

## F3 – Helicopter Technical Notice

### Revisions for Early Implementation

It was agreed at the 2017 CIAM Plenary Meeting that the following amended rules in the Sporting Code Volume F3 - Helicopter dealing with safety considerations and clarification of existing procedures for **F3N** will be effective from 1st June 2017 and will be in force for all remaining 2017 FAI competitions.

## F3N

### ANNEX 5F - F3N Set Manoeuvre Descriptions

*Rule change due to safety:*

This rule is effective  
from **1st June 2017**

#### ~~1.28 Duus Igglo~~ ~~K=9.5~~

~~MA is hovering upright tail in on centre line. Model then performs half rainbow, while also doing fully integrated half pirouette. At top of rainbow model makes sharp quarter right aileron roll, and completes second half of the rainbow parallel with flight line while making another half pirouette. MA hovers upright shortly, now with boom parallel to flightline. Same sequence is then repeated another 3 times, until MA is back at starting point. Viewed from above the top of the half rainbows, the manoeuvre will look like a +.~~

#### **1.28 Duus Igglo** **K=9.5**

**Viewed from above, the manoeuvre shows an X. The centre point of the X is on the centre line. MA enters in 1 of the 4 outer points in the X in upright hovering and boom pointing to centre of X. Model then performs half pulled rainbow, while also doing an integrated half pirouette. Top of rainbow must be the centre of the X. Here model makes sharp quarter aileron roll, and completes second half of the rainbow while making another integrated half pirouette until model hovers inverted shortly. The boom still points to centre of the X, but now in another of the 4 outer points. Same sequence is then repeated 3 more times, until MA is back at starting point. Notice hovering is inverted after first and third sequence.**

### ANNEX 5G - F3N Judges' Guide

#### 5G.8. – Criteria for Judging Freestyle and Music Freestyle

This rule is effective  
from **1st June 2017**

*Change this section as shown below (clarification):*

#### **5G.8 CRITERIA FOR JUDGING FREESTYLE FLIGHT AND MUSIC FREESTYLE**

For freestyle and music freestyle flights the entire flights will be judged according to the table below:

<b>Criterion</b>	<b>Max Points Freestyle</b>	<b>Max Points Music Freestyle</b>
Difficulty	60 <b><u>20 k=3</u></b>	40 <b><u>20 k=2</u></b>
Harmony	20 <b><u>k=1</u></b>	50 <b><u>20 k=2.5</u></b>
Creativity	20 <b><u>k=1</u></b>	50 <b><u>20 k=2.5</u></b>
Precision	60 <b><u>20 k=3</u></b>	40 <b><u>20 k=2</u></b>
Safe presentation	20 <b><u>k=1</u></b>	20 <b><u>k=1</u></b>

~~For both the Freestyle and Music Freestyle flights the judges can give up to the maximum points (for Freestyle – 60 for difficulty, 60 for precision and 20 for the other criteria).~~

~~For Music Freestyle only, the points for Difficulty are multiplied by a K-factor of 2/3 and the points for Harmony are each multiplied by a K-factor of 5/2. Creativity points are multiplied by a K-factor of 5/2.~~

~~For Precision the points are multiplied by a K-factor of 2/3 in music freestyle.~~

~~The scores are given after the flight for all five criteria. It is important, that the scores for each criterion reflect the entire flight, not only some details of the flight.~~

**For freestyle and music freestyle flights the judges can give maximum 20 points to all criteria. The valence of each criterion is regulated by k-factors.**

The scores are given after the flight for all five criteria. It is important, that the scores for each criterion reflect the entire flight, not only some details of the flight.

**ANNEX 5G.8.1**  
**5G.8.1 – DIFFICULTY**

This rule is effective  
from 1st June 2017

*Add text as shown below (clarification):*

**5G.8.1 DIFFICULTY**

This criterion evaluates the level of difficulty of the freestyle flight **and music freestyle flight**. It is important, that the entire flight is to be judged, not only some highlights. So the score reflects the average level of difficulty. The K-factors of the set manoeuvres may give some reference values for the difficulty, but during the calibration flights and by watching practice flights the judge should get a clear impression of the range of difficulties of possible manoeuvres. Risky manoeuvres should never be mistaken as difficult manoeuvres. Risky manoeuvres must not lead to higher scores for difficulty, but result in a downgrade for safety.

---oOo---