



Great Britain R/C Aerobatic Association

www.gbrcaa.org



A specialist body of the **British Model Flying Association** appointed to promote F3A and F3P precision aerobatics in the UK

The Great Britain Radio Control Aerobatic Association was founded in 1979 to promote F3A flying in the United Kingdom and is a specialist body of the British Model Flying Association.

In 2011 F3P (Indoor Aerobatics) was added to the responsibilities of the GBR/CAA using the same guidelines as F3A.

The GBR/CAA organises a series of Domestic Competitions, usually on club flying sites and run by a member of the host club. Trophies or certificates are presented to the winners of the competitions and score from the domestic and team selection events are placed in separate league tables to determine the league trophy winners for each schedule at the end of the season. The BMFA National Championships and the GBR/CAA Championships have their own trophies.

The Association has designed and developed its own series of aerobatic schedules from a basic F3A Clubman schedule which is designed to appeal to a beginner flying in aerobatic competitions or there is the Intermediate schedule for the more ambitious pilot. The FAI 'A' Schedule is adopted as the GBR/CAA Masters schedule. The FAI Preliminary (P) schedule is also flown in Domestic Competitions whilst the Finals (F) schedule will be flown at selected events.

The F3P 'C' schedule has been designed as a introductory schedule whilst the 'B' and 'B+' are for the more ambitious pilot. The FAI AP schedule is flown at domestic competitions and the AF (Finals) schedule may also be flown at Team Selection and other events. The Aeromusicals may be flown at some competitions.

GBR/CAA COMPETITION RULES and PROCEDURES

5.1.1 GBR/CAA Competition Rules and Procedures and BMFA VARIATIONS ON FAI F3A and F3P RULES.

5.1.1.1 The GBR/CAA as a specialist body of the BMFA and follow the F3A and F3P rules in the following current documents:

- FAI Sporting Code Section 4 – Aeromodelling. Volume ABR Section 4A, Section 4B Section 4C which can be downloaded from: <http://www.fai.org/ciam-documents>
- FAI Sporting Code Section 4 - Aeromodelling Volume F3, Radio Control Aerobatics which can be downloaded from: <http://www.fai.org/ciam-documents>

(Note: On the FAI website, scroll down the page to: Sporting Code *Section 4: Aeromodelling*)

- The BMFA Contest Rules – Section 5 which can be downloaded from: <https://www.bmfa.org/Downloads/Contest-Rule-Books> .
- Guidelines for Specialist Bodies of the BMFA (see Annexe 2)
- (see also Annexe 3 for aerobatic box and sound check diagrams).

5.1.1.2 FAI F3A 'A', 'P', and 'F' and FAI F3P 'AP' and 'AF' schedules are listed in the FAI Sporting Code. Section 4 – Aeromodelling Volume F3, Radio Control Aerobatics.

The FAI 'A' Schedule will be adopted as the GBR/CAA Masters schedule. The promotion score will be 70% of a perfect score.

- FAI Schedules

All GBR/CAA (non-FAI) F3A and F3P schedules can be downloaded from our web site:

- F3A <http://www.gbrcaa.org/schedules>
- F3A Take Off and Landing procedures for the Clubman and Intermediate schedules: <http://www.gbrcaa.org/schedules>
- F3P <http://www.gbrcaa.org/f3pschedules>

Any new schedule proposed at the AGM has to be accompanied by the manoeuvre descriptions and judge's notes before it can be considered. If no new schedule is presented fully and passed at the AGM, last year's schedules will continue to be flown.

5.1.1.3 Some variations of these rules may be necessary to run competitions over one or more days with the minimum number of officials. The Association also needs some flexibility to promote F3A and F3P competition so pilots with varying skill levels can be active competitors.

5.1.1.4.1 Under GBR/CAA rules all pilots who hold BMFA 'B' Certificate of Competence can fly the schedule of their choice in front of a judging panel to prove their ability, encourage development and experience the enjoyment of competition. However as a trial for the 2017 season F3A Clubman pilots who hold a BMFA 'A' (but not necessarily a BMFA 'B') Certificate of Competence can compete providing they are passed as safe to fly by the Contest Director, and this does not conflict with the rules of the club site where the competition is being held.

Competitors new to F3A are encouraged to join the Association to fly a schedule which suits their abilities and progress through the leagues in accordance with the promotion scheme. This requires a pilot to achieve two promotion scores in a twelve month period to achieve promotion to the next league, however we would not normally prevent any pilot flying the schedule they want to fly.

5.1.1.4.2 Ultimately for those who wish to compete in international competitions and represent the United Kingdom, the GBR/CAA is authorised by the BMFA to hold F3A and F3P Team Selection events with as little deviation from the FAI Sporting Code as possible to prepare our GBR Team members for European and World Championship participation.

5.1.1.5 In GBR/CAA domestic league competitions models up to 7Kgs can be flown but they must comply with rules of the Association and the local club flying field rules where the competition is being held. It would be expected that any competitor will endeavour, in spirit, to comply with FAI model specifications.

5.1.1.6 TYPES OF COMPETITIONS

BMFA Team Selection events. See 5.2.1

GBR/CAA Domestic League Competitions. See 5.3.1

BMFA British National Championships. See 5.3.2

GBR/CAA Championships. See 5.3.3

Triple Crown. See 5.3.5

F3A World Cup league events. See 5.3.6

BMFA Electric Indoor Masters

Other events held in the United Kingdom. e.g. Pilots and Judges training. See 5.3.7

5.1.2. Competition Entry Fees.

- 5.1.2.1 Fees for all competitions are set at the GBR/CAA AGM and shown on the 'Competition Entry Form' available on the gbrcaa.org web site.
- 5.1.2.2 Potential new members can enter their first competition without being a member of the GBR/CAA providing they agree to follow the rules of the Association and pay the normal entry fee for the competition.

5.1.3. Financial Viability.

- 5.1.3.1 Financial viability of all events is paramount i.e. expenses for a competition cannot exceed income. It is the responsibility of the CD to ensure that each competition is financially viable.
- 5.1.3.2 From each competitors entry fee per day £1 will go the GBR/CAA F3A or F3P Team Travel fund.
- 5.1.3.3 Surplus (or loss) from the BMFA Team Selection events will be transferred to (from) the GBR/CAA appropriate team travel fund.
- 5.1.3.4 Surplus from GBR/CAA Domestic events (both F3A and F3P) will be transferred to the GBR/CAA general fund.

5.1.4 Competition Entries.

- 5.1.4.1 Entries will not be accepted until the competition is announced on the GBR/CAA 'Competition Calendar. For BMFA competitions the competition must also be announced on the BMFA web site. In addition, each contest director will announce the competition and entry details and organisation progress on the 'Competition News' forum as soon as the first competition entry is received for that competition.
- 5.1.4.2 Entries will not be confirmed until payment is received. Payment should be made by electronic transfer (PayPal) linked from the entry form on the web site. Payment can also be made by cheque and the entry form posted to the Contest Director of the competition.
- 5.1.4.3 Refunds will be given if cancellation notice is given by the pilot to the Contest Director up to 2 weeks before the date of the competition. If no cancellation is received 2 weeks prior to competition the entry fee will not be refunded. *(This is to safeguard the finances of a competition. It is reasonable for a Contest Director to make a decision that the competition will proceed and is financially viable 7 days before the competition. If pilots pull out and refunds given it may change the financial viability of the competition with no time to cancel the event).*
- 5.1.4.4 Any competitor who receives scores at a competition before they become a member will NOT have those scores entered into the league system, although their name will appear as a competitor. They will be ranked in the competition and receive recognition if they finish third or higher.

Competition Entry Form instructions (copied from the forum). Our Competition Entry Form incorporates both Electronic (PayPal) and Postal (Cash / Cheque) payment types.

Selecting the correct CD is important as this determines who the recipient of the entry form is. There is no mechanism to reserve a space at a competition and an entry is only complete and confirmed once payment has been received by the CD whether paying by PayPal or cheque, if entering via mail.

CD Competition entry Reports

Reports are available for each CD so they (and competitors) can see who has entered their competitions. These reports are live, so are updated immediately following an entry submission.

Refunds for Competition Fees

Refunds are given to pilots who have entered a competition (via cheque, PayPal or other means) and cannot attend, providing they give two weeks' notice to the CD. (see **5.1.4.3**).

PayPal Refunds

Contest Director must inform GBR/CAA Treasurer when a refund is required.

Within 60 days of initial payment being made: a full refund will be provided via PayPal

After 60 days of initial payment being made: a full refund will be provided via PayPal but you could incur an additional PayPal fee on any monies transferred (currently 3.4% + 0.20p).

Note: For those that **do not** have a registered PayPal account refunds can **only** be made within 60 days of initial payment being made.

5.1.5 All F3A Competitions. (except the BMFA British National Championships – see 5.1.5.6).

- 5.1.5.1 The GBR/CAA Competition Secretary will liaise with all potential Contest Directors to secure as many Domestic Competitions as possible. If a Contest Director is unsure about the organisation of their competition they should seek help from the GBR/CAA committee.
- 5.1.5.2 Competition Secretary will also ensure that details of all competitions, entry requirements and time limits are published in BMFA News and on the BMFA web site.
- 5.1.5.3 All entries should be sent to the Contest Director for the competition or if no Contest Director has been appointed then they should be sent to the GBR/CAA Competition Secretary in line with the instructions on the GBR/CAA forum post for the competition announcement.
- 5.1.5.4 Entries will be accepted up to 7 days before the competition, unless the conditions attached to the use of the venue (e.g. security requirements for an MOD base) require a longer lead time.
- 5.1.5.5 Unless site requirements dictate otherwise, late entries may be accepted up to the date of the competition, at the discretion of the Contest Director. In such cases the Contest Director's judgement in allowing any late entries is final. The GBR/CAA Competition Secretary or Contest Director will ensure that regular updates to the status of entry lists are published in the Competition Section of the GBR/CAA Web Site Forum.
- 5.1.5.6 **The Exception.** Entries for the BMFA British National Championships go direct to the BMFA on the official entry form published in the BMFA News and downloadable from the BMFA web site.

5.2.1 BMFA TEAM SELECTION EVENTS.

- 5.2.1.1 Under BMFA rules the GBR/CAA is authorised to organise a minimum of three Team Selection events per year.
- 5.2.1.2 Unless decided otherwise, the number of BMFA Team Selection events will be four.
- 5.2.1.3 For any given year, the actual number of Team Selection Events to be held will be decided at the annual GBR/CAA Interested Parties Meeting.
- 5.2.1.4 The Association may at its own discretion determine any method for Team Selection providing four weeks notice is given to the BMFA and GBR/CAA members.
- 5.2.1.5 Any F3A Team Selection events (including any which are rearranged) used for the League Table must be held between 1 April and 31 October inclusive in any one year and located in the central area of the UK. F3P Team Selection events must be held between between 1 October and the following 28 February for F3P.
- 5.2.1.6 Unless all team members and the team manager are in agreement, no BMFA Team Selection event shall count as an event if it takes place in within a period starting 14 days before the team

departs for, and ending 14 days after the team returns from a World or European Championship.

- 5.2.1.7 No Team Selection event shall be arranged (or rearranged) to clash with any event, either at home or abroad, at which team members would normally take part e.g. Lowlands Cup The Netherlands, Belgium or other F3A World Cup events which may be attended by Team Members.

5.2.2. RULES for BMFA TEAM SELECTION EVENTS organised by the GBR/CAA.

- 5.2.2.1 Rules are based on those which appear in the current FAI Sporting Code and current BMFA Contest Rules, Section 5; R/C Power, Book 1, Aerobatics. Where necessary the FAI rules in the current FAI Sporting Code may have to be modified for use in one day competitions.
- 5.2.2.2 BMFA Team Selection events run by the GBR/CAA are open to all persons who hold a “B” certificate or equivalent and can show either BMFA / GBR/CAA / SAA membership or a minimum of third party public liability insurance as set out by the BMFA covering model flying.
- 5.2.2.3 There will be at least 2 judges, but preferably 3 judges. The GBR/CAA Chief Judge will decide who is qualified to judge these competitions and will with agreement with the Contest Director organise the judges for a particular competition. The same judges should judge the Domestic Open ‘P’ only competition which runs concurrently. Pilots may be asked to judge other schedules to the one they fly.
- 5.2.2.4 Contest Directors should appoint a Jury in case of disputes or contentious decisions through the day, may be due to changes in the weather conditions. The jury should be made up of the Contest Director, Chief Judge and 1 (or 2) senior pilots who could be elected from the entry list. If a decision affects any of those appointed they should be replaced on the jury before the meeting takes place.
- 5.2.2.5 The competitions will comprise of 2 FAI Preliminary (P) schedule rounds followed by 1 Final schedule (F) round. If three rounds are flown the best ‘P’ round is added to the ‘F’ round. If two rounds are flown the best round decides the result. If only one round is flown that decides the result.

Note from AGM 2015: A judges warm up flight should be flown at the start of each Team Selection competition. The warm up flight will be flown by a volunteer pilot who would be drawn at random at the pilot’s briefing. The warm up flight must be a ‘P’ schedule. Team selection pilots would be excluded from this process.

- 5.2.2.6 In the event of a tie where only 2 flights are flown – each competitor carries forward 1000 normalised points to the team league table. The competition winner is determined by adding the other final normalised score.
- 5.2.2.7 Full processing of models, sound checks and flight timing will be carried out according to the current FAI Sporting Code.
- 5.2.2.8 The maximum number of entries that can be accepted may depend on access to the site, starting and finish times outside the control of the Competition Director and the Competition Secretary. Notwithstanding other restrictions a start time of 09:00 (Pilots Briefing time will be announced on the web site forum for each competition) and a finish time of 17:00 should be used to determine the number of pilots who may enter and priority has to be given to pilots competing for a team place.
- 5.2.2.9 Pilots who fly other schedules will be invited to submit entries to a Domestic Competitions to fly for league points in their own league and ‘Domestic Rules’ will apply.
- 5.2.2.10 At any Team Selection event, FAI pilots may fly in only one competition. (either Team Selection or Open Domestic). However over the course of a season, pilots may change which category they choose to fly in.
- 5.2.2.11 The Team Selection competition scores will be normalised and count towards the Team Selection league positions for consideration for a place in the GBR team to represent the United Kingdom (GBR) at European and World Championships and for the Triple Crown

English Team. The league positions will be calculated from the best 3 of 4 competition normalised results. (Raw scores from the Open Domestic Competition will be used to calculate points for the Domestic League for GBR/CAA members and a separate league will be compiled for the 'P' only competitors at BMFA Team Selection events to pick the English International team member(s) for the Triple Crown).

- 5.2.2.12 The league winner will be the pilot with the most normalised points from 3 of the 4 qualifying normalised scores. If 3 competitions are held, the best 2 competition scores will count. Best competition flight to count if only 2 competitions are held.
- 5.2.2.13 In the event that a selected pilot should find himself unable to attend the International event for which he has been selected, or unable to prepare properly, he should inform the Team Manager or the GBR/CAA committee at the very earliest opportunity in order to give a reserve pilot as much time as possible to arrange to take his place.
- 5.2.2.14 The BMFA Sid Allen Trophy is awarded (at the BMFA AGM Dinner) to the pilot who at the end of the season has the highest score after adding the qualifying scores from **all** the Team Selection competitions together for the year.

5.2.3 Team Selection Process - Interested Parties Meeting

- 5.2.3.1 An Interested Parties Meeting will only be called if there is a proposal to change the Team Selection rules. If there are no proposals there will be no meeting and the existing rules will continue. Proposals should be received 2 weeks before the meeting by email or in writing to the Secretary.
- 5.2.3.2 The number of qualifying events and the method of Team Selection is decided annually at an 'Interested Parties Meeting'. The meeting is open to any BMFA member who may make proposals for changes to the current method of Team Selection. Proposals which are received within prescribed time limits will be discussed and voted on at the meeting for implementation the following year. A majority of votes of those present at the meeting will carry a proposal.
- 5.2.3.3 In addition the preferred location of events can be invoked at the meeting by asking that early pre entry to the full series of qualifying competitions will influence the location of venues. Early pre-entry is required to allow the Competition Secretary to select venues based on the distribution of pre entries and the potential viability of a competition.
- 5.1.3.4 The GBR/CAA Committee will work with members in selected areas to select a suitable location to meet the criteria defined above and ensure that the necessary compliment of qualified support staff, especially judges and scorers can be made available.
- 5.1.3.5 Pilots wishing to participate in Team Selection, but not wishing to have their location factored into any process for deciding competition venues, will be able to submit their entries in accordance with the normal timescales.
- 5.1.3.6 In the event that it is not possible to select a team from pilots in the Team Selection league, consideration **may** be given to FAI Pilots flying P schedules only, in accordance with their finishing position in the P Only Domestic league and the criteria for junior members below. However the final decision as always would be made by the BMFA.

5.2.4 Selection of Junior Team Members for World and European Events.

- 5.2.4.1 A junior may make up the fourth member of an International team providing they satisfy the rules in the current FAI Sporting Code and the GBR/CAA rules for junior qualification below.
- 5.2.4.2 Rules for Junior Team member qualification:
 - (a) Inclusion as the fourth team member is subject to the BMFA guidelines for 'young and vulnerable persons' and be accompanied to the championships by the parent, guardian or responsible person.
 - (b) The Junior must compete in recognised BMFA Team Selection events.
 - (c) To qualify for a team place, a junior must achieve at least 85% of the Team Selection league winner's total normalised counting scores.

i.e. 1st place score = 3000 normalised points; minimum qualifying score for team place = 2550 points.

1st place score = 2000 normalised points; minimum qualifying score for team place = 1700 points.

1st place score = 1000 normalised points; minimum qualifying score for team place = 850 points.

5.2.5 Disputes

5.2.5.1 If there are any disputes regarding these procedures or its application, then the matter shall be decided by a majority vote of the current GBR/CAA Committee whose decision will be final and binding. The GBR/CAA Chairman shall not have a casting vote and if there is equality of votes, the matter in dispute will be referred to the BMFA for a final and binding decision.

5.2.5.2 Any member of the Committee who in the reasonable opinion of the Association Chairman has a direct and material interest in the decision of the Committee (e.g. because it may affect his place in a team) shall not be entitled to attend the Committee meeting or to vote on the matter.

5.2.6 Domestic ‘Open’ Competition at Team Selection events.

5.2.6.1 These competitions will be GBR/CAA Domestic ‘open’ competitions running concurrently with the Team Selection event at the same venue.

5.2.5.2 The Contest Director should offer all GBR/CAA schedules. Those who are not flying for a Team place but flying the FAI schedule will fly the Preliminary (P) schedule only. The Domestic Competition will record raw scores to calculate league points and the FAI (P) Schedule which will also count towards a place in Triple Crown International Team.

5.2.6.2 Competition will be run to GBR/CAA domestic rules.

5.2.6.3 "Open" means that anyone can enter the Domestic competition provided that they show BMFA/GBR/CAA/SAA membership or can show that they have insurance as set out in the current BMFA Rules handbook, to cover model flying and comply with the rules of the Association

5.2.6.4 The same judges should preside over the Domestic Competition P only competition as the BMFA Team Selection event. FAI Pilots may be asked to judge other schedules.

5.3.1 GBR/CAA Domestic League competitions.

5.3.1.1 With the help of members who are prepared to host and/or organise a competition the Competition Secretary, after the Team Selection competitions and other competition with fixed dates are agreed, will endeavour to fill all the free dates on the competition calendar. The ‘other’ competitions with traditionally set dates are: The BMFA British National Championships, Triple Crown and the F3A World Cup league events, particularly the UK event, but there may be others that attract several GBR/CAA members and judges. There may be some competitions that are hosted by model flying clubs who may expect their annual date for a F3A competition to be fixed around a particular weekend.

5.3.1.2 The competitions will be added to the competition calendar by the Competition Secretary and published on the GBR/CAA web site and advertised on the BMFA web site.

5.3.1.3 All schedules should be offered to pilots and 3 rounds should be expected to be flown. If time allows there may be occasions when more rounds are flown

5.3.1.4 Raw scores will be used to select the winner of the competition and to calculate league positions as set out below. (See 5.4.2).

5.3.1.5 At least 2 judges will be used to judge the competition. These may be GBR/CAA official judges or pilots flying other schedules, or a combination of both.

5.3.1.6 Pilots will be asked to scribe for judges.

5.3.2 The BMFA British National Championships

- 5.3.2.1** These Championships will be run to the GBR/CAA rules for Domestic Competitions with some exceptions listed below.
- 5.3.2.2 Entry forms are printed in the BMFA News or can be downloaded from the BMFA web site at: bmfa.org and should be sent to the BMFA Head Office as instructed on the forms.
- 5.3.2.3 All entry fees will be sent to the BMFA as instructed on the competition entry forms. The BMFA will deduct any license fees payable and marquee hire. The GBR/CAA will receive the balance (after expenses are paid) to pay judges and expenses incurred. The GBR/CAA have agreed to absorb any losses and any surplus will be allocated to the GBR/CAA General Fund.
- 5.3.2.4 Entry to the BMFA National Championships is not restricted to GBR/CAA members but pilots must hold a BMFA 'B' Certificate or equivalent.
- 5.3.2.5 All models will be subject to safety checks and flights may be timed according to the current FAI F3A Sporting Code.
- 5.3.2.6 BMFA British Nationals Champion will be the winner of the FAI P and F schedule competition. Several Preliminary rounds and at least 2 Finals schedules will be flown by these pilots over the weekend.
- 5.3.2.7 All schedules will be offered to pilots.
- 5.3.2.8 Pilots flying other schedules may be asked to judge and volunteers will be needed to scribe for the judges or may be allocated by the Contest Director..
- 5.3.2.9 Early starts may be organised on the Sunday and Monday to maximise flying time available.

5.3.3 The GBR/CAA Championships.

- 5.3.3.1 The GBR/CAA Championships may be held over two days at a venue to be decided at the AGM.
- 5.3.3.2 The Contest Director will be appointed at the AGM.
- 5.3.3.3 All schedules will be offered to pilots.
- 5.3.3.4 The GBR/CAA Championships Champion will be the person with the highest normalised scores after flying at least 2 Preliminary schedules, 2 Finals schedules and 2 Unknown schedules. Best P, best F and best Unknown to count plus the best score from any one of the other 3 flights. League points will not be awarded. Any changes to this due to the size of entry will be announced on the forum post and confirmed at the pilot's briefing.
- 5.3.3.5 Pilots flying schedules other than the P, F and U/K schedules will be awarded league points based on raw scores.
- 5.3.3.6 The Unknown schedules should be chosen by pilots at a gathering organised on the Saturday or by the electronic system used by the FAI.
- 5.3.3.7 The Contest Director will organise judges, but current GBR Team Members should be asked to judge the 'P' and other schedules in rotation with other judges if necessary.
- 5.3.3.8 A two day event will attract double entry fees. At the discretion of the Contest Director, entries may be accepted for one day competition at a single entry fee, however the one day competitor cannot win the event.

5.3.4. Triple Crown.

- 5.3.4.1 A competition for the RCM&E Trophy is held annually by England, Scotland and Ireland in rotation.
- 5.3.4.2 There will be 4 judges, 2 from the host country and one from each of the other countries.
- 5.3.4.3 There will be four teams of four pilots, 1 team of four from each nation and a forth team made up of 1 pilot from each country and two pilots from the host country. The forth team will be called the International Team and a team member from the host country will be captain.
- 5.3.4.4 The English Team will be chosen from the FAI league whilst the English member of the International Team will be chosen from a separate FAI P Only League at the BMFA Team Selection events.
- 5.3.4.5 Members of Scotland and Irish teams are decided by their own Aeromodelling Associations.
- 5.3.4.6 The competition will be run to FAI rules except there will be no model processing or flight timing. (There may be sound checks to comply with local flying site rules).
- 5.3.4.7 The team flying order is chosen by lottery by the Team Captains at the pilot's briefing.
- 5.3.4.8 The Captain of each National Team, usually the top qualifying pilot for that country, will decide on the order of flight within the team and this can change for each round.
- 5.3.4.9 The competition is held over a weekend close to the beginning of July, but this can change with agreement from each country.
- 5.3.4.10 Friday prior to the event is used to greet teams and for free practice using a rotation list.
- 5.3.4.11 There will be two Preliminary schedule rounds flown on Saturday and two on Sunday.
- 5.3.4.12 Organisers should keep in mind that the finish time on Sunday should be agreed, if possible, to help these who have long journeys home, but a time of 16:00 to finish flying would be reasonable.
- 5.3.4.13 Food on the field for competitors, judges and helpers during competition days will be provided by the host country.
- 5.3.4.14 An evening meal is usually organised for the Saturday evening and paid for by those attending.

5.3.5 F3A World Cup League events.

- 5.3.5.1 These are International league events organised around Europe. They may be 2 or 3 day events with a day offered before the competition for pilot's arrival, registration and free rotational practice. In 2012, 200 pilots were registered as having flown at least one competition.
- 5.3.5.2 Pilots must hold a current FAI Licence.
- 5.3.5.3 The number of judges must be in line with the requirements listed in the FAI Sporting Code Section 4 Aeromodelling Volume ABR.
- 5.3.5.4 The FAI Preliminary schedule will be flown, but local rules may ask for the top (possibly 10 - 15 pilots) to fly the Finals schedule in later rounds.
- 5.3.5.5 At the UK event the Finals schedule may be flown by top ranking pilots (the number may vary depending on the number of entries) after the agreed number of Preliminary rounds have been flown, however those who do not qualify to fly the Finals schedule will continue to fly the P schedule so that all pilots fly the same number of rounds.
- 5.3.5.6 The GBR/CAA will endeavour to hold a UK event if the Association has willing volunteers and the resources available. Our proposal to the FAI must be submitted at the beginning of November of the previous year to the event and in line with the requirements of the FAI.

5.3.6 The BMFA Electric Indoor Masters

- 5.3.6.1 This is a 2 day competition for F3P models organised by the BMFA. A sports hall in the 'middle of the country' is hired for the purpose.

- 5.3.6.2 Anyone can enter providing they abide by the rules of the BMFA and the FAI Sporting Code for F3P aerobatic model aircraft and invariably the event attracts entries from around Europe.
- 5.3.6.3 Traditionally the GBR/CAA are asked to organise the F3P competitions which will slot into the programme along side Aeromusicals, freestyle and other events.
- 5.3.6.4 The event may be announced as a BMFA Team Selection event and all scores from the GBR/CAA schedules will be added to the league tables.
- 5.3.6.5 The entry fee will be decided by the BMFA.

5.3.7 Other Events.

- 5.3.7.1 For the benefit of GBR/CAA members we may hold training days for pilots and judges called Established Pilots Open Days (EPods).
- 5.3.7.2 Members are also encouraged to host and organise New Pilots Open Days (NPods) for any flyer who wishes to 'have a go' at simple aerobatic manoeuvres or schedules and receive advice from established F3A pilots. The model will be below 7Kgs and conform to local club rules.

5.4.1 LEAGUE TABLES AND TROPHIES.

5.4.1 Team Selection league

- 5.4.1.2 BMFA Team Selection league table will be compiled using normalised scores and results tabulated based on the BMFA Team Selection competitions in accordance with the rules above
- 5.4.1.3 The league table results will be used to select the World, European and English Triple Crown Team members. (see 5.2.2.11).
- 5.4.1.4 Winner of the Team Selection League when all counting scores are added will receive the Sid Allen Trophy which is presented at the BMFA annual prize giving.
- 5.4.1.6 There will also be a separate league based on raw scores for the P only schedule pilots who compete in the Domestic Competition run concurrently with the BMFA Team Selection Event. This league will provide the International Team member(s) for the Triple Crown. (Two pilots if the competition is being hosted by England).

5.4.2 Domestic League.

- 5.4.2.1 A Domestic League will be compiled for all domestic competitions and published on the GBR/CAA web site.
- 5.4.2.2 Points will be awarded according to the following formulae and a league trophy will be awarded to the competitor flying each schedule scoring the highest number of points in 5 competitions each year.
- 5.4.2.3 The winner of the competition will receive 10 points reducing to 1 point for 6th and below. In addition competitors will receive added bonus points based on their scores as a % of the maximum available, from a maximum of 20 points to minimum of 2. See table below.

Placing Points	Points	Score	Bonus Points
1 st	10	80.001% - 100%	20
2 nd	8	75.001% - 80%	18
3 rd	6	70.001% - 75%	16
4 th	4	65.001% - 70%	14
5 th	2	60.001% - 65%	12
6 th	1	55.001% - 60%	10
7 th	1	50.001% - 55%	8
8 th	1	45.001% - 50%	6
9 th	1	40.001% - 45%	4
10 th	1	0 - 40%	2

Note: Qualifying competitions are those which use 'raw scores' to determine the winner.

5.4.2.4 Ties in Domestic League Table

In the case of a tie, the winner is the flyer with the highest average total counting scores of the 5 counting competitions.

5.4.2.5 Trophies

BMFA F3A TEAM SELECTION COMPETITIONS	
Competition	Trophy
1 st Team Selection event	Taplin trophy *
2 nd Team Selection event	Bill Harrop Trophy
3 rd Team Selection event	No Trophy
4 th Team Selection event	Aeromodeller Trophy *
Team Selection League When scores from all qualifying events are totalled.	Sid Allen Trophy *

GBR/CAA F3A DOMESTIC COMPETITIONS ('P' only schedule) run concurrently with BMFA TEAM SELECTION COMPETITIONS.	
P Schedule only league winner.	Takes England place in International team for Triple Crown.
P Schedule only league, second place.	If hosted by England, takes second English place in International Team for the Triple Crown.

GBR/CAA F3A DOMESTIC LEAGUE	
Competition	Trophy
FAI	Optipower Cup
Masters	Optifuel Cup
Intermediate	GBR/CAA Cup
Clubman	RCM&E Bowl

GBR/CAA F3A CHAMPIONSHIPS	
Comp	Trophy
FAI 'P' and 'F' Schedules	Mike Birch Trophy #
FAI 'P' only Schedule	GBR/CAA Trophy #
Masters	GBR/CAA Trophy #
Intermediate	Macgregor Trophy #
Clubman	GBR/CAA Trophy #

BMFA BRITISH NATIONAL CHAMPIONSHIPS	
Comp	Trophy
FAI	SMAE Trophy*
Masters	GBR/CAA Trophy #
Intermediate	Yvonne Weller Bowl #
Clubman	GBR/CAA Trophy #

Ray Brotherston Cup – not allocated

GBR/CAA F3P LEAGUE	
'C' Schedule	Optipower Bowl
'B' Schedule	Electricwingman Bowl
'B+' Schedule	
'AP' Schedule	Optipower Bowl

* Trophy awarded by BMFA and presented at BMFA Annual Dinner.

Trophy awarded by GBR/CAA and presented at the appropriate competition.

5.9 F3P BMFA VARIATIONS ON ELECTRIC INDOOR AEROBATICS (GBR/CAA Rules).

5.9.1 The F3P league events usually start in November and continue until the end of February. Domestic competitions can be organised by any volunteer Contest Director but events must be advertised on the GBR/CAA web site with at least 7 days notice. GBR/CAA rules must be followed for the competition to qualify for league points. The FAI AP schedule and the GBR/CAA 'B+', 'B' and 'C' schedules may be flown. If prior notice is given and there is sufficient time, an Aeromusical round or the AF schedule may be flown.

5.9.2 League tables are published on the gbrcaa.org web site

5.9.3 Schedules are agreed at the GBR/CAA AGM and are designed to give everyone the opportunity to compete. Any new schedule proposed at the AGM has to be accompanied by the manoeuvre descriptions and judge's notes before it can be considered. If no new schedule is presented fully and passed at the AGM, last year's schedules will continue to be flown. The 'C' schedule is considered to be the entry level competition schedule.

5.9.1 Financial Viability

5.9.1.1 Financial viability of all events is paramount i.e. expenses for a given competition cannot exceed income. It is the responsibility of the Contest Director to ensure that each competition is financially viable.

5.9.1.2 All events will contribute towards the GBR/CAA F3P Team Travel fund by taking £1 from each competitor's entry fee per day of competition.

5.9.1.3 Surplus (or loss) from the BMFA Team Selection events will be transferred to (transferred from) the GBR/CAA appropriate team travel fund.

5.9.1.3 Surplus from F3P Domestic events will be transferred to the GBR/CAA general fund.

5.9.2 F3P BMFA Team Selection Events

5.9.2.1 BMFA Team Selection competitions will be organised to decide members of the United Kingdom Team to compete at the European and World Championships and will be run to the rules in the current FAI Sporting Code, Volume F3, Radio Control Aerobatics.

5.9.2.2 The FAI AP, and AF schedules are listed in the current issue of the FAI Sporting Code.

5.9.2.3 There will be a minimum of three Team Selection events each year and these may include the BMFA Electric Indoor Masters. Competitions may include both FAI schedules.

- 5.9.3.2 If four events are organised the best three competitions count for final league positions. Three competitions the best two count, two competitions the best one counts. One competition, this result is taken as the final league result.
- 5.9.2.4 At the end of the season the top 3 pilots in the Team Selection league will be recommended to the BMFA to represent the United Kingdom in international championships the following year.
- 5.9.2.5 If any pilot is unable to take up their place in the team, they should inform the GBR/CAA secretary as soon as possible so the next pilot on the list can be asked to join the team. The team will consist of three pilots plus a junior as defined in the FAI Sporting Code, as long as that junior's scores in the qualifying competitions has reached a level of at least 85% of the top scoring pilot in the league.
- 5.9.2.6 All competition dates will be published on the GBR/CAA web site or forum and in addition in the BMFA web site. The team selection events will be advertised as "BMFA Team Selection events" and all competitions will be the subject of a forum post on the GBR/CAA web site.
- 5.9.2.7 The GBR/CAA 'B+', 'B' and 'C' should be offered to be flown at the same competition/venue for domestic league points providing there is sufficient time. Priority entry must be given to those pilots competing for a GBR Team place.
- 5.9.2.8 Domestic League competitors will be awarded league points.. The Contest Director may decide to fly the AF and the AM schedules if time allows providing previous notice is given. GBR/CAA F3P Schedules See: <http://www.gbrcaa.org/f3pschedules.htm>
- 5.9.2.9 At a competition competitors should expect to fly at least 5 rounds, and to save time, rounds may be paired together and flown one after the other. The model must land at the end of the first schedule so the landing and takeoff can be scored for each flight. Batteries can be changed if necessary between flights.

5.9.3 Presentations

At GBR/CAA competitions certificates or trophies will be presented to the first 3 places flying each schedule.

Perpetual Optifuel and Electricwingman rose bowl trophies will be presented to league winners at the last competition of the season.

Take-off and Landing Judging Criteria

Judging Notes

Take-off Sequence

The take-off is possibly the most important manoeuvre of all, as it is the first manoeuvre you fly in front of the judges, so it is up to you to show us how good you are. The take-off should be flown with the same precision and grace as all the other manoeuvres in the schedule. All turns should be as flat as possible to give a good impression in the judges' eye of smoothness and gracefulness.

The procedure for take-off is as follows:

1. The model should be placed on the runway by your helper facing into wind with a very slow idle and released. When released the helper should not touch the model again as this could be classed as an assisted take-off. However a point of safety should be considered in a crosswind or on rough ground where the model may 'weathercock' towards the pilot, judges, pits or spectator line. It may be necessary to hold the tail of the model while the engine revs are increased and the model moves forward to overcome any resistance of the undercarriage wheels and the rudder has some authority
2. The pilot slowly applies the power and the model moves off in a straight line. When flying speed is reached the model lifts off with wings level and a gentle rate of climb which should not exceed an angle of 30 degrees. Power can now be reduced to allow the model to fly at the speed which you like to fly through the schedule.
- 3a. **Clubman Schedule:** The model continues until the model is upwind and completes two 90° turns onto the downwind leg. The downwind leg should be straight and level at the preferred baseline height of the schedule to be flown. Two further 90° turns are made to bring the model back onto the preferred flight line and baseline height for the second manoeuvre of the schedule to be flown on the box centre line. (The first manoeuvre is considered to be the Take-Off sequence). There is an option at the downwind turn. If preferred a Half Reverse Cuban Eight can be flown to bring the model back onto the schedule base line.
- 3b. **Intermediate Schedule:** The pilot now proceeds to turn the model 90 degrees into a crosswind leg with the model still climbing towards the preferred baseline height. At the appropriate distance out the model should turn upwind to start its 270 degree turn into the downwind trimming pass, which should be positioned over the 150 metres markers. When approximately level with the downwind marker the pilot initiates a turn-around manoeuvre of his choice. Do not rush the take-off a rushed take-off normally leads to a rushed flight and points lost.

Note: When the model passes over the centre line on the downwind leg, the take-off manoeuvre is complete and will not be judged beyond that point.

Possible downgrades

1. Assisted take-off: zero points. (see notes above)
2. Model does not track straight on take-off: 1-2 points. Beware of the flying surface i.e. ruts and pot holes on grass sites.
3. Wings not level after take-off: 1 point per 15 degrees.
4. Rate of climb too steep: 1-2 points above 30 degrees.
5. Model goes behind judge's line after take-off: zero points.
6. Model retouches runway after lift-off: 1 point.
7. Bits come off model on take-off: zero points for the whole flight.
8. The 90 degree turn is not 90 degrees: 1 point per 15 degrees.

9. The 270 degree turn is not 270 degrees: 1 point per 15 degrees.
10. The model is flown in too close or too far out on completion of turn-around manoeuvre: 1-3 points depending on its severity. Judges you need to be careful about what is considered to be too close or too far out. The criterion set out in the judges' guide suggests 100-175 metres.

Landing

The landing sequence should be flown with the same precision as all other manoeuvres in the schedule.

- a. **Clubman Schedule:** On completion of the last manoeuvre a short straight and level flight should be flown. At reduced power the model completes two 90 degree turns into a level or descending downwind leg and then executes a two more 90 degree turns onto the final descending approach to the runway, touching down inside the landing zone
- b. **Intermediate Schedule:** On completion of the last manoeuvre a short straight and level flight should be flown. At reduced power the model turns 180 degrees into a level or descending downwind leg and then executes a second 180 degree turn upwind for the final descending approach to the runway, touching down inside the landing zone.

Landing is complete after the model has rolled 10 metres or has come to rest inside the landing zone. The landing zone is an area described by a circle of 50 metres radius or lines across a standard runway spaced 100 metres apart where the runway is 10 metres wide.

Possible downgrades

1. Model does not follow landing sequence: zero points.
2. Landing gear retracts or wheels come off on landing, zero points.
3. Model lands outside the zone: zero points.
4. 90 or 180 degree turns not 90 or 180 degrees 1-2 points.
5. Wings not level in downwind and upwind legs 1 point per 15 degrees.
6. Model does not track on runway after touchdown 1-2 points.
7. Model bounces on touchdown 1-2 points.
8. Model climbs and dives on downwind leg or final approach to runway 1-2 points.
9. Model changes heading left or right on approach to runway 1-2 points.

The landing will not be downgraded if:

1. If the pilot elects side-slip to land due to crosswind conditions, in which case the upwind wing will be low.
2. Wing dips due to cross wind turbulence and is corrected IMMEDIATELY.

Take-offs & Landings are scored 0-10 with a K factor of 2 for Clubman and 1 for Intermediate, using the downgrades stated above,

SECTION 5 - BMFA SPECIALIST BODY REQUIREMENTS and GUIDELINES

3 General

- 3.1** Status as a Specialist Body may only be conferred by the BMFA Council and may be rescinded by Council should it be felt that the Specialist Body is no longer acting in a fair, democratic or representative manner.
- 3.2** A proposal to Council to recommend or rescind Specialist Body status may be made by any Technical Committee, Area Committee or any current Director of the Society.
- 3.3** A Specialist Body may surrender its status as a Specialist Body by notification, in writing, to the BMFA Chief Executive Officer. A notice period of six months is required after which the Specialist Body ceases to be such. This period of notice is effective from the date of receipt of the notification by the Chief Executive Officer who will notify the appropriate Technical Committee on receipt of any such notification. The Specialist Body is expected to fulfil all its obligations as usual during the period of notice.
- 3.4** Applications for recognition as a Specialist Body, together with the prospective Specialist Body's declared Constitution that clearly sets out its aims and objectives, should be sent to the Chief Executive Officer at the BMFA's Leicester office in sufficient time to meet Council agenda deadlines. Other relevant information that should also be provided are initial membership numbers, fees (if applicable), competition details and Committee details.
- 3.5** Council shall decide on which Technical Committee the Specialist Body shall hold a seat.
- 3.6** The Specialist Body should diligently maintain a close liaison with its Technical Committee and the BMFA Council.
- 3.7** Any Specialist Body may be called upon to organise, on behalf of the BMFA, its particular event at the National Championships.
- 3.8** The Specialist Body may be called upon to hold Open team trials or team selection events and may recommend teams to the appropriate Technical Committee for participation in World/European Championships. In exceptional circumstances Council may ratify a team selected from performances other than team trials or team selection events.
- 3.9 The Specialist Body may also:**
- 3.9.1** Recommend to the appropriate Technical Committee, after an appropriate democratic procedure, one BMFA member to act as British Team Manager for its discipline if applicable, although the Technical Committee is not necessarily obliged to act on this recommendation.
- 3.9.2** Recommend to the appropriate Technical Committee any changes to BMFA/FAI rules relevant to its discipline.

- 3.9.3 Submit names to the appropriate Technical Committee for the FAI Judges & Jury and the Technical Experts lists, from BMFA members within its discipline.
- 3.9.4 Send a representative to attend the appropriate Technical Committee meeting at the expense of the Specialist Body. Such a representative shall have the right to vote at those Technical Committee meetings.

3. Specialist Body Requirements

Specialist Bodies of the BMFA are required to fulfil the following commitments:

- 3.1 Every UK flying or organising member of the Specialist Body shall be a BMFA Member.
- 3.2 A list of all members of the Specialist Body and its sub-organisations shall be forwarded to the BMFA Membership Secretary by 31st March each year. This list should highlight which of the people on it are non-flying or non-organising members of the said Specialist Body, and must include BMFA numbers in all other cases.
- 3.3 A written report or minutes of any meetings of the Committee or any Sub-Committee of the Specialist Body must be forwarded to the BMFA Chief Executive Officer within a reasonable period of the said meeting.
- 3.4 Each January, the BMFA office issues a blank Specialist Body Return to all the Specialist Bodies. This must be completed with the details of the elected officers of the Specialist Body along with the other details requested on the form. The Minutes of the last AGM must accompany the completed Annual Return when it is returned to the office no later than the stated deadline.
- 3.5 The Specialist Body shall be responsible for organising and running events within its discipline, for and on behalf of the BMFA. These events shall be open to any BMFA member and must be advertised as such.
- 3.6 The Specialist Body shall forward details of the dates, venues and contact details for any events or competitions it or its sub-organisations intend to hold during the coming year, to both the BMFA Competition Secretary and the compiler of the BMFA Contest and Event Calendar, currently the Technical Secretary, via the Leicester office as soon as they are available.
- 3.7 The Specialist Body shall send the results of its BMFA/FAI competitions to the Results Officer of the appropriate Technical Committee who shall then forward the said results to the BMFA Records Officer within the time specified in the BMFA General Competition Rules.
- 3.8 The Specialist Body should at all times operate in accordance with its declared constitution.

4. The BMFA's Obligations

The BMFA shall:

- 4.1 Extend the normal BMFA insurance to cover the Committees and competition organisers of the Specialist Bodies.

- 4.2 Maintain its affiliation to the national aero club, in order to allow continued representation within the FAI.
- 4.3 Support teams properly selected and recommended by the relevant Specialist Bodies.
- 4.4 Publish a contest calendar, including details of the events as submitted by the Specialist Bodies, in an official BMFA publication.
- 4.5 (a) Include in its rule books, competition rules as supplied by the Specialist Body provided that such rules or amendments have been officially submitted through the proper channels in time to meet the printing deadlines.

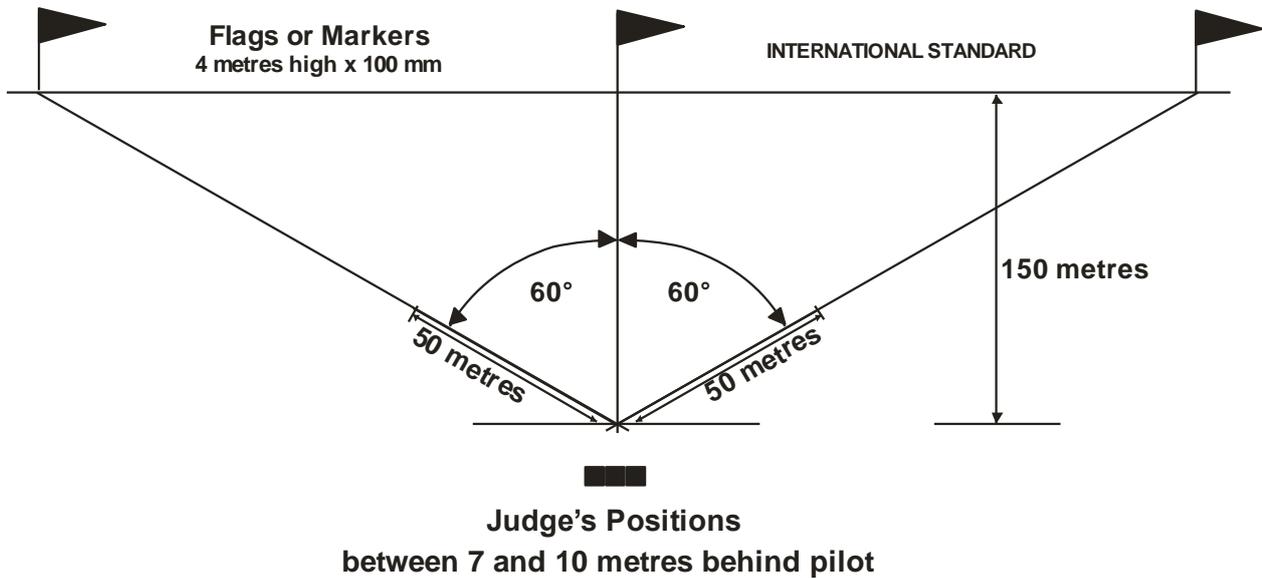
(b) Publish these rule books, and make them available at a nominal cost or free as BMFA website downloads.
- 4.6 Distribute, at the discretion of the Chief Executive Officer, to any persons requesting it, such information on the Specialist Body as has been provided by it for distribution.
- 4.7 Give the Specialist Body sufficient opportunity to comment either via the appropriate Technical Committee or directly, as the situation dictates, on technical matters and queries within its discipline at whatever level is deemed necessary.
- 4.8 Refer general enquiries coming into the office on topics relating to the discipline of a Specialist Body to the Secretary of that Specialist Body for comment or answers as deemed necessary by the Chief Executive Officer.

5. Recommendations

The following points are recommendations from the BMFA Council to the Specialist Body:

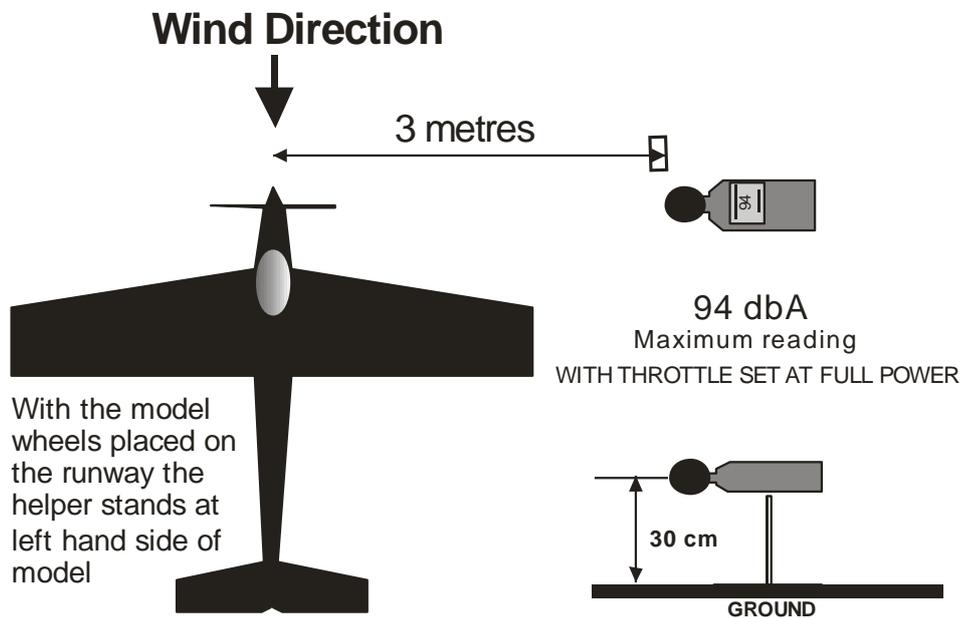
- 5.1 The Specialist Body should have at least three officers elected by its membership at an Annual General Meeting. These should be Chairman, Secretary and Treasurer. Any of these officers may have a dual role as Competition/Event Secretary.
- 5.2 Elections to the Committee of the Specialist Body may be bi-annual.
- 5.3 A General Meeting should be held annually, or in accordance with the Specialist Body's Constitution, and other committee meetings as necessary throughout the year. Minutes should be taken at these meetings. (See items 3.3 & 3.4.)
- 5.4 The Treasurer should make available to the members of the Specialist Body copies of the accounts if membership fees are charged.
- 5.5 The Specialist Body should forward copies of any newsletters and interim reports on its activities to the delegate of the appropriate Technical Committee to ensure adequate representation at Council level in between Technical Committee meetings.

The Aerobatic Box layout



Ready boxes should be positioned as close to the take off point as possible down wind of judges and a safe distance away from competitors, models and visitors.

The Sound Check layout



Other than the helper and sound steward there should be no other persons or sound absorbing articles within 3 metres of the model or microphone

Drawing not to scale