

CONTROL LINE SIMPLE TEAM RACING

COMPETITION EVENT RULES (SHORT VERSION)

1. General & Model Specification:

- 1.1 Team: **One** pilot plus **one** mechanic. Interchange of members amongst competing teams allowed. In exceptional cases, **two** mechanics allowed.
- 1.2 Eligibility: Any team, all members of which have proof of valid current 3^d party insurance cover. FAI Sporting Licence not required.
- 1.3 Model: A profile fuselage model with uncowed motor fitted with a landing gear, all parts of which must remain attached to the model at all times. Maximum fuselage thickness **15mm** (excluding nose cheek cowl inboard/below motor, if fitted). Model maximum total weight (complete ready to fly, tank filled, no lines attached) **0.7 KGs (24.6 ozs)**. Minimum total projected area of wing plus tailplane (if fitted) **9.6 dm² (148.5 ins²)**. *(to allow present rules GY models – later to go to 12 dm²)*.
- 1.4 Motor: Any **2.5cc (0.15 ins³)** diesel or glow motor. Compression screw **must be a bolt with no projections** (e.g. Allen Key bolt – no "T" bar types); no other excessive projections (e.g. needle valve, shut off control, etc) allowed. Prop spinner with **min nose radius of 5 mm (0.196")**.
- 1.5 Props & Fuel: Thermoplastic only. Rework allowed. Fuel ingredients **unlimited**.
- 1.6 Tank/system: Fuel tank capacity **unlimited** (but see 2.2 below). Pressure fuel feed optional. Fuel shut off **mandatory**. Multi-function F2C valves (refuel/prime/shut off combined) **not allowed**. Pressure refuelling **optional**.
- 1.7 Silencer: Optional but resonance type ("tuned-length pipes" and "mini pipes") **not allowed**.
- 1.8 Lines: As per FAI Sporting Code F2D Combat Rules **2 lines, multistrand, 0.385 mm - 0.158 ins diameter**). Minimum length **15.92 Metres (52' 3")**, measured from control handle grip centre line to model roll axis (fuselage centre line).
- 1.9 Pull Test: Obligatory, **25G** (twenty five times model total weight, model complete ready to fly, tank filled, lines attached) **to a maximum pull of 15 Kgs**.

2. Competition Arrangements and procedures:

- 2.1 Races: All races will normally be flown with **two teams per race**, except Semi-Final/s (if flown) and Final/s which will normally be flown **three teams per race**. At the organisers discretion and subject to the number of competitors, agreement of majority of competing teams, prevailing weather conditions, heats may also be flown with **three teams**.
- 2.2 Competition: Subject to the number of competing teams and the time available, the competition shall consist of at least **two Heats** plus at least **one Final** (ideally, a second "Novices Final" will also be flown). All Heats and Semi-Finals shall be races of **One Hundred laps (10 Km - 6.21 miles)**. The Final/s shall be **Two Hundred laps (20 Km - 12.42 miles)** races. Teams are required to make at least **two refuelling stops** during each Heat and a minimum of **four refuelling stops** in the Final. Of the four refuelling stops made in the Final, **two must be made within the first One Hundred laps** of the Final/s.
- 2.3 Facilities: The organisers shall provide a tarmac or concrete flying circle, ideally with a safety fence, marked as per FAI Sporting Code F2C Rules requirements. The organisers shall also provide a line check, time keepers and lap counters, a Circle Marshall and a Jury (see 2.4, 2.5, and 2.6 below).

- 2.4 Timing & Lap counting: The organisers shall provide each team with a minimum of **one** timekeeper and **one** lap counter for the Heats and **two** timekeepers (one of whom may also be the lap counter) for the Final. In cases of organising staff shortages, a single timekeeper may also be assigned as lap counter; and/or volunteers from competitors entered in the event may also be used.
- 2.5 Jury: **Three** persons with current C/L team racing competition experience (not necessarily with FAI Jury-registration).
- 2.6 Circle Marshall and Jury duties: Generally in accordance with FAI Sporting Code Rules for F2C Team Race except that in accordance with 3 below, they shall monitor and advise event organisers on the application of speed and race time limits as follows:
- 2.6.1 No team's model shall fly faster than **22 seconds over 10 consecutive laps**, and;
- 2.6.2 No team shall record official race times of less than **4:30 for 100 lap races** and **9:00 for 200 lap races**.

3. Race Conduct:

- 3.1 General: With the exception of the following differences, race conduct and procedure shall be as per the FAI Sporting Code F2C Rules.
- 3.2 Fun: In addition to safety considerations, the Jury will be asked to pay particular attention to the running of fair and friendly, **fun** races which all competitors will enjoy, regardless of results achieved. For this reason the organisers will visually check all entries before racing starts to ensure compliance with the rules set out above, and whilst the Jury will make due allowance for the inexperience of competitors and will not penalise genuine enthusiastic competitiveness, they will be asked to use their experience to ensure that no team achieves results by consistently, deliberately and knowingly flying to gain unfair advantage.
- 3.3 Speed and Race time limits: In addition to the duties as per F2C procedure, the Circle Marshall shall also make random spot checks of the airspeeds flown by teams during all races (these spot checks to be made independently of the timekeepers). In the event that the Circle Marshall observes any model exceeding the speed limit at 2.6.1 he shall report this fact to the Jury and to the event organiser at the completion of the race in which the excess speed occurred. In addition to their duties as per F2C procedure, the Jury shall assist the event organiser in ensuring that teams do not exceed a performance of complete race times of less than those at 2.6.2.

In the event that the Circle Marshall reports to the event organiser with details of excess speed as at 2.6.1; and/or in the event that the results listed by the timekeeper/s and lap counter appointed to a particular team record the official race time of that team as below the limits at 2.6.2, and subject to the Jury confirming that such infringement was not due to offences such as whipping which have already been penalised by the Jury, the event organiser shall proceed as follows:

- 3.3.1 Explain that the purpose of all STR competitions is to provide a training ground for newcomers plus "relaxed racing" for experienced competitors.
- 3.3.2 Explain that for those reasons, and due to the "open" nature of the model specification above, a speed limit as per 2.6.1 and race time limits as per 2.6.2 have been set for all STR events.
- 3.3.3 At the first occurrence of infringing either the 2.6.1 speed limit or the 2.6.2 race time limit, the organiser shall advise the team concerned that they have the choice of either retiring voluntarily from the whole event, or continuing their participation on the basis of reducing their airspeed to the 2.6.1 limit and/or reducing their race times to the 2.6.2 limits (as applicable). In the case of 2.6.2 race time limit infringement, the event organiser shall also re-record the official time of the infringing team in the applicable race as being as per the 2.6.2 limit.
- 3.3.4 In the event that a team makes a second infringement of either the 2.6.1 or 2.6.2 limits then that team shall be immediately disqualified from the complete event and all times recorded by that team shall be removed from the official results listing for the event.

**FIRST DRAFT - SHORT VERSION
DISCUSSION DOCUMENT**

3.4 Protests: The event organisers' decisions shall be final and binding on all competitors. No formal FAI Protest procedure.
