

# ASRO USA VRQ 2006

## Racing Procedures

Welcome to the USA VRQ for 2006! I think we will be blessed with good weather and great friends! Lets get a few of the requirements and rules out of the way so the fun will begin.

This VRQ will be ran by the latest FAI rules, for those of you in the know, the most recent rule changes affect re-flights and time to launch. These will be implemented in this years' VRQ. For the complete FAI F3F rules see page 2 of this bulletin.

### Race procedures:

- Sign up closes at 9:30am Saturday morning.
- Each competitor will be provided a wearable race number that must be visible on the pilot's back at all times while in the Ready area and Pilots box, or that Rounds' flight will be scored as a Zero.
- We will start the day with pilot number 1 and the next race day with pilot number 11, then the 3<sup>rd</sup> day with pilot number 21. You will follow the same pilot all weekend.
- Turn judges will be pilots and/or volunteers from our ASRO, SCSR, NCSS clubs.
- The CD will not discuss scoring or any issues with pilots while the contest is running. An attempt will be made to post scores during the progress of the competition. Individual Round time sheets will be posted.
- The CD chair will be manned by 3 or 4 designated people the entire weekend, The CD will have rule over the Rounds while he is in the chair. The CD's decision is final unless a formal protest is filed.
- Protests: Protests must be filed in writing with a \$50.00 fee in USD CASH. If the protest is upheld the pilot will get his money back and a re-flight before the start of the next round. If the protest is declined the cash goes into the VRQ account.
- A five (5) member jury will handle all protests. The Jury members will be picked from each club.
- You must launch within 30 seconds or get a Zero for the round. Your 3-minute working time is automatically started when the pilot 3 places ahead of you is in the Ready box, we will call the first few pilots up and the rest is automatic. Know who you follow!
- You are allowed only 1 helper to launch you and during the 30 second climb and then he must be silent when you enter the course. After the run he can help you clear the course and guide you to the landing area.
- We reserve the right to split rounds in progress if conditions warrant. An attempt to split rounds at a halfway point will be made.
- Throw outs: 1 in 4 and 2 in 15 rounds will be thrown out.
- The contest is official after 4 rounds.
- We will stop racing with the round in progress at 3:00pm Monday.

### Penalties:

- You must launch within 30 seconds after the CD says GO or get a Zero for the round. Your 3-minute working time is automatically started when the pilot 3 positions ahead of you is in the Ready box.
- The landing area will be marked as a limit line and if the model passes that line a Zero will be scored, this is a safety issue and we will be watching closely.
- The safety line will be judged on course, if any part of the model crossed the line a horn will sound and a 100 point penalty will be removed from your score for each violation, if you are flying in a dangerous manner the CD will instruct you to abort the run, resulting in a Zero for the round.
- All other safety rules will be followed, see page 2.
- Re-flights: If a re-flight is needed due to Contest equipment issues or CD or turn judge's judgment or error, the re-flight will happen as soon as possible and before the start of the next round. A re-flight will be from hand launch only.

OK! These rules are designed to keep the contest going and all volunteers safe. The race procedures will keep the contest flowing and allow us to fly more rounds. Our goal is to find the 6 US pilots to represent the USA at this year's Viking Race; we will decide the results in the air and not on the ground. Everyone will have a great time and a fun race if you play by the rules. The last VRQ was in miserable conditions and everyone still had fantastic spirit, I expect this years to have better conditions and the same spirit of friendship and respect. It's your VRQ and it will run as fast or as slow as you allow it. The more rounds the better and your help is needed all weekend for us to have a successful result and overall a great time flying with good friends.

## PROVISIONAL RULES CLASS F3F - RADIO CONTROL SLOPE SOARING

**5.F.1. Definition:** This contest is a speed event for radio controlled slope gliders. A minimum of four rounds must be flown. The organizer shall run as many rounds as the conditions and time permits.

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

Maximum surface area (St) .....150 dm<sup>2</sup>

Maximum flying mass . .....5 kg

Loading on St .....between 12 and 75 g/dm<sup>2</sup>

**Minimum radius of fuselage nose 7.5 mm in all orientations.**

**(see F3B nose definition for measuring technique)**

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 three 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 (ie 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.

**The reflight shall happen as soon as possible considering the local conditions and the radio frequencies. If possible, the model aircraft can stay airborne and has to be brought to launching height, launching speed and launching position before the new 30 second period is started by the judge.**

**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 30 seconds 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.

SC4.Vol.F2BJ.06 Effective 1st January 2006 Page 28

## USA Viking Race Qualifier 2006 Racing Procedures

**5.F.7. Organization 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 30 seconds. The pilot or his helper is to launch the model by hand from the starting area indicated by the organizer.

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 **10 legs** on a closed speed course of 100 meters in the shortest possible time from the moment the model first crosses Base A in the direction of Base B. **If some irremovable obstacles do not allow 100 m the course may be shorter but not less than 80 m. This exception does not apply for world or continental championships.**

**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 organizer 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 fuselage nose of the model**) 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. Safety:** The organizer must clearly mark a safety line representing a vertical plane which separates the speed course from the area where judges, other officials, competitors and spectators stay. **Crossing the safety line by any part of the model aircraft during the measured flight will be penalized by 100 points subtracted from the sum after conversion, the penalty not being discarded with the result of the round. The organizer must appoint one judge to observe, using an optical sighting device, any crossing of the safety line.**

**5.F.11. 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.12. 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:

$$\frac{W}{P}$$

$$1000 \times P1$$
 where PW is the best result in the round, and P1 is the competitor's result.

**5.F.13. Classification:** The sum of the competitor's round scores will determine his position in the final classification. **If more than three rounds were flown** 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. **If more than fourteen rounds were flown, the two lowest round scores will be discarded.**

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.14. Organization 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 organizer must take into account the configuration of the terrain and the wind direction.