

**Changes and Clarifications to CLASS F2C
TEAM RACE RULES and Annex 4C - JUDGES GUIDE.**

Section 4.3 Class F2C – Team Racing Aircraft

Synopsis of differences from the existing 2015 F2C rules.

- 1) This document is primarily a rewrite of the existing 2015 rules in a form of English that is less open to differing interpretations when translated into different languages.
- 2) The opportunity has been taken to both reorder the rules and to collate together similar topics which have become disjointed and therefore, difficult to follow as successive rule changes have been introduced over the years.
- 3) **Specific changes or new rules:-**
 - Use of video camera. For many years there has been reference in the F2C judges guide to an official video camera located in the judges' tower to observe pilot conduct. --- This has now been included in the rules (4.3.1) quote **"The Judges may use video recording equipment, located in the judge's tower, to monitor the pilots and the pilot circle. At the discretion of the Judges this official recorded video can be used, after the race, as a judging aid"**.
 - The judges command STOP RACING SAFETY has been added to the list of definitions of the end of a race (4.3.1.b.4)
 - The maximum race times for 100 & 200 lap races are reduced to reflect the current much improved race times achieved. (4.3.1.b) quote **"The race maximum time limit is 6 minutes for qualification and semi-final races and 12 minutes for the final race"**.
 - Each team's result is registered for that race.
 - The responsibility for checking the accuracy of the circle markings and any subsequent effect on rule interpretations is now included in the rules (4.3.2.e) quote **"Prior to the start of the contest, the Judges shall verify the dimensions of all the circle markings and announce to the competitors any variations from the requirements and their interpretations of the variations"**.
 - The design of the mandatory wrist strap is now defined (4.3.3.r)
 - The requirement for volunteers to be from differing nations now includes World Cup events. (4.3.5.b)
 - How to deal with too many volunteers is now defined (4.3.5.b) quote **"If there are more than sufficient volunteers, the judges shall conduct a blind draw of them to complete the race with 3 teams and shall conduct a separate draw for the segment choice order"**.
 - The existing rules state that the pilot's left arm should remain at his side – this of course would be impossible for a left handed pilot. Therefore this has been changed to (4.3.6.i2) **"the pilot's non flying arm should remain by his side or slightly forward"**
 - The existing rules state that the pilot remains crouching or sitting inside the centre circle whilst his model is being serviced. This is changed to make it mandatory for the pilot to have one foot outside the circle, the reason for this change is to minimize the risk of obstruction to the other pilots. (4.3.6.o) quote **"Prior to the start of the race"**

and during pitstops, the pilot must be crouching at the edge of the centre circle with one hand on the ground, only one foot outside the centre circle”

- Under definition of a flight the word attempt has been replaced with reflight. This is has been the commonly used phrase for many years now and is well understood by the competitors. (4.3.7)
- (4.3.7.e) has been added to the list of reasons for granting a reflight. By classifying the remaining teams in that race as reflights helps to maximize the pool of reflights at the end of the round making it more probable that races can be drawn only involving teams from differing nations.

4) **Specific clarifications:-**

- (4.3.8) The opening sentence has been expanded to emphasise that warnings or disqualifications should only be given where actual safety, advantage or disadvantage occurs.
- Team racing is primarily intended to be a contest where 3 teams fly simultaneously. Therefore ALL finals should commence with 3 teams (4.3.10.d) quote **“When less than 3 teams are either willing or able to take their place in the final, the number shall be made up by advancing the next best results from the semi-finals or qualification flights as appropriate (this rule shall not apply where a final race is restarted with less than the 3 original teams”.**

Annex 4C- Class F2C – Team Race Panel of Judges Guide

Synopsis of differences from the existing 2015 F2C Judges guide

- This document is primarily a rewrite of the existing 2015 guide in a form of English that is less open to differing interpretations when translated into different languages.
- The opportunity has been taken to both reorder the guide and to collate together similar topics which have become disjointed and therefore, difficult to follow.
- **(4.C.1.8)** now defines how the judges should interpret the rules when the circle markings have not been accurately drawn.
- **(4.C.2 – standards of judging)** –paragraph 4. the judges are reminded that since teams do not have the possibility of being granted a reflight after disqualification in a final, the judges are reminded to consider not instructing the disqualified team to land immediately and allowing that team to continue flying to get a result. Quote **“When a team with three warnings is guilty of a further technical infringement that will not materially alter the race result the judges are urged to announce the infringement but to consider allowing the race to continue unless that team continues to race in a dangerous, obstructive or advantageous way.”**
- **(4.C.4)** explains how judges should deliberate whether it is appropriate to issue warnings of disqualifications
- The rules make specific statements on the actions of mechanics and pilots relative to their positioning at the outer flight circle and the centre circle. The current rules make no allowance for the fact that the lines have a finite width (as defined in the annex 4F- Control line organizers guide). The clarity of when warnings/disqualifications are appropriate are now shown in the pictures (4.C.4)