ANNEX 6d

6.4.11 JUDGES GUIDE FOR SCALE FREE FLIGHT FLYING SCHEDULE

Scale Outdoor F/F Power Class

6.4.11.1
Models should at all times fly in the same manner as the prototype. The following notes describe an average aeroplane; judges should use their own personal judgement to decide on an appropriate flight style for the prototype submitted and mark the flight accordingly. Competitors may submit a description of the prototypes flight characteristics (originated by a competent authority), which should be used to judge the flight.

6.4.11.2 Take Off

The model should slowly accelerate from $rest_1$ leaving the ground after an appropriate ground run. The take-off run should be straight, and transition to flight should be smooth.

Errors

The take-off should be penalised if: the ground run is too short, too long or assisted, the tail or nose wheel does not leave the ground before the main wheels, the wing drops or the run is curved Note that a swing may occur as the tailwheel leaves the ground; this is normal and should not be penalised unless it is excessive.

6.4.1l.3 Initial Climb

The model should smoothly rotate to a climbing attitude, and commence a gentle straight or curved climb. The climb should be smooth and appropriate to the prototype.

Errors

The climb should be penalised if: too steep, too shallow, too highly banked, wing drop or wing rock occurs or nose attitude is too high or too low. Note that a high bank steep spiral climb is normal for a Pitts but that a Bleriot should hardly leave ground effect.

6.4.11.4 Realism In Flight

The model should mirror the flight characteristics of the prototype in speed, flight attitude, stability and balance. The model may fly in a straight line or turn in either or both directions. Turns should display an appropriate amount of bank The flight should be smooth and continuous, especially the transitions between take-off, climb, cruise, descent and landing approach. Due allowance must be

made for the prevailing wind conditions.

Errors

Realism in flight should be penalised if: the model flies too slowly or too $fast_1$ the nose attitude is too high or too low, the model stalls, or shows fugoidal flight path, has persistent wing drop or wing rock, flies an out of balance turn or pitches harshly on engine failure. A stall or wing drop may occur if the model hits turbulence or its own slipstream. If the recovery to stable flight is smooth, this should not be penalised. A grossly out of balance turn, left turn with right bank for instance, or a flat turn should be penalised.

6.4.11.5 Transition to Descent

The model's flight path should smoothly change between cruise and descent. The

The change may be abrupt, after an engine failure, or prolonged as the power slowly reduces. The direction of flight may or may not change.

Errors

The transition should be penalised **if:** the model stalls as the engine fails, wing drop or wing rock occurs or an excessive pitch change is apparent.

6.4.11.6 Descent and Landing Approach

The descent should be smooth, continuous and stable. It may be straight or curved. The angle of descent should be consistent with that of the prototype either engine on or engine off. As the model nears the ground it should adopt a landing attitude consistent with that of the prototype. Allowance must be made for prevailing wind conditions.

Errors

The descent and landing approach should be penalised if: the model stalls, drops or rocks the wings, shows too steep a glide or does not change to a landing attitude. Note that the glide angle may change significantly with engine on or off.