

# F2D Combat at the European Championships 2009

This document explains F2D Rule interpretation and how the officials will proceed to increase safety in F2D Combat, in particular how to avoid fly-aways and minimise the hazards of personal injuries against a cut-off free-flying model aircraft.

**The F2D Combat rules “in effect 1<sup>st</sup> of January 2009” are applied.**

These rules can be downloaded from: [ftp://www.fai.org/sporting\\_code/sc4/sc4\\_f2\\_controlline\\_09.pdf](ftp://www.fai.org/sporting_code/sc4/sc4_f2_controlline_09.pdf)

## **For all**

- The safety instructions given by the organiser have to be followed strictly.
- It is requested to wear adequate protective headgear for all persons (officials, jury/judges, team managers pilots, mechanics and helpers...) in the combat contest area when flying is in progress.
- Contestants not directly involved in the preceding or one of the following bouts are requested to withdraw behind the safety fences.
- Spectators and others not involved in the Combat must at all times stay behind the safety fences.

## **For the staff**

The organiser will provide special safety fences for scores/time keepers, judges and administrative personal. Everyone involved will (should) use this safety measure as intended when flying is in progress

## **For the pilots**

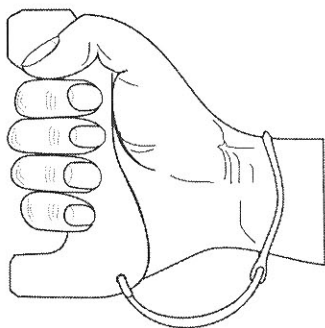
### **Level flight.**

During level flight, requested by the rulebook, the competitors are not allowed to do any loops or other manoeuvres. Only the Circle Marshal, in order to separate the model aircraft in the air, can ask for loops.

### **Reference 4.4.6.b. Controls**

**\*\*\*SAFETY\*\*\***

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.



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.

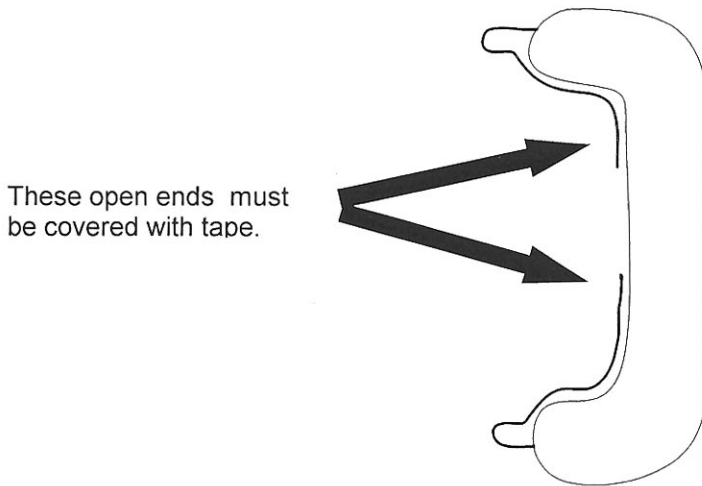
The Circle Marshal will observe if the strap is correctly tied and disqualify the contestant for an infringement of the specifications in the rules.

At the field processing a competitor can be asked to change the lines although they withstand the pull test. A suspicion of dubious quality of the lines justifies this.

### 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.



### Reference 4.4.8. Streamer

All parts of your opponent's streamer/string (if any) should be cleared from your own streamer/string/model aircraft before re-launching to conform to the rules. 4.4.8.

No matter if the competitor use a metal ring or not to attach the streamer to the model, the sisal string should have a single loop and one knot.

### Reference 4.4.10. c. Stop combat on request of a competitor

The competitor must make sure his intention is understood by the Circle Marshal. If the conditions for level flight are fulfilled then the Circle Marshal will instruct both pilots to fly level.

### Reference 4.4.11. i. Method of scoring

\*\*\*SAFETY\*\*\*

Be aware that the Circle Marshall, in case of a line tangle, can ask both pilots to land the models.

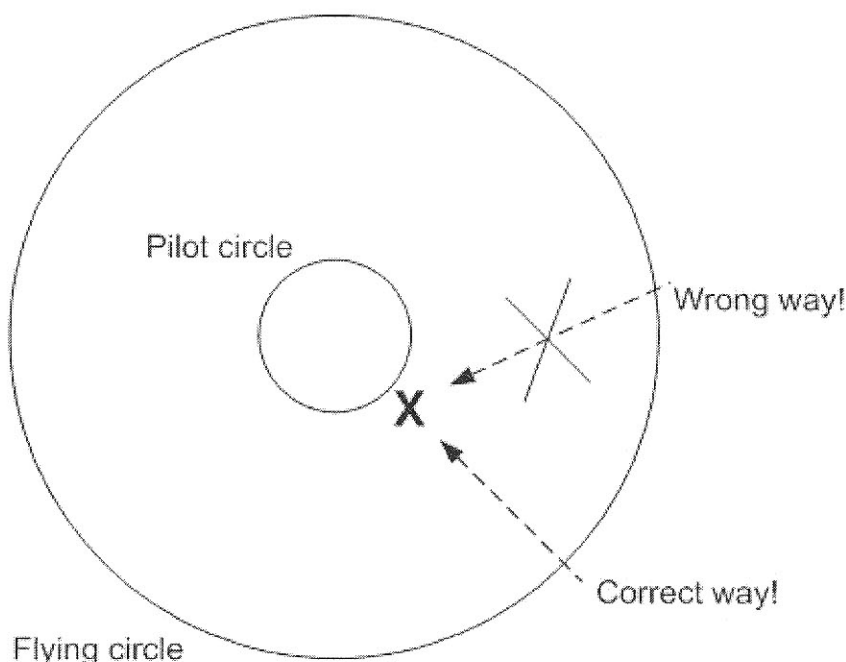
### Reference 4.4.12.b. Attempt

In the event of a fly-away and the competitor wants to continue the model aircraft/streamer/string may only be recovered by the competitor or his official pit crew. They are responsible for handling model aircraft and streamer.

If he wants to continue with the spare model aircraft, he has to ask one of the judges for a new streamer.

#### Reference 4.4.14.b.

In order to reach a grounded model the mechanics are not allowed to cut across the flying circle.



#### Reference 4.4.14.c.

\*\*\*SAFETY\*\*\*

Grounded model aircraft must not be placed more than about 0.5 m from the outside of the flying circle. Failure to comply will result in a disqualification because this is considered a deliberate obstruction of the opponent.

#### Reference 4.4.15.h.

\*\*\*SAFETY\*\*\*

The competitor **MUST** inform his opponent and **NOT** the Circle Marshal of his intention of leaving the pilot circle.

#### Reference 4.4.15.i.

After a midair collision normally the lines with handle are untangled and separated. If this is not possible rule 4.4.15.i. applies: **BOTH** pilots need the agreement of the Circle Marshal to continue.

In the rule book "crossed lines" which do not interfere with the course of the bout are not a problem and is no reason for disqualification. If the spare model aircraft is needed to take off and is prohibited by the crossed lines of the opponent then another situation is created and rule 4.4.15.m is applied: Interference with his opponents equipment.

#### Reference 4.4.15.m. Flagrant breach of the rules

For example such as tampering with the streamer (putting water, saliva or fuel on the string before tying the loop, additional single knots on the string wherever, cause damage or weak spots on the string by pulling with the teeth, pliers or scissors , soaking the paper with fuel, pre-cut, the paper, etc). You have a judge who hands out the streamer and will be watching.

#### Reference 4.4.15.n.

\*\*\*SAFETY\*\*\*

When a competitors model aircraft is still flying he is not allowed to remove the safety strap from his wrist at any time even not to assist in untangling lines.

#### **Reference 4.4.15.v.**

\*\*\*SAFETY\*\*\*

The mechanics are not allowed to carry a model aircraft and lines over an opponents grounded model aircraft and/or pitting crew. Parts of a crashed model aircraft are not considered a grounded model aircraft.

#### **Reference 4.4.15.w.**

\*\*\*SAFETY\*\*\*

Section line tangles and "sawing". The jury wants to see positive and clean action from the pilots. Pilot conduct will be closely observed by the Circle Marshal.

#### **Reference 4.4.15.x.**

\*\*\*SAFETY\*\*\*

If during a line tangle where one or more of the model aircraft remain airborne, his mechanic(s) enters the flying circle without explicit permission of the Circle Marshal.

#### **Reference 4.4.15.g.**

The competitor has to be there at his allotted flight time. If you expect delay, get the agreement of the opponent's team manager and make an arrangement with the officials in time.

#### **Reference 4.4.15.d. and 4.4.15.p.**

\*\*\*SAFETY\*\*\*

The Jury is aware of 'tactical' flying and will use these rules to disqualify an opponent guilty in this matter.

#### **Reference "Line tangles"**

\*\*\*SAFETY\*\*\*

In case of a line tangle where both models are grounded the line tangle has to be cleared prior to dragging the models outside the flying circle (except for the case that both pilots have the permission of the Circle Marshal to continue). No service to the crashed models are allowed (except for pinching the fuel lines) until the tangle is cleared no matter where the models are.

The pilot is expected to actively help untangle the lines. If not, he might get disqualified for unsportsmanlike conduct.

#### **Reference "Launching of spare models"**

\*\*\*SAFETY\*\*\*

When preparing and launching of the spare model the teams must keep a distance of at least 5 metres in either direction.

#### **Reference "Helmets"**

\*\*\*SAFETY\*\*\*

If the pilot helmets have sharp edges/corners that could catch the opponent's lines these edges must be covered with tape.

#### **Reference "Radio Communication"**

Equipment for radio communication with the pilot will not be allowed.

#### **Reference "Pilot behaviour and disqualifications"**

\*\*\*SAFETY\*\*\*

#### **4.4.15. Cancellation of the Flight (This means DISQUALIFICATION).**

- d) He interferes with his opponent...
- m) For any other flagrant breach of the rules;
- w) If one or both opponents are guilty of either:
  - a. Causing line tangles
  - or
  - b. A "sawing" action on the line(s)

he or they may be disqualified at the discretion of the Circle Marshal

The rules for penalising bad pilot behaviour will be strictly applied. Pilots can and will be disqualified or get a -100 points penalty (4.4.14. g) without prior warning.

All Judges and the Circle Marshal are instructed to apply these without hesitation when necessary. After a match the F2D judges can make a decision to disqualify a pilot.

27 July 2009 / F2D Judges

Please feel free to ask questions or clarifications.