

Manoeuvres – Schedule F3P-AFM

AFM1. Take-off Sequence

Place the model aircraft on the floor and take-off.

AFM2. Freestyle

A sequence of manoeuvres, freely composed by the competitor and flown in harmony to simultaneously played music of his choice. Any possible flight manoeuvres may be flown and "show effects" presented, as long as safety is not compromised and conformity to the rules is met. It is permitted to perform different programs in conjunction with different music in each round. **For Final flights at World- and Continental Championships it is obligatory to have two different programs, schedule 1 and schedule 2) in conjunction with differently arranged music. Schedule 1 must be flown in final round one and three, schedule 2 in final round two and four.** The performance is judged for the entire flight from start to finish and in accordance to the following **five** criteria:

For Freestyle flights the judges can give up to the maximum points. The scores are given after the flight for all **five** criteria. It is important, that the scores for each criterion reflect the entire flight, not only some details of the flight.

Precision and Accuracy

K-20

The manoeuvres and figures should be executed with precision and accuracy, with the competitor demonstrating that he has the aircraft under full control in all attitudes. It should be clear to the judges that the manoeuvres flown, were in fact, intended and fully under the pilot's control. Higher marks will be given under this heading when individual manoeuvre elements are started and finished on obviously precise headings and well-defined attitudes

Complexity

K-20

This criterion evaluates the level of difficulty and variety of manoeuvres of the freestyle flight. It is important, that the entire flight is to be judged, not only some highlights. So the score reflects the average level of difficulty and variety. In addition, the pilot is to utilise the full flight performance scope of his model. Fast and slow flying, snap manoeuvres, hovering etc. The manoeuvres should show positive as well as negative "q"-portions: loops, rolls, snaps, spins, stall-turns, tailslides, hovering, torque-rolls, flat circles, Lomcevacs, circles, etc. Frequent repetition of the same manoeuvre has to be downgraded respectively. Manoeuvres should be positioned in parallel or rectangular to the safety line. Poorly governed, unplanned or casually flown manoeuvres will be downgraded. The same applies to phases less extraordinarily attractive. Risky manoeuvres should never be mistaken as difficult manoeuvres. Risky manoeuvres must not lead to higher scores for difficulty, but result in a downgrade for safety.

Harmony of flight to Music

K-30

The difficulty for competitors in AFM will be to fly perfectly in harmony and rhythm with a musical arrangement that they have selected themselves. The flight performance should be synchronized with the music and must not be a "3D-sketch" with background music. The manoeuvres should follow the music and end with it. In AFM flights, the transformation of musical accents into the performance is of great importance. The selected music piece(s) should flow through transitions, but contain fast-slow, soft-loud and dramatic sections. Dynamic and diversified sequences will lead to higher scores here. There should be a variety of different tempi in the presentation.

The mood of the selected music should be reflected in the manoeuvres and the presentation. Flights to Music pieces with little contrast, variety or tempi result in downgrades.

Marks should be deducted in this category for a flight that shows no relation between the rhythm of the evolutions and the music, therefore transforming the musical accompaniment to simple background music.

Utilization of Manoeuvring Area

K-10

The presentation should fill the manoeuvring area .The performance should be orientated towards judges and spectators, although risky flying towards judges and spectators will result in downgrades.

Special Effects

K-10

For special effects, additional points can be given. (see Judges Notes)

Special effects may be used for making the presentation of the freestyle flight more spectacular through the use of:

Variable Propeller Pitch:

VPP may be used for creating special manoeuvres and special flight effects during the flight.

Streamers:

Streamers may be unfolded and dropped off during the flight. After dropping off they may still be used to enhance the flight by being crossed under or over flown by the model aircraft.

Confetti:

Confetti may be dropped from the model aircraft as a highlight during the flight

Lights:

Lights can be a part of the model aircraft. They may be switched on and off during the flight or used to match the beat of the music.

Other:

Unspecified special effects that pilots elect to use or may created in the future.

Note: It is strictly forbidden to present special effects which use open fire effect equipment such as fire works, smoke bombs or any other flammable materials.

Judges Notes:

F3P-AFM focuses on spectator and media efficacy. This is why the performances should be extraordinarily spectacular and entertaining under these aspects.

Judging of freestyle performance is more subjective and can't be done like used in F3P Aerobatics by deducting points. So judging for Precision and Accuracy, Complexity, Harmony to Music and Utilisation of Manoeuvre Area should start around 5 and add or subtract as the flight progresses.

For each one of the Special Effects judges may give a score up to two (2) points. If a special effect is presented during the whole flight, there should not be more than ½ point for this effect. If a special effects fails, there should be zero (0) points for this effect. The maximum score for special effects is ten (10), if five (5) special effects are presented.

Bias in favour of, or against, particular persons, models, music pieces etc must not influence the judging.

For the Judges it is recommended to make "pencil" notes right away during the presentation. So corrections are still possible in course of the flight. All criteria have to be marked simultaneously and evenly.

It is recommended for judges, to watch and judge AFM training flights to find a level and see some differences.

AFM3. Landing Sequence

The termination of the flight in any kind of way provided it is performed in a safe manner.