

F2D Rule Clarifications (World Championships 2008)

At some of the F2D World Cup competitions held this year technical matters concerning rule interpretation have been brought up to discussion.

As there will be many pilots coming to France this summer the F2D schedule will be tight. Therefore this document is to give the pilots a chance (before they leave home) to check that their equipment follow the rule interpretations that will be used in France.

Note that this paper only deals with technical matters.

Silencer volume and outlet diameter

Paragraph 4.4.5 in the Sporting Code states that the silencer shall consist of a simple chamber with a minimum volume of **12.5 cm³** and a round outlet of max **8 mm** diameter.

For simple field verification paragraph 4.4.6.e) states that it can be checked with 8.05 mm diameter plug gauge. In case of doubts whether the diameter exceeds **8 mm** or not it will be checked with precision gauges.

Please read the Sporting Code for the exact wording of this rule!

Anything outside these dimensions is a violation of the Sporting Code. If found at pre-heat processing the competitor has time to replace the parts until he is called into the circle. If found at a post-heat check it will lead to disqualification from the contest!

Venturi inlet diameter

Paragraph 4.4.5 in the Sporting Code states that the motor shall have a maximum effective venturi diameter of **4.00 mm**. Any venturi insert designed to accomplish this must be positively retained so that it may not accidentally become dislodged during the heat.

Any interconnecting chamber between the intake and the induction port of the motor shall have a maximum volume of 1.75 cm³.

For simple field verification paragraph 4.4.6.d) states that it can be checked with a 4.05 mm gauge. In case of doubts whether the diameter exceeds **4.00 mm** or not it will be checked with precision gauges.

Please read the Sporting Code for the exact wording of this rule!

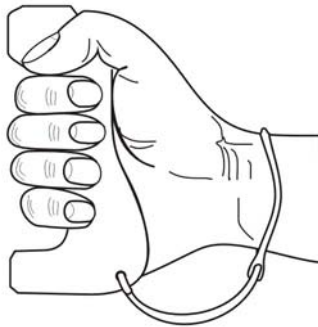
Anything outside these dimensions is a violation of the Sporting Code. If found at pre-heat processing the competitor has time to replace the parts until he is called into the circle. If found at a post-heat check it will lead to disqualification from the contest!

Handle safety strap

The handle and safety strap has to be in accordance with the figure 4.4.6.b in the rulebook, e.g. the strap should be tied around the wrist with a slipknot. Handle and strap assembly has to be shown at the processing. The quality of the handle/safety strap construction will be examined and the contestant may be requested to improve on this quality if the construction does not meet quality needed to withstand forces that may occur during normal combat.

Note that the point of attachment of the strap can be anywhere on the handle.

The Circle Marshal will observe if the strap is correctly tied and if not, he can disqualify the contestant for an infringement of the specifications in the rules.

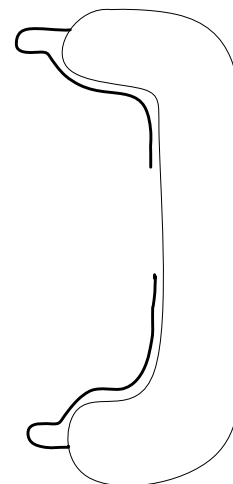
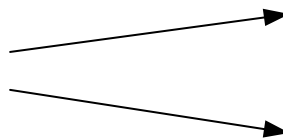


Line connection at handle

All handle and line connections should be covered in such a way not to interfere with the opponents' lines but no longer than necessary to cover the connectors. More than one connector per line at the handle and at the model aircraft is not permitted. You have to present your model aircraft with the correct line length. Any deviation from that will prohibit your participation in the flight.

Note that open connection connectors are not allowed (see sketch). Pilots using this type of handle must tape the handle before the heat.

These open ends
must be covered
with tape



Safety wire

Paragraph 4.4.5 in the Sporting Code states that there shall be a safety wire of a minimum diameter of **0.5 mm** between the bellcrank bolt (axle) and the engine so as to withstand a minimum pull load of 100 N.

No open connections are allowed and the connection must not rely on any wooden parts to stay together.

The safety wires will be pull tested in France! Make sure your wires and its connections withstand the pull test.

Bengt-Olof Samuelsson
Chairman, C/L Subcommittee

Andras Ree
President, FAI Jury

Ingemar Larsson
President, F2D Judges