

Problems in current situation F2F

The problems with the current set of rules is that the set up of the class, as a pure beginners class have lead to ever growing differences between what the rules state, and what we as organizers of international contest do.

Since F2F is not a World Cup class yet, there is little comment on the way the bigger competitions in F2F are executed.

For instance , the rules stating who may enter the F2F contests are generally ignored by the organizers of contests. In most contests we accept every team that wants to fly. Something I like as an organizer and a competitor, but should be covered by changing the rules.

Also a lot of recent changes to F2C rules , - done with good reasons- have not been considered or adapted for F2F .

Last but not least , the current growth in entrants numbers in F2F competition leads to innovative development in the class, both in planes and engines, but without clear limits to what we want with the class, and what not. In general we accept teams that fly with British 'N' "models with a fuselage of 26 mm width. It is OK for everybody, but should be covered by the rules.

So, if we do nothing , F2F will develop to a F2C light competition .And also we would have to exclude a lot of regular competitors from entering a contest, and refuse planes which exceed the existing specifications.

I think this is not what we should wish for .

I think F2F should be an independent racing class, a goal in itself , and a challenge for those who are interested in racing without great investments in time, money and technical knowhow as required for F2C.

When considering adapting the rules, I suggest that we :

- Try to change the model and engine specifications in such a way , that little or no current models from F2F and F2N (the British racing class) will be made obsolete.
- If in your country an F2F similar class is flown with small differences in the model specifications, I would like to be informed in order to see if we can flex the rules in order to keep as much as existing models within the class specifications.
- Change the line specification in such a way that solid lines are banned (bring them in line with F2C)
- Do not exclude anybody from entering a F2F contest, but make the specification and race setup in such a way that F2F will be a class with focus of flying/pitting in races, and not with a focus on technical development in engines , fuels,propellers and planes.
By doing so every entering team will be able to compete against the best pilots/mechanics without too much of a disadvantage caused by investments in equipment and technical knowhow.

In itself it is interesting what is done in racing sport in other classes, Our colleges from RC racing had the same struggle as we in maintaining sufficient enthusiasm in racing as we, and they found solutions that seem to work by re-thinking of what they wanted from the different racing events for the inventors, the flyer's and the novices.

In a separate document named -RC Racing and what we can learn from it.- (attached) I explain what they are doing in RC racing to create classes which are inviting people to start racing. Their set up of classes seems to work well for them, so give it a thought.

We have to decide what we want to change in the current rules

- 1- Do we want to just adapt a few rules that are restricting the people who can fly it, adjust the rules as much as possible to be equal to F2C, make the lines equal to F2C adjust the fuselage width to the maximum (British width) of 26 mm so all models nowadays in use can stay in use etc.
- 2- Change also to a different race set up, which focuses more on flying the class, keep the models simple and reduce huge investments in engine development..
Use standard fuel with the simple reference engine check as suggested in Peter's mail.
Use a fixed landing gear ,-ban retracts -
Set up a racing class committee of app. 5 persons with the task of keeping the rules and class development as intended, keeping the class focused on racing and not in technical development,so governing all developments in equipment .

I personally would prefer to go for not just the first but also the second option, it will take some effort to create a proposal, but I am convinced that a second racing event with a different focus than F2C has, would be of great value to get more people to start CL racing.

I would like you, as technical experts in our CL group to spread these documents to the people in your countries who are interested or flying in this class and/or are involved in organizing contests in this class, in order to get their opinion in this matter.

I also would like to get these opinions , in order to find out which way the F2 racing community would like the rules in F2F to develop.

I also would like to hear from you if you would take position in a working group .
The task of this group will be to analyze the remarks/opinions and proposals and to work out a set of rules for F2F which represents what the community wants it to be.

Looking forward to your reactions, Regards Rob Olijve