

## RC racing and what we can learn from it

This document is intended as information for the F2F CL Racing community , in order to assist in thinking over the way we could change the current rules in F2F.

In RC racing the situation was/is quite similar to the situation in our CL racing classes.

They have their Top Class event, called F3D Pylon Racing which is, similar to our F2C team race class .An event with the focus on achieving the fastest possible heat times.

In order to do so , there is a heavy competition focused on development in every minute detail of the sport , in order to be the fastest.

The consequence of this focus on development in order to win is that it makes the sport very expensive and require also quite a lot of knowledge about all involved aspects as engine management exotic materials for planes and processes that will improve speed..

This makes it a very desirable but complex sport, only achievable by the experienced and the wealthy.

It also produces a very huge threshold for people with interest in racing to start flying.

For instance, a lot of potential starters are worried if they can cope with the demand of racing with very high speeds at the same time with up to three other planes in the same race , very expensive machines, and therefore do not make the step to start Pylon racing. They are afraid to crash their and fellows costly planes

All of the above is, I think also true for our F2C racing class.

In order to “seduce “people to take up RC Racing they developed a beginners class, quickie 500 (F3R).

These are simple cheap models wit standard defined engines, intended to learn people to fly/race with other contestants, and to improve their flying /race skills to such a level, that the best and most fanatic ones would make the changeover to F3D Pylon racing.

I think this is similar to the set up of our F2F racing class.

Also a problem arose around the world that a lot of countries defined their own beginners racing classes with more or less small but for international use complicating differences.

In our F2 world we know this also, we had for beginners amongst much others Goodyear, F2N in Britain, F2F developed in France, and I am sure that in eastern Europe they had their own variants. This leads to problem when you want a class to be international.

In RC racing, and in particular the US, they had also another racing class, in which they tried to set up the rules in such a way, that people that hesitated to make the step to the top racing class F3D from beginners classes smaller. This is F3T or for our US friends Quarter midget..

The focus in this class is on race flying, and not in race development in engines / planes.

So, you race with standard gear with your concurrents.

This racing class is slower than F3D, but not that much. The speed difference between a full blown F3D ( app. 340 Kmh) and a Quicky 500 (app 200 Kmh ) is huge, a F3T tops just about 300 Kmh. The planes are defined in such a way that they do not allow expensive materials to be used, so the cost for the models is kept at a for many people achievable level.

The engines are standard racing defined, No (full) tuned pipes, standard exhaust, the same for everybody,

plastic props mandatory.

In order to prevent our inventive competitors from developing planes with over the top features,they have established an international Approvals committee of 5 people from different nations, that approve modifications to the class . The task of this committee is to maintain the intention of the

class, keeping racing as standard as possible.

Anyone that wants to build a model with new/unusual features has to present his intentions to the committee first, in order to get approval before building /producing equipment that could frustrate the racing community.

This keeps the class as "simple" as intended..

In order to keep the focus on flying and not on developing the fastest model possible, they also changed the race setup from F3D Pylon.

In F3D one tries to fly as fast as possible, like we do in F2C. Your overall competition result is based on your fastest times in the heats you flew.

In F3T however, you race against your opponents in the heat you are flying.

A heat is flown with 4 pilots in a race , the first finishing gets 4 points for his race , second gets 3 pts., third gets 2 pts. Last gets 1 point.

If you are disqualified , you get 0 points for the round.

If somebody gets a warning during the race , he has to do an extra lap which will hurt his result effectively.

This makes races quite different. The focus is not just on flying fast, but in getting the best result for the heat.

If you fly against an expert who is better /faster than you, but gets a warning might end up behind you in the race.

A contest is held over a preset number of rounds, all rounds count and the contest ends with a final for which the best 4 classified (in points ) pilots are qualified. The final result in places is the result of the final.

This results in the following.

The number of people who fly F3T is much larger than the number of people that fly F3D for instance , I think that the nr. of competitors in the USA in F3D is app 10.

In F3T for instance in the Phoenix contest the number of approved entries is limited to 85 people,because they cannot handle more over the contest period. and you have to enter in a very early state, because app. 120 people would try to apply.

So the attractiveness of 3T is much bigger than F3D to the average pilot.

Also, because the speed difference between 3T and 3D is not that big, the better pilots in T make the switchover to D more easily / confident.

Pilots in 3T also indicate that it is fun to race with/against the best 3D pilots because if the expert makes a mistake, you can win from him and your points gained over him will help you in your final contest result.

When you fly , as we do , for the fastest time to qualify for semis or finals, your result may be very different, and the expert that has ruined one of his qualifying flights may not be harmed at all.

So , the overall conclusion for F3T versus F3D is that more people attracted to racing will enter in T than in D, without blocking those who want to optimize their technical skills in engine making or plane development. For those F3D will be the ultimate possibility to optimize their talents.

So, I think we should have a thought about what F2F can be and do, in order to get more people involved in racing.

First of all, it should be a standard international racing class.

Install a racing committee of 5 international experts who will have to approve changes to the hardware allowed , before you can enter it in a contest. They will be responsible for keeping the class as intended.

Everybody should be able to enter.

Plane specs should be set up in such a way that most of existing planes in F , British "N " , Goodyear etc are covered

Keep the cost for the equipment and the complexity of the equipment low.

Fly with standard fuel. See Peters suggestion for a test engine.

Set a minimum weight in order to prevent “over engineering “ of planes

Fly according the F2C rules except for classification.

Classify on positions / points in the heats, instead of time.

For instance :First gets 3 pts. Second 2, third 1, a DQ or no finish is zero.

Let warnings have a time penalty in a heat as consequence, for instance 5 sec for first warning, 10 second for a second warning and a DQ for a 3<sup>rd</sup>. The extra seconds determine your final position in the heat.

A warning with consequences will force pilots to behave better.

These above suggestions would surely alter the way we race today.

If this type of racing is appealing and more people take up F2F , it will also be a great advantage for the organizers of World Cup F2 events. Simply because more entrants will cover more easily the costs of organizing such an event.

I ask you to think about the above remarks, and let me know if it is worthwhile to invest time in setting up the F2F class as a alternative focused racing class from F2C, and not longer as a beginners class only.

Regards, Rob Olijve