

F2B WORKING GROUP - NOVEMBER 2001

Summary of all changes contained in the proposed new F2B rules (as compared with the present F2B rules)

Change:	Reason/s:	Comments:
New F2B model spec. Includes 35cc i/c power limit; other power sources allowed; 2 metre x 2 metre size limit (wingspan/length); 3.5 Kgs weight limit.	Allow for future experimentation and developments such as electric power, use of "cheap" RC motors; also items such as throttles, shut-offs, retractable LDG, etc. SEE ALSO SEPARATE PROPOSAL FOR CHANGES TO FAI Sporting Code Section IV, Section 4C, Model Aircraft, Part One, General Regulations for Model Aircraft", Para 1.3.2.	Allowing all those, and so encouraging "new blood" (the future of F2B), but without : a) Making existing F2B models obsolete "overnight"; b) "Forcing" such developments as the only way to contest success; c) Creating any the RC frequency monitoring/transmitter impounding requirements (manpower, safety, etc) that any form of "Radio/Wireless Control" in Control Line would entail; d) Ruining the existing "character" of the contest for those prefer the "Nobler/Fox .35" approach.
Flying sites fully defined	Remove some ambiguities and possible misunderstandings from the present rules.	Includes procedures for use of 2 circles at once, and provides definitions of acceptable quality grass circles. This provides contest organiser with the incentive to use 2 circles for big contests, but at the same time keeps the cost and availability of suitable sites within reasonable limits. See also the items "Contest procedures" below.
Contest officials "staffing and duties" clearly defined.	See also Reasons, item 2 above.	Includes flexibility & procedures for all sizes of contest.
Revised/clarified weather conditions.	See also Reasons, item 2 above. Also to reduce the present wind speed "flyable limit" to a more realistic level for typical F2B models.	There are a number of well-documented cases of models being lost due to excessive wind. But no increase in the duration of major contests is anticipated.
Revised pull test value and procedure.	SAFETY . The current rule has no relation to actual flight loads under real-life conditions and may lead to damage due to pre-stressing of components. Also see Reasons, item 2 above.	As presently written, the procedure is not clear enough to be sure that people with limited experience of C/L models would not accidentally damage models/lines. This could have possible adverse effects on safety.
Noise limit (with defined test procedure).	Definitely a "necessity" in the future of F2B. Provides a procedure which will give standardised results.	As proposed, this will save flying fields, but: a) Without making existing F2B models obsolete "overnight"; b) Without "overloading" contest organisers (in terms of manpower, equipment, or time needed); c) Ensuring that only models suspected of being "noisy" by contest officials will be tested; d) Ensuring that when tested (and providing that the procedure is followed correctly), the result of all tests will be repeatable within practical limits.
Contest procedures	Restrict judges "duty" time (to reduce "fatigue"/improve "quality")	But also limits the present contest organisers costs of "hiring" judges.
Contest procedures	Provide all contestants with a minimum of 3 Official Flights	(Provides all contestants with 4 Official Flights if contest is run on 2 circles simultaneously)
Contest procedures	Regardless of if run as a 1 or 2 circle contest, to provide the fairest chance to everyone.	Also considerably reduces "back office" complexity.
Contest procedures	Improved definition of "timing" (see also Reasons, item 2 above).	Without changing the present 7 minutes limit, but "control" the flow of contestants at major contests.
Contest procedures	Remove the "K factors" method of scoring.	Not appropriate for a contest which does not include an element of selection of optional manoeuvres (personal choice) by individual contestants. (And as item 9 above, this also considerably simplifies the "back office" support needed, especially at major contests).
Contest procedures	Provide judges with an expanded scoring range (1 to 100 points), but which can also be easily used by existing judges (simply apply similar marks to today but without the decimal point).	Provides a "measuring tool" with more precision, thereby giving a much clearer differentiation between pilots of similar skill level. Encourages all judges to use a "full range" of scores for different pilot skill levels. Overall improvement in "quality" and "reliability" of contest results.
Contest procedures	Retain the present "Fly-off", but make it more of a contest "highlight".	Particularly relevant for major contests.
Contest procedures (and contestant ranking)	Clarify the procedures for incorporating junior contestants into results.	Particularly important for the major contests – and especially important to encourage more junior participation (i.e. the long-term future of the F2B contest).
Contest procedures	SAFETY . Remove the present requirement for hand-starting motors.	The present obligation to manually flip props is both potentially dangerous and does not encourage newcomers; but the new rule does not prevent those who wish to continue hand starting from doing so.
All manoeuvres	Clarification; diagrams and descriptions to be related to the pilot's viewing point.	New, much larger, 2 dimensional diagrams for each manoeuvre. Also the pilot view point defined.

NOTE: There are **no** changes to the present F2B schedule of manoeuvres, **nor** to the method/s of flying them. But the proposed new rules do include much **clearer** diagrams plus improved written descriptions for each manoeuvre; an easy to use **Index**; all the information that **everyone** needs to run/judge/compete in an F2B contest; and **cross references** to all other relevant parts of the FAI Sporting Code. In addition, a revised F2B Judges Guide has been proposed. This reflects all of the above changes.