

Strategy for F3P-schedules: Advanced, Preliminary, Final, Unknown

In order to set up clear strategies for respective schedules we may come to the following characteristics and criterias:

Advanced Schedules (A-Schedules)

Characteristics:

- Schedules for advanced aerobatic pilots, which trains them to step up to P-Schedules.
- Determined and recommended for local contests only, not for FAI contests or championships.

Criteria:

- Same architecture (basic manoeuvres and sequence) as in corresponding P-Schedules, but with less built-in difficulties.
- Validity terms of two years, becoming effective one year ahead of corresponding P-Schedules.

Preliminary Schedules (P-Schedules)

Characteristics:

- Basic schedules for every F3P-pilot all over the world.
- Determined for local, national, and international contests and as preliminary schedules for FAI contests and competitions.

Criteria:

- Manoeuvres technically not too difficult, emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Manoeuvres to contain all basic elements, and rolls in changing directions, integrated rolls and knife-edges only starting from low to high.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for compensation of distance.
- Just one snap-roll (in horizontal or up direction) per schedule and only in center manoeuvres.
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.
- Crossbox turn-around manoeuvres reaching-up to the ceiling and/or connecting to center manoeuvres along the ceiling must be located on one side.
- K-Factor total = 42

Final Schedules (F-Schedules)

Characteristics:

- considerably more difficult than P-Schedules.
- Determined for local, national, international, and FAI contests and competitions as fly-off, semifinal and final schedules.

Criteria:

- To contain technically difficult manoeuvres in addition to emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for compensation of distance.
- Several and also multiple snap-rolls per schedule.
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.
- Crossbox turn-around manoeuvres reaching-up to the ceiling and/or connecting to center manoeuvres along the ceiling must be located on one side.
- K-Factor total = 45

Unknown Schedules (U-Schedules)

Characteristics:

- schedules composed and made known shortly before performed by competitors.
- Determined for local, national, international and FAI contests and competitions as fly-off and final schedules. Every unknown schedule must be flown only once.

Criteria:

- Difficulty of U-Schedules is generally considered as to be high.
- Composition of schedules may be compiled automatically by random selection in a computer program using the manoeuvre catalogue as a database and the additional selection criteria applicable. Study on feasibility has been launched in the meantime.

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