Belgian Championship F9U 2023

Information and regulations

Latest update: 21/04/2023

Info

Welcome to the official rulebook for the 2023 F9U Belgian Championship organized by Drone Racing Flanders (DRF) in collaboration with the Belgian Defense Force. This document contains all the necessary information to ensure a fair and competitive racing experience for all participants. We kindly request that you take the time to carefully read through this document in its entirety.

If you have any questions or concerns, please direct them to droneracingflanders@gmail.com. Additionally, we encourage all participants to join our Discord channel to receive last-minute updates and announcements.

We are excited to host this championship and look forward to welcoming all participants to our event.

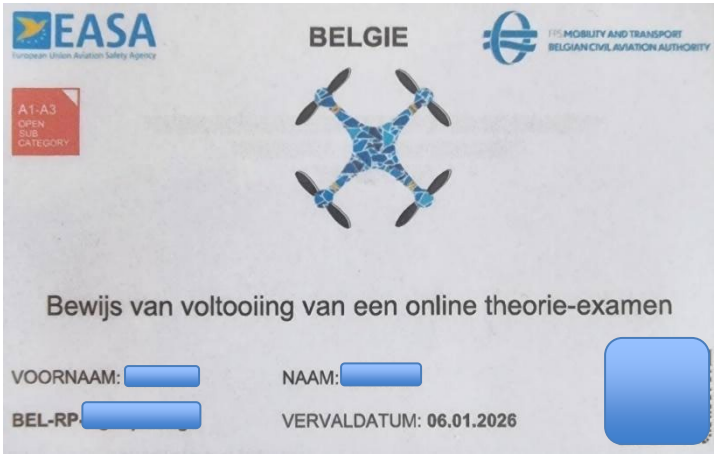
Please note that while this document describes the rules as applied during the races, the organization reserves the right to make necessary adjustments. The final rules and race format, as well as any deviations from those described in this document, will be communicated during the pilot briefing.

Registration

All participants in the 2023 F9U Belgian Championship are required to be members of VML or AAM and possess a valid FAI license and also comply with the European legislation regarding drone flying.

Since the drones used in the championship fall under the open category A3, all pilots must take the online exam available at:
https://mobilit.belgium.be/nl/luchtvaart/vliegen-met/drones-uas.
Or have a VML/AAM exam brevet.

This exam is necessary to obtain a drone operator ID number, which must be attached on each of the models used in the championship to ensure full compliance with the regulations.



All participants are required to bring proof of their VML/AAM and pilot registration card to present at the drone check.

If you are not yet a member of VML or AAM, apply for a membership through one of their affiliated clubs or through Drone Racing Flanders.

All pilots must complete the online registration form provided in the race announcement in advance of the championship. To register, please visit our website at https://www.droneracingflanders.be/belgian-championship-f9u.

The registration fee for each race is €47. Registration is considered complete only after payment has been made. Once your registration is complete, you will receive a confirmation email.

Dates

Heat 1 - 13 and 14 May 2023

Heat 2 - 19 and 20 August 2023

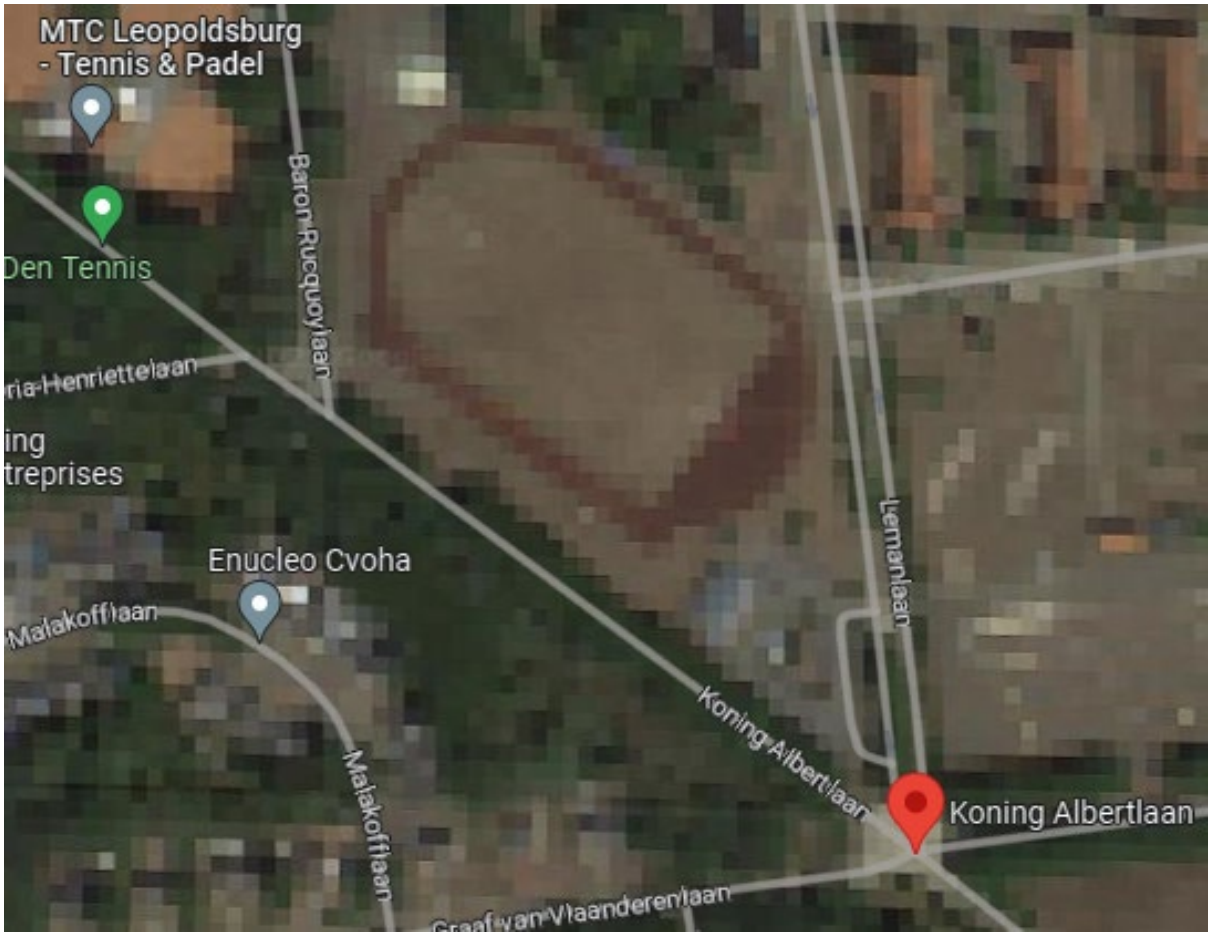
Heat 3 / Finale - 30 September and 1 October 2023

Practical info Heat 1: Army

Location

Koning Albertlaan, 3970 Leopoldsburg

Google maps: https://goo.gl/maps/m6MLNEqi2vN2L6XF8



Facilities

- Free parking is available at the racing location. We kindly request all participants to comply with the parking instructions provided by the organization.
- Chairs and tables will be provided at the location for participants.
- Power outlets supplying 230V are available at the location. However, participants must bring their own extension cords.
- Toilets will be provided at the location for participants' use.
- Food and drinks will be available for purchase at the location.

Timetable

Saturday May 13

09:30	Arrival pilots
10:00 - 10:30	Pilot registration / gear check
10:30 - 11:00	Briefing and track walk
11:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 18:00	Qualifying rounds

Sunday May 14

09:30	Arrival pilots
10:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 17:30	Knockout / double elimination top 16 pilots
17:30 - 18:00	Finals / chase-the-ace
18:00 - 18:30	Prize ceremony

Practical info Heat 2: Air Force

Location

Eksterstraat z.n, 9200 Dendermonde

Google maps: [Modelvliegclub Dender Eagles vzw]

Facilities

- Free parking is available at the racing location. We kindly request all participants to comply with the parking instructions provided by the organization.
- Participants are advised to bring their own chairs and tables.
- Power outlets supplying 230V will be available at the location. However, participants must bring their own extension cords.
- Toilets will be provided at the location for participants' use.
- Drinks will be available for purchase at the location.
- On August 19, after qualifying, participants can look forward to a barbecue dinner.

Timetable

Saturday August 19

09:30	Arrival pilots
10:00 - 10:30	Pilot registration / gear check
10:30 - 11:00	Briefing and track walk
11:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 18:00	Qualifying rounds
18:00 - 21:00	Barbecue dinner

Sunday August 20

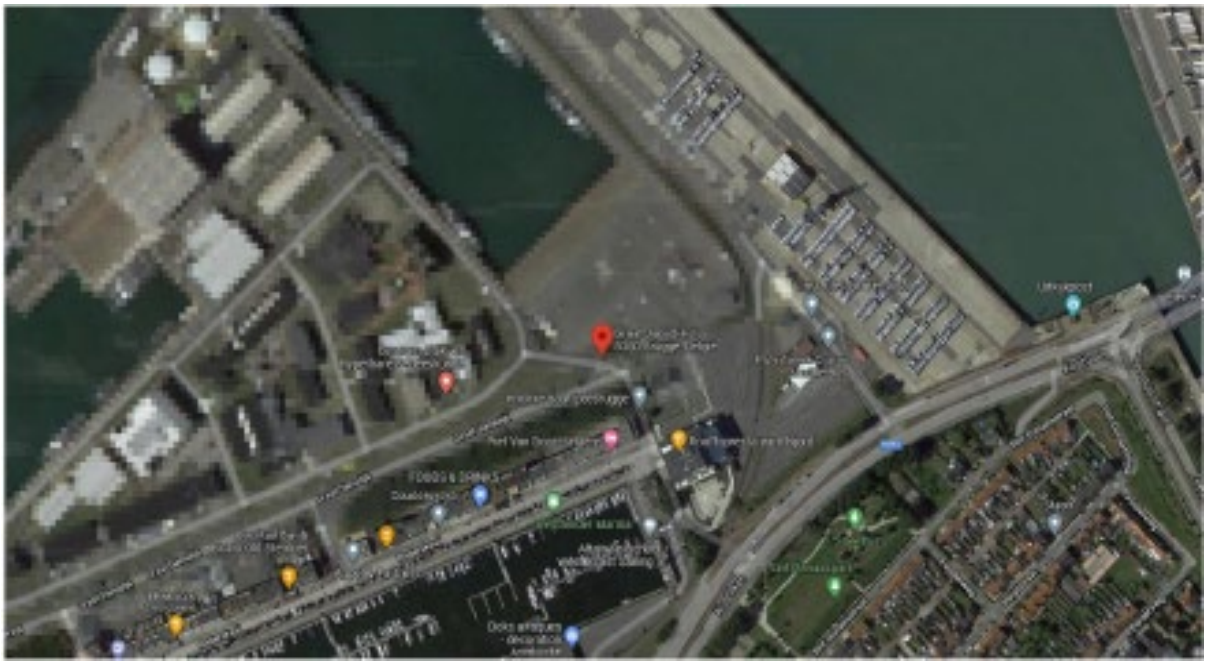
09:30	Arrival pilots
10:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 17:30	Knockout / double elimination top 16 pilots
17:30 - 18:00	Finals / chase-the-ace
18:00 - 18:30	Prize ceremony

Practical info heat 3 / FINAL: Navy

Location

Graaf Jansdijk 1, 8380 Zeebrugge

Google maps: https://goo.gl/maps/4FSNQyo66Rjd6xSG7



Facilities

- Free parking is available at the racing location. We kindly request all participants to comply with the parking instructions provided by the organization.
- Chairs and tables will be provided at the location for participants.
- Power outlets supplying 230V are available at the location. However, participants must bring their own extension cords.
- Toilets will be provided at the location for participants' use.
- Food and drinks will be available for purchase at the location.

Timetable

Saturday September 30

09:30	Arrival pilots
10:00 - 10:30	Pilot registration / gear check
10:30 - 11:00	Briefing and track walk
11:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 18:00	Qualifying rounds

Sunday October 1

09:30	Arrival pilots
10:00 - 12:00	Practice rounds
12:00 - 13:00	Lunch break
13:00 - 17:30	Knockout / double elimination top 16 pilots
17:30 - 18:00	Finals / chase-the-ace
18:00 - 18:30	Prize ceremony

Drone check

All drones must be checked by the organization before 10:30 AM on the qualification day. The organization will test failsafe and check VTX power, with a maximum power limit of 25mW. During the competition, the organization may conduct spot checks, and any pilot found transmitting at a power level higher than 25mW will be disqualified.

To conduct failsafe testing, pilots must remove their props and ensure their failsafe is set to cut the motors within one second.

Pilots using TBS Crossfire should update their firmware to the most recent version and set the power level to 100mW. While telemetry is permitted, the organization reserves the right to instruct all pilots to switch it off in the event of any failsafe issues.

All participants must have valid model flying insurance and must provide proof of insurance at the event. Please also ensure that your quadcopter meets the requirements as stipulated below.

Timing system

The Rotorhazard timer will be used for the competition. Participants must ensure that they have a high-quality VTX and antenna that are configured to transmit at the correct power level (25mW) and on the assigned frequency (Raceband 1, 3, 6 or 8), as determined by the race officials.

Belgian Championship F9U Rules

The rules for the F9U Belgian Championship 2023 are based on the official FAI sporting code for 2023. In case of any disputes or disagreements, the official FAI rules will always be used as the reference.

https://www.fai.org/sites/default/files/ciam/wcup_drones/sc4_vol_f9_dronesport_23_2023-02-01.pdf

General specifications for models

Fail-safe

- All models participating in the F9U Belgian Championship 2023 must be equipped with a fail-safe device that is capable of stopping the motors upon activation.
- Fail-safe must be automatically triggered when the RC-link between model and controller has been lost.

Weight and size

- The total weight of the model including all equipment necessary for flight (including batteries) shall not exceed 1 kg.
- The axes of all motors must fit within a circle of 330 mm diameter.

Motorization

- Only electric motors are allowed.

Battery

- Battery packs up to 6S are allowed.
- The voltage for each cell must not exceed 4.25V.
- This means a maximum voltage of 17V for a 4S battery pack, and 25.5V for a 6S battery pack.
- The voltage measurement will be done before every flight.

Propellers

- Maximum diameter: 6 inches (15.2cm)

Radio control system (RC)

- Any 2.4 GHz and 868 MHz spread spectrum technology RC equipment may be used.
- The output power of RC modules used in the F9U Belgian Championship 2023 must be set to a maximum of 100mW, or lower if specified by the race officials.

Video system (VTX)

- All analog and digital VTX (video transmitters) used in the competition must be set to a maximum power emission of 25mW.
- Allowed analog systems, must support raceband frequencies:
  - Team Black Sheep
  - ImmersionRC
  - Foxeer
  - Rush
- Allowed digital systems, must support raceband frequencies:
  - HDZero

LED's

- For the F9U Belgian Championship 2023, LEDs are recommended during heat 1 and heat 2 (outdoor) to improve visibility for both participants and spectators. However, they are not mandatory.
- During heat 3 (indoor), at least 2 of the 4 arms of each model must be equipped with at least 3 LEDs.

Identification mark

- Each model must have a personal identification number either the national operator number or an FAI licence number or VML/AAM number so that the drone can be identified to the pilot.
- The letters and numbers must be at least 6 mm high and appear at least once on each model.

Number of models

- Competitors may use a maximum of 3 (three) models for the entire event. Each model can only be used by one competitor per event.
- The pilot may bring two models to the starting area and swap his model when an issue is noticed while not seated yet.
- Any infringement of these rules will result in disqualification from the event for all concerned competitors. The event director will make the final decision in consultation with the jury.

Model registration and processing

Competitors are allowed to register up to three models for the event. To ensure clear identification of each model, the organizer will mark them with an easily visible and difficult to falsify identification sticker.

During registration, the specifications of the model may be checked by the organizer including:

- Pilot registration mark
- Weight and size
- Batteries (voltage)
- Fail-safe
- Radio output power
- VTX output power
- LEDs if required by the organizer.

If a competitor's model is found to be non-compliant with the specifications during the event, the competitor may face disqualification from the event. The final decision to disqualify a competitor will be made by the event director after consultation with the jury.

Racing circuit

The racing circuit for the F9U Belgian Championship 2023 may be held either indoors or outdoors, and this will be announced in the race announcement.

Race Incident

A race incident refers to an unexpected and unintentional event that occurs during the race, which is beyond the control of the competitors and may affect the outcome of the race. Examples of race incidents may include but are not limited to: technical malfunctions with the models or collisions between models. Race incidents are generally not subject to penalties or disqualifications, but are considered part of the normal risk associated with participating in a competitive event. However, intentional or reckless behavior that results in a race incident may be subject to penalties or disqualifications.

Practice flights

- At least one practice session or warm-up will be organized before the race.
- During the briefing, the organizer will define the conditions and number of practice sessions.
- If a competitor's model is not able to start or crashes immediately after the start, it will be considered a race incident.
- No re-flights are possible during practice flights.
- The competitors will need to use one of their registered models for the official race.

Event organization

The events are organized in three stages:

- Day 1: Qualification stage
- Day 2: Double Elimination stage
- Day 2: Final stage

Procedure for the start of the race

The start of the race will be as follows:

- There will be a judge at the start who will check the batteries. Once your battery is approved, you will not be allowed to change it anymore.
- You must place your drone on the designated starting position.
- The judge will confirm if all drones are in the correct position.
- Once the models are in place and the pilots and spotters are ready, the race director will ask if they are ready to start.
- When the race director determines that the pilots and spotters are ready, the announcement 'Pilots, arm your quads' will be made clearly.
- About three seconds after this announcement (with an equivalent time for all races), a brief and clear sound signal will be played to indicate the start of the race. There will be no countdown (3, 2, 1) before the start signal.
- If the race director identifies a technical issue with the start signal, they must immediately stop the race and initiate a new start. Before the restart, pilots will have the opportunity to change the battery pack on their model.
- If one or more pilots start before the start signal (with the model not touching any point of its start area), the race will continue without stopping, and the concerned pilots will be disqualified from the race.

Judging / spotting

The spotter's responsibility is to ensure that the pilot flying the route is doing so correctly and completely. In the event that the pilot makes a mistake, the spotter may inform the pilot so that the mistake can be corrected. However, if the pilot collides with another model during this maneuver, the pilot's round will be disqualified. If the pilot fails to correct his mistake and continues flying, the spotter must immediately report this to the race director, and the pilot's round will be disqualified.

Spotters are allowed to quietly inform pilots of track events, but they are strictly prohibited from doing so out loud. Any interference by a spotter with the race, in any form, will lead to the disqualification of both the spotter and their respective pilot.

It is essential for spotters to be prepared to judge immediately. Failure to do so will result in the loss of that round and the inability to fly until the next round. It is important to note that **NO SPOTTING EQUALS NO FLYING**.

The event director and jury reserve the right to disqualify any pilot who fails to comply with the rules and regulations outlined during the event.

Qualification stage

It is our goal to have a minimum of 10 qualifying rounds. However, please note that this number may vary due to unforeseen circumstances, such as weather conditions or any incident that may occur during the event. In such cases, the number of qualifying rounds may be adjusted at the discretion of the race director and with the agreement of the jury.

Our primary concern is the safety of all participants and spectators, and we will take all necessary precautions to ensure a fair and safe competition.

- Each qualifying round will last for a duration that will be announced during the pilot briefing.
- The pilot's personal lap time will only begin to count once they pass through the start gate.
- During the qualifying round, the pilot may attempt as many laps as possible within the allotted time.
- At the end of the qualifying round, the announcement **"FINISH THE TRACK AND LAND"** will be made, after which the pilot may complete the lap they are currently flying and land their model.
- The composition and flight order of groups will be determined and fixed before the start of the qualifying stage.
- Pilots who were granted a re-flight during the round will be placed at the end of the round, after all other pilots have completed their runs.

Qualification method

Three best consecutive laps, meaning, a pilot's ranking is determined by their three fastest consecutive lap times.

Double elimination stage

The double elimination stage will be organized according to scenario C.

- **Scenario C - 16** competitors selected from qualification stage.
- All races of the elimination stage will be run over **3 or 4 laps**, considering the size of the track and performance achieved during the qualification stage.
- The first two placed pilots are directly selected for the next round.
- The last two placed pilots will go to the double elimination round.
    - (This sequence allows competitors eliminated in elimination rounds to continue to fly and still be able to get access to the final)
- Those who do not complete their flight and in case more than two pilots did not reach the finish line, the distance completed is considered to determine who continues and who does not (number of laps and the part of the last completed lap)
- Competitors placed third and fourth in any race of the double elimination sequence are definitively eliminated.

Organization of the races

For scenario C, the composition of the races for the first elimination round and the detailed organization of the rounds up to the final are defined in:

- Annex C.4 for scenario C (16 competitors selected from qualification stage).

Note: When the number of competitors is lower than the number of competitors required for the considered scenario, some races of the 1st elimination round will be flown with 3 competitors instead of 4. As an illustration, if for the scenario C there are only 12 competitors (instead the 16 normally required), then races 1, 2, 3 and 4 will be flown with 3 competitors considering there are no competitors placed 13 to 16 after the qualifying stage.

Final stage

The top two finishers from the last elimination round (one race) and the top two finishers from the last round of the double elimination sequence (one race) will advance to the final race. The final race will determine their overall ranking, from first to fourth place.

Chase the ace

- The final competition concludes when one of the finalist competitors wins two final races, making them the winner of the competition.
- For the final ranking of 2nd to 4th places, points are awarded as follows for each final race: 1 point for the first place, 2 points for second, 3 points for third, and 4 points for fourth. A competitor who does not fly in a race or does not finish it gets 5 points. A competitor who is disqualified for the race gets 6 points.
- The ranking of the finalists will be determined by the sum of their points in all the final races, with the finalist having the lowest sum of points placed 2nd, and so on.
- If there is a tie, the placement in the last final race will be considered to break the tie for the concerned finalists.

Final classification

The final classification table can be found on page 25.

How to become the Belgian Champion?

- Participation in the Belgian championship drone racing 2023 is restricted to pilots who are Belgian nationals.
- The pilot who earns the highest number of points after three heats at the end of the season will be declared the winner of the Belgian Championship drone racing 2023 and will hold the title of Belgian champion for one year.

Points allocation

Participants in each heat will receive points after the first day's qualification stage, which will only be used as a tie-breaker if necessary. After the second day's double elimination stage, participants earn points that directly determine their final ranking. If there is a tie in the final heat, the pilot with the higher points from the qualifying stage will have the advantage in position. If still tied, the pilot with the fastest overall time from their three best consecutive laps in each heat will have the advantage.

Example:

Pilots	Q1	R1	Q2	R2	Q3	R3	Total	Tie- br
Pilot A	(3) 48	(2) 42	(2) 49	(3) 36	(5) 46	(5) 28	106	143
Pilot B	(4) 47	(3) 36	(1) 50	(1) 50	(3) 48	(2) 42	128	145
Pilot C	(2) 49	(1) 50	(3) 48	(2) 42	(4) 47	(4) 36	128	144
Pilot D	(1) 50	(4) 32	(5) 46	(4) 32	(2) 49	(3) 36	100	145
Pilot E	(5) 46	(5) 28	(4) 47	(5) 28	(1) 50	(1) 50	106	143

3 best consecutive laps				
Pilots	**Q1**	**Q2**	**Q3**	**Total time**
Pilot A	(3) 69.543	(2) 51.716	(5) 54.629	175.888
Pilot E	(5) 72.284	(4) 53.412	(1) 45.954	171.650

Five pilots participated in the competition to determine the top five positions through three heats.

Pilot B and Pilot C obtained equal points for the first and second place respectively. However, based on the tie-breaker rules, Pilot B was awarded the better position.

Similarly, Pilot A and Pilot E achieved the same number of points for the third and fourth place. Following the tie-breaker, they still scored an equal number of points. However, after considering the total sum of the 3 x 3 best consecutive lap times, Pilot E was granted the superior position.

Therefore, the final rankings are as follows:

1st place = Pilot B (total 128, tie-br 145)
2nd place = Pilot C (total 128, tie-br 144)
3rd place = Pilot E (total 106, tie-br 143, 3 x 3 best consec 171.650)
4th place = Pilot A (total 106, tie-br 143, 3 x 3 best consec 175.888)
5th place = Pilot D (total 100)

Points Table

Quali Ranking	Quali Points		Race Ranking	Race points
1	50		1	50
2	49		2	42
3	48		3	36
4	47		4	32
5	46		5	28
6	45		6	24
7	44		7	21
8	43		8	18
9	42		9	15
10	41		10	12
11	40		11	10
12	39		12	8
13	38		13	6
14	37		14	4
15	36		15	2
16	35		16	1
17	34			
18	33			
19	32			
20	31			
21	30			
22	29			
23	28			
24	27			
25	26			
26	25			
27	24			
28	23			
29	22			
30	21			
31	20			
32	19			

Individual re-flights

Any request for an individual re-flight will only be entertained during the qualification stage of the competition.

It is important to note that in the case of a video issue, incontrovertible evidence must be presented.

- Re-flights will be conducted either at the end of the relevant qualification round or during any race that has fewer competitors than required.
- If a competitor is granted a re-flight, the original flight for which the re-flight was requested will be cancelled permanently.

Race re-flights

The re-flight of a race can only be allowed in the following situations:

- In the elimination stage, if a midair collision occurs before the first gate.
- If an obstacle is accidentally damaged or destroyed during the race and an advantage is avoided as a result.
- If there is indisputable evidence of interference from external factors, which prevented the completion of the race for all pilots involved.

Note: In the event of a midair collision before the first gate during the elimination stage, the race director should immediately intervene and stop the race. The affected pilots will be given a reasonable amount of time to change their batteries and propellers or take a new drone. This rule is only in effect once, when a midair occurs during the re-flight no extra re-flights will be granted.

However, for the remainder of the competition, including the elimination and final stages, individual re-flights will NOT be granted. Incidents such as video issues or collisions with other drones will be deemed as race incidents and will not qualify for a re-flight.

Tip: All participants are strongly advised to continue racing safely and responsibly at all times. The likelihood of being granted a re-flight is minimal. Only if all pilots in the affected race are impacted, will the possibility of a re-flight be considered.

Flight occurrences

Obstacle damage or destruction during the Race:

- In the event of an accidental obstacle damage or destruction during the race, pilots will be immediately informed of the incident and provided with instructions on how to proceed.
- The race director, at their discretion, may opt to rerun the race if the situation provides an advantage over the other participants, such as in qualifying times.

Faults and penalties

- If a pilot deviates from the expected flight path, such as failing to cross an obstacle, missing a pylon or flag, or executing a circuit cut, the corresponding circuit lap will not be validated.
- The pilot must immediately and safely attempt to correct the mistake.
- If the pilot successfully corrects the mistake, the lap will be validated.
- However, if the pilot collides with another model during the correction maneuver, the pilot will be disqualified from the race.

Disqualification from the race

To maintain fair and safe competition, it may become necessary to disqualify a pilot from a race. The following circumstances can lead to disqualification:

- Starting the race before the start signal is given.
- Colliding with another model while attempting to correct a mistake.
- Exiting the circuit by crossing the safety line.
- Performing celebratory maneuvers, especially after finishing the race.
- Engaging in hazardous piloting that compromises the safety of others.

Disqualification from the event

A pilot may face disqualification from the entire event under the following circumstances:

- Failure to comply with the rules and regulations pertaining to drone racing.
- Conduct that is deemed disrespectful or disruptive to the event or other participants.
- Intentional sabotage, such as connecting a drone out of turn.
- Deliberately distracting other pilots while they are flying.

The race director or, where applicable, the judge assigned to the concerned pilot, will make the final decision regarding disqualification.

Specific individual rules are stipulated on page 22 and 23.

Crash

- If a model crashes, the pilot can resume the race if the model is in a condition to do so.
- If the model cannot continue, it must stay on the ground with motors turned off until the end of the race.
- The pilot must clearly indicate that they have stopped the race by removing their headset or goggles.
- The pilot and the spotter must then remain quiet in their position until the race is finished for all pilots.

Safety occurrence

- A pilot may be asked to stop flying if the model no longer meets acceptable safety standards. This could happen if the model is damaged after a collision or crash, or if the battery is loose.
- If a serious safety issue arises, the race director may decide to halt the race and disqualify any pilots who were responsible for the safety issue. The race will be restarted for any pilots who were not disqualified and were still in the air at the time of the safety issue.

RACE RULES/INFRINGEMENTS & DRF EVENT PROTOCOL

- **NEVER power up any video transmitters unless you are racing. Failure to respect this rule will result in instant disqualification.**

- If a competitor's video feed signal interferes with another competitor's feed, the violating competitor will be asked to undergo a check on their video power output. Depending on the severity of the interference and the outcome of the check, the violating competitor may have to forfeit their round.

- A spot-check on power output may be performed with an ImmersionRC Power Meter V2. Any competitor found to be transmitting at a power level of more than 25mW will be disqualified.

- Please familiarize yourself with setting your VTX to any of the race frequencies and expect to be asked to change between each stage. Failure to be on the correct frequency at the correct time means you will not fly.

- Any competitor found causing another competitor to lose video through negligence or willful sabotage (including use of the wrong frequency or exceeding power output levels) will be disqualified from the complete competition.

- Each competitor is responsible for their own equipment in case of technical problems.

- In case of failsafe problems, the transmitters of all competitors will be checked that they are at 100mW or lower. In case of video problems or interference, the VTX output power of all drones will be checked to make sure they are at 25mW.

- Event timing will be strict. A race will last three minutes and there will be a three-minute turnover time. If a competitor have technical difficulties and is not able to lift off at the start of the race, then the competitor must leave the track with the model and forfeit the round.

- Each pilot will be the spotter for the preceding race. As a group is putting their quads out, the pilots of the next group needs to come to the pilot area. Spotters need to be on time. Failure to be ready in the

pilot area at the start of the race before yours means you will miss your own round.

- Land your aircraft in the designated landing zone as quickly and safely as possible after your race is over so that we can prepare for the next race.

- Retrieve your aircraft after each race and power it off as quickly as possible.

- Competitors that do not return for a missed obstacle will have their round voided.

- Competitors who gain advantage from a jumped start will be disqualified from the round.

- Turtle mode and launch control are allowed, given that competitors are not obstructed and that your maneuver will not damage the track or cabling.

- Please keep race control and the pilot stations clear of distractions so that the race director can see and hear everything that is happening and can communicate with the pilots when necessary.

- Pilots must remain composed when in the pilot area so as not to distract the other pilots.

- Flying outside of the netting or outside on the grounds, you and anyone in your presence will be immediately disqualified from the competition.

- Failure to comply with safety rules on or off the track will result in instant disqualification.

- There will be no restarts for mid-air collisions for the main part of the competition. If you have video issues, then we need to see corresponding evidence on our recording equipment before we can consider a re-run (qualification only).

- During the final we will allow a maximum of 1 re-run per race due to midair collision before the start gate.

- The track is strictly off-limits unless a member of race control explicitly declares it safe to enter.

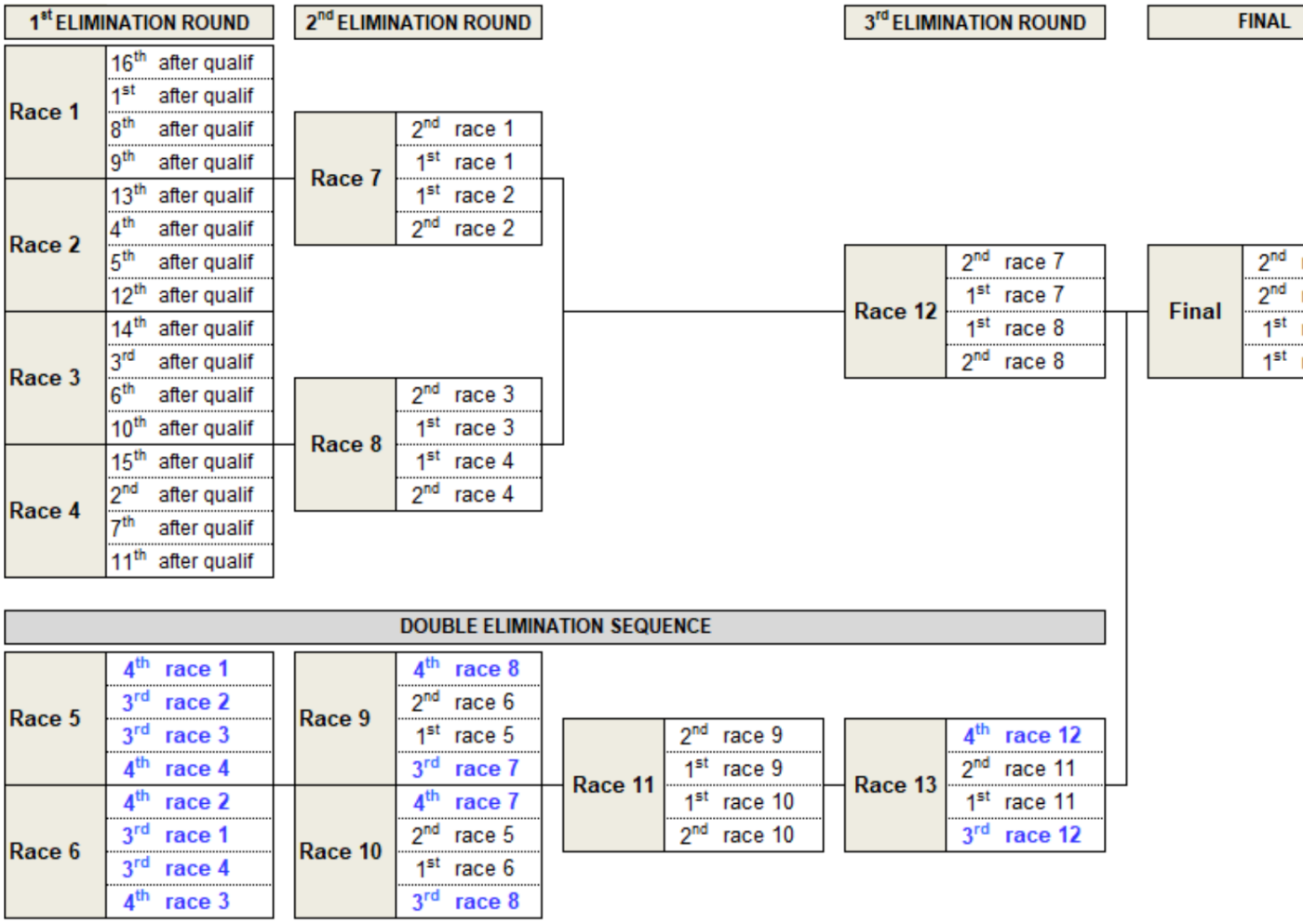
- Please respect the pit area, keep it clean and tidy, do not take up too much space, do not leave any waste behind!

ANNEX C.4 - SCENARIO C
16 competitors selected from qualification stage

1. Composition of the races for the 1st elimination round

Race 1	Placed 1	Placed 8	Placed 9	Placed 16
Race 2	Placed 4	Placed 5	Placed 12	Placed 13
Race 3	Placed 3	Placed 6	Placed 10	Placed 14
Race 4	Placed 2	Placed 7	Placed 11	Placed 15

2. Organization of the event with double elimination



3. Final classification

Place	With double elimination
1	1st in final
2	2nd in final
3	3rd in final
4	4th in final
5	3rd in race 13
6	4th in race 13
7	3rd in race 11
8	4th in race 11
9 to 12	3rd and 4th in races 9 and 10 with final placing according to provisional ranking after qualifying stage
13 to 16	3rd and 4th in races 5 and 6 with final placing according to provisional ranking after qualifying stage

17 and beyond: Placing according to provisional ranking after qualifying stage.