

Changes in class F3C to be effective from June, 15th 2024

The following changes are confirmed by the Plenary 2024. Because an early implementation was accepted, these changes will be effective from June, 15th 2024.

All these changes are clarifications.

No. 4

5.4.11. Classification

Part of Competition	# of Competitors	# of Rounds	Classification	Ranking
Preliminary	All registered and qualified pilots	4	Sum of normalized points of each of the four rounds. Dropping the lowest result, only if there are at least 3 completed rounds	Determines the ranking of pilots classified 29... n
Semi-Final	Top 28 pilots of preliminary part of competition	2	Sum of normalized points of each of the two rounds plus the normalized result of the preliminary part of the competition. Dropping the lowest of any of these 3 results, only if there were 2 semi-final rounds completed.	Determines the ranking of pilots classified 15..28
Final	Top 14 pilots of semi-final part of competition	2	Sum of normalized points of each of the two rounds plus the normalized result of the semi-final part of the competition. Dropping the lowest of any of these 3 results, only if there were 2 final rounds completed.	Determines the ranking of pilots classified 1..14

The finals to determine the individual classification are only required for World and Continental Championships.

If the competition is interrupted, the final individual classification will be determined by counting all completed rounds and by calculating according to the table above.

All scores for each round will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage of the 1000 points in the ratio of actual score over the score of the winner of the round. If only one round is possible then the classification will be based on that one round.

For example:

$\text{Points}_{(x)} = \text{Score}_{(x)} \text{ divided by } \text{Score}_{(w)} \text{ multiplied by } 1000$

Where $\text{Points}_{(x)} = \text{Points awarded to competitor X}$

$\text{Score}_{(x)} = \text{Score of competitor X}$

$$\text{Score}_{(W)} = \text{Score of winner of the round}$$

Points (x) should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.

Ties for any of the first three places will be broken by counting the highest throwaway score. If the tie still stands a "sudden death" final must take place within one hour of the end of the scheduled final rounds.

The team classification for World and Continental Championships is established at the end of the competition (after the final flights) by adding together the numerical final placings of the three team members using the full list of competitors unless there is a fourth **or or a fifth** member of the team (who must always be a junior **and/or a woman**) in which case it will be the three best placed members. Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking. (Ref: *CIAM General Rules*, C.15.6.2 i))

No. 5

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.

No. 6

F7: Inverted Umbrella with half Rolls (UU)

K=1.0

MA flies straight and level for a minimum of 10 m and pulls up into a vertical ascent on center line. After a nose up stop MA performs immediately in a backward vertically flight a half roll in any direction followed by a half backward loop. After MA stops it performs a centered 'U'. After a nose up stop MA performs a half backward loop followed by a backwards vertically ascent. After a nose down stop MA performs immediately in a forward vertically flight a half roll in any direction followed by a vertical descent. MA pulls with a quarter looping into horizontal straight and level flight for a minimum of 10 m at the same altitude as when entering the figure.

Note 1: The quarter loops at the entrance and the exit of the figure and the half loop of the centered 'U' must have the same radius.

Note 2: The two half backward loops must be of equal size and must have half radius than the half loop of the centered 'U'.

Note 3: The bottom of the 'U' must be at the same altitude as when entering the figure.

Note 4: The two rolls must be performed at the same altitude.

Note 5: The 2 half rolls must be higher than the 2 outer stall positions