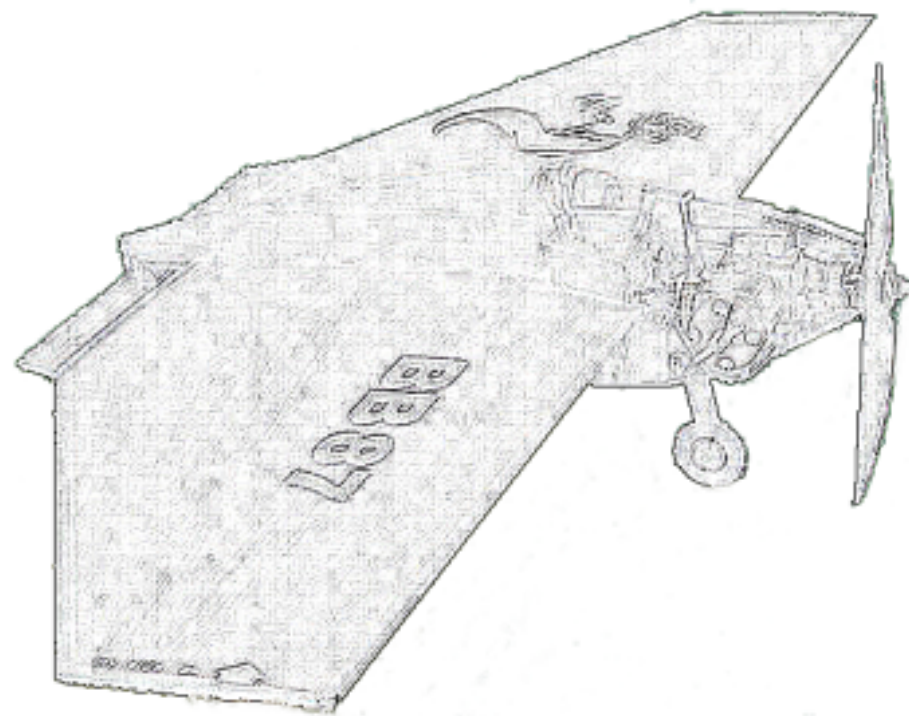
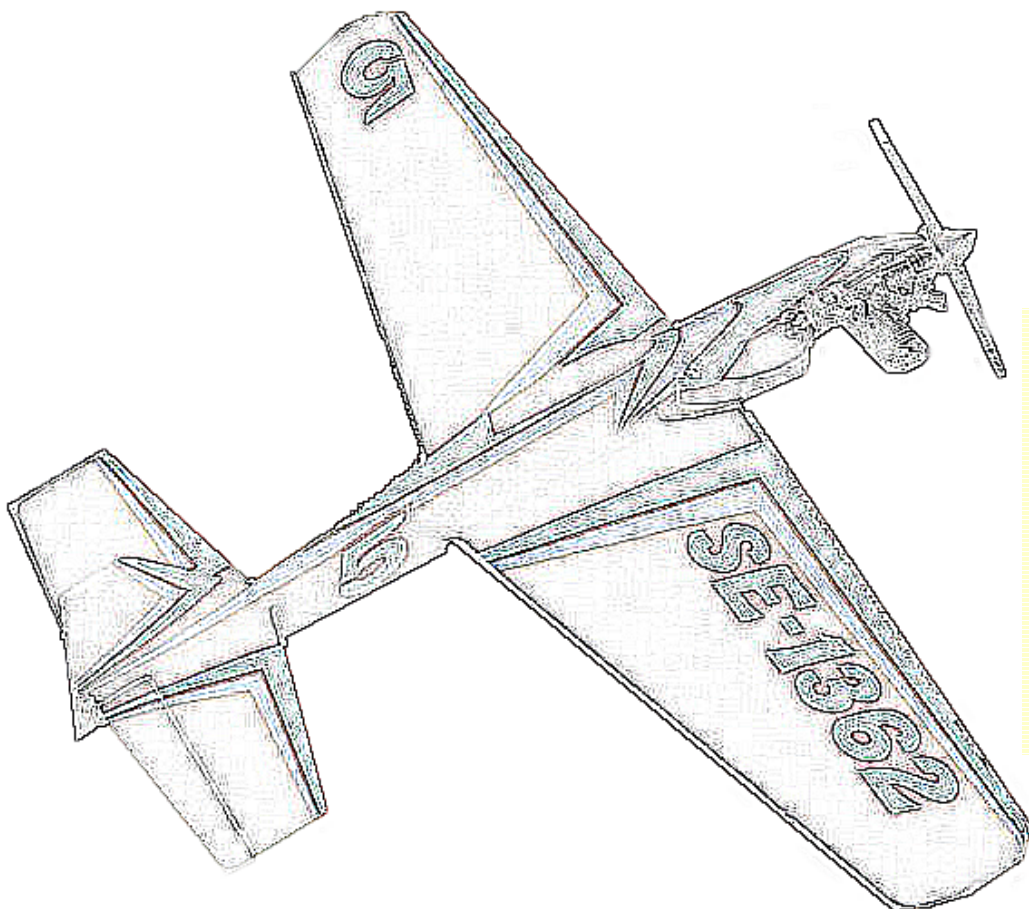


SIMPLE TEAM RACING



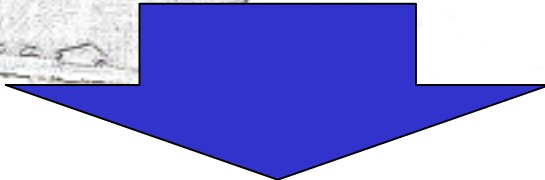
urgently needed!
a *unified* &
simplified
CL racing class

INTRODUCTION

- F2C - performance/cost quite *unreachable* for beginners (& for many other potential CL racing enthusiasts too)
- CL fliers - total numbers not high (& *decreasing*)
AND average age *increasing*



we all want to see new faces
in the circles



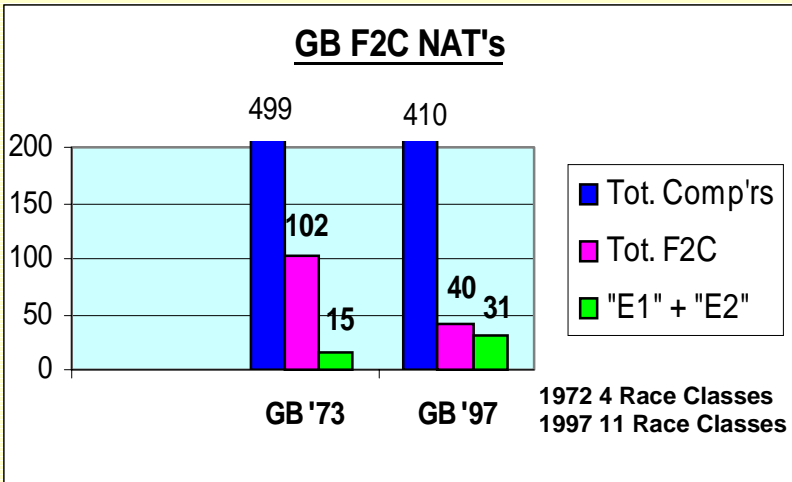
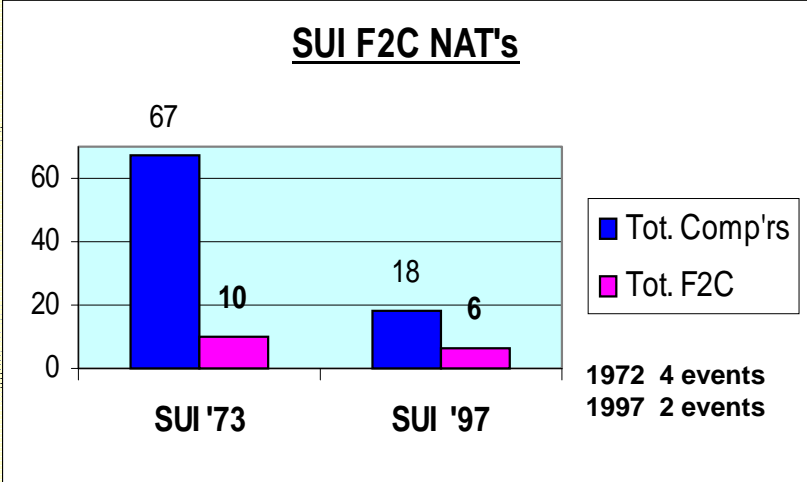
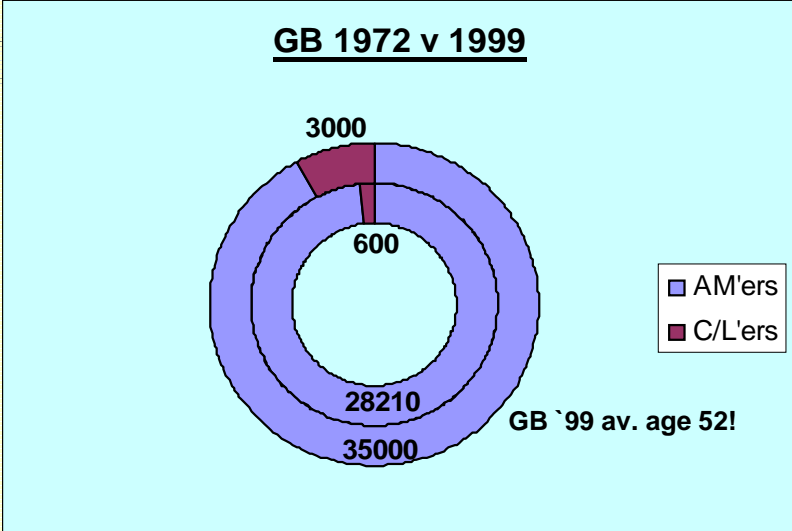
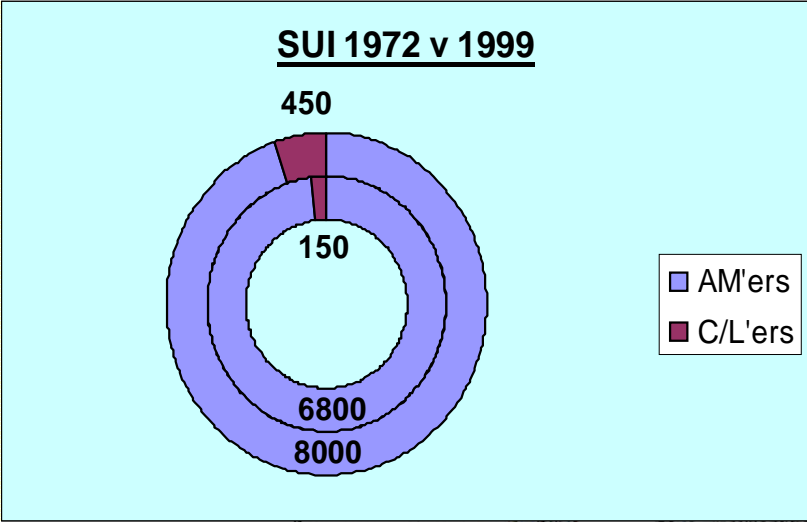
we are all worried about
long-term F2C survival



many CL racing enthusiasts want a class with less cost,
hassle, & less commitment than F2C

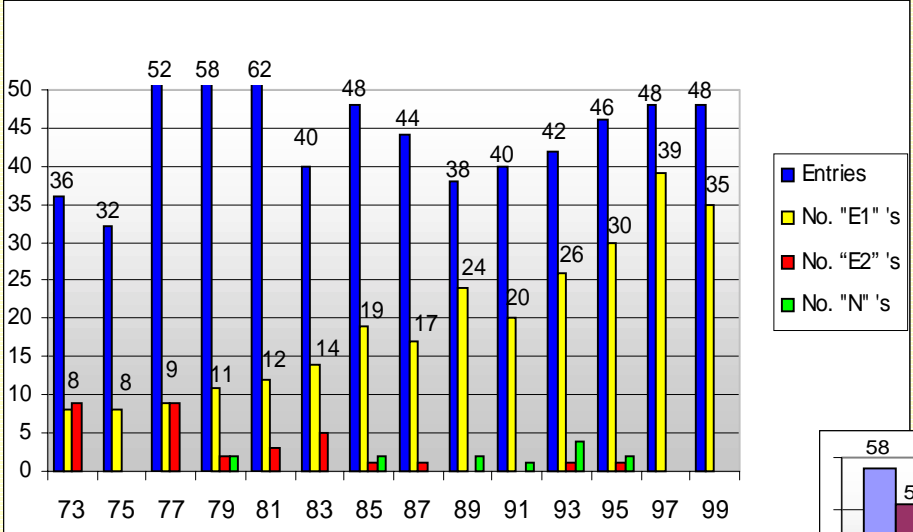
SIMPLE TEAM RACING

some Team Race facts & figures - SUI & GB compared

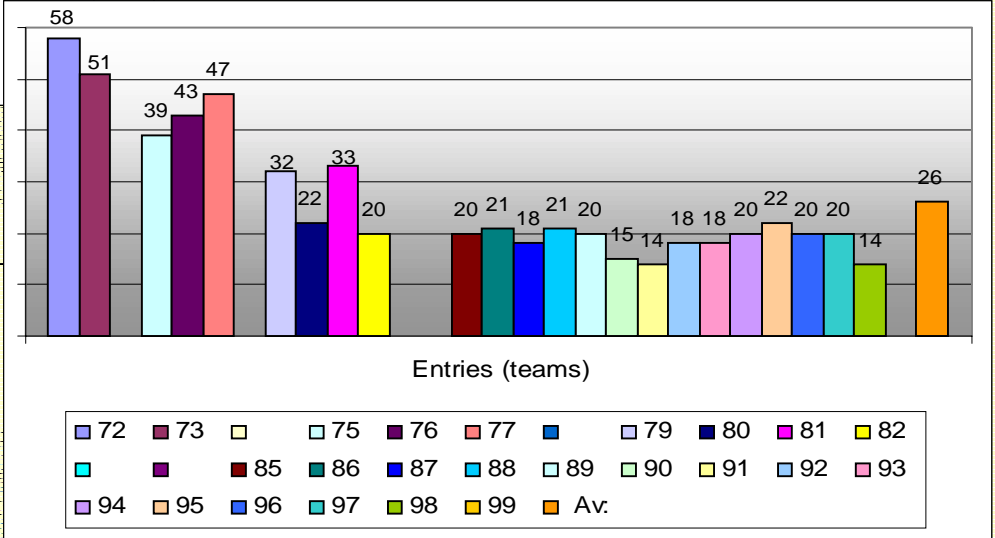


SIMPLE TEAM RACING

some facts & figures - 2 famous F2C events



Jura Cup F2C 73 - 97



Notes

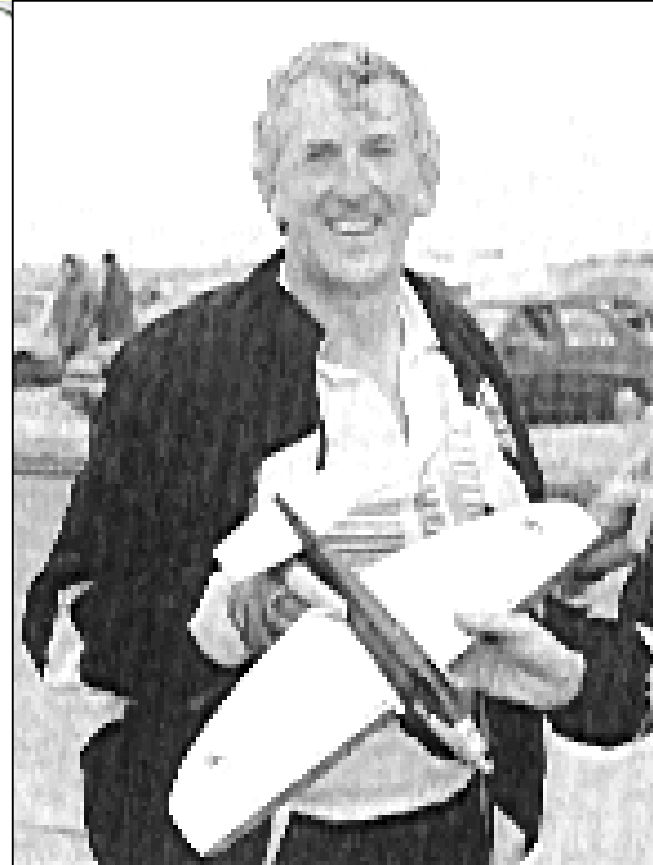
- E1 average 39%
- E2 average 62%
- JC total N 13
- B time 8 - 14 yrs.
- N intro 2- 4 yrs.
- C time 8 - 25+ yrs!

GB F2C NAT's 72 - 98

„Career span“ is often 21+ years!



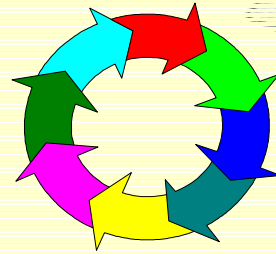
GB NAT's 1975



GB NAT's 1996

BASIC IDEA

- Open Goodyear;
- British Goodyear;
- F2C Nationale;
- "Uni" GY;
- "Entry Level" TR;
- ...etc, etc, etc,
- ...



compromise

just **ONE**
International
"STR" class

We **ALL** benefit from *sharing* this process
(*cost, effort, safety*), and

ADVANTAGES

**ONE
"STR"
class**

at an *International* level
gives us *all*

- choice of events (3 - 4 pa)
- comparison of results
- "League Table"?
- equipment availability?

GOALS & REQUIREMENTS

GOALS:

- Introduce (Beginners) & re-introduce ("Returnees" & R/C'ers) to CL racing
 - ↳ **unified** (same set of rules - **INTERNATIONALLY** - to give more comps per year)
 - ↳ **share "open, no frills"** Rules (everyone can follow own ideas & preferences)

REQUIREMENTS:

- ① **"FUN"** - one of the main ingredients
- ② Independent event **AND** an introduction to F2C
- ③ **SAFETY** - avoid danger & equipment accidents
- ④ **LOW** cost
- ⑤ **KISS** - "keep it simple s----d"!
- ⑥ Rules must be simple & easy to interpret (limited verification & comp organiser work load/man power)
- ⑦ **NO** restrictions unless **REALLY IMPORTANT**
- ⑧ No need to be a "very specialist aeromodeller" to be "successful"
- ⑨ **SPEED LIMITS??** (e.g. not < *22s/10 laps; nor <*4:30 heat; nor <*9:00 final) (*values TBC)
- ⑩ Good equipment availability

MAIN RISKS *(avoid, otherwise we could use any existing class!)*

• Rules must prevent “experts” and/or those who “hang their wallets on the end of the lines” from **killing** it after a short time!

Consider 3 possible solutions *(as stand-alone, or in combination):*

- ① apply a list of ***technical limitations*** (engine, prop, model, etc, ...), ***BUT***
 - needs technical verification & adds complication/s for all
 - it's ***NOT*** the answer to the risk above (look at F2C, GY, or any other class!)
- ② limit entries to “***beginners***” and “***newcomers***” only, ***BUT***
 - how & who will define “***beginners***” and “***newcomers***”?
 - no solution for existing CL racing enthusiasts (or “retired” F2C ‘ers)
- ③ ***SO*** ... fix a ***Speed Limit*** (not too difficult & not too easy - standard equipment)
 - it sounds “strange” ... a speed limit for a racing class ... ***BUT***
 - few checks (random lap times in heats; + heats, (semi/s), final times)
 - no “experts”, “rule benders” or “millionaires” will have a better chance of winning than anyone else

PROPOSED RULES - SUMMARY (1 of 2)

NO restrictions unless **REALLY IMPORTANT !!!**

- Race

- 3 heats; (semi/s?); + 2 finals? (1st, 2nd, & 3rd; + 4th, 5th, & 6th - for "novices"?)
- heats: 2 ups, 100 laps, 2 pit stops (semi/s if time/competitors)
- finals: 3 ups, 200 laps, 4 pit stops

- Model

- model must fly anti-clockwise
- profile fuselage (15 mm max thickness excluding front cheek, inboard only)
- motor & tank must not be "aerodynamically faired"
- min. 12 dm² wing area (inc tailplane if fitted) (9.6 dm² for next 2 years?)
- 700 gr max weight (also min 350 gr? - for safety)
- fixed landing gear
- safety wire (bellcrank to motor - min dia 0.5mm/0.197")

- Lines

- 15.92 m (52' 3") flight radius
- 2 x F2D (0.385 mm/0.158" multi strand)
- F2D pull test (15 Kg) & F2D safety strap (wrist to handle)

PROPOSED RULES - SUMMARY (2 of 2)

NO restrictions unless *REALLY IMPORTANT !!!*

- Maximum performance (*numbers to be finalised)
 - speed = not under *22 secs for 10laps
 - times = not under *4:30 (heats, semi/s); nor under *9:00 (finals)
- Motor
 - 2.5 cm³ volume - no "T-L" or "mini" pipes (silencer optional?)
 - safety wire between bellcrank bolt and motor (0.5mm min dia)
 - min 5 mm rad safety spinner
 - comp screw with no projections (e.g. Allen screw head)
- Propeller
 - "Model shop available" fibre-reinforced thermoplastic only (glass, carbon, kevlar, F2C, home-made, etc, etc ... not allowed)
- Devices
 - pressurised filling system optional (but no multi-function valves?)
 - shut-off compulsory (only tube pinch type?)
- General
 - FAI F2C code only when applicable (Jury must not be "FAI approved")