



FAI Sporting Code

*Fédération
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Section 4 – Aeromodelling

Volume F4 Flying Scale Model Aircraft

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F4B - CONTROL LINE SCALE MODELS

F4C - RADIO CONTROL SCALE MODELS

ANNEX 6A - JUDGES' GUIDE - STATIC

ANNEX 6B - JUDGES' GUIDE - CONTROL LINE FLIGHT

ANNEX 6C - JUDGES' GUIDE - RADIO CONTROL FLIGHT

ANNEX 6D - JUDGES' GUIDE - FREE FLIGHT

ANNEX 6E – COMPETITOR'S DECLARATION FORM

F4A - FREE FLIGHT POWER SCALE MODELS (Provisional)

F4D - INDOOR FREE FLIGHT SCALE MODELS RUBBER POWERED (Provisional)

F4E - INDOOR FREE FLIGHT SCALE MODELS CO₂ POWERED (Provisional)

F4F - PEANUT FREE FLIGHT SCALE MODELS (Provisional)

F4G – LARGE SCALE RADIO CONTROL MODELS (Provisional)

F4H – STAND-OFF SCALE RADIO CONTROL MODELS (Provisional)

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6.7 CLASS F4F - PEANUT FORMULA INDOOR FREE FLIGHT SCALE MODEL AIRCRAFT (PROVISIONAL)

6.7. General Rules

General rules and standards for static judging as under Section 4c, 6.1 shall *not* apply except for the following:

- a) 6.1.7. Number of models
- b) 6.1.9.2. Name of entry

6.7.1. Definition of Peanut Formula Scale Models

A Peanut Formula scale model aircraft shall be a reproduction of a heavier-than-air man carrying aircraft.

6.7.2. General Characteristics:

Maximum dimensions:

33 cm span or

23 cm overall length excluding the propeller.

Motive power: Extensible motor(s) only.

6.7.3. Documentation

The minimum documentation is to be one of the following:

- a) A general arrangement drawing of at least two inches (5 cm) wingspan, plus one photograph or printed reproduction of the prototype. If the photograph or printed reproduction is not in colour, then an authentic written colour description must be included; or
- b) a coloured three-view (eg "Profile" publication) to a minimum of 1/144 scale. The competitor must also state in the documentation, the type of covering material used.

6.7.4. Flying Section

Each competitor is allowed up to 9 official flights. An official flight is counted each time the model aircraft is released for a declared flight. The times of the longest two flights (each rounded down to the nearest second) will be aggregated to form the competitor's flight score. Flights may be hand launched or from take-off. If take-off is successfully achieved, without pushing or similar assistance, then 10 seconds will be added to that flight time recorded.

6.7.5. Appearance Score

Models will be judged visually, in comparison with the documentation provided, by one or more judges. No measurements will be taken. Marks will be awarded as follows:

- a) Workmanship 0 - 15
- b) Complexity and accuracy of colour and markings 0 - 10
- c) Authentic details:..... 0 - 5
- d) Flying surfaces:
 - All double surface4
 - Double surface wing but single surface tail..... 2
 - Single surface.....0

Note: If however the prototype itself was single surface, then the model aircraft should be likewise single surface and be awarded the full 4 points.

- e) Surface Finish:
 - Authentic colour 5 - 9
 - Unpainted colour tissue 4
 - Unpainted condenser paper 3
 - Clear Microfilm 0
- f) Landing gear:
 - Scale length 3
 - Slightly enlarged 2
 - Greatly enlarged or no documentation 1
 - None or retracted 0

g) Dihedral:	
Scale	3
Slightly exaggerated	1
Grossly exaggerated or no documentation.	0
h) Stabiliser outline:	
Correct size and shape	3
Correct size, wrong outline	2
Enlarged	1
Grossly enlarged	0
i) Bonus Points for complexity:	
Low wing	9
Biplane	9
Triplane	15
Autogyro.	21
Helicopter	27
Flying boat or floatplane	2 per wing
Scale number of tailplane ribs	1
Scale number of rudder ribs..	1/2
Separate ailerons	1
Separate rudder	1/2
Separate elevator or all-moving tailplane	1/2
Other than square fuselage	1
Wheel spats or pants	1
Three dimensional pilot	1
Exposed engine	1
j) Negative points for deviation from scale to assist flying performance:	
Lengthening of nose or tail moment	2 each
Moving wing back	2
Simplifying fuselage cross-section	2
Enlarging rudder	2
All other non-scale performance aids	2 each

The competitor's appearance score for his model aircraft will be the sum of the marks awarded in 6.7.4.(a) through 6.7.4.(j).

6.7.5 Scoring

The order of marking in 6.7.3. and 6.7.4. will produce a "place" in the Flying and Appearance sections respectively. Each competitor's numerical "places" in the two sections are added. The lowest overall totals then determine the final overall placings in the competition. A fly-off in which the realism of flight is the determining factor (marked to section 6.4.5.) will be held, if necessary, to break ties in the final placing of the leaders. In the event of a tie, places shall be decided by referring to the Appearance score, followed if necessary by reference to the flight scores, comparing first flights, then the second flights. If there is still a tie, then places will be decided by a duration fly-off.