

F3J Team Select Rules and Processes 2019

The following clarifications/interpretations/processes will be implemented at the Team Select event:

Rules

1. The event will be conducted over a 3 day period 10/5,6,7/2019 (at the host location). Friday (10/4/2019) will be check-in, setup and practice.
2. A pilot's meeting will occur at 4:00PM at the CD tent Friday October 4th at the field. One member from each team is required, preferably your designated TM, but all are welcome.
3. Another short pilots meeting will occur at 7:30 AM, Saturday to address any last minute questions.
4. Lanes will be assigned randomly before the event and the same lane assignment may be used for all days at organizers discretion.
5. Teams should be set up on their assigned lanes prior to 7:45 AM. The prep time will be started at 8:00 AM.
6. All other FAI F3J rules shall be in effect unless captured in this rules set.
7. There will no fly-off rounds. Saturday and Sunday will consist of 10 minute rounds and Monday will be all 15 minute rounds.
8. There will be one throw out round applied after EIGHT complete 10 minute rounds have been flown. There will be an additional throw out in the 15 minute rounds after the SIXTH round is complete.
9. The official timer for a team is one of the pilot's designated callers. The pilot's main timer, who should be standing near to the pilot (within 15 ft), is responsible for making late landing calls and early launch calls. No one else on the team makes that judgment. If the caller can clearly see space between the plane and ground when the horn first goes off he must call late. Tie goes to the pilot. The CD will be watching the flight line to keep people honest. The CD has the prerogative to issue a ZERO flight for blatant disregard in not calling a late landing as an un-sportsman like behavior.
10. Video with audio of landings will be admitted to help adjudicate late landing calls. It is strongly encouraged that all competitors video landings as much as possible. Smartphone video with audio is acceptable and highly recommended.
11. Timer error is NOT grounds for a re-flight. It is recommended that a backup watch be started by the pilot's other caller or other helper on the team. If a failure of the primary watch occurs, the backup watch time will be used as the official flight time. A timing error without a backup is considered a zero!
12. The current FAI rules regarding line crosses and cuts during launch will be followed. Crossed lines on the ground prior to a launch will be considered as a hindrance and cause for re-flight, but only if the lines are crossed when the pilot is hooked up and ready to launch, and the CD or his designated line judge is notified immediately. Cut lines during a launch will be considered a cause for a re-flight provided the cut was witnessed and/or brought to the immediate attention of a contest official and the

contestant did not waive his right to a re-flight by continuing with his launch and/or flight. Airplane collision with another competitor's line is cause for re-flight if observed by a contest official. Crossing of lines without a cut is NOT cause for re-flight.

13. If a pilot lands out of the landing zone and chooses to re-fly, they must mark the spot of the resting place of the nose of the plane before retrieving it for the next flight. If the spot is NOT marked and the pilot chooses not to make the re-flight, then the round is ZEROED! (This prevents pilots/helpers from retrieving planes that may have landed outside the 75m landing requirement from obscuring the actual landing spot and then not relaunching and expecting to get their time from the initial flight.) The pilot may leave the plane at its resting spot and use an alternate for the next flight, or place a marker. The CD will determine if a measurement is needed at the end of the round.
14. The F3J re-flight rule is modified as follows. Application of the re-flight rule as described in 'FAI: 5.6.5.2. Neutralization of a flight group' in a finals round will be applied to all flight groups. Any reason for re-flight granted within 30 seconds of launch will result in the group being terminated immediately and the re-flight of the same group. Re-flights granted outside of the 30 second window will be handled according to the current J-Tour re-flight rules below.
15. Pilots granted a re-flight for any reason after 30 seconds will be positioned in a flight group using the following priorities:
 - a. In an incomplete group, or in a complete group on additional launching/landing spots; (note that if the groups are full this will be unlikely.)
 - b. If a) is not achievable, then in a new group of several (minimum 4) re-flyers;
 - c. Re-flights from different rounds may be grouped together at a convenient time.
 - d. There will be no get out of jail free cards. Pilots chosen to participate in the re-flights are participating as spoilers only. They will not get the better of their 2 scores. Pilots may choose not to participate in the re-flight if chosen and another pilot will be selected.
16. F3X Events Scoring system use is required. Each team requires at least one phone or mobile device that is capable of browser internet access at the field. All pilots will be sent an email with the web address of the scoring application and instructions for use prior to the event. Each team is responsible for entering their pilot's scores into the application on the phone by the end of the round. This will transmit the scores electronically to the scorekeeper who will verify that all the scores are entered, that all overflights are recorded correctly and any safety penalties have been assessed correctly. Once verified, the scorekeeper will close the round and the standings will be computed. (These standings are then immediately available in the application on your phone. You will be able to see the summarized standings and the details for all completed flights.) The organizer will enter scores in the F3X System for pilots without an internet connection to the F3X system and in this case printed scorecards will be issued, used, and signed by the pilot to validate his score.
17. Audio & large digital time display driven by Gliderscore will be used.
18. At a minimum there will be one speaker for every 2 flight stations that will be placed along the flight line - there should be no appreciable delay in the sound to any team.

NOTE: THE BEGINNING OF ALL HORNS INDICATE THE TIME! If you are landing, and not on the ground at the beginning of the horn - then you are late! If you are launching and the plane leaves your hand prior to the start of the horn - then you are early and must land and relaunch.

19. All flight announcement timing will be backed up by a manual watch by the CD. In the event of a timing system announcement failure after the launch signal, the signals will be generated manually using the backup watch and the PA system by the CD. In this case you will only get the 2 minute warning and the horn at the end of the slot. If the PA system fails such that the launch, 2 minute warning or end horn cannot be heard, we will re-fly the group.
20. In the event a pilot flies out of turn (in another pilot's matrix slot), BOTH pilots will receive zero scores for the round. This is consistent with the process applied in Europe and WC events.
21. Unsportsmanlike conduct will not be tolerated. Pilots must follow both the letter and intent of the rules. Intentional unsportsmanlike conduct will result in either the disqualification of a flight or from the contest based on the gravity of the conduct.
22. Safety Zones - The safety zones will consist of the launch corridor, the Officials Tent, the pit/spectator areas and the parking area and any other areas as designated by the CD. In summary, if a pilot's aircraft hits any object in the safety zone he is penalized 300 points. If a person is hit anywhere, then the pilot receives a 1000 point penalty. There is an exception for a timer in the landing zone or a helper that intends to catch the aircraft for a relaunch. This is NOT considered a safety infraction (whether he catches it or not). If he fails to catch it and hits someone else or something in a safety zone, then it is a safety infraction. The catch must be attempted outside the safety area. Penalties are permanent and cannot be removed by a throw-out.
 - a. There are some small horse paddocks on the East side of the field – a Pilot flying low (<10 meters) over them especially while circling, and/or landing inside the fenced/yard area will be penalized 300 points as a Safety Zone infraction. A single warning will be given for low flying before a penalty is given.
23. Prep Time: A maximum of four (4) minute prep time shall be used and the prep time should be started within one (1) minute after the end of the previous round.
24. Winches:
 - a. Shall have the turnarounds staked at designated marks on the field. There will be a line on the field as a marker at 150 meters.
 - b. Three winch/line options are allowed.
 - a. F3B winches may use all mono.
 - b. It is still allowed to use the combination mono/braided however the length of the mono is no longer limited.
 - c. US TD winches must use all braided line.
 - c. F3B winches are expected to be compliant with the FAI F3J rules 5.6.8.2 . This means that when tested per the published winch testing protocol the total

resistance is greater than 23 milliohms. Batteries of any capacity may be used. The CD of the event may call for a winch test of any competitor at any time. If the result of a test performed in accordance to the F3J rules results in a measurement under 23.0 milliohms, the previous flight in that lane will receive a zero score.

- d. The winches will be positioned on the upwind edge of the launch corridor at the designated launch station number.
- e. Two winches will be allowed per launch lane

25. Hand Tow is allowed following F3J rules. You may use only ONE launch style for the event - if you start with hand tow you must fly all rounds hand tow. If you start with a winch you must fly all rounds with the winch.

- a. Hand tow stakes may be placed wherever is appropriate, but the line must not exceed 150m under regulation tension.

26. The FAI wing loading will be enforced (FAI; F3J 5.6.1.3).

27. All stakes/spikes/nails or similar things that are punched into the ground shall have orange flagging on them to ensure removal. These things do bad things to mowers and cutters, and we don't want to leave the field in poor condition with metal stakes, or endanger the future of a flying site.