Rule Change for F5J
Automatic Flight Time

11/Mar/ 2023
## WHAT INFO IS NEEDED IN A CONTEST

<table>
<thead>
<tr>
<th>Info needed for scoring</th>
<th>How it is done in normal competition</th>
</tr>
</thead>
<tbody>
<tr>
<td>The model was launched after the horn</td>
<td>Human appraisal</td>
</tr>
<tr>
<td>F5J starting height</td>
<td>Altimeter reading</td>
</tr>
<tr>
<td>Flight Duration</td>
<td>Manual Chronometer and reading</td>
</tr>
<tr>
<td>The model landed before the horn</td>
<td>Human appraisal</td>
</tr>
<tr>
<td>Landing distance</td>
<td>Manual measurement</td>
</tr>
<tr>
<td>Data Transmission</td>
<td>Human walking/ QR code</td>
</tr>
</tbody>
</table>

This is the rule change for

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WHAT WE ARE NOT PROPOSING

• Eliminate any type of organisational resources.
  • Judges, from the organisation, must be, by the moment, available to check all other aspects for the round.
  • An unattended competition is still far from being viable.

• Create a monopoly for a single brand Altimeter.
WHAT BENEFITS WE BRING

• Eliminate transcription Errors (about a 6%).
• Reduce the man power for the organisation (but not eliminate completely).
• Reduce Human error or training deficiencies.

• For achieving these benefits a rule change for Launch Detection is proposed to avoid the need for new equipments.
Accelerometer: Ideal for touch down detection
Touch and go detection
Proposed amend to the RC:

• a.1) For automated timing AMRT’s (where Organization would allow or mandate via Local Rule):
   The attempt must be timed from moment of motor ON command calculation to either:
   • i) The model aircraft first touches the ground; or
   • ii) The model aircraft first touches any object in contact with the ground; or
   • iii) Completion of the Group's Working Time.
   • iv) Non sportive behavior in non-justified delay in releasing the model since throttle advance,
     (more than 3 seconds) will be cause of penalty of 300 points at the discretion of Competition
     Director.
   • v) The competitor is responsible to provide both throttle advance instant and landing instant to its
     installed AMRT. And also to provide access for an audit of these events to the Competition
     Director from on board AMRT records in graphic format to provide evidence of her/his flight.

• APLICATION OF THIS RULE CHANGE: Once EDIC group specification has been approved
   and only to devices holding the appropriate AMRT letter.
B/U: Signals Available for Launch detection

• Throttle advance. This is the rule change proposal.

As published

A bias of around 0.4 sec may be implemented (Agreed specs?).

However if pilot launch, deliberately or not, delays launch there will be a difference.

*Blue bar is the actual chrono reading with cents of seconds.

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