

ANNEX 5E

F3C JUDGES' GUIDE

5E.1 PURPOSE

The purpose of the F3C Judges' Guide is to provide an accurate description of the major judging criteria to serve as a reference for use in developing a uniformly high standard of judging.

5E.2 PRINCIPLES

The principles of judging a radio controlled model helicopter should be based on the perfection with which the MA performs each manoeuvre as described in Annex 5D.

The main principles used to judge the degree of perfection are:

- 1) Precision of the manoeuvre.
- 2) Smoothness and gracefulness of the manoeuvre.
- 3) Positioning or display of the manoeuvre.
- 4) Size of the manoeuvres relative to each other.

The requirements are listed in order of importance; however, all of them must be met for a manoeuvre to receive a high score.

5E.3 ACCURATE AND CONSISTENT JUDGING

The most important aspect of judging is consistency. Each judge must establish his standard and then maintain that standard throughout the competition. It is recommended that the contest director or organiser hold a conference prior to the start of competition to discuss judging so that the standards are as uniform as possible. This can be accomplished with demonstration flights that all judges score simultaneously and privately. After these flights, the defects in each manoeuvre should be discussed by all judges and agreement reached about the severity of the defects. After the competition is started, the individual judges should not alter their standard. Judging accuracy is also very important. Being consistent, whether high or low is not sufficient if the scores awarded do not fairly reflect the performed manoeuvre.

5E.4 CRITERIA FOR JUDGING MANOEUVRES

A description of each manoeuvre is provided in Annex 5D. Each manoeuvre should be downgraded according to:

- 1) The type of defect.
- 2) The severity of the defect.
- 3) The number of times a defect occurs.
- 4) The positioning of the manoeuvre.
- 5) The size of the manoeuvre relative to other manoeuvres.

A high score should be given only if no major defects are noted and the manoeuvre is accurately positioned. Whenever there is doubt a lower score should be given.

5E.5 ATTITUDE AND FLIGHT PATH

The flight path of the MA is the trajectory of its centre of gravity. The attitude is the direction of the fuselage (canopy, boom, etc) centreline in relation to the flight path. All judging should be based on flight path, but the angle between the flight path and the longitudinal axis should never exceed 10°.

5E.6 GRADING CRITERIA FOR MANOEUVRE SEGMENTS

The following criteria are furnished to provide the judge with a guide for downgrading deviations from the defined manoeuvre segments. The segments are: Takeoffs, Landings, Stops, Lines, Pirouettes, Loops, Rolls, Stall turns and Flips.

5E.6.1. TAKEOFFS

Takeoffs for the hovering manoeuvres must start from the centre of the 1m circle to obtain maximum score. Takeoffs must be smooth and the MA must ascend vertically until the skids or landing gear are at 2m over helipad. Non-vertical ascents where the MA moves forward or backward by half a fuselage length result in a downgrade of 1 point.

5E.6.2. LANDINGS

Landings for the hovering manoeuvres must be centred in the 1m circle of the helipad to obtain a maximum score. If a portion of the skids or landing gear is outside of the 1m circle (but rotor shaft points to the inside of the 1m circle when viewed from above), the downgrade is one point. A landing outside of the 1m circle (rotor shaft points to the outside of the 1m circle when viewed from above) results in a downgrade of 2 points. Non-vertical descents where the MA moves forward or backward by half a fuselage length result in a downgrade of 1 point.

5E.6.3 STOPS

For the hovering manoeuvres the stops must be equal to or greater than 2 seconds in duration if not otherwise specified. All stops must be of the same duration. If a stop is less than 2 seconds long, a downgrade of half a point should be made. If a stop is greater than 2 seconds, no downgrade should result as long as the MA does not move. In manoeuvres containing stops of unspecified duration (but are a necessary part of the manoeuvre) no downgrade shall be made for the stops.

5E.6.4. LINES

For the hovering manoeuvres the lengths of the lines are defined by the 10m distance between flags 1 and 2 and must be straight. Diagonal lines must be performed at the proper angle. However, the aerobatic manoeuvres must be started and ended by equal horizontal lines of minimum length 10 m. A greater length of a vertical or climbing line, resulting from the performance of the MA, must not be allowed to positively influence a judge's score. One point should be subtracted for a recognisable difference. If there is a complete absence of a line, before or after a manoeuvre, 2 points should be subtracted.

5E.6.5. PIROUETTES

All pirouettes must be performed around the vertical axis. If the deviation is greater than 20° one point will be subtracted. During a hovering pirouette (stationary tail rotor turn), if the MA moves vertically or laterally by a noticeable amount, 1 point should be subtracted. If the vertical or lateral movement of the helicopter is significant (more than 25cm), 2 or more points should be subtracted. During an ascending pirouette, if the MA moves laterally by a noticeable amount, 1 point should be subtracted. If the MA's movement is greater than 25cm, 2 or more points should be subtracted. Travelling pirouettes must be synchronised with flight path. If the pirouettes are performed in the same direction for manoeuvres where pirouettes of opposite direction are prescribed, the score must be zero.

5E.6.6. LOOPS

A loop must, by definition, have a constant radius, and must be flown in a vertical plane. It starts and ends with a well-defined line, which for a complete loop will be horizontal. Every loop must be flown without segmentation. Every clearly seen segment should result in a downgrade of 1 point. If a loop is not flown entirely in a vertical plane, a minor drift should be downgraded by 1 point, while a more severe drift should be downgraded by several points.

5E.6.7. ROLLS

The roll rate must be constant. Small variations in roll rate should be downgraded by 1 point while more severe variations receive larger downgrades. Rolls (including partial rolls) must have crisp and well-defined starts and stops. If a start or stop is badly defined, 1 point is subtracted for each. Duration of the rolls must meet the minimum times specified.

5E.6.8. TAIL TURNS

The tail turns must be symmetrical by performing half of the rotation before and after the top. The tail turn must be around the main rotor shaft. If there is significant horizontal displacement, 1 point should be subtracted. The entry and exit must consist of partial loops with constant and equal radii.

5E.6.9 STALL TURN

The lines during this segment must describe vertical and horizontal flight paths. The model aircraft must come to a complete stop before a tail rotor turn is initiated. The tail rotor turn must be around the main rotor shaft. If there is significant horizontal displacement, one point should be subtracted. If the model aircraft shows a pendulum movement after the rotation, this should result in a downgrade of one point. The entry and exit must consist of partial loops with constant and equal radii.

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5E.6.10. FLIPS

Flips are stationary or travelling rotations about the lateral (elevator) axis of the MA. The direction of the flip is described according to the movement of the (elevator/longitudinal cyclic) control stick (Push = Negative - Nose down, Pull = Positive - Nose up). For the case of a stationary flip, one point should be subtracted if the MA moves forward or backward more than a fuselage length. For the case of a travelling flip, one point should be subtracted for a deviation of more than a fuselage length from the path of the described manoeuvre.

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 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:

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.

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.

5E.7 WIND CORRECTION

All manoeuvres are required to be wind corrected in such a way that the shape of the manoeuvre as described in Annex 5D is preserved in the MA's flight path.

5E.8 POSITIONING

All aerobatic manoeuvres must be performed within the 60° vertical and 120° horizontal viewing angle. Manoeuvres that are flown off centre will be downgraded according to the displacement. The downgrade may be in the range of 1 to 4 points. If a portion of a manoeuvre is flown outside of this air space a severe downgrade will occur. If the entire manoeuvre including entry and exit is flown outside of the window it must be scored zero points. Flying so far out as to make the evaluation of a manoeuvre difficult should also be severely downgraded. The main criterion here is visibility. Manoeuvres performed on a line further out than 100m away but in front of the judges should be downgraded in any case because even the keenest eye begins to lose perspective at that distance.