

PROTEST CONCLUSION

COPA DE LAS AMERICAS

02/02/2023

In response to two protests for Task 1 regarding pilot Zelko Ovuka & pilot Kuba Stol. This is a singular conclusion to both protests as their protests were in response to the same incident, and with broadly similar evidence.

Both pilots had asked for their flights to be allowed because of a change to the start radius on the taskboard prior to their flying the task, which they felt they had not been sufficiently informed about at the task briefing.

The Protest Committee has carefully reviewed the evidence. The protest committee considered each pilots arguments and evidence presented. It was felt individual discussion with the affected pilots was not needed as their Protests were very detailed and complete.

Aspects considered included the below facts, as well as other, more minor aspects.

The photo supplied was taken prior to the task briefing by several minutes, and clearly has a different Start radius, but also a different task distance and no times stated for start.

Although changes are often marked on the board, this is not a requirement by Section 7. In fact, section 7 only states, in relation to the task briefing, that the task cannot be changed after the first pilot has launched. No other requirements are placed upon the organiser in how they must present the task.

In consultation with several other pilots and the organisers it was apparent that the start radius was altered prior to the start of the Task Briefing. The tasks was also clearly read out both in Spanish and English by the organisation in the briefing. This is felt to have sufficiently fulfilled the organisers obligations to present a clear task.

Any start where the pilot is in front of the start line must be considered to have given the pilot some form of advantage, no matter how small the gain. This creates an unfair advantage for the pilot.

By taking information from the task board prior to the briefing, the task must always be considered Provisional, regardless of the word being stated on the board, or not.

The other mitigating aspects for the error do not exclude that there was both opportunity in the briefing to see the change, and 15 minutes after the briefing to check for changes if the pilot has elected to not participate in the briefing.

Finally, no other pilot, of the other 148 in attendance, had this error.

CONCLUSION:

The decision of the Protest Committee is to deny the Protest for both pilots.