

General Rules for SWSS F3K contests.

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1. The intent or “spirit” of SWSS F3k-e-F3K (hybrid) competition is to allow e-F3K planes to compete in as fair and equitable way as possible with F3K planes.
2. SWSS F3K contests are flown using the most current FAI F3K rules. Go to [FAI F3K 2022 Rules](#) for detailed information.
3. Field boundaries will be marked with a minimum of four cones placed at the corners of the grass field.
4. All planes must launch and land within the field boundaries for the pilot to score points in a round. Any portion of a plane that breaks the visual line between cones creates an inbounds landing.
5. A minimum of 6 rounds will be flown at SWSS club F3K contests unless the CD declares otherwise.
6. Any competitor judged by the CD as not flying in the spirit of F3K/e-F3K as stated in Rule 1 above, may be given a zero for any or all rounds. An example would be a pilot flying below the required >30° launch angle in an effort to range out before climbing.

e-F3K (F5K) plane requirements:

7. Maximum 2s LiPo pack to power the motor.
8. Launch and maintain an upward climb angle of about 30° or greater until motor cut-off. Left and right departure during launch is permitted.
9. e-F3K pilots may choose to catch or land their plane when performing turn-arounds.
10. e-F3K pilots may re-light their motor to save a land-out.
11. If an e-F3K pilot re-lights during a task, that pilot’s flying ends immediately. If the re-light occurs flying a task involving multiple flights, any scores recorded prior to the re-light are kept/scored.
12. The CD reserves the right to inspect any plane’s Altis flight logs and settings in order to ensure the motor run time, altitude cut-off, and anti-zoom functions are enabled and show the values specified for the contest. Inspection shall occur between rounds and will result in a pause of the contest.
If any of the aforementioned settings are not enabled or have values outside those specified for the contest, the CD holds the right to zero any or all rounds in which the offending plane was flown. At the CD’s discretion, the pilot may enable and/or correct any Altis setting necessary to bring the plane into compliance with the contest requirements.

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