



Viking Race Laurac/St-Ferriol

2 slopes organization

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History of Evolutions

Version	Date	Author	Comment
1.0	13/11/09	A. Fricke	Initial Version
1.1	22/11/09	A. Fricke	Revision to modify small groups and keep them together

Preamble

Doing a classic VKR (one flight line) will immediately lead to the key question of how many pilots in total (and per country) can participate and how to assure comparable conditions for the first pilot and the last pilot of a round, knowing that meteo conditions might always evolve during a round.

A VKR with 60 pilots will lead to a round of approx. 2h and a VKR of 90 will result in a 3h time for a round. To fly 3h in the morning, means the first pilots will for sure not have similar conditions compared to the last pilot of the round. And for the last round of a day, it will be the other way around. Same applies nearly for 60 pilots. So the only real solution to get fairly comparable conditions in a big contest is to keep group size small and perform group scoring as practiced now since many years in VKR.

Organizing a VKR with 60 Pilots will mean 3 pilots for all countries (small and very active F3F federations included). This is de-motivating for many pilots in active countries like Spain, UK, Austria, Germany, France etc. This will not really be a promotion for our F3F sport.

So we try the impossible. Organize a big VKR with many pilots (90) and thus allowing two teams for very active F3F countries and in parallel we need to use group scoring. The only special invention is the fact, that the groups are not flying one after the other so you have basically 3h waiting time between fights (this is boring and pilots are not concentrated when its their turn and each pilot will approx. perform only 3 flights per day), but we are flying with both groups in parallel on two slopes and thus, we have the intention to have all pilots flying once every 1,5h.

If we achieve this ambitious goal, waiting time will not only be short but many rounds are as well possible for all pilots and thus leading to the most realistic results in the end.

But how should this work in detail:

1 Les slopes

The two flying sites, Saint-Ferriol et Laurac, offer the possibility to set up two independent courses with a sufficient distance. The slopes will be named further un slope Alpha and slope Beta.

These slopes have now been tested during multiple competitions and have proven to be equivalent.

For more details, see the attached pages at the end.

2 Organisation

2.1 Before the contest

1. Number of pilots

For the Viking Race, 90 pilots can participate and national rankings are provided for those countries, where qualification was necessary.

2. Attribution of starting numbers and establishment of the two groups for the start of the contest

- 1) A first **ranking** of pilots will be established, based on the position in the national qualification ranking
- 2) Split this ranking into two groups by using odd and even position number in order to obtain two groups of ideally identical sportive value.
- 3) In order to avoid the situation where one pilot will be alone in one group and thus will have no possible support from his team member, small national teams will be grouped together.
- 4) Within these two groups, a random starting order will be established (mix up the pilots) and the odd numbers will be subsequently assigned to the first group and respectively the even numbers to the second group of pilots.

During the whole contest, the pilots keep the same starting number.

3. Double frequencies

In order to avoid any safety problem with frequencies, inscription with either full synthesizer systems (emitter and receivers) are encouraged as well as intensive use of 2.4GHz systems. Inscription in 41MHz is an obligation for French Pilots and other pilots are welcomed as well on 41 and 72MHz.

As organizing team, we will do all our efforts, to avoid double frequencies in order to simplify the organization on the slope and to increase safety on the slope.

The frequency of each pilot will be checked upon arrival on the first day by scanners.

The pilot that presents an emitter with the wrong frequency during this control will start the Viking Race. This is no joke.

For free flying after, during and before the contest, only the official frequency that is assigned to a pilot for the Viking Race, is allowed.

4. Start of the contest

If nobody presented his radio with the wrong frequency, a random number will be torn on the slope, that determines the starting number for the Alpha slope.

Planning/example:

Below a practical example:

The contest of 90 pilots will be divided into two groups of 45 pilots, mixed up but with equivalent sportive strength.

By random process, the number 12 was torn:

So the group of even numbers will fly on slope Alpha and the number 12 is the first pilot to launch.

The group of odd numbers will start the contest on the Beta slope and the pilot 13 will be the first competitor to launch his glider.

2.2 Planning of the contest – first day:

1. Choice of number of rounds per day:

Following the meteo forecast, the organising committee will decide the number of rounds per Set. During the Viking Race 2 or 3 rounds are possible per Set and consequently 4 to 6 rounds per day.

The first Set will be flown directly after the briefing on the first slope.

2. Shift of pilots before starting a new Set of rounds:

After exchange of the slopes, a shift of 6 starting numbers will be applied.

3. After slopes exchange a new set with same number of rounds will be flown:

The two pilot groups will accomplish ideally the same number of rounds on the second slope. If meteo conditions forces to stop the contest, the number of rounds in the second set might be different but needs to be close to the first set.

4. Intermediate ranking:

At the end of two Sets, an intermediate ranking will be published.

Under the condition that at least 4 rounds have been flown, this ranking will be used in order to establish the new groups for the following flying day (odd and even position will determine). If meteo conditions permits only to accomplish less than 4 rounds, the intermediate result does not permit to establish two equivalent groups and consequently, the next flying day will continue with the same groups composition.

For the new groups, again small national teams will be grouped together in order to avoid a pilot competing alone without support from his team members. For the competitors that ranked within 20 best pilots, no group change is possible in order to maintain two groups of similar sportive value.

The new groups set up will be announced in the evening in order to start directly the next day after a short briefing.

Planning/example:

Briefing at
12:00
Based on the available time, two Sets of 2 rounds each might be possible with favourable meteo conditions

1st flight:
13:00
First Set: Accomplish a Set of two rounds

↓
Finish of the first Set (2 rounds):
15:30

30 minutes to change the slope

Shift of 6 starting numbers for the second Set

↓
Start of the second Set:
16:00
accomplish 2 rounds

↓
Finish of the first day:
(4 rounds flown)
18:30

↓
BBQ

<p>2.3 Planning of the contest – Following flying days</p> <hr/> <p>1. New pilot groups for the new contest day:</p> <p>As described above, the new groups that are still naturally mixed with the starting numbers (that never change during the contest), can start the new Set of rounds. Again two groups of identical sportive value will fly together during a whole day.</p> <hr/> <p>2. Choice of number of rounds per day (in respect to meteo forecast):</p> <p>Following the meteo forecast the organising committee will decide the number of rounds per Set. For a full contest day, 3 rounds per Set (approx. 3h45) seems realistic with favourable meteo conditions.</p> <p>The first Set will be flown directly after a short briefing.</p> <hr/> <p>3. Shift of pilots before starting a new Set of rounds.</p> <p>A shift of 6 starting numbers is applied at the beginning of the second flying day and when changing the slope (around lunch time).</p> <hr/> <p>4. After slopes exchange, a new set with same number of rounds will be flown:</p> <p>Again, the two pilot groups will accomplish ideally the same number of rounds on the second slope.</p> <hr/> <p>5. Intermediate ranking:</p> <p>At the end of each flying day, again an intermediate ranking will be established. This ranking will be used in order to establish the groups for the following day (odd and even position will determine).</p> <p>For the new groups, again small national teams will be grouped together in order to avoid a pilot competing alone without support from his team members. For the competitors that ranked within 20 best pilots, no group change is possible in order to maintain two groups of similar sportive value.</p> <p>The new groups set up will be announced in the evening in order to start directly the next day after a short briefing.</p>	<p>Planning/example:</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">Briefing at</p> <p style="text-align: center;">8:30</p> <p style="text-align: center;">Sets of 3 rounds should be possible</p> <p style="text-align: center;">Shift of 6 starting numbers</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">1^{er} vol :</p> <p style="text-align: center;">9:00</p> <p style="text-align: center;">Accomplish a Set of 3 rounds</p> </div> <p style="text-align: center;">↓</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">Finish of the first Set (3 rounds):</p> <p style="text-align: center;">13:00</p> </div> <p style="text-align: center;">↓</p> <p style="text-align: center;">1h break to change the slope and have lunch</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Shift of 6 starting numbers for the second Set</p> <p style="text-align: center;">↓</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">Start of the second Set:</p> <p style="text-align: center;">15:00</p> <p style="text-align: center;">accomplish 3 rounds</p> </div> <p style="text-align: center;">↓</p> <div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">Finish of the flying day: (6 rounds flown)</p> <p style="text-align: center;">18:45</p> </div>
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Fly Off:

If meteo conditions will be fine with us, all pilots should have probably accomplished more than 20 rounds until Friday evening. This is the prerequisite to organise a Fly Off for the best 20 Pilots on the final day (Saturday). No rounds should be started after 15:00.

The team ranking will be frozen and the results of the Fly Off will not influence the teams results.

Fly Off rounds will be flown in inverse order of the actual ranking and the points will be added to the already obtained points.

3 FAQ

Why two slopes?

Such type of organisation is exclusively developed for very big contest (much more than 50 pilots) for the following key reasons:

- Fly with many pilots from all over the world and promote F3F
- Fly more rounds.
- Fly in shorter cycles and avoid too long waiting time.
- Shorten the time of a round and thus reducing meteo changes during a round

Why not randomly determine the flying groups and/or slope before each round or each flying day?

That idea was heavily discussed and finally discarded due to the following reasons:

- This would add a random lottery to the random meteo conditions.
- The random choice is not able to determine equivalent groups that are deemed necessary in order to prevent an advantage of being in one or the other group.
- Changing at each round means no reference to other pilots and friends (and possible helpers) during a flying day.
- Will create organisational chaos and associated loss of time

Why similar number of rounds for each pilot on each slope?

Slopes might vary and be more stable in lift and performance due to wind direction, thermals or shape. Consequently, the results of the pilots might spread differently, depending on the slope. In order to exclude or minimise such effect, equivalent number of rounds should be accomplished on both slopes. Slight difference in rounds will have only minor effect but a wise choice at the beginning of the day should reduce the risk.

What are the guiding key ideas?

Please take into account:

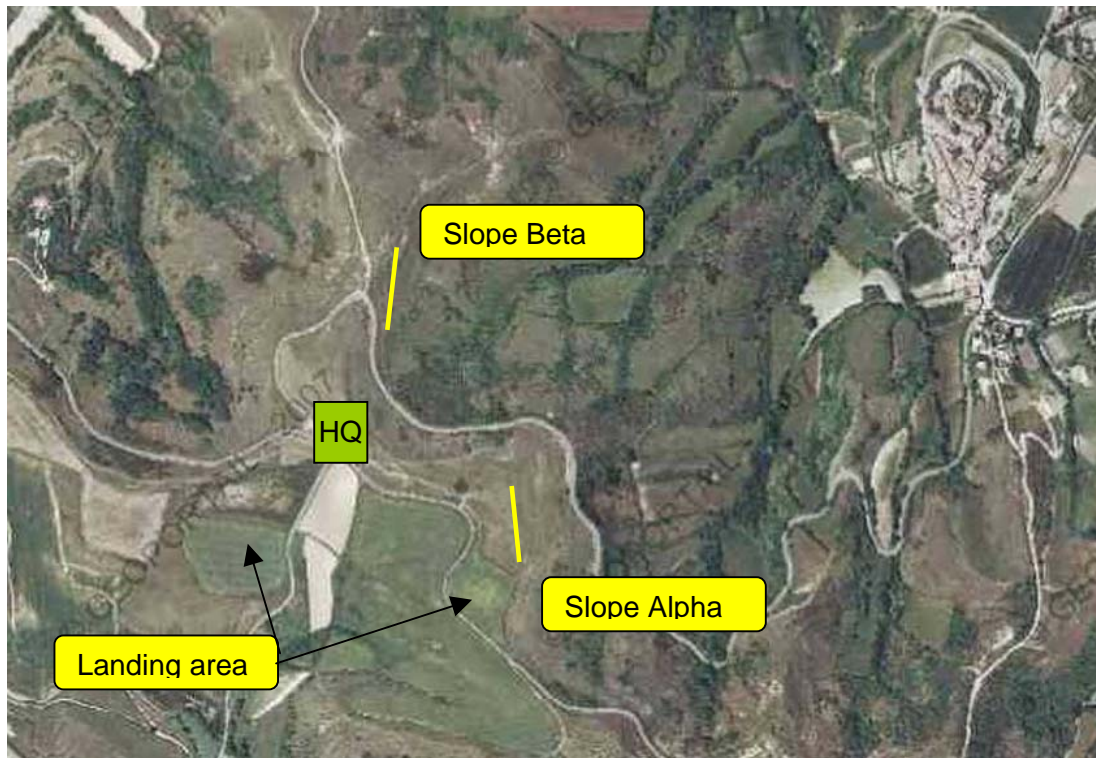
We aim to present an organisation that is capable to give to every pilot the same chances to succeed his Viking Race, based on his piloting skills and efforts, combined with the meteo conditions, present during his flights.

So only the meteo should be a random factor for each pilot's performance.

4 Annexes

4.1 Repérage des pentes

1. Pentes Laurac



2. Pentes St Ferriol

