

F3C Sport

Rules

All rules, which are not described in this document, is subject to the rules described in FAI Sporting Code, Section 4 – Aeromodelling, Volume 3, Radio Control Model Helicopters, 2015 Edition, effective 1st January 2015

Number of Flights

Each competitor is entitled to three (3) official preliminary flights. After completion of the preliminary flights the top 5 are entitled to two (2) fly-off flights.

Schedule P

P1: SEMI CIRCLE (UU)

K=1,5

Model Aircraft (MA) takes off vertically to 2 m and stops. MA flies backward to flag 1(2) and stops. MA performs a semicircle to 5 m radius to above the flag 2(1) and stops. MA backs up 5 m, stops and hovers over helipad. MA descends and lands on helipad.

P2: DIAMOND (UU)

K=1,5

MA ascends vertically to 2 m and stops. MA ascends 45° backwards 2,5 m in a straight line and stops over flag 1(2). MA performs a 180° pirouette in either direction. MA ascends 45° sideways 2,5 m in a straight line and stops over helipad. MA descends 45° sideways 2,5 m in a straight line and stops over flag 2(1). MA performs a 180° pirouette in either direction. MA descends 2,5 m in a straight line and stops at 2 m over helipad. MA descends to helipad and lands.

P3: CUBAN 8 (DD)

K=1,0

MA flies straight and level for a minimum of 10 m and performs a 5/8 inside loop. When MA is in 45° descent and inverted it performs a half roll in either direction to upright and enters a inside loop. When the MA is again in 45° descent and inverted it performs a second half roll in either direction and finishes the first partial loop in upright attitude. MA flies 10 m straight and level exit.

P4: PULLBACK (UU)

K=1,0

MA flies straight and level for a minimum of 10 m and enters the manoeuvre by pulling up into a vertical ascent after passing the centre line. After MA comes to a stop the MA accelerates with a 90° pushed travelling flip to backward flight at constant altitude. A straight line is perform followed by another 90° pushed travelling flip to a vertical nose down stop. MA then continues by descending on a path that mirrors the entry path. After the descent, MA transitions to same heading and altitude as at the start of the manoeuvre. MA continues for 10 m to finish the manoeuvre.

P5: COBRA WITH FLIP (DD)

K=1,0

MA flies straight and level for a minimum of 10 m and enters the manoeuvre by pulling up into a 45° climb. After a 10 m minimum straight segment MA makes a 270° backwards stationary flip before it enters a 45° dive and after a 10 m minimum straight segment recovers at starting altitude in level flight for 10 m to finish manoeuvre.

P6: CANDLE (UU)

K=1,0

MA flies straight and level for a minimum of 10 m and enters the manoeuvre by pulling up into a 10 m (minimum) vertical ascent. MA performs a half pushed travelling flip such that the first half occurs during the ascent and the second half occurs during the descent. MA goes into a vertical descent to same altitude as entry. MA continues for 10 m to finish the manoeuvre. Note: MA must be horizontal at the top.

P7: TWO ROLLS WITH BREAK (DD)

K=1,0

MA flies straight and level for a minimum of 10 m. Execute a roll in either direction followed by a recognisable upright straight segment, followed by a second roll in same direction. Manoeuvre is completed with 10 m straight and level flight.

P8: LOOPING INSIDE (UU)

K=1,0

MA flies straight and level for a minimum of 10 m. MA performs an inside loop. Manoeuvre is completed with 10 m straight and level flight.

P9: AUTOROTATION / DIRECT LANDING (UU)

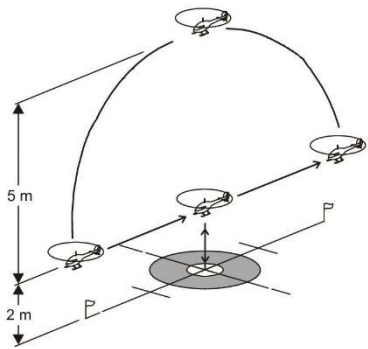
K=1,0

MA flies at a minimum altitude of 20 m. If the engine power is reduced to idle (or off) autorotation will be scoring otherwise direct landing will be scoring.

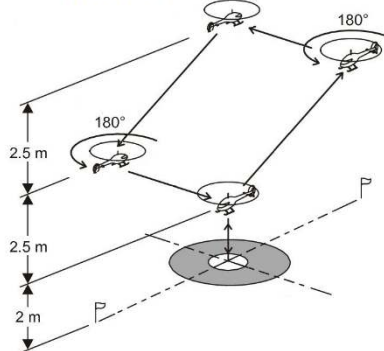
Rotor shaft points to:	Autorotation	Direct landing
inside 1 m circle	10	6
inside 3 meter circle	8	3
outside 3 m circle	6	0

Manoeuvre Schedule P

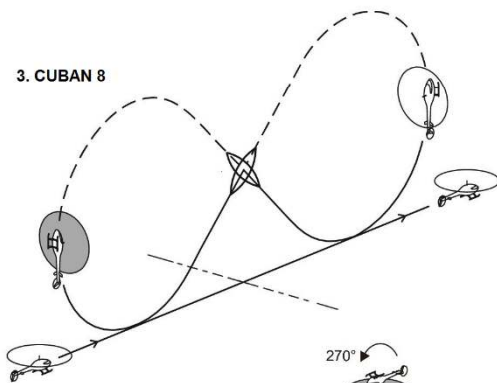
1. SEMI CIRCLE



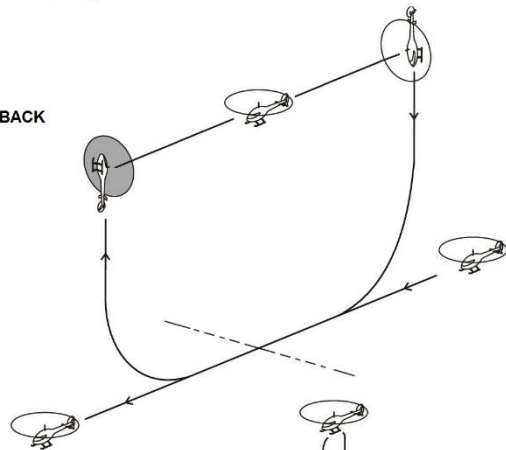
2. DIAMOND



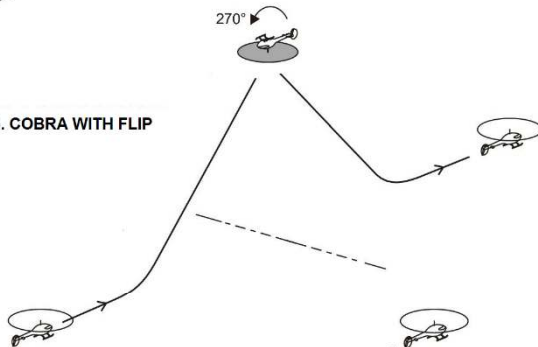
3. CUBAN 8



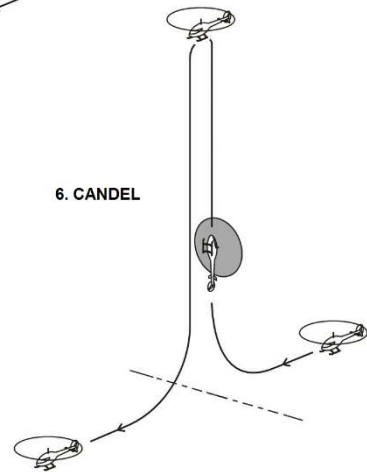
4. PULLBACK



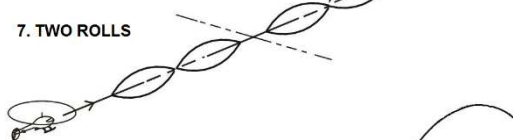
5. COBRA WITH FLIP



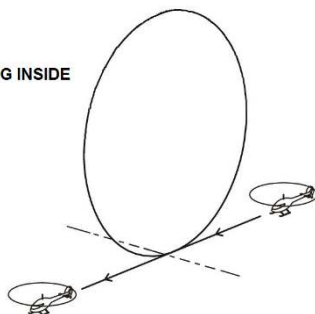
6. CANDEL



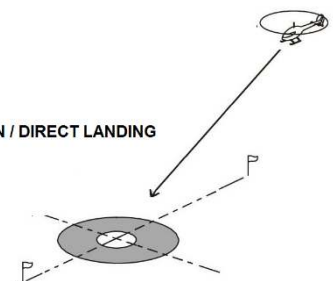
7. TWO ROLLS



8. LOOPING INSIDE



9. AUTOROTATION / DIRECT LANDING



Schedule F

F1: TRIANGLE (UU)

K=1,5

MA ascend vertically from helipad to 2 m. MA flies backwards and stops over flag 1(2). MA ascends at 45° while simultaneously performing a 180° pirouette in either direction and stops over helipad. MA descends at 45° while simultaneously performing a 180° pirouette in either direction and stops over flag 2(1). MA flies backwards and stops over the helipad. MA descends and lands on the helipad.

F2: FLOWER (UU)

K=1,5

MA ascends vertically from helipad to 2 m. MA ascends backwards while performing a quarter of a 5 m radius circle and stops over flag 1(2). MA performs half of a 5 m radius circle while simultaneously performing a 180° pirouette in either direction to the helipad. Over the helipad the MA **can** change direction and make another 180° pirouette to the flag 2(1). MA descends backwards while performing a quarter of a 5 m radius circle and stops over helipad. MA descends and lands on the helipad.

F3: CANDEL (DD)

K=1,0

MA flies straight and level for a minimum of 10 m and enters the manoeuvre and pulls a 10 m (minimum) vertical ascent. MA performs a half pulled flip such that the first half occurs during the ascent and the second half occurs during descent. MA goes into a vertical descent to same altitude as entry. MA continues for 10 m to finished the manoeuvre.

F4: PULL BACK WITH HALF LOOP (UU)

K=1,0

MA flies straight and level for a minimum of 10 m and enters the manoeuvre by pulling up into a vertical ascent after passing the centre line. After the MA comes to a stop the MA performs a half backward loop. The MA then continues by descending on a path that mirrors the entry path. After the descent, MA transitions to same heading and altitude as at the start of the manoeuvre. MA continues for 10 m to finish the manoeuvre.

F5: DOUBLE TAIL TURN 540 (DD)

K=1,0

MA flies straight and level for a minimum of 10 m and pull into vertical ascent after passing the center line with a 540° stall turn at apex. MA flies a vertical descent performs a half loop and flies to opposite apex with a 540° stall turn at the same altitude like first. MA goes into vertical descent and pull to the same altitude as entry. MA continues for 10 m to finish the manoeuvre.

F6: OVAL (UU)

K=1,0

MA flies straight and level for a minimum of 10 m and pulls up into a half loop after passing the centre line. At the apex MA performs inverted flight and descends flies a half loop at the same altitude as entry. MA continues for 10 m to finished and level flight.

F7: DOUBLE ROLLS (DD)

K=1,0

MA flies straight and level for a minimum of 10 m and execute two consecutive rolls in either direction. The end of first roll and the start of the second roll must pass in the center line. Manoeuvre is completed with 10 m straight and level flight.

F8: TAIL TURN WITH ROLL (UU)

K=1,0

MA flies straight and level for a minimum of 10 m and pulls up in a vertical ascent with a stall turn in the apex. MA performs a vertical decent with a half roll. MA pull to the same altitude as entry. Manoeuvre is completed with 10 m straight and level flight.

F9: AUTOROTATION / DIRECT LANDING (UU)

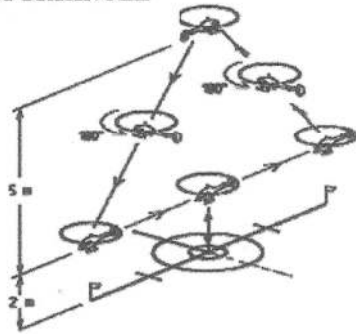
K=1,0

MA flies at a minimum altitude of 20 m. If the engine power is reduced to idle (or off) autorotation will be scoring otherwise direct landing will be scoring.

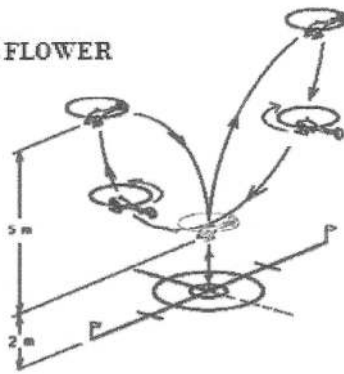
Rotor shaft points to:	Autorotation	Direct landing
inside 1 m circle	10	6
inside 3 meter circle	8	3
outside 3 m circle	6	0

Manoeuvre Schedule F

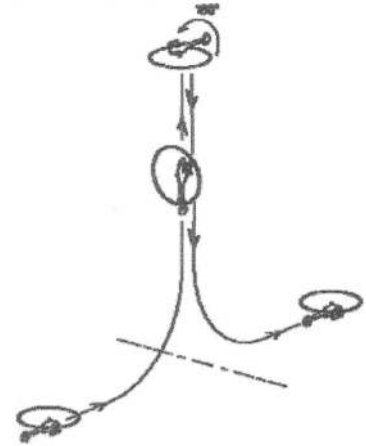
FS1 TRIANGLE



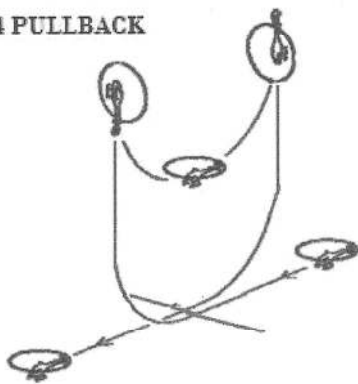
FS2 FLOWER



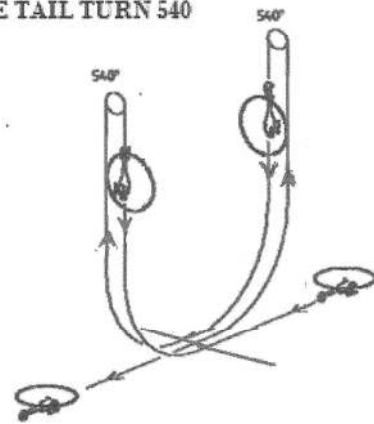
FS3 CANDLE



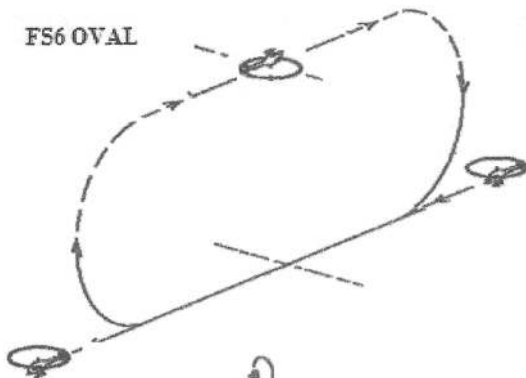
FS4 PULLBACK



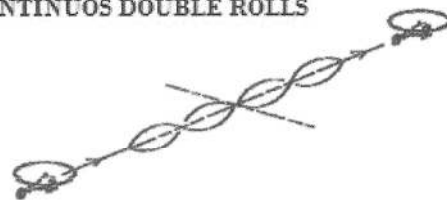
FS5 DOUBLE TAIL TURN 540



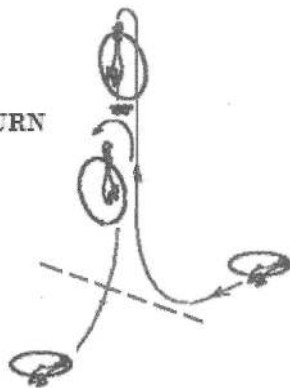
FS6 OVAL



FS7 CONTINUOUS DOUBLE ROLLS



FS8 TAIL TURN



F9 AUTOROTATION

