

## Förändringar F3C 2018

### P2: Cup (UU) K=1.5

MA takes off vertically from the helipad and ascends to 2 m while performing simultaneously a 180° pirouette. It hovers there for at least 2 seconds, ascends flying backwards describing the lower left (**right**) quarter of a circle with 5 m radius while simultaneously performing a 180° pirouette in any direction, stops over the flag for at least 2 seconds, hovers to the other flag while simultaneously performing two **180°** pirouettes that are in opposite direction, stops and hovers over the flag for at least 2 seconds, descends describing the lower right (**left**) quarter of a circle with 5 m radius while simultaneously performing a 180° pirouette in any direction, stops over the center line for at least 2 seconds, descends and lands into the helipad while simultaneously performing a 180° pirouette in any direction.

Note 1: The change of the pirouettes direction must be done smoothly on the center line.

Reason: To make the maneuver according to the preliminary schedule.

Schedule P, P2 CUP

= two 180° pirouettes instead of two 360° pirouettes -> **approved** -> **effective from 01.01.2018**

## F3C Judges' Guide AUTOROTATIONS

An autorotation begins when MA crosses an imaginary plane that extends vertically upward from a line drawn from the centre judge out through the centre of the 1m helipad. MA must be in the autorotation state when it cuts this plane, the engine power must be reduced to idle (or off) at this point and the MA must be descending. During the manoeuvre, the forward speed and rate of descent should be constant, which means that the angle of the flight path is also constant. After landing the MA must be parallel to the judges' line. If the flight path is stretched, shortened or deviated from, to reach a circle the manoeuvre must be downgraded. The original flight path gives a basic maximum score according to the description and there will be additional downgrades of 1 or 2 points depending of the severity of the deviation. For example: If the flight path clearly points to a landing close to flag 1 (2) and the path is stretched to reach a circle, the score can only be a maximum of 6 (outside the circles) and there will be an additional downgrade of 2 points for the stretch, so the score can only be a maximum of 4. If the model lands without stretching, the maximum score would have been a 6. Therefore, stretching the flight path must never lead to a higher score.

### Scoring criteria for Autorotation landings:

**Landing gear inside 1m circle = Maximum 10 points.**

**Rotor shaft points to inside of 1m circle = Maximum 9 points.**

**Landing gear inside 3m circle = Maximum 8 points.**

**Rotor shaft points to inside of 3m circle = Maximum 7 points.**

**Rotor shaft points to outside of 3m circle = Maximum 6 points.**

Reason: Clarification. The change of scoring of the autorotations revealed an unforeseen result of execution of these manoeuvres. Stretching and hard landing is not what we want to see in this manoeuvre.

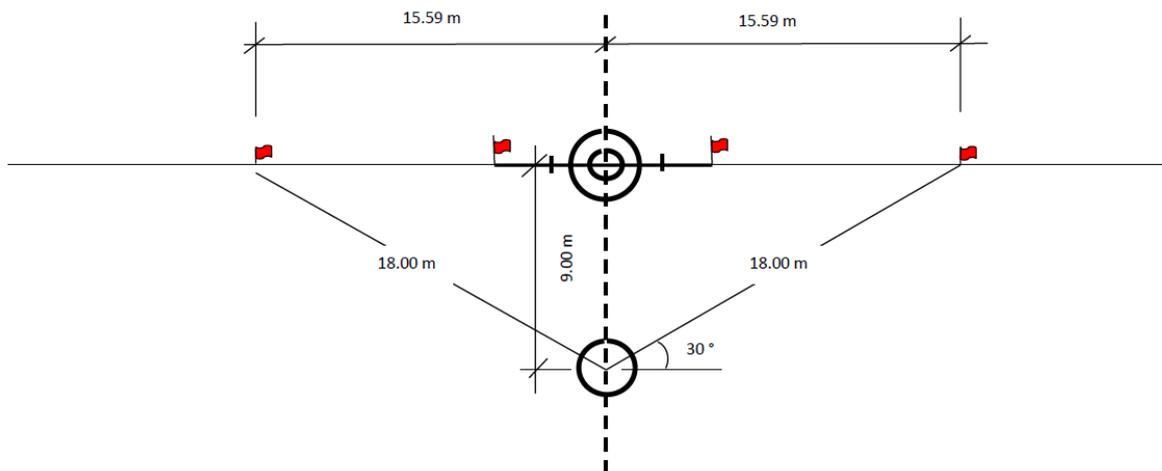
Annex 5E.6.11 – F3C Judges' Guide

= old scoring system for autorotation -> **approved** -> **effective from 01.01.2018**

## Contest Area Layout

Figure 5.4.A is modified in order to reflect the suggested change (two additional flags to mark the 120 degree window for the pilot):

Reason: In order to have the pilot see the window in which he has to place his maneuvers we suggest two additional flags (see drawing).



Marking the 120° sector for the pilot with flags

Note: The 120° sector for the judges is marked as in the past.

Figure 5.4.A - F3C Contest Area Layout

= two more flags -> **approved** -> **effective from 01.01.2018**