

# Rule Change for F5J Automatic Flight Time

11/Mar/ 2023

# WHAT INFO IS NEEDED IN A CONTEST

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

This is the rule change for

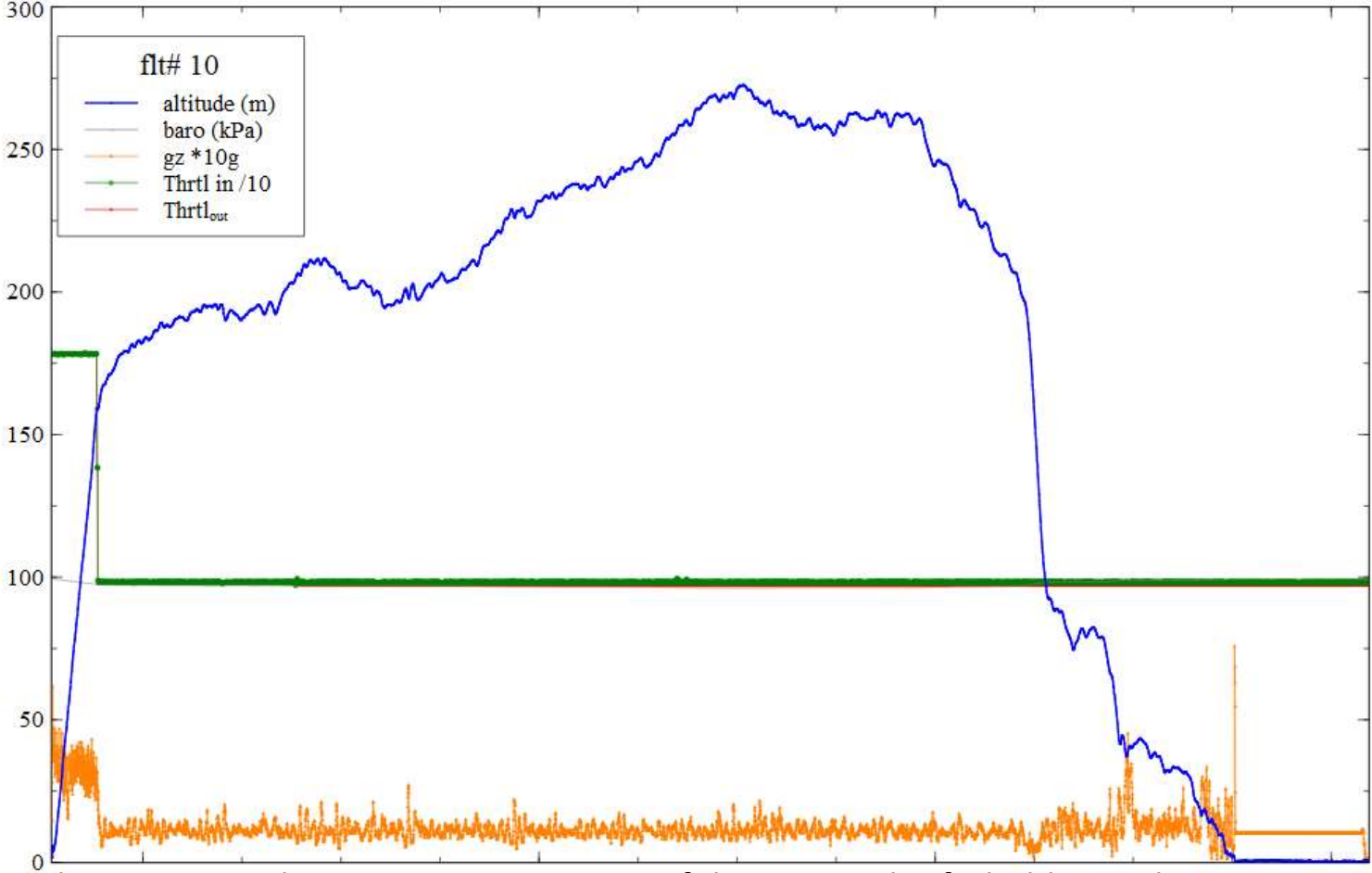
# WHAT WE ARE NOT PROPOSING

- 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.

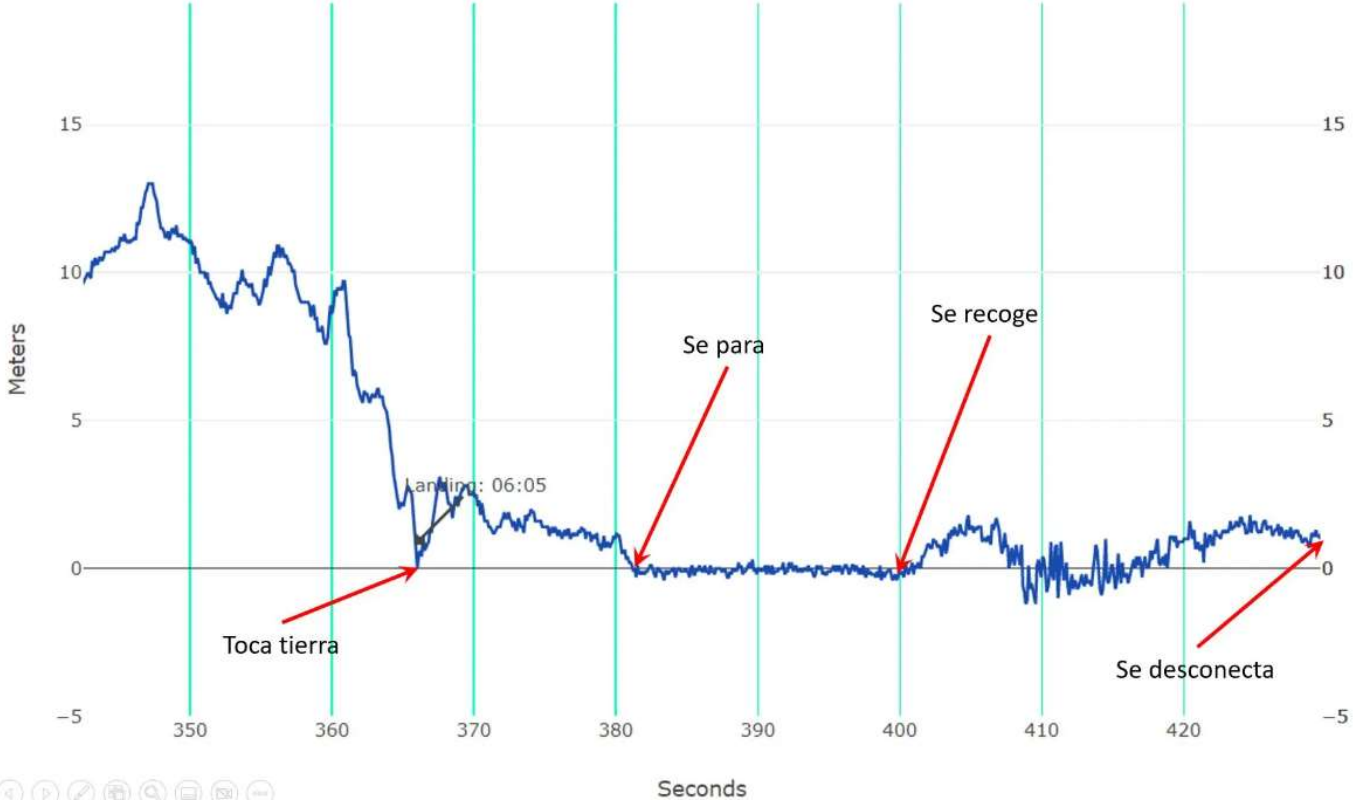
# WHAT BENEFITS WE BRING

- 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



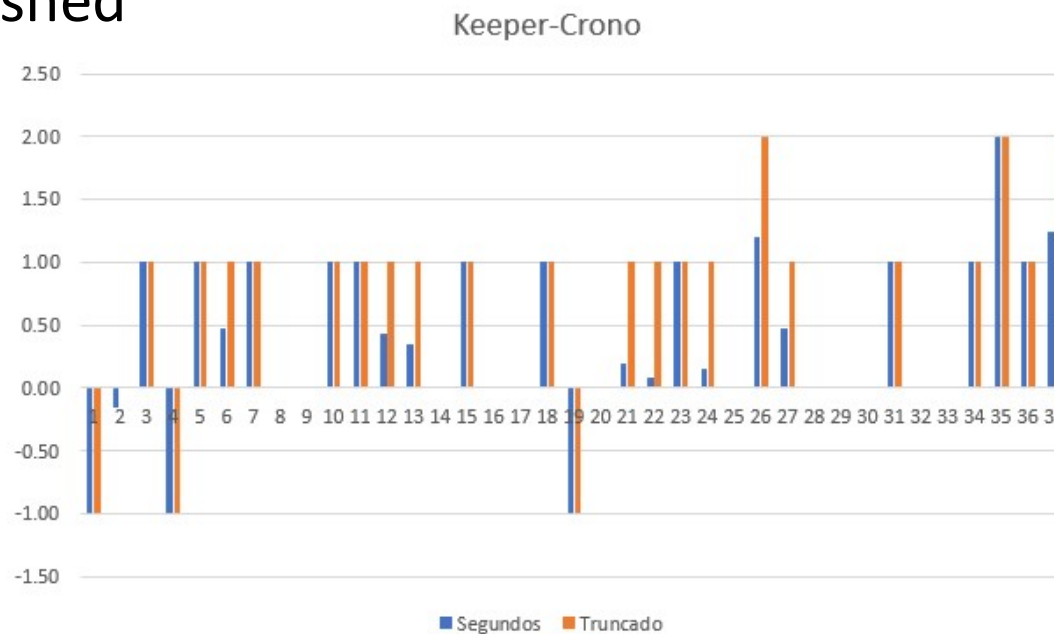
# Proposed amend to the RC:

- 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.
- **APPLICATION 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, deliverately or not, delays launch there will be a difference.

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

Published in:

<https://f5j.es/2022/10/28/campeonato-de-andalucia-y-open-f5j-en-bollullos-de-la-mitacion-continuacion/>