

Pilot #37 – Complaint regarding Dangerous Flying – Flight 2, Task 7

I would like to submit a complaint regarding the Dangerous Flying penalty assessed against me during Flight 2, Task 7.

The incident involved pilot #77, **FILDUS Witold**, and the recorded distance between our balloons was **23 metres**.

I would like to draw your attention to the following points:

- The GPS positions of both balloons have an uncertainty greater than 2 metres, 50% chance of being within those 25m (CEP50). Comparing two BLS raise the imprecision even more.
- The recorded tracks clearly show that pilot #77 was descending at the beginning of the manoeuvre. As soon as we observed that the balloon below us was starting to climb, we took immediate action to reduce our descent rate. The recorded curves clearly show a reduction in the descent rate through burner input from **17:17:00, approximately 30 seconds before the crossing**.
- The two balloons were not directly vertically aligned but were horizontally offset. With 2 parallel tracks and little chance of crossing path.
- The detection lasted only **6 seconds**.
- We have no previous warning for Dangerous Flying during the competition.
- We took all reasonable precautions to anticipate and mitigate the risk as soon as we identified the change in the other balloon's vertical movement.

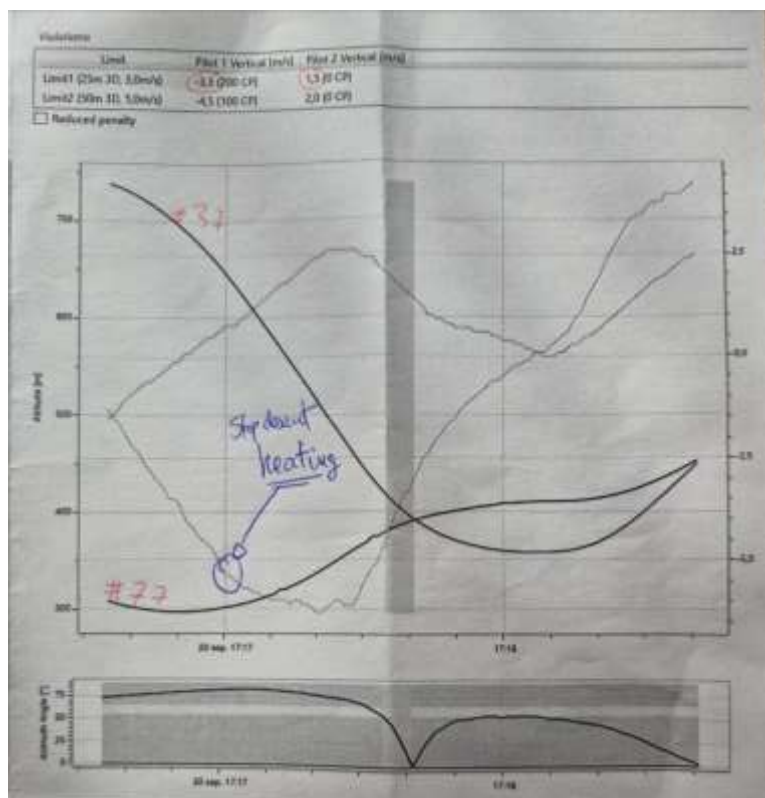
Considering these elements, we respectfully request that the penalty be reconsidered and removed.

From an operational perspective, it is not possible to determine the exact distance from another balloon, nor its vertical speed differential, with the level of precision suggested by the recorded data. Nevertheless, we anticipated in a safe manner the situation and reacted immediately when we observed that the balloon below us was resuming its climb.

Thank you for considering our complaint.

Benjamin Cleyet-Marrel #37

A handwritten signature in blue ink, appearing to be 'Cleyet-Marrel', with a horizontal line drawn underneath it.



Reply to complaint

By competitor #37, Benjamin Cleyet-Marrel
on task #7

Dear Benjamin,

We have reviewed your flight and, more specifically, the situation violating the vertical speed limits of rule II.11.

As to your point on the GPS positions, I would like to refer to rule 7.7 stating:

[...]Calculations based on the map datum and grid system as specified in section II will be taken as accurate [...].

The 3D-distance calculated from the track points is therefore not discussable.

Your other points raised have led us to apply a reduced penalty as allowed per Competition operation handbook.

Your penalty and score for task #7 have been adjusted.

Respectfully,



Claude Weber
Event Director
Krosno, 21st of September, 2026