15.8 Section 4C Volume F3 - RC Soaring

F3B – RC Multi-Task Gliders

a) 5.3.1.3 Characteristics of Radio Controlled Gliders F3B **Germany**

Delete the former sub-paragraph d) and replace with new text as follows:

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

d) The use of any onboard-sensed data to automatically move the control surfaces or to modify the aircraft geometry is prohibited.
Any technological device used to aide in supplying data of the air's condition or direct feedback of the model's flight status is prohibited during the flight. These devices include any transmission or receiving devices not used to directly control the model aircraft (telephones, walkie-talkies, telemetry of airspeed and altitude etc.), temperature detecting devices (thermal imaging cameras, thermometers etc), optical aids (such as binoculars, telescopes etc.), and distance/altitude measuring devices (GNSS, laser range finders etc.).Telemetry of signal strength at the aircraft receiver and state of the receiver battery is permitted. Use of corrective eyeglasses and sunglasses are permitted. If an infringement of this rule occurs, the pilot will be disqualified from the contest.

Reason: This change was decided 2013 for F3B, but the change appeared first for F3J and F3F and not for F3B for what reasons ever; for F3F it makes no sense at all. It is part of the F3J-rules 2018; therefore it makes sense to transfer it also to F3B, because these two classes are very similar concerning the characteristics.

b) 5.3.1.3 Characteristics of Radio Controlled Gliders F3B **Germany**

Modify the sub-paragraph e) in 5.3.1.3, with the additional words as shown below:

e) The competitor may use a maximum of three (3) model aircraft in the contest. All exchangeable parts (wing, fuselage, **canopy**, tail planes, **joiner**, **etc.**) must be marked uniquely and in a way that does not allow replication of this mark on additional parts.

Reason: The listing of the exchangeable parts should be more detailed and not absolutely fixed; therefore additionally "etc.". For example, the canopy was not listed, because when the rule was created there was no construction with a removable canopy.

c) 5.3.1.3 Characteristics of Radio Controlled Gliders F3B **Germany**

Delete the former sub-paragraph g) and replace with new text as follows:

~~g) For the sake of randomness of the starting order among the successive rounds, each competitor must enter three (3) different frequencies. 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.~~

g) The use of turbulators to influence the air flow at the wings is forbidden.

Reason: The old paragraph g) is no more necessary because of the new radios at 2.4 GHz.

If the use of turbulators is not forbidden then it´s allowed; this means if any pilot uses turbulator(s) it must be controlled that the type and the position of the turbulator(s) is the same for each task of a round. This is not practicable because the position of the turbulator(s) for each task must be documented, and afterwards matched that there will be no change of the position for the new task; this is very difficult and therefore time-consuming.

d) 5.3.1.5. Definition of an Attempt **Germany**

Modify sub-paragraph e) as shown below:

e) In case of additional attempts in task A (Duration) during a round or task B (Distance) during a round, the competitors 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 this is not possible ~~due to a clash of frequencies~~, those entitled to another flight fly within their original group once more. The better of the two results will be the official score except for those competitors who are flying the additional attempt. For those the result of the repetition is the official score.

Reason:
With the new radios at 2,4 GHz there is no clash of frequencies possible; therefore it´s no more necessary to fly a complete group again.

e) 5.3.1.5. Definition of an Attempt **Germany**

Modify sub-paragraphs b) and c) in this section as shown below:

b) 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:

i) 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~~

ii) 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~~

iii) 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).

To claim a re-flight in the cases i) to iii) the competitor must land his model as soon as possible after the collision. If the competitor continues his flight, he has waived his right for a new working time.

iv) the flight has not been judged by the fault of the judges or timekeepers.

v) in the case of an unexpected event, outside the competitor's control, the flight has been hindered or aborted.

~~c) 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 re-launch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.~~

c) **If** the competitor continues **to fly or continues** to launch or **he** does a re-launch, ~~after clearing of the hindering condition(s) he is deemed to~~ **he has** waived his right ~~to~~ **for** a new working time.

Reason: If the competitor knows his result the decision is easy but not fair. If the result is not fine he will always decide that the collision was the reason for it even if the collision was harmless and there no marks on his model.

f) 5.3.2.1. Definition **Germany**

Modify sub-paragraph b) as shown below:

b) The combination of task A, B and C constitutes a round. A minimum of ~~two rounds~~ **one (1) round and one (1) task must be flown that the competition is valid.** ~~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~~ **The result of a** World or **Continental** Championships ~~each competitor is entitled a minimum of five rounds subject to the provision of rule B.13, Section 4B.~~ **is valid if five (5) complete rounds are flown; if more than five (5) complete rounds are flown, see paragraph 5.3.2.8. Classification.** At the discretion of the ~~organiser~~ **contest director** any task may be flown first in a scheduled round.

Reason: The actual wording of paragraph b) is too complicated to be understood by everybody. Therefore it should be clearly pointed out that the minimum of one (1) round and one (1) task is enough that a competition can be counted. The minimum of five complete rounds are necessary for a valid World or Continental Championship.

g) 5.3.2.3. Task A - Duration **Germany**

Modify sub-paragraph e) as shown below:

e) ~~For model still in the air~~ **If the model has not come to rest** when the twelve (12) minutes expire, the elapsed flight time only will be taken into consideration for scoring, without any additional points for the precision of landing.

Reason: The existing wording is wrong since a very long time, because from the beginning of F3B, the time for the task A-Duration ends when the model has come to rest.

h) 5.3.2.3. Task A - Duration **Germany**

Modify sub-paragraph b) as shown below:

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 ~~on the defined landing area~~ **on the defined flying site**, up to a maximum of 600 points (i.e. 10 minutes maximum), for each full second of flight within the working time; if the model does not land on ~~the defined landing area~~ **the defined flying site** ~~the flight will be penalised with 100 points~~ **the whole flight is zero.** 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.

Reason: Normally the model lands on the defined flying site because the landing spots are in this area. If for whatever reason, the model lands outside the defined flying site the result of this flight must be zero. A radio controlled model must come back to the area from where it has been started.

Two years ago it was a mistake from the German NAC to change the primary rule proposal from zero to 100 points penalty.

For duration it can lead to a negative result if the model landed far away and there is no flight-time available.

Compare the rules of other soaring classes with a comparable or equal intention.

F3J 5.6.5.1 - 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.

F3K 5.7.3. - Definition of the flying field.

i) 5.3.2.4. Task B - Distance **Germany**

Modify sub-paragraph f) as shown below:

f) After having completed the task, the model aircraft must land on ~~the defined landing area~~ **the defined flying site** otherwise the flight ~~will be penalised with 100 points~~ **is zero**. ~~The penalty of 100 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.~~

Reason: The model must land on the defined flying site from where it has been started. If for whatever reason, the model lands outside the defined flying site the result of this flight must be zero. A radio controlled model must come back to the area from where it has been started.

Two years ago it was a mistake from the German NAC to change the primary rule proposal from zero to 100 points penalty. Please note the same supporting data for the previous proposal, which compares the rules for comparable classes.

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

Modify sub-paragraph f) as shown below:

f) After having completed the task, the model aircraft must land on ~~the defined landing area~~ **the defined flying site** otherwise the flight ~~will be penalised with 100 points~~ **is zero**. ~~The penalty of 100 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.~~

Reason: The model must land on the defined flying site from where it has been started. If for whatever reason, the model lands outside the defined flying site the result of this flight must be zero.

A radio controlled model must come back to the area from where it has been started.

Two years ago it was a mistake from the German NAC to change the primary rule proposal from zero to 100 points penalty.

Please note the same supporting data for the previous proposals, which compares the rules for comparable classes.

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

Modify sub-paragraph h) with the additional words as shown below:

h).....
The flight will be penalised with 300 points, when sighted by means of an optical aid, the safety plane is crossed or **multiple crossed** by any part of the **intact** model aircraft. The instrument used to check the crossing of the vertical safety plane must also assure that the safety plane is orthogonal to Base A and Base B. The penalty of 300 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

Reason: It can happen that the model crosses the safety-plane not only one time but several times; this should only penalized one time.

If the model was crashed for what reason ever and parts of the model cross the safety-plane this should not be penalized.

l) 5.3.2.8. Classification **Germany**

Modify the paragraph as shown below:

If only five (5) rounds are flown, the competitor's classification is determined by the sum of all Total Scores for each round. If more than five (5) complete rounds are flown the lowest partial score of each task with more than five (5) results is omitted from the sum of all partial scores. To decide the winner when there is a tie, the two (2) (or all who have the equal score) competitors will fly an additional round (~~three (3) tasks~~ **duration, distance and speed**).

Reason: Clearer wording.

m) 5.4. Class E F3B – Multi-Task Gliders with Electric Motor **Germany**

***New** program for F3B with an alternative launch method using an in-built electric motor. See **Annex 7g** for the complete section text.*

Reason: The serious decrease of the number of competitors at F3B-competitions in the past years shows that the interest for F3B declines. I am sure that there are a number of reasons which are responsible for this development:

At one side the elders stop competing because the complicated circumstances with the winch-equipment and there are no youngsters at all to fill this gap.

This situation leads to the fact that the number of competitors at the individual competitions declines and the organizers have potentially a financial deficit.

This happened this year and a popular organizer has retired; hopefully he will return in 2019.

We are in a vicious circle which can only be broken by a bigger number of competitors; an increase of the entry-fee could be an interim solution to keep the existing organizers at it.

The only short term solution, whatever this means, to solve this problem is the step to launch an additional program with F3B-model with electric motor for the launch instead of the winch.

This program is formulated in that way, that both classes F3B and E F3B can be flown at one competition in different groups with a separate ranking.

With this approach we can use the complex F3B-infrastructure for more pilots.

With this approach it could be possible to keep the number of competitors like it is or to get a slightly increase by returnees and / or by newcomers.

This year at the "42. Oktoberfestpokal" in Munich there was first time a group of eight "electric pilots" at a FAI-World Cup competition F3B.

We should install this class as a provisional class, that an organizer of a F3B competition can additional announce the class E F3B for interested pilots.

Supporting Data:

Advantages of E F3B:

- More effective training because no set-up and dismounting of winches and therefore nearly no waste of time.
- Training on smaller flying field possible
- Contests on smaller flying field possible (not in combination with F3B) and perhaps new organizers in the near future.
- Reduction of the transport volume; the transport mass and therefore the transport cost (more pilots in a car); at least less ecological damage.
- **At the first time E F3B should be no replacement of F3B but a supplement.**