

## **Dear friends,**

after the cancellation of the 2020 F3F-competition-season we decided to seize the opportunity and host an open international German Championship in October this year. With a bit of luck we may bring this season to a joyful and hopeful end, nothing less and nothing more.

The tragic accident in Taiwan last year and the Corona-pandemic is forcing us to answer in a suitable way and with this document we are trying to give answers to long asked questions.

## **Corona concept**

Due to the current regulations of the state of Mecklenburg-Vorpommern, sporting events with a maximum of 100 participants indoor and maximum 300 participants in outdoor environments are permitted, if the local health department issues a special permit, which requires a health concept for the event.

The F3F-specific workflows, very different to other FAI-classes, allow adjustments that make such a permit possible, without losing flow and spirit of the competition. The measures we have to take will be designed in such a way, that no one will be bothered too much.

The required measures are, as of now, the following:

The general health regulations that are in effect have to be implemented. This especially means: face masks have to be used in closed environments, public transport, when entering restaurants, shops and rooms of the competition organisation.

We do encourage all participants to form teams, so this process becomes effective and the team score is representative.

Briefings will be held with reduced participants (1 pilot per team) and single pilots without a team, with regards to social distancing rules.

There will be no banquet. The rules of social distancing cannot be respected during such an event, but the character of the competition will not suffer greatly.

General structure of the pilot and starting area, with markings of barrier tape. Social distancing must be implemented. The pilot-areas for the individual teams and pilots will be organized after the specific number of "households" (German regulative term for people living together permanently in a house/flat) of the team.

What we cannot take into account are changes, may it be for the better or the worse, of the regulations, may it be health, travel or security.

## **Extended security concept**

During our analysis and evaluation of the accident that occurred at the Typhoon Race last year and our competition activity over more than twenty years on Rügen/Wittow, we realized that we cannot afford to show no reaction to the serious situation. Of course, even under massive security measures, a tragic accident still can occur. We cannot completely rule out the possibility of such an event happening and there is always a small risk that is left, as in any other sport or matter in life, but we have to minimize the risks we know in an appropriate way. And to be honest, almost all F3F-competitions still have room for improvement in this area.

Regarding the potential risks, especially in Dranske, Kreptitz and Goorer Berg, we were lucky in the past years, but we will not stress this any further. After intensive discussion in our club and the German Aeroclub we decided to implement the services of a professional security company, additionally to the tasks we can tackle with our own staff. Without the noticeable

increase of security at the slope, the risk for the participants, organizers and competition directors is too high to accept. We are trying not to involve our club staff into these matters, because their main motivation is to be directly implemented into the competition and they have spent their free time for our cause for over twenty years now. These security issues have to be tackled by professionals.

## **Structural and general security measures**

In general, we plan to move the competition from the beginning of October to the mid of October. This way we can assure, that we are out the “background noise” by the off season tourism, that is a constant pressure on security on the slope. We can expect noticeable differences in non-competition traffic between these two dates, so this is a structural security measure just by moving the competition to another date.

Also there will be no publications via press or similar advertisements to keep the pressure of visitors to a minimum.

Pilots have to be escorted to the landing area with at least two helpers. This measure is a direct result of the analysis of the Taiwan-accident and it means, that the pilot is watching and flying the model, one helper keeps the pilot secure while walking and the other helper observes the airspace and surrounding situation.

The presence of non-competition-related persons (including family members) at the slope, starting and pilot area is not allowed. Access is only allowed for pilots, helpers and staff members of the organizing team. All of them will need to carry a sign issued by the organizer (i.e. vest, starting numbers, staff vest, ID-badge etc.) to identify them as participant of the competition.

For the different slopes, following measure will be taken:

### DRANSKE

The beach and meadow between the pilot area and the houses is to be kept absolutely free from non-competition-related persons.

At the beach there will be security posts to the left and right at a secure distance. These will kindly ask passer-by's to circumvent the dangerous area at the marked paths or, should they insist on crossing the race track, react via radio to the situation and issue a short break of the competition to allow them to cross the track.

For these measures we need 3 security persons (two on the slope, one to observe the meadow).

### KREPTITZ

Measures analogue to Dranske, but without observation of the landing area, which is not necessary because of the local situation. Additionally, with our partner, the “Surflager Ostseewind”, the immediate area in front of the slope will be closed for kite surfers. A coordination of these two sporting activities is unproblematic for both parties, as there is plenty of room for the kite surfers.

Passer-by's at the top of the slope can be channelled through the site in groups by one person, with a short break in the competition. Depending on the weather, the beach is accessible or not and similar measures like an Dranske may become necessary, which leads to two separate paths that have to be secured.

For these measures we need 3 security persons.

### GOORER BERG

The specific risk situation is characterized by the coastal way behind the pilot area and the small distance to the apartment buildings of “Hof Kracht”. The coastal way has a constant but

small traffic of tourists by feet and bicycle, agricultural vehicles and cars. The implementation of checkpoints and small interruptions of the competition will solve this problem.

The flow of the track and the pilots that has been practised until now ("parking" the model in flight in the air above "Hof Kracht") cannot be used anymore. The landing process has to be adopted and switched to the left side. The landing area and the approach corridor have to be observed by security personnel.

For these measures we need 3 security persons.

### East coast near VITT

The coastal path does not have to be secured, as it has become almost impassable due to landslides. Because there are no paths or streets near the racetrack, the measures are focused on the backside around the landing area.

Local rules will specify the landing area and the coastal street, which is in close proximity to the landing area, has to be observed and coordinated by security staff.

For these measures we need 3 security persons.

### WAS NOON (Northeast-slope near Glowe)

Because of the highly isolated location of this slope and the lack of paths, coastal streets and populated areas, no additional security measures are needed.

All pilots will have access to slope-layout-plans that will mark the before mentioned areas on all slopes.

## **Conclusion**

The security and health measures that are laid out in this document are the basis for this year and, most likely, from now on every F3F-competition on the Wittow peninsula of Rügen. The increased costs that are the result of the mentioned measures will be laid out to ensure maximal transparency for the participants and increase the acceptance of them. Because of the cancellation of the banquet due to the pandemic-induced health regulations we are gaining some financial breathing space for the security measures, so we can keep the entry fee at the known level. Some financial losses this year can be compensated with sponsoring, which we already acquired on some level. For the following years we will face the choice again and decide under the then present circumstances.

You, as the pilots and main focus of the event, decide with your participation under these changed structural and financial conditions if F3F-competitions on the island of Rügen will be further possible in the future.

Our main focus is keeping up the tradition of high level competitions on the island and to always be one step ahead of time.