

To the Event Director of SF-2016

Starkov I.M.

from the Pilot # 18

A COMPLAINT

I ask you to review the results on the tasks 6 and 7 on the following issues:

- 1) the method of calculation of the compensation points for the Pilot # 1;
- 2) the size of the compensation points for the Pilot # 1.

1. You gave to the pilot an abstract result, which gave the pilot the required number of points. However, this method changes the distribution of points between the other pilots, and this is unacceptable, because this result does not exist, it is technical. I propose to give the result of the group B and a negative fine or "No Flight" and negative fine. Or another method, which DOES NOT change the distribution of points between the other pilots and is possible to implement by a scoring program.

2. COH offers several methods for compensation points' calculation. You chose "awarding the competitor his average points for all completed tasks (including tasks in previous flights)." This method is not appropriate enough, in my opinion, for several reasons:

- At the start of the competition there is often very high average score, which then turns to the traditional range, by the end of the competition;
- This precedent can provoke (in future) intentional contact of two balloons, at a time when it is profitable to keep a high average score in flight with a large number of tasks;
- In general, sport is a cruel thing and does not assume compensation due to "injuries" inflicted by opponents; it is sad, but it is a part of the game. Boxer Holyfield didn't get any strikes for bitten off by Tyson ear, knocked out racing drivers don't get any consolation points. Giving points for failed task is contrary, in my opinion, to the spirit of sport. For example, in Task 6, almost none of the leaders had got good result, it is statistics.
- In the unique in the world similar case the given compensation points were 500 points. In earlier cases, there were no compensation points at all.

Generally, it seems to me, this case requires more in-depth analysis and consultation, as it will be the basis for further decisions of other event directors.

Pilot # 18

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