

Marijampole 2-7-2016

Dear Mr. Komars,

I would like to make a reclamation on my NR on task #19 3D task.

I mistakenly pressed a 1 instead of a 0 at my declaration of the centre of this task. Therefore I didn't declare on gridline 5200 but 5201.

I would like to see my NR changed to a warning based on the fact that the intention of my declaration was very clear.

I would like to support my request with information from the COH. In the COH there is a link to communication on the CIA Forum to support this.

COH: Appendix E CIA Loggers.

Electronic Mark Errors

The scoring team for the 2011 European Championship developed a policy for handling "electronic mark errors" that seemed to work well. Their document and some discussion can be found at cia-forums.org in the Scoring Working Group section, topic "Electronic Mark Errors." This information is offered as an example of how one scoring team (very experienced with using the CIA Flight Logger) handled a variety of situations at a CAT 1 event.

CIA Forum, Topic Electronic Marks , written by Garry Lockyer

Electronic Mark Errors

In any case physical marker takes precedence. In that case electronic mark can be ignored and also no penalty for wrong or missing electronic mark should be applied.

Logger should be configured such that a single mark number cannot be released more than once. But it is nevertheless possible for the pilot to clear the marker drops on the logger and drop the same mark multiple times.

Tasks to be flown in order

Order is clear. Depending on task setting and wind condition intention of the pilot is clear. In that case we try to give a good result for the pilot.

Wrong mark number, dropped too early 25TP per wrong mark

Wrong mark number, too late or non-used mark number 25TP

If multiple drops in proximity of goal, use least advantageous mark.

If unclear for elbow / land run use least advantageous result.

Missing mark No Result

Multiple mark of same mark number 1st mark used. 2nd completely ignored

Tasks to be flown in any order

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Need to be strict, because intention of the pilot cannot be determined. Applying rule for wrong marker number is not possible.

Missing mark No Result

Multiple marker drop 1st marker drop

The following rules touch these recommendations:

- 8.4.8 states that always the 1st el. mark has to be used.
- 12.11.2 states that missing marks is NR

Goal Declaration Errors

Missing declaration No Result

Wrong slot number Be strict on the slot:

If unused slot: ignore the declaration.

If slot used in another task: Apply the declaration to that task.

This policy was changed while analyzing the first flight because it was too hard:

In case no ambiguous slot number we were tolerant as well. E.g. 1 task with declaration and the pilot declared in wrong slot (e.g. number of task instead of #1).

In General No result should be given if the declaration was done in more than one slot. This modification worked well during Europeans, but it can also cause issues, if the pilot realizes his fault and re-declares in the right slot. During Europeans only few cases happened: In one case, the pilot had the same declarations in both slots and thus it was accepted as well. In another case the declaration in the wrong slot was invalid (no valid goal) and also ignored.

Declaration too late If previous declaration: Ignore the late declaration.

If no previous declaration: No Result if declaration had to be done in flight or 12.3.6 and 12.3.7 (100TP/min or NR) if declaration had to be done before flight.

If the TDS stated ?declare before logger mark #5? and no mark #5 was available, No Result was given.

Invalid declaration with clear intention (not ambiguous)

e.g. 0550/0000 for goal 055 if 0550/0000 is no valid coordinate in the contest area. Take the declaration, but warn the pilot

Altitude given when no altitude needed Ignore altitude declaration, but warn the pilot

Altitude missing when required Use ground altitude

I believe human error is always part of our sports, but I also think one should not be punished as hard as getting a NR for pressing the wrong button. Our sports is not meant to be like that. It is to create good results for honest flying.

Kind regards

Roy Gommer

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