FAI

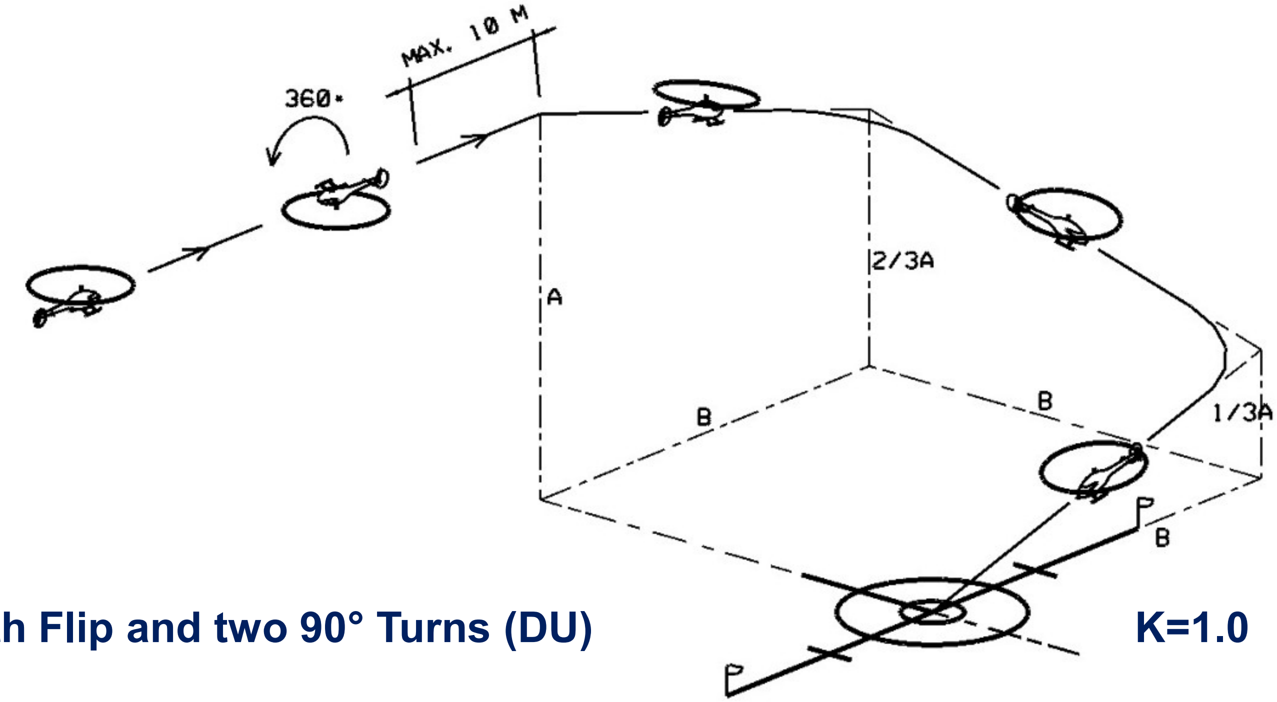
CIAM-FAI RC Helicopter Sub-committee

CIAM F3 Helicopter Sub-committee

Program "F"
2026/2027
Presentation of the figure: F8
Autorotation with Flip two 90º Tuns

Presentation Created by Roger Lacôme and Eladi Lozano

F8. AUTOROTATION WITH FLIP AND TWO 90* TURNS



F8: Autorotation with Flip and two 90° Turns (DU) **K=1.0**

MA flies straight and level flight for a minimum of 10 m performs a pulled 360° flip in horizontal movement, flies horizontal straight and level for a maximum of 10 m and turns off the engine (or at idle) during this straight flight period, just before reaching the center line. MA executes 3 constantly descending sides with two 90° turns in the direction of the pilot and lands against the wind into the helipad.

Note 1: The descent rate must be constant to a point just before touchdown on the helipad.

Note 2: Parts of the second side, the second 90° turn and the beginning of the third side may be flown out of the 60° flight window.

Scoring criteria for landing: See ANNEX 5E Paragraph 5E.6.11.

Class F3C, Annex 5E – Judges Guide

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5E.6.11. AUTOROTATIONS

The manoeuvre begins and ends as announced by the caller. The end must be after the landing. Because the autorotation can contain several flying manoeuvres, the announced beginning can be before the engine is powered off or set to idle. The manoeuvre description must clearly state, when the engine has to be powered off or set to idle position. In order to obtain the maximum score, the MA must have executed the flying manoeuvres exactly as described in the manoeuvre description, and after the smooth landing the MA tailboom must be parallel to the judges' line. If the start of the manoeuvre which includes the 10m straight level entry is too late, there is a downgrade of 2 points. If the flight path is stretched, shortened or deviated from, in order to reach the landing circle, the manoeuvre must be downgraded. The required flight path gives maximum score, but there will be downgrades of 1 or 2 points depending of the severity of the path deviation. For example: If the flight path clearly points to a landing close to one of the flags, but the path is stretched to reach the circle, the score can only be a maximum of 6 (corresponding to outside the circles), and there will be an additional downgrade of 2 points for the stretch. This means the score can only be a maximum of 4. If the model lands without stretching, the maximum score would have been a 6.

Scoring criteria for Autorotation landings:

Rotor shaft points inside the 1m circle = Maximum 10 points.

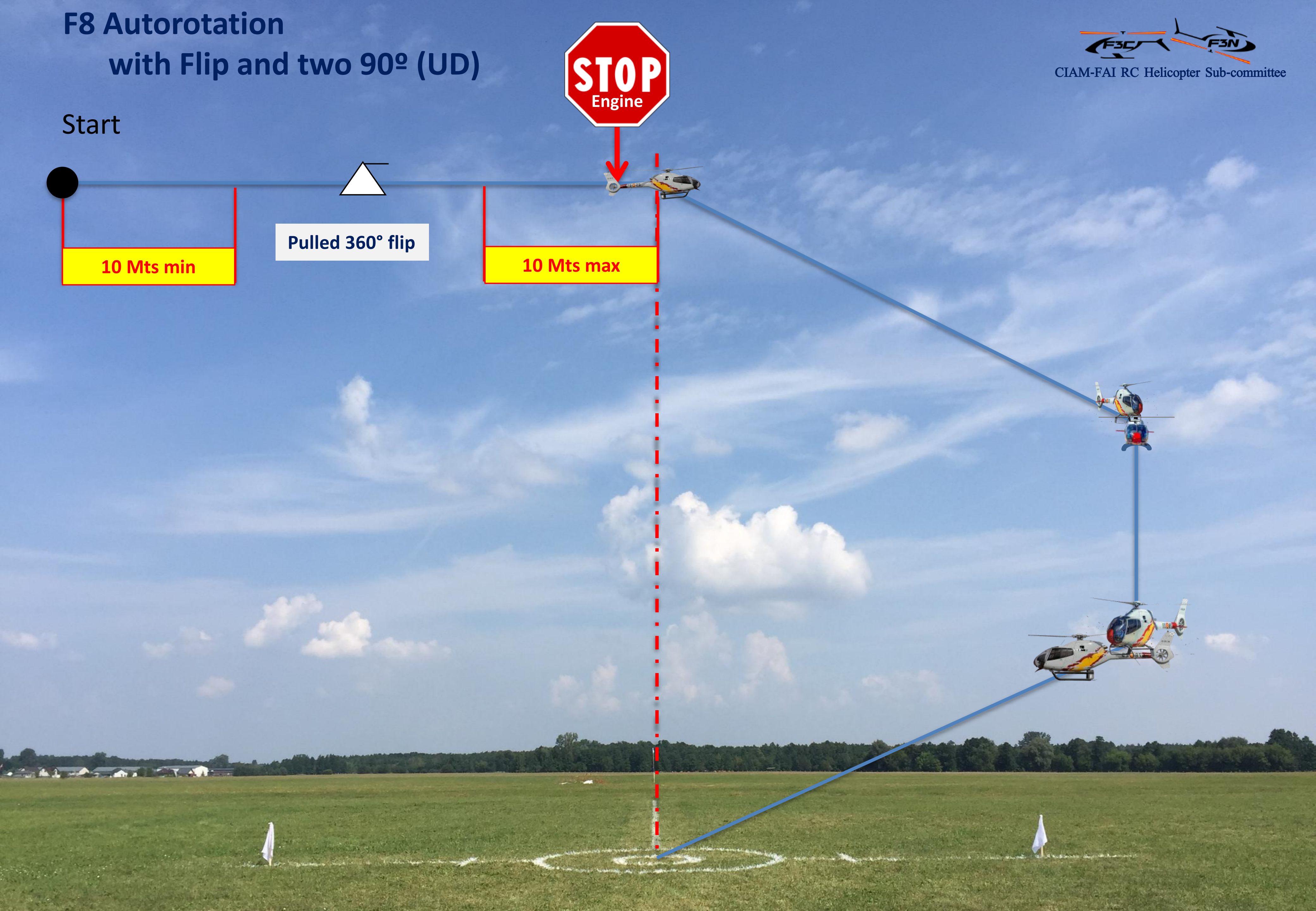
Rotor shaft points on the 1m circle = Maximum 9 points.

Rotor shaft points inside of 3m circle = Maximum 8 points.

Rotor shaft points on the 3m circle = Maximum 7 points.

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

Note: If a flying manoeuvre is missed out or if the engine is not powered off (or not set to idle position), the score for the complete figure shall be zero.


F8 Autorotation
with Flip and two 90º (UD)
STOP
Engine
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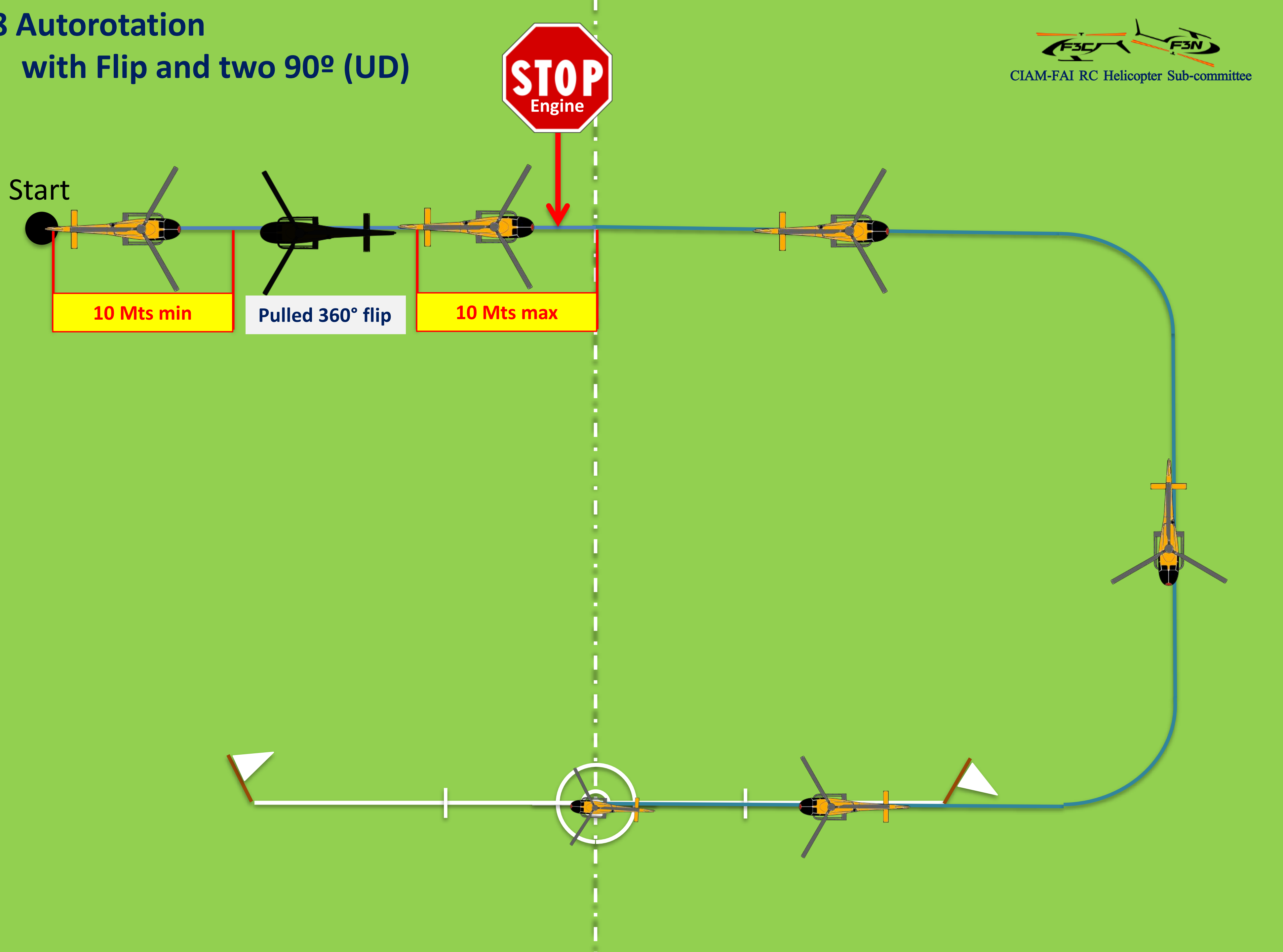
F3C
F3N
Start
Pulled 360° flip
10 Mts min
10 Mts max

F8 Autorotation with Flip and two 90º (UD)



F8 Autorotation 180° (DU)

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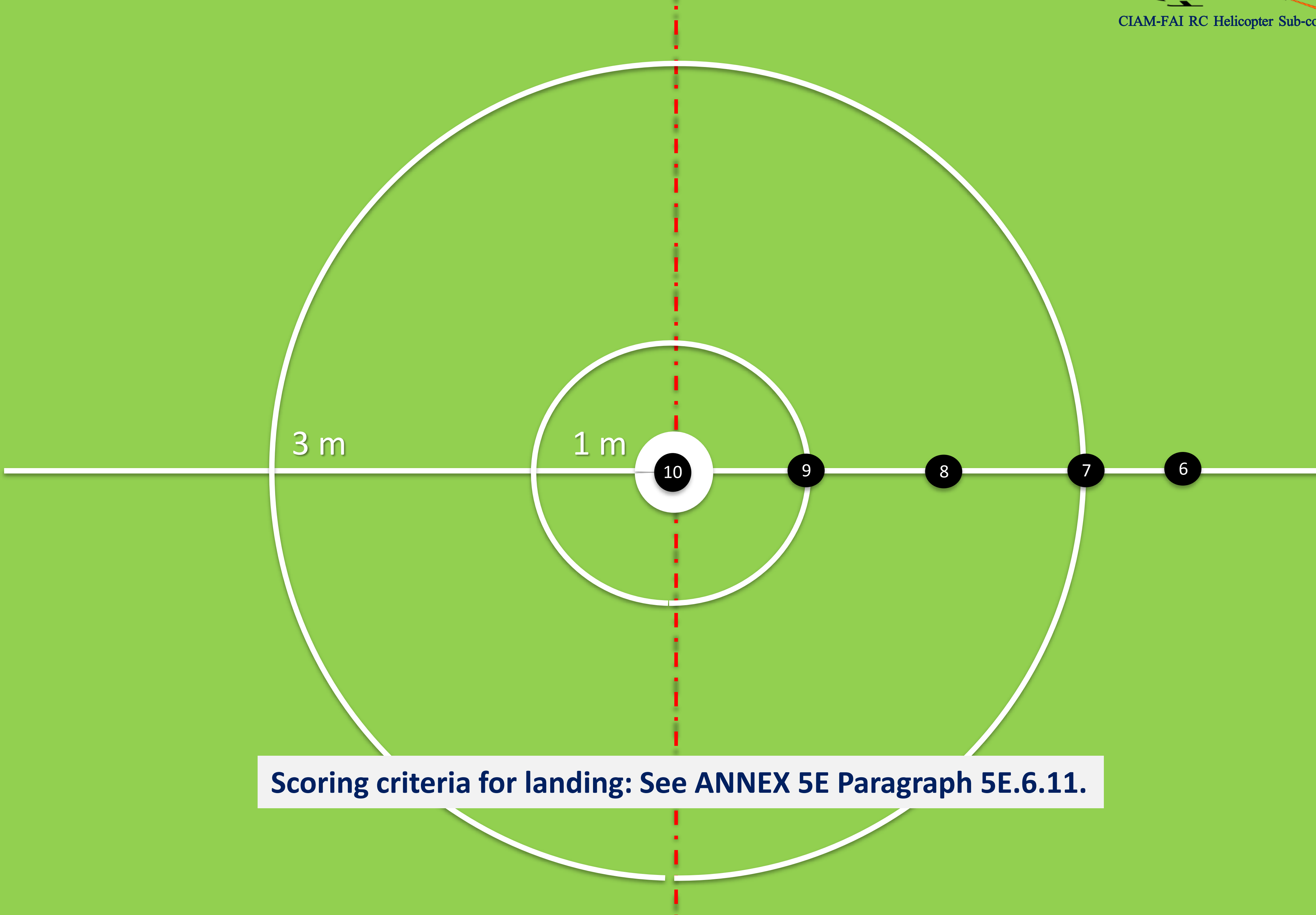
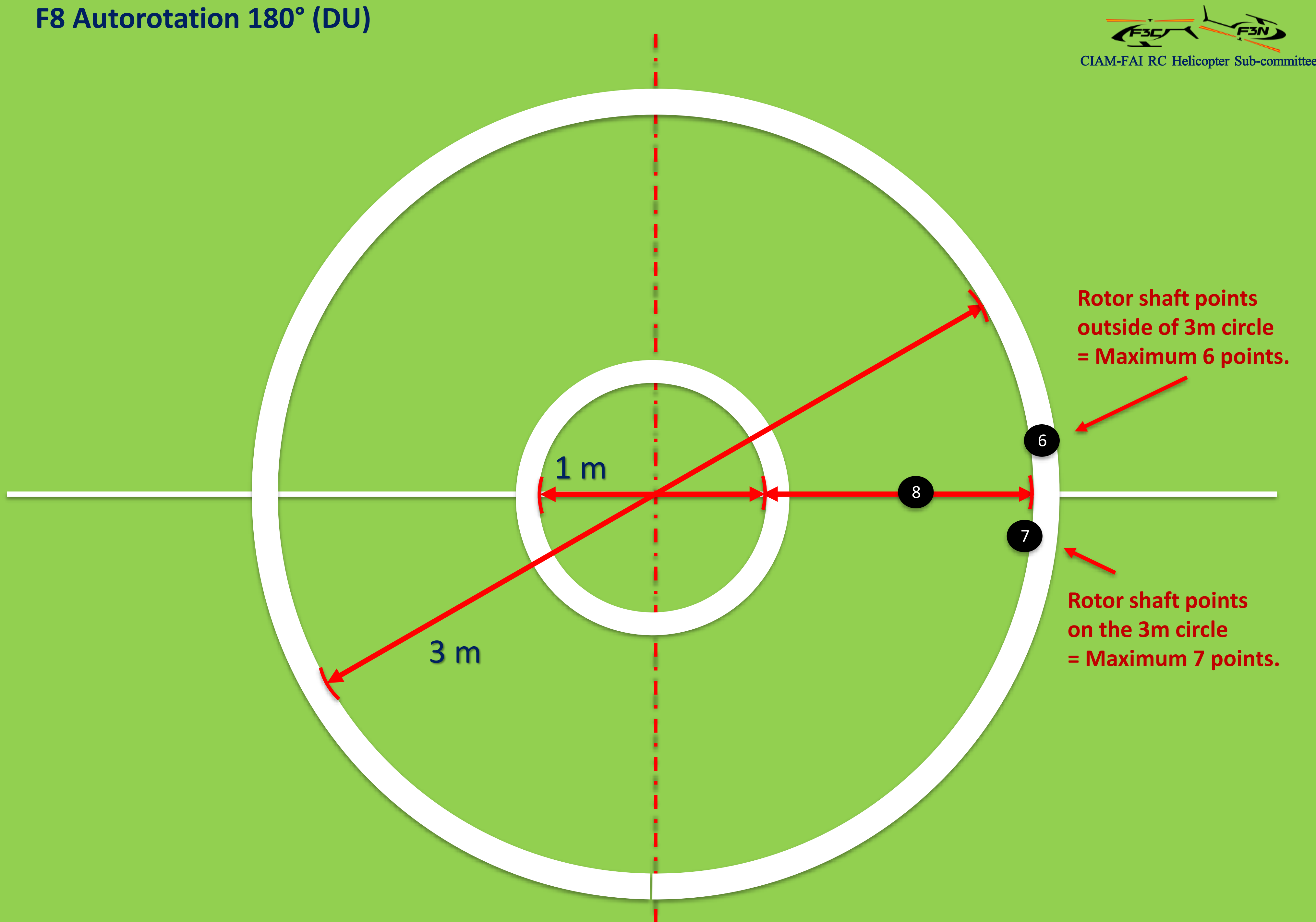
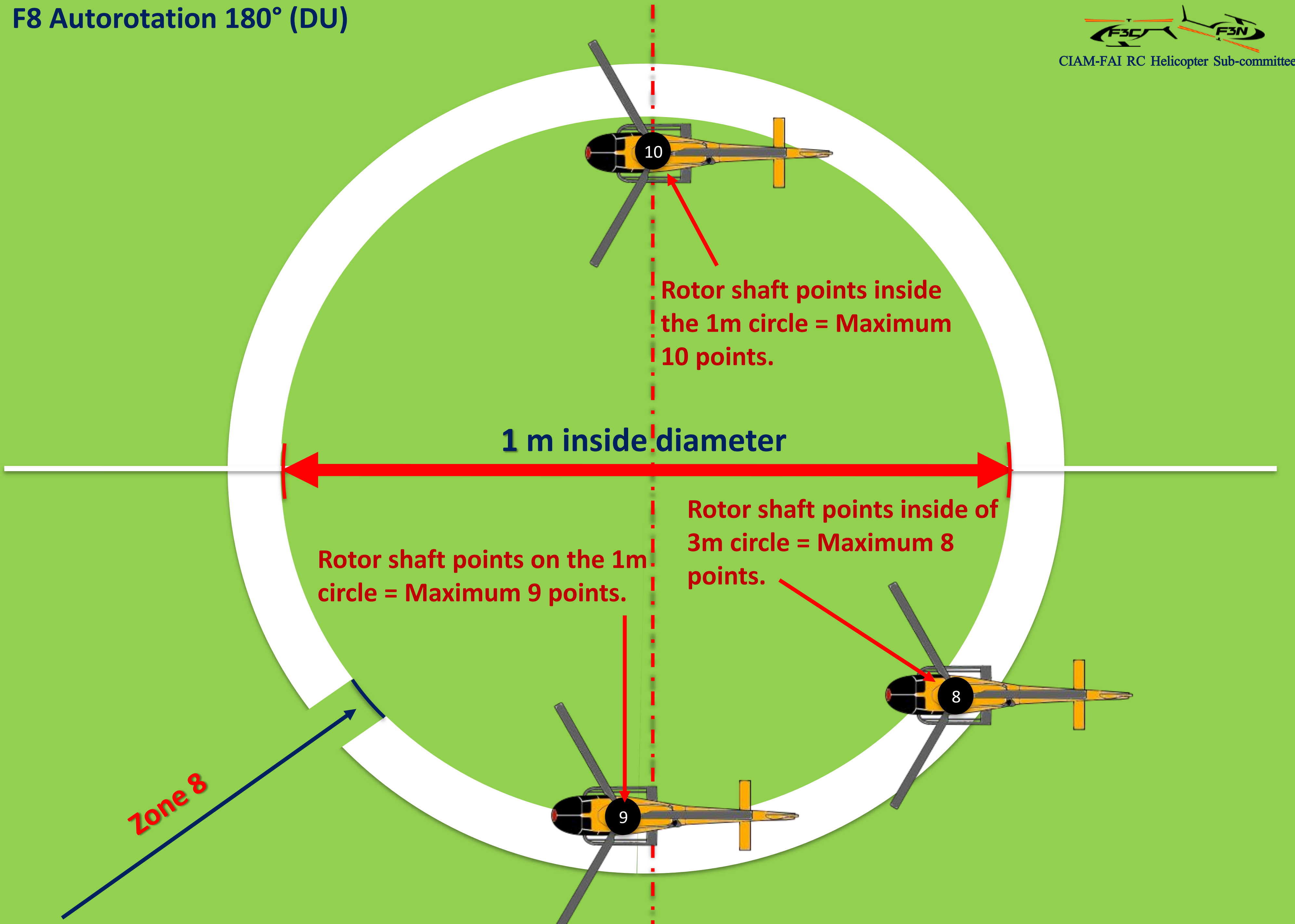


Scoring criteria for landing: See ANNEX 5E Paragraph 5E.6.11.

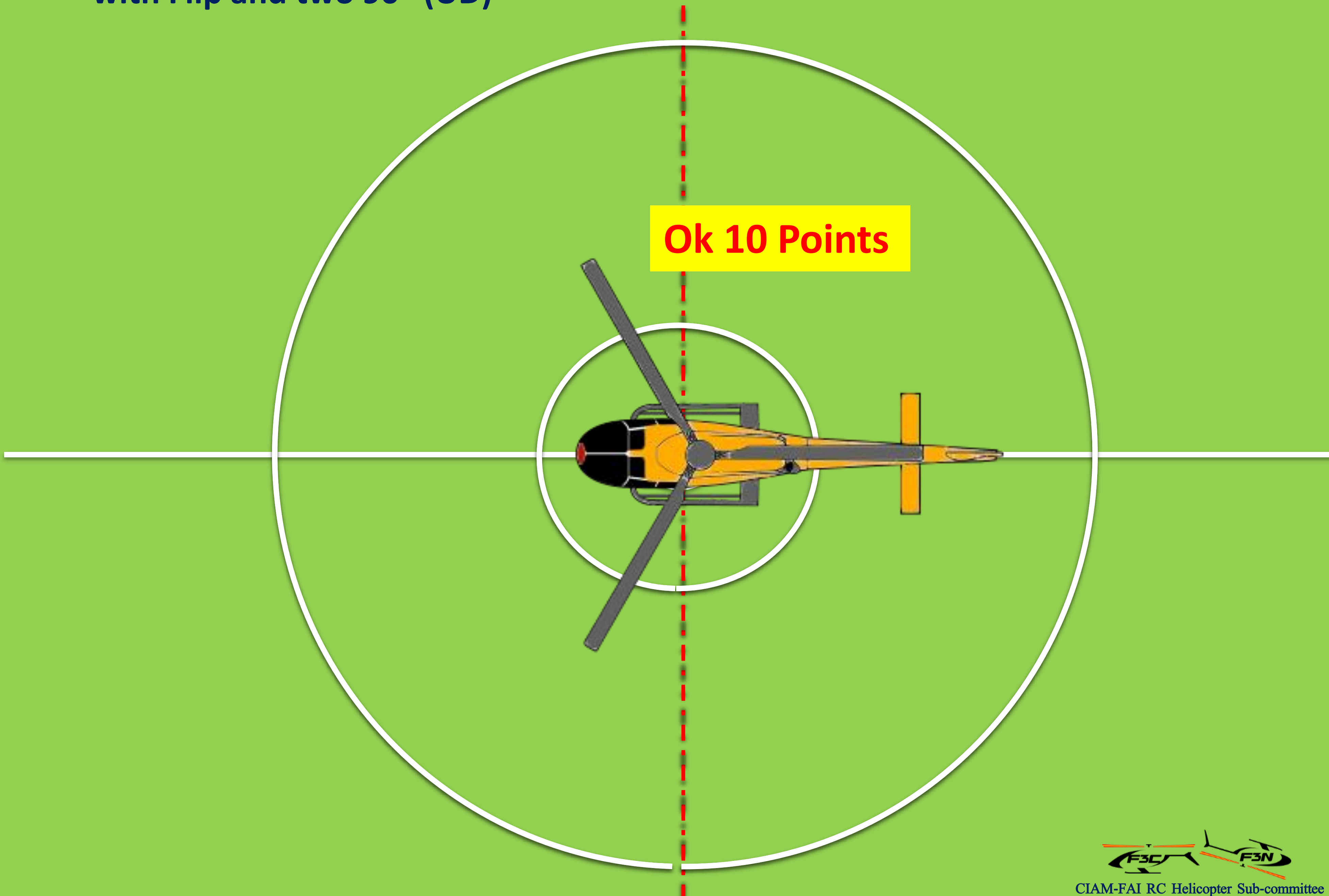
F8 Autorotation 180° (DU)



F8 Autorotation 180° (DU)



F8 Autorotation with Flip and two 90º (UD)



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F3C
Thanks for your interest
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