Class F3T – Pylon Racing with Controlled Technology

Addition of a possibility to run competitions with a different type of scoring.

Add an alternative race scoring system, based on order of finish in a heat:

5.X.18 Race from Start to Finish

See 5.2.17 **except for the following variations:**

b) Draw for Races and Heat Matrix

Note: The following instructions assume that three-plane heats will be flown. Two- or four-plane heats may be a better choice in some situations. In any case, the number of columns in each round of the matrix must always equal the number of aircraft per heat.

i) For 3 plane heats divide the entries into 3 equal columns as shown in the sample matrix. For two-plane heats, divide into 2 columns and for four-plane heats, divide into four columns.

If the entry numbers are not equally divisible then simply skip that number.

ii) Pilot numbers should be assigned; an example is given in the sample matrix.

iii) Use the matrix schedule to set up the heats for each round. All pilots must be given an equal number of opportunities to race.

iv) It is highly recommended, if not essential, for a smooth running of the competition, that pilots who are callers for each other always appear in the same column. Groups of pilots/callers should be limited to three or fewer, in order to make an efficient draw possible.

v) If some competitors do not use 2.4 GHz radio transmitters , then when making the draw there, must be appropriate FM/AM radio frequency separation (20 kHz, see A.5T.3). For FM/AM radio systems each transmitting frequency must appear in only one column.

vi) If re-matrixing has to be done, then it must only be done at the completion of a round. A pilots' meeting must be held first to obtain the pilots' informed consent to the decision. If consent is not given, then re-matrixing must not take place.

Note: Sometimes, attrition or other factors may result in a number of "bye" or solo heats. In such a case the CD may be tempted to re-matrix the remaining entries. Remember that consistency is part of the task of racing, and depriving a contestant of an easy win when competitors are not prepared to come to the starting line alters the task.

vii) Example of race matrix for 26 competitors:

All pilots get a race number (1 - 26); 9 heats per round.

The second row shifts one position upwards for each subsequent round, the third row shifts two positions and the fourth row (if applicable) shifts 3 places.

The aim of the system is that no pilot meets any other pilot more than once.

Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8
1, 10, 19	**1, 11, 21**	**1, 12, 23**	**1, 13, 25**	**1, 14, -**	**1, 15, 20**	**1, 16, 22**	**1, 17, 24**
2, 11, 20	**2, 12, 22**	**2, 13, 24**	**2, 14, 26**	**2, 15, 19**	**2, 16, 21**	**2, 17, 23**	**2, 18, 25**
3, 12, 21	**3, 13, 23**	**3, 14, 25**	**3, 15, -**	**3, 16, 20**	**3, 17, 22**	**3, 18, 24**	**3, 10, 26**
4, 13, 22	**4, 14, 24**	**4, 15, 26**	**4, 16, 19**	**4, 17, 21**	**4, 18, 23**	**4, 10, 25**	**4, 11, -**
5, 14, 23	**5, 15, 25**	**5, 16, -**	**5, 17, 20**	**5, 18, 22**	**5, 10, 24**	**5, 11, 26**	**5, 12, 19**
6, 15, 24	**6, 16, 26**	**6, 17, 19**	**6, 18 21**	**6, 10, 23**	**6, 11, 25**	**6, 12, -**	**6, 13, 20**
7, 16, 25	**7, 17, -**	**7, 18, 20**	**7, 10, 22**	**7, 11, 24**	**7, 12, 26**	**7, 13, 19**	**7, 14, 21**
8, 17, 26	**8, 18, 19**	**8, 10, 21**	**8, 11, 23**	**8, 12, 25**	**8, 13, -**	**8, 14, 20**	**8, 15, 22**
9, 18, -	**9, 10, 20**	**9, 11, 22**	**9, 12, 24**	**9, 13, 26**	**8, 14, 19**	**9, 15, 21**	**9, 16, 23**

h) All take-offs will be “Rise Off Ground”. Model aircraft shall be released from the starting line on the starting signal (flag drop or light signal) at one-second intervals.

Lanes 1 and 3 start at the same time followed by lane 2.

In the case of 4-plane heats, lanes 1 and 3 start at the same time, followed by lanes 2 and 4 which also start at the same time.

In odd rounds, lanes 1 and 3 start first and in even rounds, lane(s) 2 (and 4) start first.

No mechanical device may be used to assist the aircraft to take-off, but hand pushing is permitted.

5.X.21 Scoring and Classification

See 5.2.20 **a), b) and c) only plus the following additions:**

i) **Points per heat. After each heat, points shall be awarded based on the order of finish. If a pilot has one infringement (5.2.19) recorded, then he must fly one lap extra (11 laps) to finish.**

ii) **If the matrix is set up for three-plane heats, the winner receives three (3) points, second place two (2) points, and last place one (1) point.**

iii) **If the matrix is set up for four-plane heats, the result is four (4) points for first place, three (3) points for second place, two (2) points for third place, and one (1) point for last place.**

iv) **If the matrix is set up for two-plane heats, the winner receives two (2) points and the loser receives one (1) point.**

v) **Zero points are awarded for a no-start (DNS), failure to complete the heat (DNF), two or more infringements (ref 5.2.19) , or disqualification.**

vi) **The final classification is on number of points after the conclusion of all heats,**

vii) Ties shall be broken by a fly-off race. If time or another reason does not permit fly-off races, the best single race time shall be considered in determining final placing.

Note: 5.2.20.2 does not apply to F3T

Reason: This is a frequently used, exiting, easy-to-understand scoring system in pylon racing to be used as an alternative to the traditional time trial racing.