

Rules for F4E CO₂/Electric models

International Indoor Fly In

Version: 2017



Nijmegen, Netherlands

6.4.8 SCALE INDOOR FREE FLIGHT (CO₂ or Electric Powered)

6.4.8.1 General Characteristics

- Maximum weight (no fuel but including cells or tanks) 200g
Maximum wing loading 15 g / dm²
Motive Power:
 (a) CO₂ motors
 (b) Electric motors (battery to be carried in model)

6.4.8.2 Definition of an Official Flight

An official flight shall be recorded when the competitor releases the model with the intention of making an official flight. The model must remain airborne for at least 15 seconds for the flight to be judged and a flight score returned.

6.4.8.3 Number of Flights

Each competitor should have the opportunity to make a minimum of four flights.

6.4.8.4 Flying Time

A minimum period of 15 minutes shall be allocated for trimming before the competition begins and the competitor must be called five minutes before he/she is required to occupy the starting area. Failure to comply will result in the loss of the flight. The model will be released, after notifying the flight judges, within a period of 3 minutes, plus one minute for each additional motor. Only one release is permitted during the allocated time.

6.4.8.5 Flight

- (a) Takeoff.....K = 15
(b) Initial Climb.....K = 12
(c) Descent and landing approach.....K = 19
(d) Quality of landing.....K = 17
(e) Realism in flight.....K = 37
Total K = 100

6.4.8.6 Complexity Bonus

The flight score shall be subject to a complexity bonus as listed in the following schedule. All bonuses are additive.

Engines (on different thrust lines).....	Bonus
Single	0
Two or more engines.....	10%

Note: To qualify for the multiengine bonus each propeller must be driven by a separate engine unless this was not the case with the subject aircraft modelled. The engines must deliver similar levels of power.

Undercarriage	
Fixed (any configuration).....	0
Retracts in flight.....	10%
Lowers in flight	10%

6.4.8.7 Marking and Scoring

Each flight judge awards marks out of 10 for each part of the flight, as defined in 6.4.8.5. These marks are then multiplied by the appropriate K factor and aggregated before the bonuses are applied as described in 6.4.8.6. The aggregate sum of the individual judges scores including the bonuses is the Total Flight Score.

The Final score is the sum of the Total Static Score and the best Total Flight Score.