

Local Rules for F4C and H and F4K to be applied at the Championships

The following rule changes were passed at the April 2018 CIAM Plenary Meeting. Such changes usually only come in force from January of the following year. Since these changes are either clarifications or procedural changes, the Plenary Meeting gave permission that they could be implemented immediately as “Local Rules” for the event.

F4C and F4H:

Par. 6.1.6. Remarks (page 10 in the Rule Book)

Add the following to the second sentence of sub paragraph d):

and the spinner used for flight must be presented with the model for static judging.

Par. 6.1.9. Documentation (Proof of Scale) (Page 11 in the Rule Book)

Replace paragraph 6.1.9.2 with new paragraph below:

The exact name and designation of the prototype must be entered on the score sheets, the proof of scale documentation and the Competitors Declaration. If appropriate the declaration of non-aerobatic status of the prototype must also be included on the Competitors Declaration.

Replace paragraph 6.1.9.3 with new paragraph below:

The model aircraft may be built to any scale but the scale must be entered on the Flight Score Sheets.

Amend paragraph 6.1.9.4, the first sentence of sub-paragraph d) as shown below:

The cruising speed of the subject aircraft must be included in the documentation and repeated on all flight score sheets before each official flight starts **stated on the Competitors Declaration Form (Annex 6.E1) and also entered on all flight score sheets before the sheets are passed to the Flight Judges.** In the case of early aircraft, where only maximum speeds are likely to be listed, the maximum speed alone may be quoted. in the documentation The competitor must be prepared to substantiate this information if required.

Par. 6.3.7. Optional Demonstrations (page 19 in the Rule Book)

Replace option numbers in second paragraph, last sentence:

These include (options D (Bombs /Fuel Tank Drop), L **O** (Parachute Drop) and if Applicable P **S** or Q **I** (Flight Functions by subject aircraft).

Par. 6.3.7. Optional Demonstrations (page 20 in the Rule Book)

Change the list of manoeuvres to include additions as listed below and re-number the remainder of the list accordingly:

- G One loop K = 7
- H Split S (Reversal) **Cuban Eight** K = 7

I Cuban eight	K = 7
I Reverse Cuban Eight	K = 7
J Half Cuban Eight	K = 7
K Half Reverse Cuban Eight	K = 7
L Split S (Reversal)	K = 7
↓ M Normal spin (three turns)	K = 7

Par 6C.3.7. Optional Manoeuvres H. Cuban Eight (page 60 in Rule Book)

Replace the description, Diagram and List of Errors with the material below:

H. Cuban Eight:

The model approaches in straight and level flight on a track parallel to the judges line. After passing the judges centre line the model aircraft pulls up into a circular 5/8 inside loop until to reach a 45° nose down attitude and then performs The 45° inverted flight is held until a half roll when abeam the judges on the judges centre line. The 45° upright down line is held until entry height is achieved when a similar circular 3/4 inside loop is flown to repeat the manoeuvre in the opposite direction for a ~~S~~straight and level recovery is to be at the same height **and track** as the original entry. ~~The T~~hrottle may be closed at the top of each loop, as appropriate to **the** subject type, and reopened during each descent. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.

Included in this manoeuvre are the following deviations based on the primary Cuban Eight:

~~“Half Cuban Eight”~~

~~After the first 45 degree dive, the model pulls out level at the entry height.~~

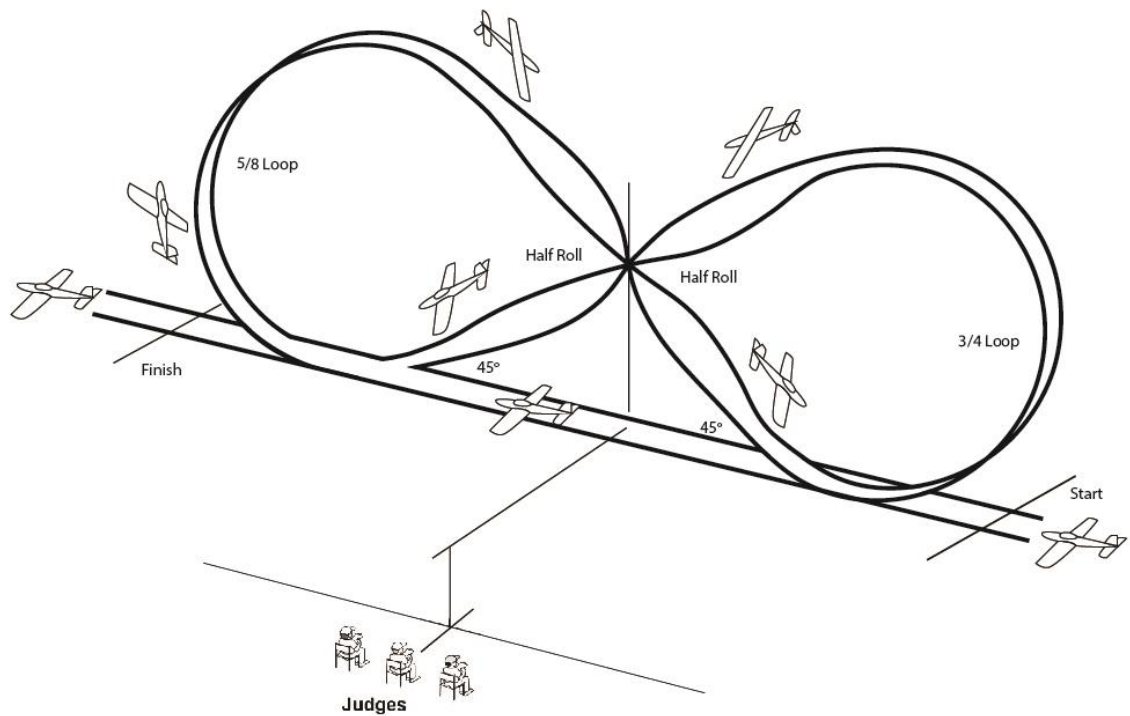
~~“Reversed Cuban Eight”~~

~~The model aircraft starts with a pull up 45° climb with half roll then enters the loop and continues as above but in reverse order.~~

~~“Reversed Half Cuban Eight”~~

~~Start with the 45° climb and half roll then loop to finish level with entry.~~

~~Competitor must specify on the score sheet which variation will be used.~~



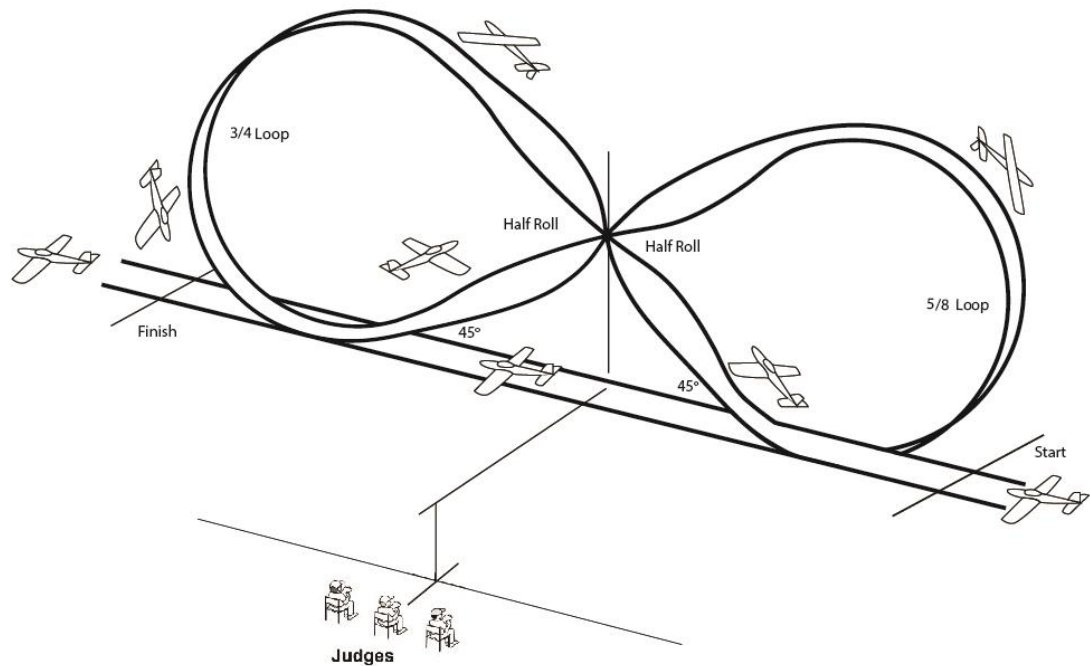
Errors:

1. Manoeuvre not performed in a constant vertical plane that is parallel with the judges' line.
2. Loops are not circular.
3. Loops are not the same size.
4. Half rolls are not centred on the judges' position.
5. 45° descent paths not achieved.
6. Model aircraft does not exit manoeuvre at same height as entry.
7. Model aircraft does not resume straight and level flight on same track as entry.
8. Inappropriate use of throttle.
9. Size and speed of loops ~~loops~~ **manoeuvre** not in manner of prototype.
10. Too far away/too close/too high/too low.

Insert the following 3 manoeuvres after H. Cuban Eight and adjust the numbering of the subsequent manoeuvres accordingly, starting with L. Split S (Reversal).

I. Reverse Cuban Eight:

The model approaches in straight and level flight, parallel to the runway and pulls through a 1/8 loop to a 45 degree up line before reaching the judges centre line and then performs a half roll in front of the judges. It then pulls through a 3/4 inside loop into a 45 degree up line and performs a half roll in front of the judges and then pulls through a 5/8 inside loop to resume straight and level flight to exit the manoeuvre at the same altitude and track as the entry. The throttle may be closed at the top of each loop, as appropriate to the subject type, and reopened during each descent. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.



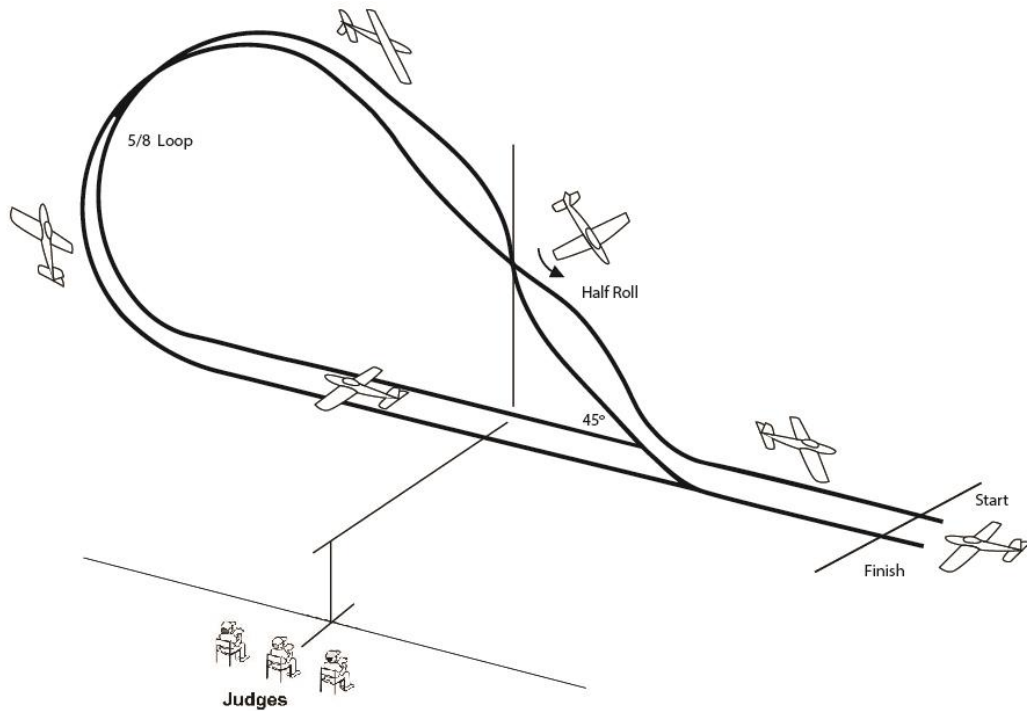
Errors:

- 1. Manoeuvre not performed in a constant vertical plane that is parallel with the judges' line.**
- 2. Loops are not circular.**
- 3. Loops are not the same size.**
- 4. Half rolls are not centred on the judges' position.**
- 5. 45° ascent paths not achieved.**
- 6. Model aircraft does not exit manoeuvre at same height as entry.**
- 7. Model aircraft does not resume straight and level flight on same track as entry.**
- 8. Inappropriate use of throttle.**
- 9. Size and speed of manoeuvre not in manner of prototype.**
- 10. Too far away/too close/too high/too low.**

J.

Half Cuban Eight:

The model approaches in straight and level flight on a track parallel to the judges line. After passing the judges centre line the model aircraft pulls up into a 5/8 inside loop until a 45° nose down attitude is reached. The 45° inverted flight is held until a half roll is performed on the judges centre line. The 45° down line is then held until a 1/8th inside loop is performed for a straight and level exit is achieved at the same height and on the same track as the entry. The throttle may be closed at the top of the loop, as appropriate to the subject type, and reopened during the descent. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.

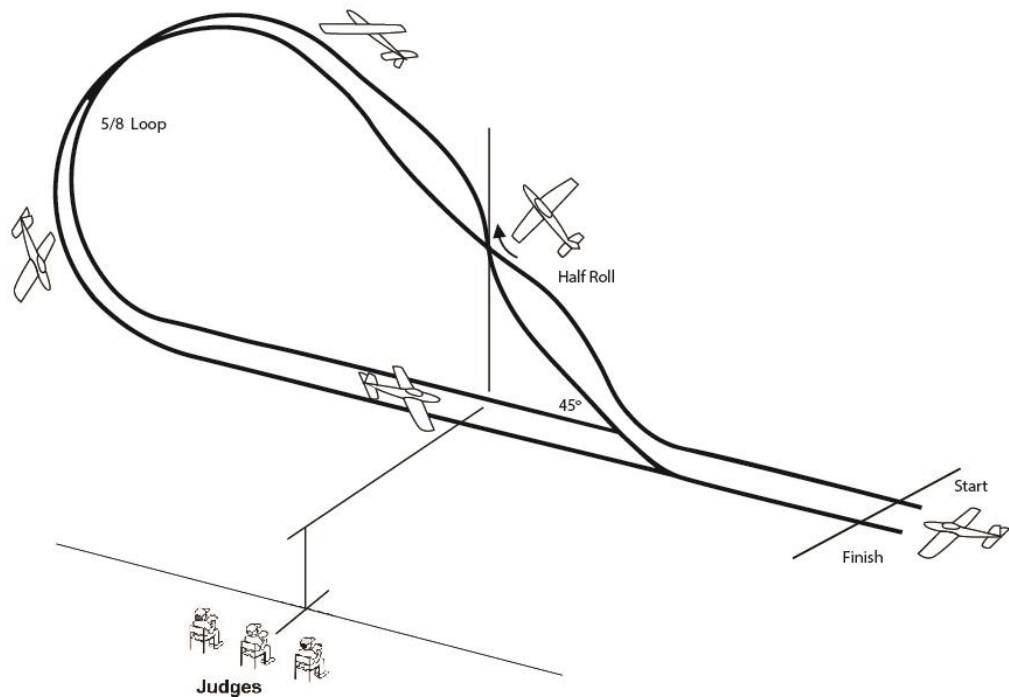


Errors:

- 1. Manoeuvre not performed in a constant vertical plane that is parallel with the judges' line.**
- 2. Loop not circular.**
- 3. Half roll not centred on the judges' position.**
- 4. 45° descent path not achieved.**
- 5. Model aircraft does not exit manoeuvre at same height as entry.**
- 6. Model aircraft does not resume straight and level flight on same track as entry.**
- 7. Inappropriate use of throttle.**
- 8. Size and speed of manoeuvre not in manner of prototype.**
- 9. Too far away/too close/too high/too low.**

K. Half Reverse Cuban Eight:

The model approaches straight and level, parallel to the runway and pulls through a 1/8 loop into a 45 degree up line before reaching the judges centre line and performs a half roll in front of the judges. It then pulls through a 5/8 inside loop to resume straight and level flight to exit the manoeuvre at the same altitude and opposite track as the entry. The throttle may be closed at the top of the loop, as appropriate to the subject type, and reopened during each descent. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.



Errors:

- 1. Manoeuvre not performed in a constant vertical plane that is parallel with the judges' line.**
- 2. Loop not circular.**
- 3. Half roll not centred on the judges' position.**
- 4. 45° ascent path not achieved.**
- 5. Model aircraft does not exit manoeuvre at same height as entry.**
- 6. Model aircraft does not resume straight and level flight on same track as entry.**
- 7. Inappropriate use of throttle.**
- 8. Size and speed of manoeuvre not in manner of prototype.**
- 9. Too far away/too close/too high/too low.**

F4K:

Annex 6G F4K – Judges Guide

Paragraph 6G.1 Static Judging (Page 99 in the Rule Book)

After 'See Annex 6A – Class F4 Judges' Guide for Static Judging' Add :

with the following exclusion: Main and tail rotor systems are not assessed (because of technical demands and safety) except for the number of rotor blades and direction of rotation.