judge:

- In grey his judgment, in red the average of all 5 judges.
- A range of notes going from 8.6 to 9.2.

Concerning fly-offs, looking at chart below, we can confirm all observations we have mentioned previously.