

**SPORTING CODE
SECTION IV**



2004 Edition

Effective January 1, 2004

**VOLUME F3BJ – R.C. SOARING,
R.C. GLIDERS**

F3B – R.C. THERMAL SOARING
F3J – R.C. THERMAL DURATION GLIDERS
F3F – R.C. SLOPE SOARING
F3H – R.C. SOARING CROSS COUNTRY
F3I – AERO-TOW GLIDERS
F3K – R.C. HAND LAUNCH GLIDERS
ANNEX 3A - RULES FOR WORLD CUP EVENTS

VOLUME F3BJ

SECTION 4C – MODEL AIRCRAFT – F3B, THERMAL SOARING – F3J, THERMAL DURATION GLIDERS

PART FIVE – TECHNICAL REGULATIONS FOR RADIO CONTROLLED CONTESTS

Class F3B – R.C. Thermal Soaring

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Provisional Rules :

F3F – Radio Control Slope Soaring

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F3I – Aero-Tow Gliders

F3K – Radio Control Hand Launch Gliders

FEDERATION AERONAUTIQUE INTERNATIONALE

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1 FAI Statutes, Chapter 1, para. 1.6

2 FAI Sporting Code, General Section, Chapter 3, para 3.1.3.

3 FAI Statutes, Chapter 1, para 1.8.1

4 FAI Statutes, Chapter 5, para 5.1.1.2; 5.5; 5.6 and 5.6.1.6

5 FAI Bylaws, Chapter 1, para 1.2.1

6 FAI Statutes, Chapter 2, para 2.3.2.2.5,

7 FAI Bylaws, Chapter 1, para 1.2.3

8 FAI Statutes, Chapter 5, para 5.1.1.2; 5.5; 5.6, 5.6.1.6

9 FAI Sporting Code, General Section, Chapter 3, para 3.1.7

10 FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

11 FAI Statutes, Chapter 5, para 5.6.3

12 FAI Bylaws, Chapter 1, para 1.2.2

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THIS EDITION INCLUDES THE FOLLOWING AMENDMENTS MADE TO 2002 CODE

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
5.3.1.3	2003	Banning of telecommunication devices	Tomas Bartovsky
5.3.2.2	2003	Correction of battery specification by EN	
5.6.3	2003	Reflight by timing failure	
5.6.4	2003	Change of conditions for reflight	
5.F.5, 5.F.6	2003	Flight level after finish	
5.I.1.4.	2003	Fuselage hight	

RULE FREEZE FOR THIS VOLUME

With reference to paragraph A.12 of Volume ABR :

In all classes, the four year rule for no changes to model aircraft / space model specifications, manoeuvre schedules and competition rules will be strictly enforced, but in step with the World Championship cycle of each category. This means that in Volume F3BJ:

- a) for category F3J changes can next be agreed at the Plenary meeting 2004 for application from January 2005
- b) for category F3B changes can next be agreed at the Plenary meeting 2005 for application from January 2006

The only exceptions allowed to the four year rule freeze are genuine and urgent safety matters, indispensable rule clarifications and noise rulings.

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VOLUME F3BJ

MODEL AIRCRAFT – F3B, THERMAL SOARING

F3J, THERMAL DURATION GLIDERS

5.3. CLASS F3B - THERMAL SOARING MODEL AIRCRAFT

5.3.1. General Rules

5.3.1.1. Definition of a Radio Controlled Glider

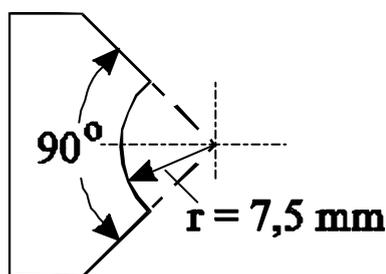
Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except control surfaces. Model aircraft with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode. The model aircraft must be controlled by the pilot on the ground using radio control. Any variation of geometry or area must be actuated at distance by radio control.

5.3.1.2. Prefabrication of F3B Model Aircraft

Para B.3.1. of Section 4b (Builder of the Model aircraft) is not applicable to class F3B.

5.3.1.3. Characteristics of Radio Controlled Gliders F3B

- a) Maximum surface area (St) 150 dm²
 - Maximum flying mass 5 kg
 - Loading 12 to 75 g/dm²
 - Minimum radius of fuselage nose 7,5 mm
- (see template)



F3B NOSE TEMPLATE

No fixed or retractable arresting device (i.e. bolt, sawtooth like protuberance, etc.) is allowed to slow down the model aircraft on the ground during landing.

The underside of the model aircraft must not have any protuberance other than the towhook and surface control linkages. The towhook must not be larger than 5 mm in frontal width and 15 mm in frontal height.

- b) The radio shall be able to operate simultaneously with other equipment at 20 kHz spacing.

Any device for transmission of information from the model aircraft to the pilot is prohibited. **Any use of telecommunication devices (including transceivers and telephones) in the field to communicate with competitors, their helpers or team managers while doing the competition task is not allowed.**

The competitor may use three model aircraft in the contest.

The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft used for flight conforms to the rules and that the parts have been checked before the start of the contest. See also 5.3.2.1.

For the sake of randomness of the starting order among the successive rounds, each competitor must enter two different frequencies, spaced at 20 kHz minimum. The competitor can be called to use any of these frequencies during the contest, so long as the call is made at least 1/2 hour prior to the beginning of a round and in written form to the affected team manager.

5.3.1.4. Competitors and Helpers

The competitor (pilot) must operate his radio equipment personally. Each pilot is permitted four helpers, including the Team Manager, who must not give any turning signals near base B during tasks B and C.

5.3.1.5. Definition of an Attempt and an Official Flight

a) Attempts

- i) For each task (ref. 5.3.2.1.), during the working time allocated, the competitor is entitled an unlimited number of attempts. An attempt starts when the model aircraft is released from the hands of the competitor or his helper(s) under the tension of the tow line. No change of model aircraft or parts of the model aircraft is allowed after starting the first attempt.
- ii) The competitor is entitled to a new working time period if any of the following conditions occur and are duly witnessed by an official of the contest:
 - his model aircraft in flight collides with another model aircraft in flight, or another model aircraft in the process of launch (released for flight by the competitor or his helper) or, with a launch cable during the process of launching. Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time
 - his model aircraft or launch cable in the process of launch collides with another model aircraft or launch cable also in the process of launch (released for flight by the competitor or his helper), or with another model aircraft in flight. Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time
 - his launch cable is crossed or fouled by that of another competitor at the point of launch of his model aircraft (released for flight by the competitor or his helper).
 - the flight has not been judged by the fault of the judges or timekeepers.
 - in the case of an unexpected event, outside the competitor's control, the flight has been hindered or aborted.
- iii) When a competitor obtains a new working time period, and his model aircraft has been damaged beyond repair during the attempt where he obtained this new working time, he is entitled to continue flying the current round with his second model aircraft, and this notwithstanding rule 5.3.2.1.

For all cases described above the competitor may demand that the flight in progress in which the event occurred will be accepted as official. Note is made that in the event the competitor continues to launch or does a relaunch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.

This rule applies only when the damage inflicted to the model aircraft is directly linked to the incident that gave the right to the reflight.

b) Official Flight

The official flight is the last flight performed during the working time.

c) Additional Attempt - Group Scoring

In case of additional attempts in Task A (Duration) during a round or Task B (Distance) during a round, the pilots entitled to that additional attempt must fly within a group that is not complete in number or in one or more groups newly formed. If not possible due to clash of frequencies, those entitled to another flight fly within their group once more. The better of the two results will be the official score except for pilots who are allowed another attempt. For those the result of the repetition is the official score.

5.3.1.6. Cancellation of a Flight and Disqualification

- a) Unless otherwise specified a flight in progress will be annulled for an infraction of any rule. In the case of intentional or flagrant violation of the rules, in the judgement of the Contest Director, the competitor may be disqualified.
- b) The flight in progress is annulled if the model aircraft loses any part during the launch or the flight time. The losing of a part during landing (i.e. in contact with the ground) is not taken into account.
- c) The competitor is disqualified if the model aircraft is controlled by anyone other than the competitor.
- d) If the model aircraft touches either the pilot or his helper during landing manoeuvres of task A, no landing points will be given.

- e) In case of hand or pulley towing the launching device (except the launching cable with or without any device of maximum 5 cm³ or 5 grams) must not be thrown by the competitor or his helpers, under penalty of cancellation of the flight.
- f) In case of launching by an electrical powered winch, the upwind turnaround device must be fixed safely to the ground. The flight is cancelled and no further attempt is permitted if the pulley comes loose from its mounting support or the turn around device is torn out of the ground.
- g) In the case of launching by an electrically powered winch, the ejection of any part of the winch (excluding parts of the line) during its operation leads to cancellation of the flight, and no further attempt is permitted.

5.3.1.7. Organisation of Starts

The competitors shall be combined in groups with a draw, in accordance with the radio frequencies used, to permit as many flights simultaneously as possible. The draw is organised in such a way that, as far as possible, there are no competitors of the same nation in the same group.

The composition of the groups must be changed every round in order to have different combinations of competitors. For duration (task A), there must be a minimum of five pilots in a group. For distance (task B) there must be a minimum of three competitors. For task C (speed) a group may consist of a minimum of eight competitors or all competitors.

The result of a group is annulled if only one competitor is not entitled to a new working time. In this case, the group will fly again and the result will be the official result.

The flying order of different groups is established with the draw too. A different starting order shall be used for each round.

The competitors are entitled to 5 minutes of preparation time before the starter gives the order to count off working time.

5.3.1.8. Organisation of Contests

For transmitter and frequency control see Section 4b, para B.8.

The official will issue the transmitter to the competitors only at the beginning of their preparation time, according to 5.3.1.7.

Sighting apparatus, winches or any device constituting an obstacle, should be placed on Base A and Base B, a minimum of 5 metres from the safety line for Task C. Apparatus for judging the safety line in Task C shall be placed a minimum distance of 5 metres from Base A or B outside the course.

5.3.1.9. Safety Rules

The organiser must clearly mark the boundary between the landing area and the safety area assigned for other activities.

Except in the circumstances described in paragraph 5.3.1.5 a) ab) alineaas 1, 2, 3, and 5, after release of the model aircraft from the hand of the pilot or helper, the contact of the model aircraft with any object (earth, car, stick, plant, line, etc.) or a person within the safety area will be penalised. The number of contacts during one flight does not matter (maximum one penalty for one flight). The penalty will be a deduction of 100 points from the competitor's final score and shall be listed on the score sheet of the round in which the contact occurred.

5.3.2. RULES FOR THERMAL SOARING CONTESTS

5.3.2.1. Definition

This contest is a multi-task event for radio controlled gliders, which includes three tasks:

- A) Duration
- B) Distance
- C) Speed

The combination of Task A, B and C constitutes a round. A minimum of two rounds must be flown. Except at World and Continental Championships the last round may be incomplete, i. e. only one task or any combination of two tasks. In the case of a World Championships each competitor is entitled a minimum of five rounds subject to the provision of rule B.11, Section 4b. At the discretion of the organiser any task may be flown first in a scheduled round.

Any single round must be completed with the same model aircraft, without any change of parts. Only the addition of ballast (which must be located internally in the model aircraft and with which the model aircraft must conform to rule 5.3.1.3.) and/or change of angles of setting are allowed.

Variation of geometry or area is allowed if actuated at distance by radio control.

5.3.2.2. Launching

General

All launching shall take place in an area as designated by the organiser with provisions made for launching into the wind. Unless otherwise specified, all launches will be made with equipment approved by the organiser or Contest Director. Contest notices shall contain a description of the launching equipment to be available and its general capabilities.

- a) The launch of the glider may be one of the following means:
 - (1) hand towing
 - (2) electrical powered winch
 - (3) pulleys.
- b) The total length of the towlines must be as follows:
 - a(1) Hand towing: must not exceed 175 m when tested under a tension of 20N.
 - a(2) Electrical Powered Winch: Upwind turn-around devices, which must be used, shall be no more than 200 m from the winch. The height of the axis of the turn-around pulley from the ground must not exceed 0,5 metre. Release of the model must occur within approximately 3 metres of the winch. An automatic means must be provided to prevent the line unwinding from the reel during launch.

The winch shall meet the following specifications:

- a) The winch shall be fitted with a single starter motor. The starter motor must come from serial production. It is allowed to fit the arbour of the rotor with ball or needle roll bearings at each end. The drum must be driven directly by the motor. Any further change of the original motor will lead to disqualification according to paragraph B.16.1. The drum must have a fixed diameter and the width between winch drum flanges shall be 75 mm minimum. The power source shall be a 12 volt lead/acid battery. The cold cranking capability of the winch battery must be specified according to one of the following standards:

300 amperes max. according to DIN 43539-02 (30s/9V at -18 °C).

355 amperes max. according to IEC/CEI 95-1 (60s/8,4V at -18 °C).

500 amperes max. according to SAE J537, 30s Test (30s/7,2V at 0 °F).

510 amperes max. according to EN 60095-1 (10s/7.5V at -18 °C).

Other standards are acceptable if evidence is provided that these standards are equivalent to one of the above stated standards. The battery must supply the winch motor with current through a magnetically or mechanically actuated switch. The use of any electronic device between the winch motor and the battery is forbidden. A competitor may interchange various parts as he wishes provided the resulting winch conforms to the rules.

The battery must not be charged on the launching line. The motor must not be cooled, and the battery must not be heated.

- b) The purpose of this rule is to limit the power used for the launch. Therefore with the exception of the single winch battery, line stretch, and the small amount of energy in the rotating motor and winch drum, no energy storage devices like flywheels, springs, weights, pneumatic devices or any similar devices is allowed.
- c) The complete winch equipment (battery, cables, switch and motor) must have a total resistance of at least 23,0 milliohms. The allowed resistance may be obtained by adding fixed resistor or resistors between motor and battery. The design must not allow an easy change of the total resistance at the launch line (e.g. by shorting the resistor, or resistors) except opening and closing the circuit.
- d) The plus and minus pole of the battery must be readily accessible with alligator (crocodile) clips for voltage measurements. One of the cables from the battery (through which the total current flows) must be accessible for the clamp transducer (clamp meter) and the calibrated resistor.

e) Measuring: The battery must stay unloaded for at least two minutes after the previous test or launch. The measuring of the circuit resistance consists of recording the battery voltage U_b immediately before closing the winch switch and of recording the current I_{300} and the voltage U_{300} 300 milliseconds (+-30 ms) after the winch current starts to flow. Before the end of this 300 ms interval the motor shall stop rotating.

f) For the test a digital voltage-measuring instrument (accuracy less or equal 1%) is used, which enables to measure the voltage of the battery and the output voltage from the I/U-transducer 300 ms (+-30 ms) after the current to the winch is applied. The transducer for measuring of the current may be a clamp transducer (range 0-600 or 0-1000A, accuracy less or equal 2%) or a calibrated resistor (0.1 milliohm, accuracy less or equal 0.5%) in the negative path of the circuit.

The resistance is calculated with the formula $R_{tot} = 1000 \times U_b / I_{300}$
(R_{tot} in milliohm, U_b in volt, I_{300} in ampere)

g) One measurement will be taken. If the result of the first measurement is more than the limit and less than 1,3 times the limit then the winch is declared as being in accordance with the rules. If not, three more measurements will be made and the resistance of the complete circuit is the average of three consecutive measurements.

h) At the test the voltage of the battery U_{300} must be greater or equal to 9V.

i) The organiser must appoint at least two processing officials, who will process at random the resistance of at least 20% of winches during the official contest time.

j) The penalty for using a winch not in accordance with the rules results in zero score for the competitor at the task concerned.

a(3) Pulleys: The towline length must not exceed 175 metres when tested under a tension of 20 N. One end of the towline must be attached to the ground during launch.

a) The towline (which must be of non-metallic material except for linkages) must be equipped with a pennant having a minimum area of 5 dm². A parachute (5 dm² minimum area) may be substituted for the pennant provided it is not attached to the model aircraft and remains inactive until the release of the cable.

b) Launching operations:

(1) Hand towing: After release of the model aircraft from the towline the towring must be spooled in without delay to the handreel.

(2) Electrical powered winch: After release of the model aircraft from the towline, the towline should be rewound without delay by operating the winch, until the parachute (or pennant) is approximately 10 metres above the ground level. Then, the parachute should be retrieved by hand to the winch. A powered winch must not be operated when the towline:

- is lying on the ground and across other towlines;
- strikes another towline during launching

During complete rewinding of the line on the winch, the parachute, when used, must be removed and inactivated.

5.3.2.3. Task A - Duration

- a) This task must be completed within 12 minutes from the order of the starter, including the towing time.
- b) One point will be awarded for each full second from the time the model aircraft is free flying to the time the model aircraft comes to rest, up to a maximum of 600 points (i.e. 10 minutes maximum), for each full second of flight within the working time; no points will be awarded for flight time in excess of working time. The free flying of the model aircraft commences when the model aircraft is released from the towline.
- c) One point will be deducted for each full second flown in excess of 600 seconds (10 minutes).
- d) Additional points will be awarded for landing, depending upon distance from the spot, marked by the organiser, according to the following table:

Distance from spot (m)	Points	Distance from spot(m)	Points
1	100	9	60
2	95	10	55

3	90	11	50
4	85	12	45
5	80	13	40
6	75	14	35
7	70	15	30
8	65	over 15	0

The distance is measured from the model aircraft nose when at rest to the centre of the spot.

No point will be awarded for the quality of landing.

No landing bonus will be awarded if the flight time exceeds 630 seconds.

The measured distance is rounded to the nearest higher metre.

- e) For model aircraft still in the air when the 12 minutes expire, the elapsed flight time only will be taken into consideration for scoring, without any additional points for the precision landing.
- f) A classification based on decreasing number of points awarded will be compiled, called "Partial Score A" - see 5.3.2.6.

5.3.2.4. **Task B - Distance**

- a) This task must be completed within 7 minutes from the order of the starter, including towing time. The trial begins only after the glider has been released from the tow.
- b) When the model aircraft, in flight, first crosses Base A (imaginary vertical plane) in the direction to Base B, the actual flight time of 4 minutes maximum starts, during which the model aircraft must complete as many legs as possible from the starting Base A to base B and conversely.
- c) A judge (or an audio system) announces the pilot when his model aircraft crosses the Base A and a flagman (or an audio system) is used to signal crossing of the Base B (imaginary vertical plane). The absence of a signal will indicate that the model aircraft has failed to correctly cross the base. The instruments used to check the crossing of the vertical planes must assure the parallelism of such planes. Timing or flagging shall occur when the nose of the model aircraft crosses the base.
- d) Before the beginning of the working time, the model aircraft must be presented for identification at Base B. The pilot must stay within a distance of 10 m either side of Base A during the timed flight.
- e) For a model aircraft which lands within 4 minutes flight time only the full 150 m legs will be counted. For model aircraft still in the air when the 4 minutes flight time or 7 minutes expires, whichever comes first, only the completed legs at that moment will be taken into account.
- f) A classification based on decreasing number of total flown legs during the flight time will be compiled, and points given as described in 5.3.2.6., thus establishing the "Partial Score B".

5.3.2.5. **Task C - Speed**

- a) This task must be completed within 4 minutes, from the order of the starter including towing time. The trial begins only after the glider has been released from the tow. After release of the towhook, the model aircraft must start the task at Base A within one minute. If the one minute period expires before the model aircraft has crossed Base A for the first time, flying from Base A to Base B, then the model aircraft must be landed and relaunched within the original working time period.
- b) The task consists of flying the distance starting from Base A, to Base B, and conversely, four legs in the shortest possible time.
- c) The flight time is recorded to at least 1/100 s when in flight the model aircraft first crosses Base A and completes four legs of the 150 m course.
- d) A flagman or an audio system announces to the pilot when the model aircraft crosses a Base (imaginary vertical plane). The absence of a signal will indicate the model aircraft has failed to correctly cross the Base. The signal is given when the nose of the model aircraft crosses the base.
- e) During the timed flight the pilot must stay within a distance of 10 m either side from Base A.
- f) After having completed the task, the model aircraft can land anywhere outside the safety area(s).
- g) Model aircraft which come to rest before having completed the task will score zero.
- h) During Task C the timed flight shall take place to one side of the safety line, whilst all judges/time-keepers shall remain on the other side of the safety line. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc. The flight is annulled if, when sighted by means of an optical aid, the safety line is crossed by any part of the model aircraft.

- i) After release of the towhook, when the model aircraft has crossed Base A for the first time, flying in the direction from Base A to Base B, no further attempt is permitted unless the competitor signals his intention to relaunch before Base A is crossed.
- j) A classification based on increasing times to complete the four 150 m legs will be compiled, and points given as described in 5.3.2.6., thus establishing "Partial Score C".

5.3.2.6. Partial Scores

- a) For each task the winner of each group receives 1000 points.
- b) Partial Score A for each competitor is determined as follows:

$$\text{Partial Score A} = 1000 \times \frac{P_1}{P_w}$$

Where P_1 = points of the competitor obtained as 5.3.2.3.
 P_w = points of the winner in the related group.

- c) Partial Score B for each competitor is determined as follows

$$\text{Partial Score B} = 1000 \times \frac{D_1}{D_w}$$

Where D_1 = distance covered by the competitor as for 5.3.2.4
 D_w = distance covered by the winner in the related group.

- d) Partial Score C for each competitor is determined as follows

$$\text{Partial Score C} = 1000 \times \frac{T_w}{T_1}$$

Where T_1 = time of the competitor as for 5.3.2.5.
 T_w = time of the winner of the related group.

5.3.2.7. Total Score

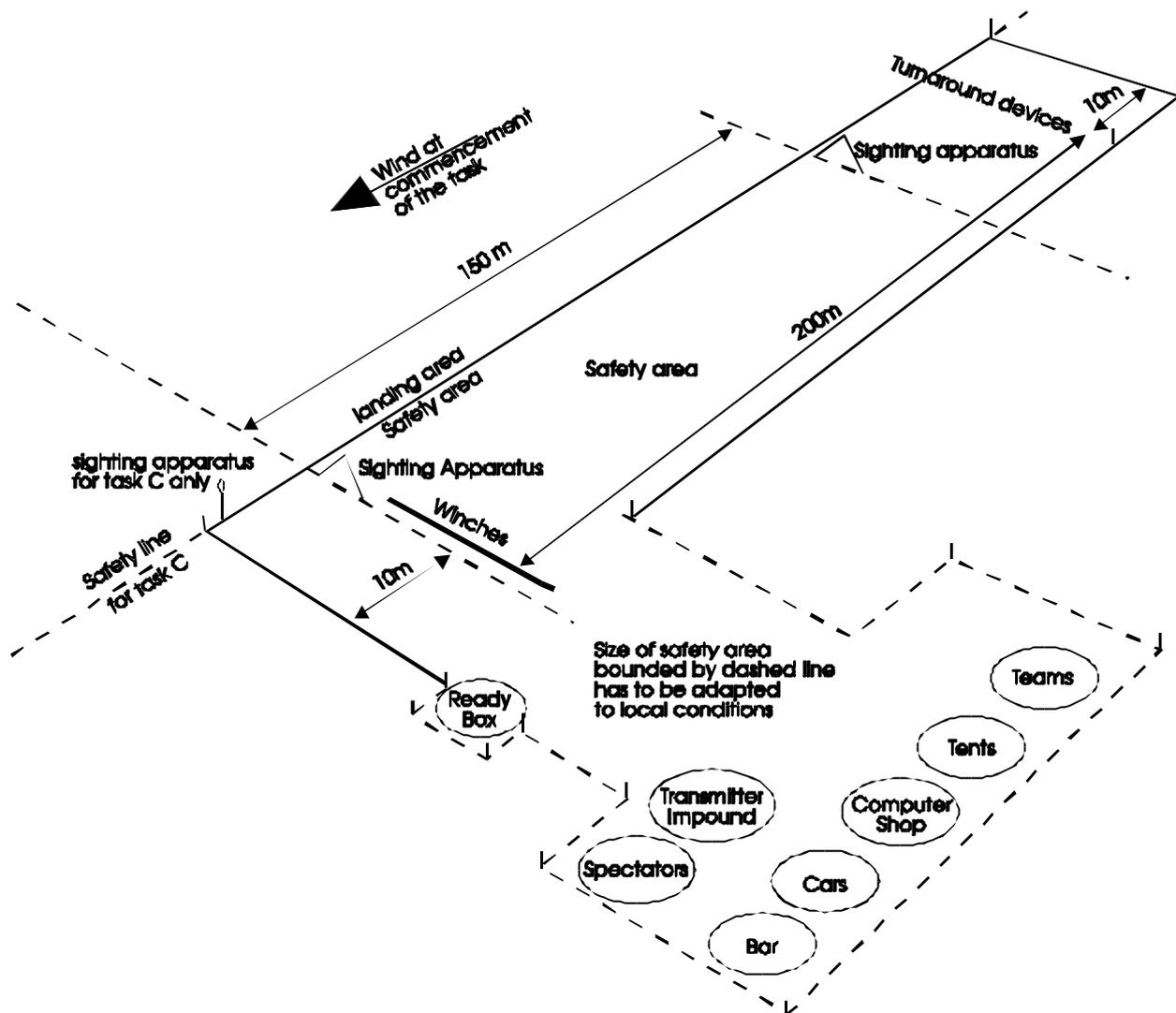
The competitors Total Score for each round is compiled by adding the Partial Scores of all tasks.

5.3.2.8. Classification

If only five rounds are flown, the competitor's classification is determined by the sum of all Total Scores for each round. For each task, which is flown more than five times, the lowest Partial Score is omitted from the sum of all Partial Scores. To decide the winner when there is a tie, the two (or all who have the equal score) competitors will fly an additional round (three tasks).

5.3.2.9. Site

The competition must be held at a site having reasonably level terrain, with a reasonably low probability of slope or wave soaring.



F3B FLYING FIELD LAYOUT

(left hand layout shown)

5.6. CLASS F3J - THERMAL DURATION GLIDERS

Object: To provide a man-on-man contest for competitors flying radio-controlled thermal duration soaring gliders. In the contest, several qualifying rounds are flown. For each qualifying round, competitors are divided into groups. The scores in each group are normalised to give them meaningful scores irrespective of changing weather conditions during a round. The competitors with the top aggregate scores in the qualifying rounds then fly at least two but not more than four further fly-off rounds as a single group to determine the final placing. The scheduled number of fly-off rounds shall be announced by the Contest Director before the start of the contest.

5.6.1. General Rules

5.6.1.1. Definition of a Radio Controlled Glider

An model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed. Model aircraft with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode. The model aircraft must be controlled by the pilot on the ground using radio control. Any variation of geometry or area must be actuated at distance by radio.

5.6.1.2. Prefabrication of the Model aircraft

Para B.3.1. of Section 4, Part 2 (builder of the model aircraft) is not applicable to this class.

5.6.1.3. **Characteristics of Radio Controlled Gliders**

- a) Maximum Surface Area 150 dm²
Maximum Flying Mass 5 kg
Loading 12 to 75 g/dm²
Minimum radius of fuselage nose 7,5 mm.
- b) The radio shall be able to operate simultaneously with other equipment at 20 kHz spacing. When the radio does not meet this requirement, the working bandwidth (max. 50 kHz) shall be specified by the competitor.
- c) Any device for the transmission of information from the model aircraft to the pilot is prohibited. Any use of telecommunication devices (including transceivers and telephones) in the field by competitors, helpers or team managers is not allowed.
- d) The competitor may use three model aircraft in the contest.
- e) The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft conforms to the rules and the parts have been checked before the start of the contest.
- f) For the sake of randomness of the starting order among the successive rounds, each competitor must enter two different transmitter frequencies with 20 kHz minimum spacing. The competitor can be called to use either of these frequencies during the contest, so long as the call is made at least 1/2 hour prior to the beginning of a round in written form to the pilot (or team manager when applicable).
- g) All ballast must be carried internally and fastened securely within the airframe.
- h) No fixed or retractable arresting device (i.e. bolt, saw tooth-like protuberance, etc) is allowed to slow down the model aircraft on the ground during landing. The underside of the model aircraft must not have any protuberances other than the tow hook and surface control linkages (with or without fairings). The tow hook must not be larger than 5 mm in frontal width and 15 mm frontal height.

5.6.1.4. **Competitors and Helpers**

- a) The competitor (pilot) must operate his radio equipment himself.
- b) Each competitor is allowed three helpers. When a team manager is required, he is also permitted to help the competitor. A maximum of two helpers are permitted for towing during the launch as described in 5.6.8.2.

5.6.2. **The Flying Site**

5.6.2.1. The competition must be held on a site having reasonably level terrain, which will minimise the possibility of slope and wave soaring.

- 5.6.2.2. a) The flying site shall include a marked launch corridor of 6 m width with a central launchline. The launching corridor shall be arranged crosswind and shall include launchmarks on the central launchline at least 15 m apart, one for each competitor of a group.
- b) The flying site shall include landing spots, one for each competitor in a group. Each landing spot will correspond to one of the launching marks and will be arranged at least 30 m downwind of the launching corridor.

5.6.2.3. The centres of the landing circles and the launch line must always be marked. At the discretion of the Contest Director, marks indicating the circumference of the circles may be omitted and replaced by the use of other means of measuring, such as a tape, to check distances from the centre of the circles.

5.6.2.4. **Safety Rules**

- a) No part of the model aircraft must land or come to rest within the safety area.
- b) The model aircraft must not be flown at low level (below 3 meters) over the safety area.
- c) Every single action against the safety rules will be penalised by deduction of 100 points from the competitor's final score. Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

5.6.3. **Contest Flights**

- 5.6.3.1. a) The competitor will be allowed a minimum of five (5), preferably more, official flights.
- b) The competitor will be allowed two attempts at each official flight.
- c) There is an official attempt when the model aircraft has left the hands of the competitor or those of a helper under the pull of the towline.

- d) In the case of a second attempt the result of that flight will be the official score .
- e) All attempts are to be timed by two stopwatches. **If no official time has been recorded, the competitor is entitled to a new working time according to the priorities mentioned in paragraph 5.6.4.**

5.6.4. Reflights

The competitor is entitled to a new working time if:

- a) his model in flight or **in the process of being launched** collides with another model in flight, or with a model in the process of being launched.
- b) **his model in flight or in the process of being launched collides with another competitor's towline.**
- c) **the competitor's towline is hit by another model in flight or in the process of being launched.**
- d) the attempt has not been judged by the official time-keepers.
- e) his attempt was hindered or aborted by an unexpected event, not within his control. Crossed lines is not considered as reason for reflight.

To claim a reflight considering the above mentioned conditions, the competitor has to make sure that the official timekeepers have noticed the hindering conditions and land his model as soon as possible after this event.

Note that in the case the competitor continues to **launch or continues to fly after hindering conditions affected his flight** or does relaunch after clearing of the hindering condition(s), he is deemed to have waived his right to a new working time.

The new working time is to be granted to the competitor according to the following order of priorities:

1. in an incomplete group, or in a complete group on additional launching/landing spots;
2. if this is not achievable, then in a new group of several (minimum 4) reflyers. **New group of reflyers can be completed by other competitors selected by random draw to the number of 4. If the frequency or team membership of the drawn competitor does not fit or the competitor will not fly, the draw is repeated ;**
3. if this is also not achievable, then with his original group at the end of the ongoing round.

In priority-case 3, the better of the two results of the original flight and the reflight will be the official score, except for the pilots who are allocated the new attempt. For those the result of the **reflight** is the official **score**. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of hindering.

5.6.5. Cancellation of a flight and/or disqualification

- 5.6.5.1. a) The flight is cancelled and recorded as a zero score if the competitor used a model aircraft not conforming to any item of rule 5.6.1. In the case of intentional or flagrant violation of the rules, in the judgement of the Contest Director, the competitor may be disqualified.
- b) The flight in progress is annulled and recorded as a zero score if the model aircraft loses any part during the launch or the flight, except when this occurs as the result of a mid-air collision with another model aircraft or towline.
- c) The loss of any part of the model aircraft during the landing (coming into contact with the ground) is not taken into account.
- d) The flight is cancelled and recorded as a zero score if the model aircraft is piloted by anyone other than the competitor.
- e) The flight is cancelled and recorded as a zero score if, during landing, some part of the model aircraft does not come to rest within 75 metres of the centre of the competitor's designated landing circle.

5.6.6. Organisation of the Flying.

5.6.6.1. Rounds and Groups

- a) The flying order for the initial qualifying rounds shall be arranged in accordance with the transmitter frequencies in use to permit as many simultaneous flights as possible. A minimum of 6 and preferably 8 to 10 competitors should be scheduled for each group.
- b) The flying order shall be scheduled in rounds sub-divided into groups.

- c) The flying order shall be determined by a matrix system that minimises situations where competitors fly together more than once (see paragraph 5.6.12.5 at the end of these rules regarding suggested matrix sets).

5.6.6.2. **Flying in Groups**

- a) Competitors are entitled to five minutes preparation time, which is counted from the moment his/her group is called to take position at the designated launching area, to the start of the group's working time.
- b) The working time allowed to each competitor in a group shall be of exactly ten (10) minutes duration.
- c) The organisers must positively indicate the start of a group's working time, by audible signal; see 5.6.12.1 for details.
- d) Audible and visual signals must be given when eight (8) minutes of the group's working time has elapsed.
- e) The end of the group's working time must be positively indicated by audible signal, as for the start.
- f) Any model aircraft airborne at the completion of the working time must land immediately.

5.6.7. **Control of Transmitters**

- 5.6.7.1. a) The Contest Director will not start the contest until all competitors have handed over all transmitters to the organisers.
- b) Failure to hand in a transmitter before the official starting time of the contest may result in the competitor forfeiting his/her first round flight.
- c) Any test transmission during the contest without permission of the Contest Director is forbidden and will result in disqualification.
- d) The competitor must hand over his transmitter to the designated official (usually the timekeeper) immediately after finishing his/her flight.

5.6.8. **Launching**

- 5.6.8.1. At all times, the models must be launched upwind in the marked launching corridor (5.6.2.2). An attempt is annulled and recorded as zero if the model aircraft is launched outside the launching corridor.

- 5.6.8.2. The launch of the model aircraft will be by hand held towline only. It is prohibited to attach the line to the ground or to any fixed object (Whilst hand towing)

- 5.6.8.3. a) Tow persons are allowed no mechanical aids, other than pulleys, to facilitate towing but may use a hand reel (hand winch) to recover the towline after launching is complete.
- b) Immediately after release of the model aircraft from the launching cable, without delay the towline helpers must either recover the towline on a hand reel (hand winch) or, when a pulley is used, they must continue to pull the towline until it is completely removed from the towing area in order to avoid crosscutting with other lines which are still in a state of towing or will be used for towing.
- c) If towing with pulley, behind the pulley an unbreakable shield with diameter of minimum 15 cm must be fixed to protect the towing helpers against broken whipping line ends.

In the case of towing with a pulley two helpers have to operate at the pulley and one of the following preventive measures must be taken:

- The pulley and protective shield must be connected to a 5 mm minimum diameter cord arranged in a V , the arms of which must have a length of 1,5 to 3,0 m and with hand loops on each end; or
- The pulley and protective shield must be connected to the centre of a sufficiently strong yoke of minimum 80 cm length with handholds at each end.

In the case of towing with a pulley, the towline end must be attached to a ground anchor, which is fixed by metal ropes to two additional safety pins. The length of the main stake must be at least 50 cm from the towline linkage. The safety stakes must be at least 30 cm long. The main stake must be driven into the ground to a depth at least 40 cm. The towline linkage must not exceed 10 cm above the ground. The ground anchor-dimensions and its setup could look like as shown in the drawing "Guideline for proven ground anchor setup".

- 5.6.8.4. The Contest Director will designate a launching area. Tow-persons must remain within this area whenever they are launching a model aircraft.

- 5.6.8.5. The launching device (hand-reel, pulley, anchor, if used, and all other equipment used during launch, except the launching cable with or without any attachment of maximum 5 cm³ or 5 grams) must neither come loose nor be released by the competitor or his helpers during the launch. The competitor will be penalised by the cancellation of his flight and no other attempt is permitted.

5.6.8.6. Any model aircraft launched prior to the start of a group's working time must be landed as soon as possible and re-launched within the working time. Failure to comply will result in cancellation of the competitor's score for that round.

5.6.8.7. Towlines

- a) Tow-lines for each competitor must be laid out only during the competitor's five-minute preparation time and must be retrieved by the end of his/her working time.
- b) The length of the towline shall not exceed 150 metres when tested under a tension of 20 N.
- c) The towline must be made of polyamide monofilament material throughout its length. It must have pennant with an area of 5 dm². A parachute (of five (5) dm² minimum area) may be substituted for the pennant provided it is not attached to the model aircraft and remains inactive until the release of the towline. Linkages (couplings, knots, loops, etc.) of different material are permitted up to a total length of 1,5 m. They shall be included in the total length of 150 m.

5.6.9. Landing

- 5.6.9.1. Before the contest commences, organisers must allocate a landing circle to each competitor. It is the competitor's responsibility to ensure that he/she always uses the correct circle for landing.
- 5.6.9.2. Officials (timekeepers) must remain upwind of the launch line during the landing process. The pilot and one helper are allowed inside the 15 m radius circle.
- 5.6.9.3. After landing, competitors may retrieve their model aircraft before the end of their working time providing they do not impede other competitors or model aircraft in their group.

5.6.10. Scoring

- 5.6.10.1. The attempt will be timed from moment of release from the launching device to either:
 - a) the model aircraft first touches the ground; or
 - b) the model aircraft first touches any object in contact with the ground. Parts of launching devices (tow-lines) extending away from the ground shall not be interpreted as objects in contact with the ground; or
 - c) completion of the group's working time.
- 5.6.10.2. The flight time in seconds shall be recorded to one decimal place.
- 5.6.10.3. A penalty of thirty (30) points will be deducted from the flight score for overflying the end of the group's working time for up to a maximum of one (1) minute.
- 5.6.10.4. A zero score will be recorded for overflying the end of the group's working time by more than one (1) minute.
- 5.6.10.5. A landing bonus will be awarded in accordance with distance from the landing spot marked by the organisers according to the following tabulation:

Distance from spot (meters)	points	Distance from spot (meters)	points
up to		up to	
1	100	9	60
2	95	10	55
3	90	11	50
4	85	12	45
5	80	13	40
6	75	14	35
7	70	15	30
8	65	over 15	0

- 5.6.10.6. The distance for landing bonus is measured from the model aircraft nose at rest to landing spot allocated to the competitor by the organisers.
- 5.6.10.7. A contest number, derived from the matrix, must be allocated to each competitor, which must be retained throughout the qualifying rounds.
- 5.6.10.8. If the model aircraft touches either the pilot or his helper during the landing manoeuvre, no landing points will be given.
- 5.6.10.9. No landing bonus points will be awarded if the model aircraft overflies the end of the group's working time.
- 5.6.10.10. The competitor who achieves the highest aggregate of points comprising of flight points plus landing bonus

points minus penalty points, will be the group winner and will be awarded a corrected score of one thousand points for that group. The corrected score shall be recorded to one decimal place.

5.6.10.11. The remaining competitors in the group will be awarded a corrected score based on their percentage of the group winner's total score before correction (i.e. normalised for that group) calculated from their own total score as follows:

$$\frac{\text{Competitors own score multiplied by 1000}}{\text{Highest points total scored in the group (before correction)}}$$

5.6.11. Final Classification

5.6.11.1. a) If five (5) or less qualifying rounds are flown, the aggregate score achieved by the competitor will be the sum of his/her scores for those five rounds. If more than five rounds are flown, then his/her lowest score will be discarded before determining his/her aggregate score.

b) At the end of the qualifying rounds, a minimum of nine (9) competitors with the highest aggregate scores will be placed together in a single group to fly the fly-off rounds. At the organiser's discretion, if frequencies permit, the number of competitors qualifying for the fly-off may be increased.

5.6.11.2. The working time for each competitor who qualifies for the fly-off rounds will be of fifteen (15) minutes duration. As before, audible signal will be given at the start of the group working time, at exactly thirteen (13) minutes and at exactly fifteen (15) minutes.

5.6.11.3. The scoring of the fly-off rounds shall be as in section 5.6.10.

5.6.11.4. Final placing of the competitors who qualify for the fly-off shall be determined by scores in fly-off; their scores in the qualifying rounds being discarded. If less than four fly-off rounds are flown their aggregate scores over the fly-off rounds is counted, if four fly-off rounds are flown the worst result of each competitor is discarded.

In the event that two or more competitors have the same aggregate fly-off score, final positions of those competitors shall be determined by their respective position in the qualifying rounds; the higher positioned competitor being awarded the higher final position.

5.6.12. Advisory Information

5.6.12.1. Organisational Requirements

a) The organisers shall ensure that each competitor has no doubt about the precise second that the group's working time starts and finishes.

b) Audible indication may be by automobile horn, bell or public address system etc. It must be remembered that sound does not travel far against the wind; therefore the positioning of the audio source must be given some thought.

c) To be a fair contest, the minimum number of fliers in any one group is four. As the contest proceeds, some competitors may be obliged to drop out for various reasons. When a group occurs with three (3) or fewer competitors in it, the organisers move up a competitor from a later group, ensuring if possible, that he/she has not flown against any of the others in previous rounds and of course that his/her frequency is compatible.

5.6.12.2. Time-keeper Duties

a) Organisers must make sure that all who are to act as timekeepers are fully aware of just how important their duties are and to make certain that they are conversant with the rules particularly those that require quick positive action in order not to jeopardise a competitor's chances in the contest.

b) The timekeepers will be responsible for handing transmitters to competitors prior to the start of the working time and for returning them to Control immediately after the end of the flight.

c) The organisers must ensure that an official is nominated to note any competitor who overflies the end of the group's working time and to time his/her excess flight time.

5.6.12.3 Matrixes

a) A matrix should be employed to minimise situations where any competitor flies against another more than once, except in the fly-off. It is recognised that, in practice, with certain numbers of competitors, or where more than three rounds are flown, a situation where a competitor flies against another more than once may be unavoidable. This must be kept to a minimum.

b) The method by which each competitor is given a contest number from the matrix is left to the organisers.

- c) Once the contest has started, neither the matrix table nor contest numbers should be changed.
- d) In order to minimise the time needed to run the contest, it is very important that the matrix which gives the minimum number of groups per round, with the maximum possible competitors in each group, will be selected, and the number of frequency groups adjusted accordingly.

5.6.12.4. **Frequency Groups**

- a) Depending on the number of competitors in the contest and the frequencies available, the organisers will select a matrix and allocate the competitors into equally sized frequency groups according to their frequencies; reserve (dummy) places may be inserted into a frequency group at this stage. Each frequency group can comprise a number of different actual frequencies, but a frequency can only appear in one frequency group. These frequency groups are named “A”, “B”, “C” and so on, in the matrix tables that follow. At this stage, some competitors may have to change their radio frequencies in order to balance the numbers in each group.
- b) Organisers can then assign a unique contest number to each competitor from the matrix for round 1 of the contest; the competitor must keep this number for the remainder of the contest (round 2, round 3,...).

For example, in a contest with 36 competitors, using matrix B, a competitor may be grouped into frequency group B and then given competition number 8.

He then flies in flying group 2 in round 1, in flying group 1 in round 2, in flying group 3 in round 3.

5.6.12.5. **The Matrixes**

Matrix (a) 25 Competitors, identified by their competitor's number (1 - 25), divided equally into 5 frequency groups (A, B, C, D, E). Each round divided into 5 flying groups (1, 2, 3, 4, 5).

Round 1										
Frequency Group										
	A	B	C	D	E					
1)	1	2	3	4	5					
2)	6	7	8	9	10					
3)	11	12	13	14	15					
4)	16	17	18	19	20					
5)	21	22	23	24	25					

Round 2					Round 3						
Frequency Group					Frequency Group						
	A	B	C	D	E	A	B	C	D	E	
1)	1	7	13	19	25	1)	1	12	23	9	20
2)	6	12	18	24	5	2)	6	17	3	14	25
3)	11	17	23	4	10	3)	11	22	8	19	5
4)	16	22	3	9	15	4)	16	2	13	24	10
5)	21	2	8	14	20	5)	21	7	18	4	15

Matrix (b) 36 competitors divided into 6 frequency groups (A, B, C, D, E, F). Each round divided into 6 flying groups (1, 2, 3, 4, 5, 6).

Round 1											
Frequency Group											
	A	B	C	D	E	F					
1)	1	2	3	4	5	6					
2)	7	8	9	10	11	12					
3)	13	14	15	16	17	18					
4)	19	20	21	22	23	24					
5)	25	26	27	28	29	30					
6)	31	32	33	34	35	36					

Round 2						Round 3							
Frequency Group						Frequency Group							
	A	B	C	D	E	F	A	B	C	D	E	F	
1)	1	8	15	22	29	36	1)	1	32	27	22	17	12
2)	7	14	21	28	35	6	2)	7	2	33	28	23	18
3)	13	20	27	34	5	12	3)	13	8	3	34	29	24
4)	19	26	33	4	11	18	4)	19	14	9	4	35	30
5)	25	32	3	10	17	24	5)	25	20	15	10	5	36
6)	31	2	9	16	23	30	6)	31	26	21	16	11	6

Matrix (c) 49 competitors divided into 7 frequency groups (A, B, C, D, E, F, G). Each round divided into 7 flying groups (1, 2, 3, 4, 5, 6, 7).

Round 1 Frequency Group								Round 2 Frequency Group							
	A	B	C	D	E	F	G		A	B	C	D	E	FG	
1)	1	2	3	4	5	6	7	1)	1	9	17	25	33	41	49
2)	8	9	10	11	12	13	14	2)	8	16	24	32	40	48	7
3)	15	16	17	18	19	20	21	3)	15	23	31	39	47	6	14
4)	22	23	24	25	26	27	28	4)	22	30	38	46	5	13	21
5)	29	30	31	32	33	34	35	5)	29	37	45	4	12	20	28
6)	36	37	38	39	40	41	42	6)	36	44	3	11	19	27	35
7)	43	44	45	46	47	48	49	7)	43	2	10	18	26	34	42

Round 3 Frequency Group							
	A	B	C	D	E	F	G
1)	1	44	38	32	26	20	14
2)	8	2	45	39	33	27	21
3)	15	9	3	46	40	34	28
4)	22	16	10	4	47	41	35
5)	29	23	17	11	5	48	42
6)	36	30	24	18	12	6	49
7)	43	37	31	25	19	13	7

Matrix (d) 64 Competitors divided into 8 frequency groups (A, B, C, D, E, F, G, H). Each round divided into 8 flying groups (1, 2, 3, 4, 5, 6, 7, 8).

Round 1 Frequency Group								Round 2 Frequency Group									
	A	B	C	D	E	F	G	H		A	B	C	D	E	F	G	H
1)	1	2	3	4	5	6	7	8	1)	1	10	19	28	37	46	55	64
2)	9	10	11	12	13	14	15	16	2)	9	18	27	36	45	54	63	8
3)	17	18	19	20	21	22	23	24	3)	17	26	35	44	53	62	7	16
4)	25	26	27	28	29	30	31	32	4)	25	34	43	52	61	6	15	24
5)	33	34	35	36	37	38	39	40	5)	33	42	51	60	5	14	23	32
6)	41	42	43	44	45	46	47	48	6)	41	50	59	4	13	22	31	40
7)	49	50	51	52	53	54	55	56	7)	49	58	3	12	21	30	39	48
8)	57	58	59	60	61	62	63	64	8)	57	2	11	20	29	38	47	56

Round 3 Frequency Group								
	A	B	C	D	E	F	G	H
1)	1	58	51	44	37	30	23	16
2)	9	2	59	52	45	38	31	24
3)	17	10	3	60	53	46	39	32
4)	25	18	11	4	61	54	47	40
5)	33	26	19	12	5	62	55	48
6)	41	34	27	20	13	6	63	56
7)	49	42	35	28	21	14	7	64
8)	57	50	43	36	29	22	15	8

Matrix (e) 81 competitors divided into 9 frequency groups (A, B, C, D, E, F, G, H, I). Each round divided into 9 flying groups (1, 2, 3, 4, 5, 6, 7, 8, 9).

		Round 1								
		Frequency Group								
	A	B	C	D	E	F	G	H	I	
1)	1	2	3	4	5	6	7	8	9	
2)	10	11	12	13	14	15	16	17	18	
3)	19	20	21	22	23	24	25	26	27	
4)	28	29	30	31	32	32	34	35	36	
5)	37	38	39	40	41	42	43	44	45	
6)	46	47	48	49	50	51	52	53	54	
7)	55	56	57	58	59	60	61	62	63	
8)	64	65	66	67	68	69	70	71	72	
9)	73	74	75	76	77	78	79	80	81	

		Round 2								
		Frequency Group								
	A	B	C	D	E	F	G	H	I	
1)	1	11	21	31	41	51	61	71	81	
2)	10	20	30	40	50	60	70	80	9	
3)	19	29	39	49	59	69	79	8	18	
4)	28	38	48	58	68	78	7	17	27	
5)	37	47	57	67	77	6	16	26	36	
6)	46	56	66	76	5	15	25	35	45	
7)	55	65	75	4	14	24	34	44	54	
8)	64	74	3	13	23	33	43	53	63	
9)	73	2	12	22	32	42	52	62	72	

		Round 3								
		Frequency Group								
	A	B	C	D	E	F	G	H	I	
1)	1	74	66	58	50	42	34	26	18	
2)	10	2	75	67	59	51	43	35	27	
3)	19	11	3	76	68	60	52	44	36	
4)	28	20	12	4	77	69	61	53	45	
5)	37	29	21	13	5	78	70	62	54	
6)	46	38	30	22	14	6	79	71	63	
7)	55	47	39	31	23	15	7	80	72	
8)	64	56	48	40	32	24	16	8	81	
9)	73	65	57	49	41	33	25	17	9	

Matrix (f) 100 Competitors divided into 10 frequency groups (A, B, C, D, E, F, G, H, I, J,). Each round divided into 10 flying groups (1, 2, 3, 4, 5, 6, 7, 8, 9, 10)

Round 1										
Frequency Group										
	A	B	C	D	E	F	G	H	I	J
1)	1	2	3	4	5	6	7	8	9	10
2)	11	12	13	14	15	16	17	18	19	20
3)	21	22	23	24	25	26	27	28	29	30
4)	31	32	33	34	35	36	37	38	39	40
5)	41	42	43	44	45	46	47	48	49	50
6)	51	52	53	54	55	56	57	58	59	60
7)	61	62	63	64	65	66	67	68	69	70
8)	71	72	73	74	75	76	77	78	79	80
9)	81	82	83	84	85	86	86	88	89	90
10)	91	92	93	94	95	96	97	98	99	100

Round 2										
Frequency Group										
	A	B	C	D	E	F	G	H	I	J
1)	1	12	23	34	45	56	67	78	89	100
2)	11	22	33	44	55	66	77	88	99	10
3)	21	32	43	54	65	76	87	98	9	20
4)	31	42	53	64	75	86	97	8	19	30
5)	41	52	63	74	85	96	7	18	29	40
6)	51	62	73	84	95	6	17	28	39	50
7)	61	72	83	94	5	16	27	38	49	60
8)	71	82	93	4	15	26	37	48	59	70
9)	81	92	3	14	25	36	47	58	69	80
10)	91	2	13	24	35	46	57	68	79	90

Round 3										
Frequency Group										
	A	B	C	D	E	F	G	H	I	J
1)	1	92	83	74	65	56	47	38	29	20
2)	11	2	93	84	75	66	57	48	39	30
3)	21	12	3	94	85	76	67	58	49	40
4)	31	22	13	4	95	86	77	68	59	50
5)	41	32	23	14	5	96	87	78	69	60
6)	51	42	33	24	15	6	97	88	79	70
7)	61	52	43	34	25	16	7	98	89	80
8)	71	62	53	44	35	26	17	8	99	90
9)	81	72	63	54	45	36	27	18	9	100
10)	91	82	73	64	55	46	37	28	19	10

ANNEX 3A

RULES FOR WORLD CUP EVENTS

RC SOARING WORLD CUPS

1. **Classes:** The following separate classes are recognised for World Cup competition: F3B and F3J.
2. **Competitors:** All competitors in the open international contests are eligible for the World Cup.
3. **Contests:** Contests included in the World Cup must appear on the FAI contest calendar and be run according to the FAI Sporting Code. In the contests pilots of at least two different nations must take part.

Points Allocation

Class F3B and F3J

Points are to be allocated to competitors at each contest according to their placing in the results and to the number of participants as given in the following table and the conditions given below:

Placing	1	2	3	4	5	6	7	8	9	10	11	12
Points	50	40	30	25	20	19	18	17	16	15	14	13
Placing	13	14	15	16	17	18	19	20	21	22	23	24
Points	12	11	10	9	8	7	6	5	4	3	2	1

The number of competitors considered for the awarding of points is limited to those who completed at least one round (all three tasks) .

The number of points awarded depends on the number of competitors. For every two competitors lacking to 51 one point is deducted from the points given in the table.

In the event of a tie for any placing, the competitors with that placing will share the points which would have been awarded to the places covered had the tie been resolved (round up the score to the nearest whole number of points).

5. Classification

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions, except that only one competition may be counted from each country in Europe (taking the better score for any European country in which he has scored in two competitions). To determine the total score, up to three events may be counted, selecting each competitor's best results during the year.

In the event of a tie the winner will be determined according to the following scheme. The number of events counted will be increased from three, one at a time, until the winner is obtained. If this does not separate the tied competitors then the winner will be determined by considering the points obtained in the best three events multiplied by the number of competitors flying in each event. The winner is the one with the greatest total thus calculated.

6. Awards

The winner earns the title of Winner of the World Cup. Certificates, medals and trophies may be awarded by the Subcommittee as available.

7. Organisation

The Subcommittee shall be responsible for organising the World Cup and may nominate a responsible person or special subcommittee to administer the event.

8. Communications

The RC-Soaring Subcommittee should receive the results from each contest in the World Cup and then calculate and publish the current World Cup positions. These should be distributed to the news agencies and should also be available by payment of a subscription to any interested bodies or individuals. Latest results will also be sent to the organiser of each competition in the World Cup for display at the competition. Final results of the World

Cup are to be sent also to the FAI, National Airsports Controls and model aircrafting press.

9. Responsibilities of Competition Organisers

Competition organisers must propose their event for inclusion in the World Cup when nominating events for the FAI International Sporting Calendar. The final selection of events from these proposals is made by the CIAM Bureau as defined in paragraph 3.

Immediately after the event, the competition organiser must send the results to the World Cup organiser, at least within one month as required in the Sporting Code B.6.5.. Any failure to return results promptly will be reviewed by the CIAM Bureau when considering the competition calendar for the following year.

10. Jury

A Jury of three responsible people shall be nominated by the CIAM RC-Soaring Sub-committee to rule on any protest concerning the World Cup during a year. Any protest must be submitted in writing to the RC-Soaring Sub-committee Chairman and must be accompanied by a fee of 80 CHF (Swiss Francs). In the event of the Jury upholding the protest, the fee will be returned.

CLASS F3F - RADIO CONTROL SLOPE SOARING (PROVISIONAL)

5.F.1. **Definition:** This contest is a speed event for radio controlled slope gliders. A minimum of four rounds must be flown. The organiser shall run as many rounds as the conditions and time permit, up to a maximum of ten rounds.

5.F.2. **Characteristics of Radio Controlled Slope Gliders**

Maximum surface area (St)150 dm²

Maximum flying mass5 kg

Loading on Stbetween 12 and 75 g/dm²

The radio shall be able to operate simultaneously with other equipment at the normally used spacing in the allocated R/C bands (i.e. 35 MHz : 10 kHz).

The competitor may use two models in the contest. The competitor may combine the parts of the models between the rounds provided the resulting model used for flight conforms to the rules and that the parts have been checked before the start of the contest. Addition of ballast (which must be located internally in the model) and/or change of angles of setting are allowed. Variation of geometry or area is allowed only if it is actuated at distance by radio control.

5.F.3. **Competitor and Helpers:** The competitor (pilot) must operate his radio equipment personally. Each pilot is permitted one helper. The helper is only to assist and advise the pilot until the model is passing Base A for the first time and after the timed flight is completed.

5.F.4. **Definition of an Attempt:** There is an attempt when the model has left the hands of the pilot or his helper.

5.F.5. **Number of Attempts:** The pilot has one attempt on each flight. An attempt can be repeated if:

- a) the launching attempt is impeded, hindered or aborted by circumstances beyond the control of the pilot, duly witnessed by the official judges;
- b) his model collides with another model in flight or other impediment and the pilot is not to blame on that account;
- c) the flight was not judged by the fault of the judges.
- d) The model (i.e the centre of gravity) fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course, due to circumstances beyond the control of the pilot, duly witnessed by the official judges.

5.F.6. **Cancellation of a Flight:** A flight is official when an attempt is carried out, whatever result is obtained.

A flight is official but gets a zero score if:

- a) the pilot used a model not conforming with FAI rules;
- b) the model loses any part while airborne;
- c) the helper advises the pilot during the timed flight;
- d) the model is controlled by anyone other than the pilot;
- e) the flight is not carried through;
- f) the model lands outside the assigned landing area;
- g) the model is not launched within one minute from the moment the starting order is given.
- h) The model (i.e. the centre of gravity) fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course.

5.F.7. **Organisation of Starts:** The flights are to be performed round by round. The starting order is settled by draw in accordance with the radio frequencies used.

The pilot is entitled to three minutes of preparation time from the moment he is called to the ready box.

After the three minutes has elapsed, the starter may give the order to start. After the starter has given the order to start, the pilot or his helper is to launch the model within one minute. The pilot or his helper is to launch the model by hand from the starting area indicated by the organiser.

If possible, the starting area, including the audio system, shall be situated in the middle of the course (equal distance from Base A and Base B).

The time from launch to the moment the model enters the speed course must not exceed thirty seconds.

If the model has not entered the speed course (i.e. first crossing of Base A in the direction of Base B) within the thirty seconds, the flight time will commence the moment the thirty seconds expires. If the model has not entered the speed course within the thirty seconds, this is to be announced by the judges.

5.F.8. **The Flying Task:** The flying task is to fly 1000 metres on a closed speed course of 100 metres in the shortest possible time from the moment the model first crosses Base A in the direction of Base B.

5.F.9. **The Speed Course:** The speed course is laid out along the edge of the slope and is marked at both ends with two clearly visible flags. The organiser must ensure that the two turning planes are mutually parallel and perpendicular to the slope.

Depending on the circumstances, the two planes are marked respectively Base A and Base B.

Base A is the official starting plane. At Base A and Base B, an Official announces the passing of the model (i.e. the centre of gravity) with a sound signal when the model is flying out of the speed course. Furthermore, in the case of Base A, a signal announces the first time the model is crossing Base A in the direction of Base B.

5.F.10. **Judging:** The flights are judged by two judges who do not have to be the same for all competitors.

The judges' task is to control that the flights are performed according to the rules, to be time keepers and to ensure that the right distance is flown.

5.F.11. **Scoring:** The result of the flight is stated as the time in seconds and hundredths of seconds obtained by each pilot. For the purpose of calculating the result of the round, the competitor's result is converted this way:

$$1000 \times \frac{P_1}{P_w}$$

where P_w is the best result in the round, and P_1 is the competitor's result.

5.F.12. **Classification:** The sum of the competitor's round scores will determine his position in the final classification. The lowest round score of each competitor will be discarded and the others added to obtain the final score which will determine his position in the final classification.

To avoid ties in the classification concerning the five best scores, "classification rounds" are flown until the ties are broken. If this is not possible, the result of the discarded round will determine each competitor's position in the final classification.

5.F.13. **Organisation of the Contest:** The competition must be held at a site which is suitable for slope soaring.

When marking the starting and landing areas and the turning planes, the organiser must take into account the configuration of the terrain and the wind direction.

5.F.14. **Changes:** Any changes in the flight and landing areas may be made only between flight rounds.

5.F.15. **Interruptions:** A round in progress must temporarily be interrupted if:-

- a) the wind speed unintermittently is below 3 m/sec or more than 25 m/sec.
- b) the direction of the wind unintermittently deviates more than 45° from a line perpendicular to the main direction of the speed course.

A round in progress is to be cancelled if:-

- a) the interruption lasts more than thirty minutes;
- b) fewer than 50% of the competitors have been able to perform the task caused by marginal conditions. Without the condition "unintermittently" (i.e. 20 seconds) have been met and thus automatically caused reflights.

CLASS F3H - RC SOARING CROSS COUNTRY RACING (Provisional)

5.H.1. Rules for Entry

- a) Open to any country affiliated with the FAI member National Airports Control.
- b) Each National Airports Control may enter up to two teams. A team consists of a pilot and up to two helpers, all of whom must be in possession of an FAI Sporting Licence, from their National Airports Control.
- c) Each team shall include one timer who will be assigned by the organisers as official timer for another team. The official timer shall also be responsible to certify distance travelled if less than the full course distance.
- d) Each team may enter any number of gliders. Each glider must be flown on the same assigned frequency.
- e) There is no restriction on the type or number of chase ground vehicles. Suitable space must be provided in one of the vehicles for the official timer.
- f) All gliders shall fall within FAI limitations with regard to size and weight. (Refer to 5.3.1.3., Characteristics of Radio Controlled Gliders).
- g) There is no restriction on the number of controls or sensors.
- h) All ballast must be carried internally and cannot be jettisonable except for water ballast.
- I) All gliders shall bear the FAI Sporting Licence number and national flag of the primary flyer.

5.H. 2. Description of Task

- a) Object is to fly the course non-stop with one model. Fastest time wins. Any pilot of the team may fly the model.
- b) If all flights are less than the course length then the longest distance flown wins. In the case of ties, the shortest time will determine the winner.

5.H. 3. Description of Course

- a) Depending on local conditions, the course may be any of the following:
 - 1) Point A to Point B, (distance to a goal);
 - 2) Point A to Point B to Point C, (broken leg distance to a goal);
 - 3) Point A to Point B and return to Point A, (out and return);
 - 4) Distance around a closed course with three or more turn points (triangle, quadrilateral etc.);
 - 5) Free distance
- b) On the days of the competition, the organiser shall define the nature and length of the course to be consistent with the local wind and weather conditions which exist and/or are forecast for that day.
- c) The exact nature and length of the course will be announced by the organiser at a pilots' briefing held on the day of the event. A different task may be used on each day of a multi-day competition.
- d) Minimum course length for a World Championship event shall be 20 km. A World Championship event shall include at least three days of official flying.
- e) It is the responsibility of the organiser to provide sight gates and observers at the turn points, if any.

5.H.4. Launching

- a) All launching shall be by electric winches which shall be set-up and remain in a launch area designated by the organiser.
- b) Winches may be supplied by the organiser or may be supplied by the teams.
- c) Winches will be 12-volt launch systems with a maximum line length of 600 metres with the turn-around located 300 metres from the winch.
- d) The towline must be equipped with a pennant having a minimum area of 5 dm² (77,5 in².) A parachute (5 dm².) may be substituted for the pennant provided it is not attached to the model and remains inactive until the release of the cable.
- e) More than one team may share the use of the same winch.
- f) Each team will provide and is responsible for its own line retrieval.
- g) To prevent lines from fouling on the ground, immediately after release from the glider, every towline must be wound down to the turnaround. Failure to do so will allow the organiser to add a five minute time penalty to the flight time.

5.H. 5. Flight Rules

- a) All launching sequences shall be at each team's discretion.

- b) Relaunches on the course are not permitted.
- c) Flight time for each attempt will begin only when the glider crosses the start line in the direction of the course. Prior to crossing the start line, the pilot is responsible to inform the officials that he is making a start. Flight time stops when any of the following occurs:
 - 1) the glider crosses the finish line; or
 - 2) the pilot declares the glider is lost; or
 - 3) the glider touches the ground.
- d) A team may change planes with no restrictions other than the initially assigned frequency must be used.
- e) Any number of attempts will be allowed within the contest time period; the best flight each day will be used in the final scoring.
- f) Once on the course the chase vehicle(s) must travel the designated route except for possible off-course retrievals.
- g) The glider need not fly directly over the prescribed route.
- h) In the event of off-course landings (less than full course length) the point of landing shall determine the distance flown.
- i) If the glider is destroyed in flight or goes out of sight for a period of not less than five minutes, the official timer will log its point of furthest progress up to that point.

5.H.6. Scoring

- a) The winner of each task shall receive 1000 points.
 - 1) Except for Free Distance, the fastest finisher is the winner of the task. If there are no finishers, the winner is the team which flew the longest distance.
 - 2) In Free Distance, the winner is the team which makes the longest distance flight.
- b) When a team lands off course, an imaginary perpendicular line from the course to the landing spot shall determine the distance flown. A marker shall be placed by the official timer at the projected point on the course.

c) Score Computations:

- 1) If there is a finisher:

Fastest finishing team's score:

$$\text{Score} = 1000$$

Other finishing teams' score:

$$\text{Score} = 700 + \left(\frac{T_w}{T_i} \times 300 \right)$$

Non-finishing team's score

$$\text{Score} = \frac{D_i}{D_w} \times 700$$

Where:-

T_i = team's time to finish the course;

T_w = fastest time to finish the course;

D_i = team's distance flown;

D_w = distance of the task.

- 2) If there are no finishers, each team receives a score as below:

Longest Distance Flight = 1000 points

$$\text{Score} = 1000 \times \frac{D_i}{D_w}$$

Where:

D_i = team's distance flown;

D_w = longest distance flown

- 3) The overall winner shall be determined by adding together all the daily scores.

5.H. 7. Organiser Responsibility

- a) Provide sufficient personnel to ensure that all rules are observed and that the correct distances are measured.
- b) Control all frequencies assigned to the competing teams to ensure that each team has a clear frequency.
- c) Provide a map to each team describing the course area and pertinent features at least one month prior to the start of the event.

CLASS F3I - AERO-TOW GLIDERS (PROVISIONAL)

5.I. 1. General Rules

5.I.1.1. **Definition of an Aero-Tow Glider Contest:** An aero-tow contest is a competition in which each competitor performs with the same glider two different tasks, speed and duration, after having been towed to soaring altitude.

This competition must take place on a reasonably flat and horizontal terrain with a low probability of slope or wave soaring.

5.I.1.2. **Definition of a Round:** A round includes two tasks, each is attempted after aero-tow release at 200 metres above ground level:

- a) one speed task: a 1000 metres distance flight performed on a 250 metres course;
- b) one duration task: flight with a maximum duration of 8 minutes and a precision landing.

The two tasks must be performed with the same glider without any change of parts (except in case of a collision with another model in flight).

During the duration task, pilots are arranged in as few as possible groups, consisting of 4 or 3 pilots. During this task, in order to release their models, groups of four pilots are allocated a time slice of 10 minutes. Groups of three pilots are allocated a time slice of 7 minutes 30 seconds.

5.I.1. 3. **Definition of the Speed Course:** The speed flight is performed between two parallel vertical planes, 250 metres apart. Each vertical plane is established with a sighting apparatus to identify the crossing of the plane by the nose of the glider. The judges announce to the pilot when his model crosses the plane, by use of an acoustic or optical signal. One plane has to be designated as the start and finish plane. The timekeepers shall stand near the start and finish plane.

All flying shall take place on one side of a plane, perpendicular to the two vertical turning planes, and materialised by a sighting device in the vicinity of Base A and a flag at Base B. The side which is to be flown is indicated by the organisers, and all personnel, pilots, helpers and public shall remain on the other side of this plane. The flight is annulled when the crossing of the safety plane by any part of the glider is signalled by the safety line marshal.

5.I.1.4. **Characteristics of an Aero-Tow Glider:** Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed, (i.e. not rotating or ornithopter type surfaces). Models with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode. The models must be controlled by the pilot on the ground using radio control connection. Any variation of geometry or area must be actuated at distance by radio.

a) Maximum flying weight..... 5 kg

Loading on the St (maximum)..... 75 g/dm²

The loading must be identical for the two tasks in each round (Example: a glider being 50 g/dm² loaded during the speed task has to be identically loaded for the duration task.).

Minimum wing-span..... 3,50 m

The gliders must have a semi-scale look:

- 1) The fuselage width, measured in centimetres at the maximum cross-section, excluding the fillets, shall be at least equal to 3,2% of the glider wingspan (example 400 cm x 3,2% = 12,8 cm). The fuselage height measured in cm at the maximum cross section, excluding the fillets, shall be at least equal to 4% of the glider wingspan (example 400 cm x 4% = 16 cm)
- 2) The fuselage shall include a transparent cockpit canopy, similar to the one used on full size gliders.
- 3) To facilitate take-off, the glider must possess a wheel with a minimum diameter of 4 cm, and giving a minimum fuselage-to-ground clearance of at least 1 cm.

On the ground, only the change of radio frequency as well as changes of wing and tail incidence angles is allowed. In flight, surface and incidences may be changed by remote control.

Any device for transmission of information from the model to the pilot or his helper, including gyroscopes, variometers and any visible device on the exterior of the glider (flashing lights,...) is prohibited.

Prefabrication of the models: Models which are assembled by the builder from prefabricated parts and in which the builder installs the equipment, are allowed. In any configuration, the glider must constantly comply with the above characteristics

b) The radio must be able to operate simultaneously with other equipment at 20 kHz spacing. When the radio does not meet this requirement, the working bandwidth (max. 50 kHz) shall be specified by the competitor.

5.I.1.5. **Competitor and Helper:** Each competitor must operate his radio equipment personally. He is permitted one helper to assist him during the launching and the flight.

5.I.2. Technical and Sporting Rules for the Contest

5.I.2.1. **Number of Models:** The competitor may use two models in the contest. Only one model can be used during a specific round.

5.I.2.2. **Technical Control and Processing:** Each competitor shall present a model specification certificate (see 2.3.5. and 2.3.6. Section 4c) for each model.

Models shall be processed in accordance with B.13 Section 4b.

Models shall be weighed before and after the speed and duration flights of each round.

5.I.2.3. **Organisation of Starts:** For the first speed task, the starting order shall be established with a draw. The starting order for the other speed tasks is then determined by a sequential rotation of the first starting order ($1/N$ where N is the number of rounds).

For the duration tasks, the competitors shall be combined in groups with a draw. For this purpose, each competitor must enter two different frequencies at least 20 kHz apart. The Organiser will be the only person able to determine the most suitable frequency so that the competitors can fly in groups of 4 pilots or 3 pilots minimum.

The tasks may be flown in any order during a round. No round may be started before the end of the preceding one.

The starting order is determined before the beginning of the flights.

When called by the Starter, the competitor has two minutes preparation time before taking off. At the end of the two minutes preparation time, if his model is not ready for take-off, the competitor is penalised one attempt. The same holds true if, for any reason, he abandons his takeoff.

For the duration task, the time between the release of the gliders of the first and the last competitors of one group must be less than ten minutes.

The time required for the towing-plane/glider between take-off and release must not exceed 1 min. 30 sec. Once the 1 min. 30 sec time has elapsed, the release is compulsory with no further attempt.

In all cases, a new attempt is repeated immediately (before the following competitor).

In the case of paragraph 5.I. 2.7., the Contest Director is the only person who can make the decision to allow a new attempt at the end of the task.

5.I.2.4. Launching

a) All gliders shall be launched by aero-towing with radio controlled aircraft made available by the organisers and flown by a pilot designated by them.

b) All launches shall start with the glider on the ground. The use of dollies/launching trolleys is not permitted.

c) The tow plane shall conform to the General Characteristics of Model aircraft (see 1.2 Section 4c) except that the maximum flying weight shall be 12 kg and that the maximum swept volume of the motor shall be 50 cc.

d) To facilitate aero-towing, the glider shall be fitted with a single tow-hook, working with a simple nylon bow, situated not more than 10 cm from the nose of the model.

e) The glider shall be released at a maximum altitude of 200 metres above ground level. This altitude shall be determined by an automatic altimeter carried in the tow plane which action is to stop automatically the climb by throttling back the engine to idle.

f) The towing plane pilot shall advise the pilot when his model approaches the release height. He shall order the release of the model (sounding a horn) when the model reaches an altitude of 200 m. The release must be executed within three seconds following the order to do so; if not, the competitor is penalised one attempt.

g) For the speed task, the model shall cross the start plane within two minutes after release of the model.

h) If the towing plane/glider crosses the start plane before the 200 m horn is sounded, the glider shall, after release, return behind the start plane to perform its speed flight.

- j) The tow rope is 25 m long with a fusible ring (nylon bow) at each end.
- k) The tow rope must be fitted with a red warning ribbon.

The glider can start its speed flight after release without waiting for the 200 m horn to sound.

Only the judge can indicate the position of the glider for the correct crossing of the start plane.

5.1.2.5. **Definition of a Reflight**

The flight is not considered an attempt and may be reflight if:

- a) the glider is not ready to take off after the two minutes preparation time;
- b) the towing has to be interrupted because of the competitor's fault;
- c) the release occurs above the allowed altitude;
- d) For the duration task, the group is entitled a new time slice (10 minutes or 7 minutes 30 seconds) if the models were not all released within the allocated time. The contest director may ask for immediate repetition of the flight or may postpone the reflight to the end of the task.

5.1.2.6. **Number of Attempts:** For each task, if the first attempt is not conclusive, the competitor is entitled a second attempt.

The flight may be repeated if:

- a) the glider collides with another model. Should the flight continue in a normal manner, the competitor may demand:
 - 1) that the flight in progress be accepted as official;
 - 2) or to repeat his flight.
- b) the flight has not been judged by the timekeepers;
- c) the towing is interrupted through no fault of the competitor;
- d) for the duration task, if the gliders are not released within the allowed 10 minutes time, the group is entitled to a second (and unique) attempt.

If the contest director asks for the flight to be repeated because of a competitor's fault, the group will fly again and the better of the two results will be the official score for the other competitors of the group.

5.1.2.7. **Penalty:** If, for the duration task, the glider loses in flight any part, the flight time is penalised with a 200 points penalty. If, during the recorded time of the speed task, the glider loses any part, 200 points will be deducted from the partial score of the speed task.

5.1.2.8. **Cancellation of Flight and Disqualification:** The flight is annulled if:

- a) the competitor uses a glider not in accordance with the rules;
- b) the glider was not ready for take-off during the second attempt;
- c) the glider crosses the safety plane.
- d) during the duration flight, the glider overflies at low altitudes the safety areas defined by the organiser of the competition.

A competitor is disqualified:

- a) in case of intentional or flagrant violation of the rules;
- b) if the model is controlled by anyone other than the competitor.

5.1.2.9. **Timing:** The launch-officer times the two minutes preparation time from the moment he calls the competitor for departure.

The timing of the flights must be ensured by two timekeepers provided with stopwatches. Timing can exceptionally be ensured by only one timekeeper, but in this case, he must use two stopwatches simultaneously.

5.1.2.10. **Definition of the Landing Point:** The landing point is the point on the ground vertically below the nose of the model when stopped.

5.1.2.11. **Definition of the Landing Area:** The landing area is defined by a rectangle, 20 metres wide and 40 metres long, defined on the ground with tight lines.

5.I.3. Scoring:

- a) **Speed task:** The time required for the glider to fly 1000 metres, four laps of the course, shall be recorded in seconds and tenths of seconds.
- b) **Duration task** Each timekeeper records the whole duration of the flight, from the release of the model from the tow line until:
- 1) the glider comes to a standstill on the ground;
 - 2) or, the flight is stopped by an obstacle;
 - 3) or, the glider disappears from the timekeeper's sight.

One point is awarded for each complete second of flight up to a maximum of 480 points (8 minutes).

One point is deducted for each full second flown in excess of 480 seconds.

Twenty additional points are awarded if the landing is performed inside the rectangle. The landing direction must be the same as the take-off direction imposed at the beginning of the task. A touch and go in the opposite direction is recorded zero.

No landing points shall be awarded if the glider:

- 1) hits the pilot or his helper, during the landing process; or
- 2) stops in an inverted position; or
- 3) executes a rotation of more than 90 degrees from the landing area axis (length of the rectangle).

If the model stops more than 100 m from the centre of the landing area (rectangle), the flight time is penalised 200 points.

- c) The final classification for each pilot is compiled from the partial scores of each round..

The partial score (P_S) for duration task for each competitor is:

$$P_S = 1000 \times T_C/B_T \text{ where:}$$

$$T_C = \text{competitor's partial points} = (P_C + E_P) - P_P;$$

$$B_T = \text{partial points of the best competitor in the group} = (P_C + E_P) - P_P;$$

$$P_C = \text{points awarded to the competitor (5.I.3.b);}$$

$$E_P = \text{extra points for landing;}$$

$$P_P = \text{penalty points.}$$

The partial score (P_S) for speed task for each competitor is:

$$P_S = 1000 \times B_T/T_C \text{ where:}$$

$$B_T = \text{best speed time}$$

$$T_C = \text{time of the competitor}$$

Final score: The final score of each competitor is compiled by adding the partial scores of each round. In order to establish the final score, the lowest round may be dropped if three rounds or more have been flown.. If five rounds or more have been flown, two rounds may be dropped. If nine or more rounds have been flown, three rounds may be dropped.

In order to decide the winner when there is a tie among the three first competitors, a whole round will be flown for these competitors.

CLASS F3K - HAND LAUNCH R.C.-GLIDERS (PROVISIONAL)

5K.1 General

A multitasking contest where RC gliders must be hand-launched and accomplish specific tasks. The contest should consist of at least five rounds. The organiser must provide a sufficient number of timekeepers in order to allow enough simultaneous flights at all time. In principle, each competitor is allowed one helper who should not become physically involved in the flight. Handicapped persons may ask for assistance at launching and retrieving (catching) their model aircraft. During a competition with only one class, the competitors of less than 1.5 m height may be assisted for launching-catching. If junior and senior classes are scored separately, the limit is 15 years of age for juniors.

The organiser should provide a transmitter impound where all transmitters are kept in custody while not in use during a flight or the corresponding preparation time. Competitors not involved in flying or helping another competitor may be asked by the organiser to operate as timekeepers.

5.K.2. Definition of model aircraft.

Model aircraft are gliders, with the following limitations.

Wingspan max. 1500 mm

Weight max. 600 g

Radius of the nose, minimum 5 mm in all orientations (see F3B nose definition for measurement technique).

The model aircraft must be launched by hand and are controlled by radio equipment acting on an unlimited number of surfaces.

The model aircraft can be equipped with holes, pegs or reinforcements, which allow better grip of the model aircraft by hand. The pegs must be stiff and remain a firm part of the model, neither extensible nor retractable. Devices, which do not remain a part of the model during and after the launch, are not allowed.

The competitor may at any times change his model aircraft as long as they confirm to the specifications and are operated at the assigned frequency.

Each competitor must provide two frequencies on which his model aircraft may be operated, and the organiser may assign any of these frequencies for the duration of any round or the complete contest.

Para B3.1 of section 4 b (builder of the model aircraft) is not applicable to class F3K. Any ballast must be inside of the model and must be fixed safe.

5.K.3. **Definition of the flying field:** The flying field should be reasonably level and large enough to allow several model aircraft to fly simultaneously. The main source of lift should not be slope lift. The organiser must define the launching and landing area before the start of the contest and all launching and landings should happen within this area. Any launch or landing outside this area is scored zero for the flight.

A typical launching and landing area could be a rectangle 100m x 50m oriented with longer side perpendicular to the wind direction.

5.K.4. **Definition of landing:** A landing is considered valid if:

- the model aircraft comes to rest and at least one part of it touches the launching and landing area ,
- the competitor catches the model aircraft by hand (or if competitor is handicapped, his helper, if launching was made by this person), while standing with both feet inside the launching and landing area.

5.K.5. **Flight time:** The flight time is measured from the moment the model aircraft leaves the hands of the competitor (or his helper, see above) to the moment the model aircraft comes to rest on the ground or ground based object or the competitor catches the model aircraft by hand (or his helper, see above) or the working time expires.

The flight time is official if:

- the launching happens from inside the launching and landing area and the landing happens inside this area
- the launching happens within the working time of the task

5.K.6. **Definition of round:** The contest is organised in rounds, each of which allocates a competitor a working time identified in the task list. The start and end of the working time are announced with a sound-signalling device. The competitors are arranged in as few groups as possible. A group should be a minimum of 5 pilots. The results are normalised within each group, 1000 points being the basis for the winner of the group.

For each round, the competitors receive at least 2 minutes preparation time, as announced by the organiser. Alternatively, the working time of the preceding group may be declared the preparation time for the next group. During the preparation time, the competitor is allowed to turn on and check his radio, but is not allowed any launch of his model aircraft, either outside or inside the launching and landing area.

5.K.7. **Final score:** In case of more than 4 flown tasks the least score is crossed out, in case of more than 8 flown tasks the least two scores are crossed out. In case of a tie break the crossed out scores are taken into consideration to get a clear ranking.

5.K.8. **Definition of tasks:** Detailed specifications including the tasks to be flown for the day must be announced by the organiser before beginning of the contest. The tasks of the program are defined below. Depending on the weather conditions and the number of competitors, the working time may be reduced by decision of the organiser. No points are deducted for flying over the maximum flight time or for flying after the end of working time. All competitors must land as soon, as their flight or task has been completed. If the model aircraft does not land within 30 s after the end of working time (acoustic signal) the last flight has to be scored with 0 points.

TASK LIST

5.K.8.1. Task A (30 seconds or a multiple of 30 seconds):

During the working time, the competitor must try to accomplish the greatest number of flights, lasting 30 seconds or multiples of 30 seconds. Each completed 30 seconds increment is scored 1 point.

Examples: 1st flight is 15 s - 0 points
2nd flight is 63 s - 2 points
3rd flight is 48 s - 1 point
etc.

Minimum working time - 5 minutes.

5.K.8.2. Task B (Last flight):

During the working time, the competitor may launch the model aircraft an undefined number of times, but only the last flight is taken into account to determine the final result. The length of the flight is limited to 5 minutes. Any additional release of the model aircraft annuls the proceeding timing. When the competitor announces that he has completed his last flight (his official flight for this task), he must leave the launching and landing area, together with his timekeeper.

Minimum working time - 7 minutes.

5.K.8.3. Task C (Next to last and last flight)

Each competitor has unlimited number of flights, but only the next to last and the last flight will be added up. The last flight has to be announced after the end of this flight to the timekeeper. The pilot and helper have to leave the flying field immediately after this announcement. Max time is 180 s.

Minimum working time - 10 minutes.

Example:	1 st flight	65 s
	2 nd flight	45 s
	3 rd flight	55 s
	4 th flight	85 s
	Total	140 s

5.K.8.4. Task D (All up, last down, points):

All competitors of a group must launch their model aircraft simultaneously, within 3 seconds after the signal of the organiser. Maximum measured flight time is 3 minutes. The model aircraft that lands first gets 1 point, all successive model aircraft get an additional point. The last landing model aircraft gets an additional point. Two model aircraft landing within the same second, according to the official timing, get the same score. The next

model aircraft gets two points more. All model aircraft still flying at the end of the 3 minutes slot time get the same number of points (previous + 2), provided they land inside the launching and landing area. This procedure of mass launch is repeated up to 3 flights in total during a 10 minutes working time. The new launch may be ordered after all model aircraft from the previous launch have landed. The scores of all three flights are added to obtain the final score for this task.

Time of a slot may be reduced to 2 minutes if the number of competitors is large. The number of launches may be increased to five (5).

Minimum working time - 7 minutes.

5.K.8.5. Task E(All up, last down, seconds):

All competitors of a group must launch their model aircraft simultaneously, within 3 seconds after the signal of the organiser. Maximum measured flight time is 3 minutes. Each flight time of the 3 attempts of each competitor is to be added up and will be normalised to obtain the final score for this task.

Time of a slot may be reduced to 2 minutes if the number of competitors is large. The number of launches may be increased to five (5).

Minimum working time - 7 minutes.

Example: Competitor A: $45+50+35 \text{ s} = 130 \text{ s} = 812.50 \text{ points}$
 Competitor B: $50+50+60 \text{ s} = 160 \text{ s} = 1000 \text{ points}$
 Competitor C: $30+80+40 \text{ s} = 150 \text{ s} = 937.50 \text{ points}$

5.K.8.6. Task F (Increasing time)

Each flight has to be at least 1 second longer then the previous counted flight. Number of throws is unlimited. Maximum for the first flight is 3 min. The score is counted by addition of all successful flights.

Minimum working time - 10 minutes.

Example: 1st flight 40 s
 2nd flight 26 s not counted
 3rd flight 29 s not counted
 4th flight 42 s
 5th flight 60 s
 Total 142 s

5.K.8.7. Task G (Increasing time by 5 s)

Each pilot has unlimited number of flights. The first flight has to be 10 s, the second 15 s, the third 20 s and so on up to 70 s.

Minimum working time - 8 minutes.

Example: 1st flight 11 s 10 s
 2nd flight 17 s 15 s
 3rd flight 21 s 20 s
 4th flight 28 s 25 s
 5th flight 20 s 0 s
 6th flight 32 s 30 s
 7th flight 37 s 35 s
 8th flight 38 s 0 s
 9th flight 45 s 40 s
 Total 175 s

5.K.8.8. Task H (Increasing time by 15 s):

During the working time, the competitor may accomplish as many launches as he likes. Each competitor must try to complete a flight of 30 seconds. Once this is accomplished, the next two flight times must be incremented by 15 seconds. So flight times should be: 30 s - 45 s - 60 s - 75 s - 90 s The longest flight time is 90 seconds. To

reach any specific flight time, the number of launches is unlimited. The time of the last flight is taken into account. In adverse weather conditions, the organiser may reduce the increment to 10 seconds (30 s - 40 s, etc. up to 70 s). Flight score are given 1 point per completed second of flight. For each second of flying the competitor will get 1 point but only to the max. time of this flight - see following example).

Minimum working time - 7 minutes.

Example: (increment 15 seconds)

1 st flight	32 s	the max of 30 s is reached. Next flight should reach 45 seconds. Partial score is 30 points
2 nd flight	38 s	45 s not reached, score 0
3 rd flight	42 s	45 s not reached, score 0
4 th flight	47 s	the max of 45 s is reached. Next flight should reach 60 seconds. Partial score is 30 + 45 = 75 pts
5 th flight	81 s	the max of 60 s is reached. Next flight should reach 75 seconds. But the remaining working time is only 65 seconds.

Total score of the task is 30 + 45 + 60 = 135 points

5.K.8.9. Task I (Poker - variable target time)

Before the first launch, each competitor announces a target time to his timekeeper. He than can perform an unlimited number of launches to reach this time. If the target is reached, the target time is credited and he can announce the next target time, which can be lower, equal or higher. The announcement can be repeated 5 times. 5 flights with a reached target can be credited. The reached target times are added up.

Minimum working time - 10 minutes.

Example:	Announced time	Flight time	Scored time
	45 s	1 st flight 46 s	45 s
	50 s	1 st flight 48 s	0 s
		2 nd flight 52 s	50 s
	47 s	1 st flight 49 s	47 s
	60 s	1 st flight 57 s	0 s
		2 nd flight 63 s	60 s
	60 s	1 st flight 65 s	60 s
		Total	262 s

5.K.8.10. Task J (3 out of 6):

During the working time, the competitor may launch his model aircraft not more than 6 times. The maximum measured flight time is 3 minutes. This time may be reduced to 2 minutes if the number of competitors is large. The sum of the three longest flights is taken for the final score. For this task the CD may decide the duration of the working time, the number of launches, the number of credited flights and the max single flight time.

Minimum working time - 7 minutes.

5.K.8.11 Task K (Three longest flights - three minutes max time per flight)

Each pilot has unlimited number of flights. Only the best five flights will be added up.

Minimum working time - 8 minutes.

5.K.8.12 Task L (Four longest flights - two minutes max time per flight)

Each pilot has unlimited number of flights. Only the best five flights will be added up.

Minimum working time - 8 minutes.

5.K.8.13. Task M (Five longest flights - two minutes max time per flight))

Each pilot has unlimited number of flights. Only the best five flights will be added up.

Maximum for one flight is 120 s.

Minimum working time - 10 minutes.

5.K.8.14. Task N (Five longest flights - one minute max time per flight)

Each pilot has 6 throws (flights). Only the best five flights will be added up.

Maximum for one flight is 60 s.

Minimum working time - 10 minutes.

5.K.8.15. Task O (Eight longest flights)

Each pilot has unlimited number of flights. Only the best eight flights will be added up.

Maximum for one flight is 60 s.

Minimum working time - 10 minutes.

5.K.8.16. Task P (A one, two, three and four minute flight, any order)

Each pilot has unlimited number of flights.

Minimum working time - 10 minutes.

5.K.8.17. Task Q (Total time - two minutes max time per flight)

Each pilot has eight throws (flights).

Minimum working time - 8 minutes.

5.K.8.18. Task R (Total time - three minutes max time per flight)

Each pilot has eight throws (flights).

Minimum working time - 10 minutes.