

## Delta Hawks FPV Racing British Qualification Event

Pilot Briefing  
Moira Sunday 18th May 2025



*Thank you for registering to take part in our race event, we hope you have an enjoyable day.  
Our aim is to give you maximum track time, to do this we have a few rules that you must follow.*

### **Essential reminder for all pilots**

- **Insurance** – Please ensure your proof of third party insurance is uploaded to the iFPV website. If in any doubt bring proof of your insurance with you (BMFA or FPVUK)
- **Failsafe** – This must be set to kill the motors (this will be tested during pilot registration)
- **CAA Operator ID** - Please ensure this is displayed on each model
- **Video Frequency** – This will be allocated to you in plenty of time before the event. You must make sure that your transmitter is set to this frequency before you arrive on site
- **Video transmitters** - 25mw maximum output. They must remain off when the track is open and you are not flying in a heat or practice session. Unintended video operation is a regular cause of interference and delays
- **Access to the track** – This is strictly controlled; only proceed when told it is safe to do so by a race official
- **Pilot Safety Briefing** – All pilots must attend the safety briefing
- **Moira Canal Festival** - The event takes place adjacent to the Moira Canal Festival site. Public spectators will come across to watch the racing; therefore, you must observe the no fly zones and separation from the public areas
- **Full size flypast** - All racing / flying will cease 10 mins before the scheduled time of the flypast and will resume when the display is complete. The actual timing may change and all pilots will be informed at the safety briefing.

[www.deltahawksfpv.bmfa.club](http://www.deltahawksfpv.bmfa.club)

## Venue

Moira Canal Festival - Location: <https://goo.gl/maps/etjJdgpeGpG2>

Park in the small car park next to the football field – do not park in the festival site public parking. We will have a marshal on the gate to direct you.

## Programme

- 08.30 – Pilot Registration open
- 09.30 – Pilot safety briefing
- 09.45 – Qualification Round 1, 2, 3 etc
- 13.55 – Triple finals 1
- 14.45 – Triple finals 2
- 15.35 – Triple finals 3\*
- 16.25 – Prize giving

*\* Number of rounds and timing is dependent on the weather etc.*

## Site Layout



All flying must be contained well within the field boundary. The flying areas that are out of bounds will be explained during the safety briefing. These must be complied with at all times.

The pits, pilot, race control and spectator areas must **not** be overflowed at any time. Event safety is a priority.

## **Equipment**

Please bring your own power as there is none available onsite.

We will provide a gazebo and chairs for the pilot area, please bring your own tables, chairs and gazebos etc for the pits area, all pit areas to be situated behind the race control trailer and to the left side of the field towards the pavilion.

Toilets are available in the sports field pavilion building adjacent to the car park.

## **Food and Drink**

We will have cans of drink available and will hopefully be ordering food to arrive around lunchtime that will be offered to you at check in.

## **Classes**

This is a single class event with the following limits:

- Size – up to 290mm diagonal motor to motor.
- Rotors – up to 6
- Propellers – up to 6" diameter
- Battery – 6S maximum
- Weight – 800g

The event will be run in compliance with the BDRA rules. This event is a National qualifying competition for the 2025 British Championships.

## **Pilot Registration**

When you arrive, you must register with race control (from 8.30am to 9.30am). We will check your insurance if it has not been uploaded to the iFPV website, failsafe setting and video transmitter output.

Bring all of the quads you are intending to fly with you to race registration, with **propellers removed** ready to test the failsafe.

During registration failsafe settings will be checked. You will be expected to power up each quad, set the motors running at idle speed and then turn off the transmitter. The motors **must** stop within a couple of seconds. Please remove **ALL** propellers ready for the failsafe check.

We will also check that your quad complies with the class limits. Video output power will be tested in the event of video interference in any heat.

All pilots must be booked in and have attended the safety briefing before they will be allowed to fly.

## **Safety**

Safety is paramount and all rules must be followed at all times to ensure the safety of competitors, volunteers and members of the public.

Anyone that deliberately breaks the safety rules and puts anyone at risk will be eliminated from the event.

A track marshall will supervise the live track, you must not enter the track unless the track marshall has given permission to do so.

In the event of any situation that poses a safety risk, the track marshall OR Race Director will announce “Land, Land, Land”, and pilots flying at the time must land immediately.

## Racing Format

We will have at least six rounds of heats (more if time allows). Each pilot will be placed in a heat of 6 and qualification will [follow BDRA rules](#) (extract below).

## 8. Qualifying Procedure

**8.1 Qualifying format:** Each Competitor's score for each round will be the fastest time taken to fly three consecutive laps in that round.

The Qualifying position for each pilot shall be calculated from the best 50% of scores from all Qualifying rounds. The number of rounds to count shall be determined by the number of Qualifying rounds completed, as per the table below: .

Number of rounds completed	Number of rounds to count for seeding finals
3	2
4	2
5	3
6	3
7	4
8	4
9	5
10	5
11	6
12	6
13	7
14	7

**8.1.1 Non-qualification:** Competitors who don't achieve 3-consecutive laps over 50% of all rounds will be considered non-qualified. For all non-qualified competitors, seeding will be calculated in the following order:

- Competitors who have completed 3 laps or more in a single heat will be placed higher than competitors who have completed 2 laps.
- Competitors who have completed 2 laps in a single heat will be placed higher than competitors who have completed 1 lap.
- Competitors who have completed 1 lap in a single heat will be placed higher than competitors who have completed no laps.

Competitors with the same number of laps will then be seeded by their single fastest time to complete those laps (to a maximum of three).

**8.2 Qualifying heat duration:** Heats will be 2 minutes duration followed by an extension to complete the current lap of 30 seconds.

**8.3 Qualifying distance:** Competitors may fly as many laps as this wish within the Qualifying duration to achieve their fastest time for 3 consecutive laps.

**8.4 Race start:** The race should be started with 3 tones 1 second apart to allow the pilots to get ready to start the race followed by a start signal of a different distinct tone at a random interval between 1-3 seconds after the 3rd tone. Competitors must take off from the starting grid and fly directly to the start gate.

**8.4.1 Electronic timing:** Lap timing for Qualifying will use the "heads-up" format. Each competitor's laps shall be timed from their initial and subsequent crossing of the start gate.

At the end of the qualification rounds, we will go into triple finals. Every competitor gets a final in their class and competes over 3 finals rounds. Points are awarded based on your finishing position over the 3 finals. The heat winner will be the pilot with the most number of points after the triple finals are complete.

Pilots must wait for the starting tone. Jump starts will have a penalty of 10 seconds added to their time.

If any track obstacle is missed, you must go back and retake the gate or flag (give way to others already on the racing line). Any mistake that is not corrected will result in a time penalty of 10 seconds. Any pilot that misses three flags or gates (without correcting) will be placed in last place.

In the heats there will be no re-starts due to mid-air collisions. We will minimise this possibility of start line incidents by allowing plenty of space on the start line and run up to the first obstacle.

## **Finals**

A Final: 3 laps.

B Final onward (but excluding the last Final): One lap less than the maximum number of laps completed by any competitor during Qualifying, with a minimum of 3.

Any attempts to subvert the algorithm will be considered unsportsmanlike behaviour and the offending pilot(s)' results shall be disregarded.

Last Final: Decided by unanimous voting of those in that Final. In the absence of consensus, the race distance shall be determined by the same calculation as used in the B Final.

The full BDRA rules can be viewed here: <https://bdra.uk/current-rules/>

### For the finals only:

Triple finals with points based on finishing position after the three finals are completed.

If **TWO** or more pilots crash into one another before the first track obstacle, the race will be stopped and pilots called back for a restart. If only **ONE** pilot crashes or fails to take off successfully before the first track obstacle, the race will **NOT** be re-started.

In the event of video interference, the pilot may call **VIDEO INTERFERENCE** during the first lap of triple final 1. The pilot and the observer must inform race control and the final will be restarted after the video issue has been resolved. Any competitor falsely claiming video interference when there is none will be eliminated from the final.

### Video Frequencies

You will be allocated a pilot number (1-6). Your pilot number will determine where you sit (or stand) in the pilot's area. Each pilot position will be clearly marked with the pilot number and video frequency that must be used.

<b>PILOT 1</b>	<b>Raceband 1</b>
<b>PILOT 2</b>	<b>Raceband 2</b>
<b>PILOT 3</b>	<b>Raceband 3</b>
<b>PILOT 4</b>	<b>Raceband 4</b>
<b>PILOT 5</b>	<b>Raceband 5</b>
<b>PILOT 6</b>	<b>Raceband 6</b>
<b>Reserve A</b>	<b>Raceband 7</b>
<b>Reserve B</b>	<b>Raceband 8</b>

The video allocations for the heats will be sent to you before the event so that you can set your video transmitter/s and receiver.

You must set the video frequency and test it before arriving on site. Once the racing is underway it is very difficult to make changes as all video transmitters must be turned off in the pits.

You must ensure that you are using one of the allocated frequencies and ensure that you occupy the correct pilot position (seat). Pilot position indicates to everyone which video frequencies are in use.

Only 25mw output is allowed on the frequency allocated to you.

**IMPORTANT** – Video management can be a real issue at race meetings, you must make sure that you are transmitting your allocated frequency; make sure you have your video transmitter instructions with you so that this can be verified. Sometimes a channel a few kilohertz away from the intended frequency can be selected by mistake which will seriously degrade your reception. Transmitting on the wrong frequency is a regular cause of interference to other pilots.



### **Take-off and landing areas**

The designated take-off and landing areas **must be used**. This is to ensure that a safe distance is maintained between the video transmitters and the pilot's area. Landing or passing close to the pilot area will cause interference to other pilots. Use of the designated area also ensures a safe distance between the pilots, observers, race officials and spectators.

### **Race Observers and Timing System**

You must act as the observer for the heat before the one you are racing in. So heat 2 observes for heat 1, and heat 3 observes for heat 2 etc.

Observing for the heat before ensures that pilots are always ready for their heat. Acting as observer is not optional, make sure you are ready in plenty of time and prepared to race straight after the heat you are observing.

Each pilot will have an observer, their role is as follows:

- To ensure the pilot follows the course and advise race officials (and the pilot) if a gate or flag is missed. You can use a screen or your video goggles to assist in this. If you have a DVR built into your goggles it would help if you recorded the flight in case there is any dispute after the race.
- Listen for the timing beep / name and if this is not heard take a note of the number of laps completed.

Your role as observer is essential to the smooth running of the day. You will help us to keep track of race progress, finishing positions and disputes.

### **Timing**

We are using LapRF video timing system.

The timing system will register and announce your pilot name or number as you cross the timing point, listen out for this and if you think one of your laps may have been missed, check with your observer and if necessary report this to race control immediately after your heat.

We will be using LiveTime to record laps and you will be able to check results throughout the day. We will share the timing link with you on the day.





**Thank you for reading and complying with the event rules, we hope you enjoy a fun day of FPV racing...**

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