

# Radi- Controlled Soaring Digest

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**11.7 Section 4C Volume F3 - RC Soaring**

**F3B Multi-Task Gliders**

**a) 5.3.1.3. Characteristics of Radio Controlled Gliders Germany**

*Amend paragraph d) as follows:*

Any ~~device for the~~ transmission of information from the model aircraft to the competitor is prohibited, **with exception of signal strength and voltage of the receiver battery.**

**Reason: Urgent Clarification.** Almost every 2.4 GHz system transmits automatically status data back to the transmitter. These data are signal strength of the receiver, receiver battery voltage. The transmission of this status data can not be switched off on almost every 2.4 GHz system.

As the rule was written the intention was to forbid the transmission of for example the actual height (vario), speed of the plane, in general: flight data of all kind.

To have information about the signal strength of the received signal is a safety issue and should be allowed.

The rule at the moment forbids most of the new innovative 2.4 GHz systems.

**b) 5.3.2.2. Launching Germany**

*Amend paragraph a) as follows:*

c) There must be a quick release mechanism on the power lead to the battery in order to remove power from the motor in an emergency. (Connections to the battery must be removable without the need for tools). **If slotted pole shoes are used both of them have to be slotted.**

**Reason: Safety.** If only one slotted pole shoe is used nobody can see in the case of an emergency which one is slotted and which one is not slotted.

**c) 5.3.2.4 d) Task B – Distance Belgium**

*Amend the paragraph as follows:*

The model aircraft must be identified by the contest director or designated official to the judges at Bases A and B before or during the launch. **In no case shall this procedure interfere with the moment chosen by the competitor to launch or re-launch his model during the working time.** The competitor must stay within a distance of 10 m either side of Base A during the timed flight.

**Reason: Urgent Clarification.** A recent evolution in the identification procedure is generating problems. It imposes to wait for a return signal given by the contest management after a call of his identification mark by the pilot, in order to be allowed to launch the model during the working time. This implies that the pilot has no longer full control on the use of his allotted working time.

Confusion in this signalling procedure provoked a protest during the last World Championship in the Czech Republic. The consequences of this confusion were decisive on the first and second place in the overall ranking. As mentioned in the existing text, it is the responsibility of the contest management to identify the

model(s). If the local signalling apparatus does not allow identifying the models before the start of the working time, it is the organiser's responsibility to arrange identification in a different way. But in no case should the procedure interfere with the free use of the complete working time.

Identification of each model by the judges at bases A and B is simple to accomplish before the start of the working time. With the cooperation of all, the identification of 5 or 6 models takes less than 30 seconds. The impact on the duration of a round remains negligible.

**d) 5.3.2.4. Task B – Distance Germany**

*Amend paragraph c) as follows:*

c) ~~An audio~~ **A visual** system or a combined audiovisual system announces to the competitor when his model aircraft crosses the Base A or Base B (imaginary vertical planes). 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 and signalling shall occur when any part of the model aircraft crosses the base. If an audiovisual system is used, signalling is also valid when the audio system fails ~~or vice-versa~~.

**Reason: Urgent Clarification.** The experiences at some competitions have shown, that it is always possible to fly only with visual (optical) signals, but sometimes it is very difficult till impossible to fly only with audio (acoustical) signals. The reason is that mostly electronically produced audio signals are used; they have mostly an equal loudness and differ not very much, especially when some of these signals sound at the same time. If there is a combination of electronically produced signals and a buzzer, a horn or an electrical bell, then we have no equal treatment for all competitors because it is much easier to identify a buzzer, a horn or an electrical bell. Visual signals like headlamps in addition with different colours can be identified very clearly by everybody.

If an audiovisual system is used it is practice that every pilot has a helper who looks on the optical signal. In the future the primary system should be a visual system; this system can be combined with an acoustical system, but if the visual system fails the competitor can claim a reflight.

**e) 5.3.2.5. Task C - Speed Germany**

*Amend paragraph f) as follows:*

f) After having completed the task, the model aircraft ~~can~~ **must land anywhere in the area(s) determined by the contest director** outside the safety area(s).

**Reason: Urgent Clarification.** The wording "anywhere" is not precise enough.

contf...

**F3J Thermal Duration Gliders**

**f) 5.6.1.3. Characteristics of Radio Controlled Gliders** **Germany**

*Amend paragraph c) as follows:*

c) Any device for the transmission of information from the model aircraft to the competitor is prohibited, **with exception of signal strength and voltage of the receiver battery.**

*Reason:* This is exactly the same amendment as for proposal a) (F3B) in this section with the same reasons.

**g) 5.6.11. Final Classification** **Germany**

*Amend paragraph 5.6.11.1. a) as follows*

If ~~five (5)~~ **seven (7)** or less qualifying rounds are flown, the aggregate score achieved by the competitor will be the sum of his **these** scores for ~~these five rounds~~ **all rounds flown**. If more than ~~five~~ **seven** rounds are flown, then his ~~the~~ lowest score will be discarded before determining his **the** aggregate score.

*Reason:* F3J competitions in recent years are run with way more accuracy and expertise than at the date this rule was invented. Pilots flying and tactical skills as well as their equipment reached better efficiency by far. In most of the 2 day events on international level 6 preliminary rounds are flown. Under normal or even "good" weather conditions this leads to very little differences in the scores as well as to more risky flying. Pilots knowing they will be able to discard a bad score in the end are taking much more risk. With the worst result being discarded the differences in scores are getting tighter. The only way to get a greater variation of scores in these conditions is to set the limit of rounds flown until the worst score will be discarded higher.

**h) 5.6.2.4 Safety Rules** **Czech Republic**

*Replace the paragraph 5.6.2.4*

- 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.~~
  - a) **No part of the model aircraft may touch any object or person in the defined safety area.**
  - b) **Contact with an object within the defined safety area (including the launch corridor) will be penalised by deduction of 200 points from the competitor's final score.**
  - c) **Contact with a person within the defined safety area (including the launch corridor) will be penalised by disqualification of the pilot from the competition.**
  - d) **For each attempt only one penalty can be given. If a person and at the same attempt an object is touched the disqualification is applied.** *cont/...*

**e) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.**

**f) If necessary the organiser may define a part of the airspace as safety space. In such case he must appoint at least one judge who observes the border (vertical plane) by a sighting device. This judge must warn the pilot if his glider crosses the border. If the glider doesn't leave the safety space within 10 seconds a penalty of 200 points is given.**

*Reason:* The present 3 meter level is very difficult to judge and causes often discussions and even protests. The safety space was already applied as local rule.

**i) 5.6.3. Contest Flights** **Czech Republic**

*Amend paragraph b) as follows:*

b) The competitor will be allowed ~~two attempts at each official flight~~ **an unlimited number of attempts during the working time.**

*Reason:* There is no serious reason for limiting the number of attempts. Any new attempt means shorter time space for flying, therefore the competitor is automatically penalised by repeating any attempt. Beginners are often stressed by the present limit.

**j) 5.6.5. Cancellation of a flight and/or disqualification** **Germany**

*Add a second paragraph as follows:*

**5.6.5.2. Neutralization of a flight group (only for fly-off rounds)**

**During the fly-off rounds only within the first 30 seconds of the working time the Contest Director has the right to neutralise the ongoing flight group in events leading to a reflight according to 5.6.4 a) – e).**

**If an event according to 5.6.4.a) – e) occurs within the first 30 seconds of the working time, the Contest Director needs to:**

- state the immediate neutralization of the group clearly to all competitors;**
- stop the running working time;**
- call all competitors to land as soon as possible.**
- This round will be started again with the preparation time as soon as possible.**

*Reason:* In fly-off rounds the only way of handling a reflight is to re-fly the whole group (and thereby round). This mostly leads to a disadvantage for competitors claiming a reflight for all others already might have a valid and good score so that they can do the reflight taking higher risk getting even a better score. Lots of reflights are given due to events happening in the phase of launching. By neutralizing the group within the first 30 seconds there will be no disadvantage by scores for competitors who would have needed to claim a reflight. Even by neutralizing the group and not waiting until the ongoing working time is finished the organizer can save time.



### F3K Hand Launch Gliders

k) **5.7.3.2 Start and landing field** **Germany**

*Amend paragraph 3 as follows:*

~~Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur within the start and landing field.~~

**Competitors may leave the start-and-landing field while flying their model glider. For starting their model glider and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field.**

Reason: For a better view of the model under difficult conditions, e.g. flying far away, the common practise of F3K pilots is to follow their model after launching it to better see the reactions of the model. The current rule is not precise where the pilot should be, outside or inside the start- and landing field. The additional explanation shall clarify where the pilot has to stand when landing the model in the start- and landing field.

*Volume F3 Helicopter begins overleaf*

