

ANNEX 4H - CLASS F2F – CL DIESEL PROFILE TEAM RACING

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The rules for F2F are the same as F2C except for the variations shown below.

The difference between F2C and F2F are the specifications of the aircraft/equipment used. The focus in this racing class is on flying, not on technical development/innovation. The specifications of the equipment used are set in order to make this class sustainable, affordable and offer competitors a platform to develop their flying skills.

4.H.1. Diesel Profile Team Racing Event.

- a) See 4.3.1
- b) Race
 - i) The maximum time allowed for a qualifying race is 5 minutes.
 - ii) The qualifying races are run over 100 laps corresponding to 10 kilometres. The final race is run over 200 laps corresponding to 20 km. Two pit stops (landings for refuelling) are mandatory for a qualifying race and five for a final race.

4.H.2 Team racing Site

See 4.3.2

4.H.3. Team Racing Model, Engine and Control System

See 4.3.3

4.H.3.1 Engine Characteristics

- a) The engine maximum swept volume of motor: 2.5 cc.
- b) The engine must be a diesel type with suction feed.

4.H.3.2 Model Characteristics

- a) See 4.3.3.2
- b) Weight
 - i) Total maximum weight with empty tank is 700 g.
 - ii) Total minimum weight with empty tank is 400 g.
- c) Profile fuselage: minimum height at the top of the cockpit: 100 mm, maximum width: 26 mm.
- d). The propeller must be a commercially available plastic/glass composite type of 7" x 5.5" (177.8mm x 139.7mm) or larger. Moulded carbon and/or fibre glass propeller are forbidden. The minimum diameter of the propeller at the start of a race is 170 mm.
- e) The maximum volume of fuel and oil permitted in the single tank shall be 15cc.
- f) The use of multi fuel refuelling systems is not allowed.
- g) The landing gear must be arranged to permit normal take-of and landing. The landing gear must be of the permanent fixed type. Retractable landing gear is prohibited.
- h) Engines of the front exhaust type may be fitted with a simple deflector shield preventing exhaust gasses being blown back into the exhaust port.
- i) The engine must be side mounted and can only be covered by the maximum fuselage width, all other parts of the engine must be totally exposed. Any engine integral parts or the addition of any parts that form a cowl, ducting, cover or shield, whether attached to the engine or the model airframe, are forbidden.

4.H.4 Fuel

- a) The fuel shall consist of: 12 % Castor oil, 35 % Ether, 1.5 % DII type 3, 51.5% D60 or Jet A1.

All percentages are by volume.

i) The competitors are responsible for providing their own fuel, which has to meet the above specifications, or use fuel provided by the organiser. Organisers are invited to supply official fuel for teams that order fuel when they pre-enter. In order to prevent organisers taking on a financial risk ordered fuel must be paid for when placing the order. In contest fuel testing will be done by the organizer when instructed to do so by the Panel of Judges.

b) Fuel Testing

i) The entrant's fuel will be tested by running and setting an engine on known fuel followed by running the same engine on the entrant's fuel. If the Panel of Judges considers that the difference in engine compression and fuel needle settings and or engine running characteristics between the official fuel and the entrant's fuel is significant then the entrant's result of the race flown with his own fuel will be cancelled.

4.H.5 Technical Checks

See 4.3.4

4.H.6 Organisation of Races

See 4.3.5

4.H.7 Race from Start to Finish

See 4.3.6

4.H.8 Definition of Official Flight

See 4.3.7

4.H.9 Warnings Disqualifications and Penalties

See 4.3.8

4.H.10 Team Classification

See 4.3.10

4.H.11 Timekeepers

See 4.3.12

4.H.12 F2F Panel of Judges

See 4.3.13