

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 model aircraft executes 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 along with a partial list of possible downgrades. 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

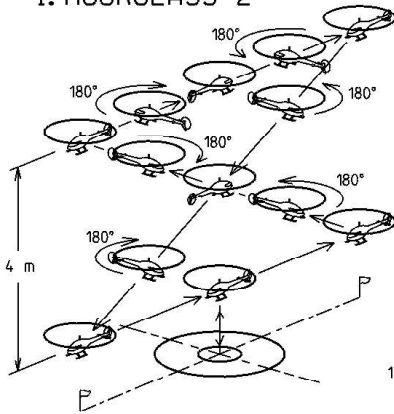
The flight path of the model aircraft is the trajectory of its centre of gravity. The attitude is the direction of the fuselage (canopy, boom, etc.) centreline in relation to the flight path. All judging should be based on flight path.

5E.6 GRADING CRITERIA FOR MANOEUVRE SEGMENTS

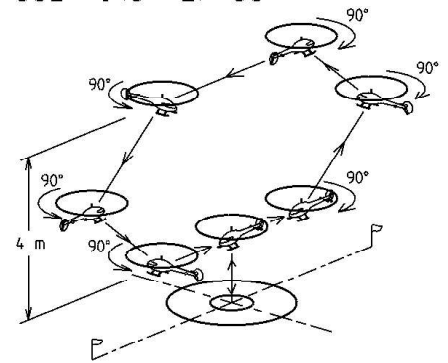
The following criteria are furnished to provide the judge with a guide for downgrading deviations from the defined manoeuvre segments. The segments are: Takeoffs, Landings, Stops, Lines, Pirouettes, Loops, Rolls, Stall turns and Flips.

FIGURE 5D-C F3C MANOEUVRE SCHEDULE C (2008-2009)

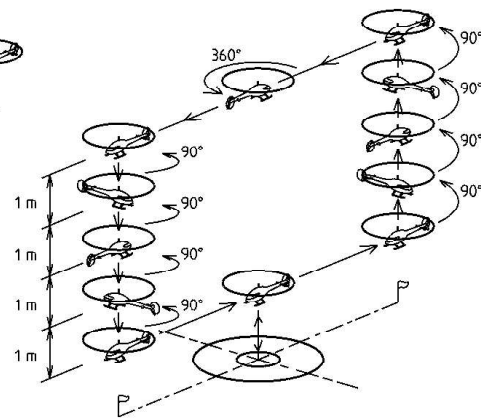
1. HOURGLASS 2



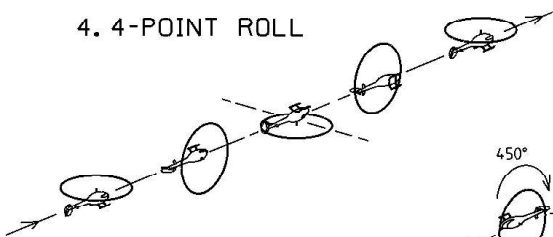
2. PIROUETTING HEXAGON



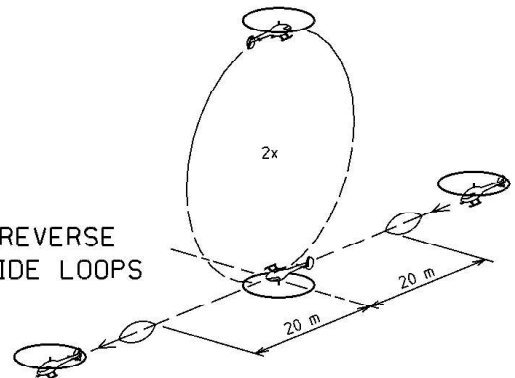
3. RECTANGLE WITH 4-POINT PIROUETTES



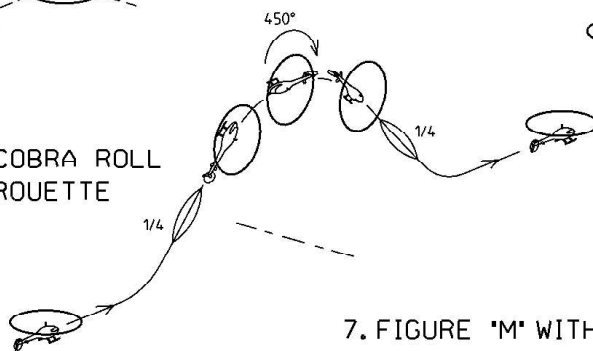
4. 4-POINT ROLL



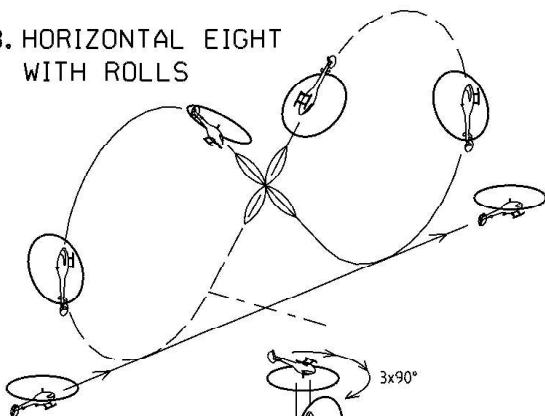
5. TWO REVERSE OUTSIDE LOOPS



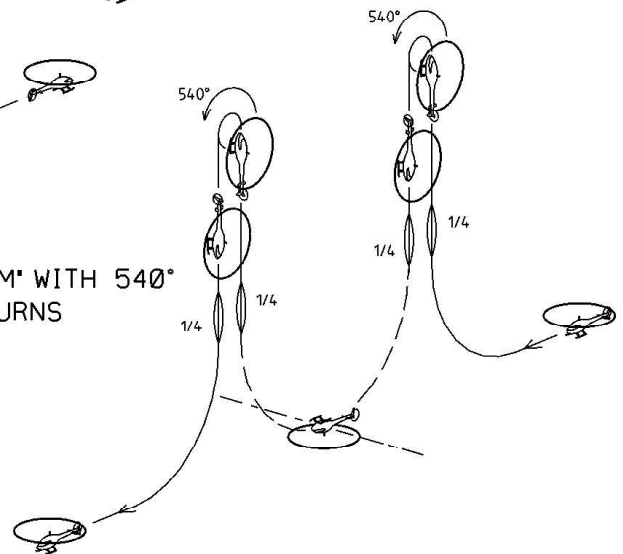
6. KNIFE EDGE COBRA ROLL WITH 450° PIROUETTE



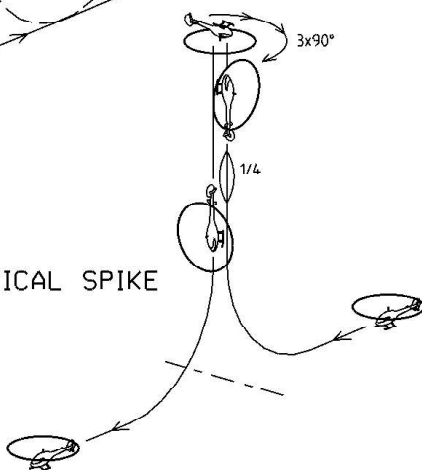
8. HORIZONTAL EIGHT WITH ROLLS



7. FIGURE 'M' WITH 540° STALL TURNS



9. VERTICAL SPIKE



10. S-AUTOROTATION

