

Rules of the New Flying Competition 2018

1. General Officials Authority

- 1.1. The officials have the right to change the competitions schedule if necessary to their mind, to provide a safe and efficient execution of the competition.
- 1.2. The officials have the right to interpret the rules and regulations in their sole judgement to ensure a safe and fair-minded competition
- 1.3. The members of the competing teams are required to follow any instruction given from the officials
- 1.4. Announcements published by the officials shall be considered part of the rules and regulations.
- 1.5. Only the newest version of these rules of the current season are valid.
- 1.6. Any questions concerning the interpretation of a rule will be answered by the officials.

2. Official Instructions

- 2.1. If a member of a competing team fails to follow an instruction given from the officials, the team will be punished with a () point penalty

3. Arguments with Officials

- 3.1. Arguments with the officials result in the team receiving a () point penalty / disqualification.

4. Unsportsmanlike Conduct

- 4.1. Unsportsmanlike Conduct will result in a penalty.

5. Violation of Intent

- 5.1. Even the violation of the intent of a rule will be interpreted as a violation of the rule itself.

6. Questions about rules

- 6.1. The team captains may pose a question about the rules to the officials.
- 6.2. The team needs to ensure that the question is not already answered in the FAQs on the competition website before posing the question to the officials.
- 6.3. If the question is not already answered in the FAQs or requires a new interpretation of a rule or decision, the question will be answered by the officials and will be published together with the related answer in the FAQs.
- 6.4. Questions must be asked as described on the competition website.

7. Protests

- 7.1. If a team feels that a rule interpretation has caused a disadvantage to them and has a perceptible effect on their score, they may submit a protest.
- 7.2. Any official protest must be filed in writing and presented to the officials by the team captain as described on the competition website, using the given form. Furthermore the team has to post a 10% point protest bond (10% of the team's final points) which will be lost if the protest is rejected.
- 7.3. Protests concerning any aspect of the competition itself must be brought to the officials' attention within a deadline after the latest scheduled start. The deadline will be specified as soon as the timetable of the flight display is completed.
- 7.4. There will be no protest allowed concerning the reports.
- 7.5. The decision of the officials regarding any protest will be presented to the team captain in written form and is final.

8. Teams

- 8.1. Teams consisting of students from different universities are considered as one team.
- 8.2. A team member can only be part of one team and work on one model-aircraft.
- 8.3. Each team must have one team member identified as the team captain who is considered the main contact person for the officials during the technical inspections and the competition.

9. Participants of the competition

- 9.1. Participants must be enrolled as degree seeking undergraduate or graduate students in a university. Team members who have graduated in the past 8 months prior to the flight event of the competition are still permitted to participate.
- 9.2. Every team is allowed to have one PhD student as a member of the team.

10. Deadlines

- 10.1. Deadlines for official documents that need to be provided to the organizers or information from the team captain e.g. will be announced at least 2 weeks beforehand.

11. Insurance

- 11.1. Every participant of the competition who enters the airfield is obliged to sign a liability waiver.

12. Late submissions

- 12.1. Submissions of documents asked by the officials later than the initial deadline will be penalized with a deduction of 1% of the team's final points per 24 hours of late submission.
- 12.2. Submissions of the Preliminary Design Report later than the initial deadline will be penalized with a deduction of 5% of the team's points for the PDR per 24 hours of late submission.
- 12.3. Submissions of the PDR later than 7 days after the initial deadline will be penalized with a score of 0 points for the PDR.
- 12.4. Submissions of the Final Design Report later than the initial deadline will be penalized with a deduction of 5% of the team's points for the FDR points per 24 hours of late submission.
- 12.5. Submissions of the FDR later than 7 days after the initial deadline will be penalized with a deduction of 35% of the team's points for the FDR and a score of 0 points for the PDR.

13. General Rules

- 13.1. The model-aircraft has to stay at the airfield for the whole day of the flight-competition.
- 13.2. The team is responsible for the strict observance of their starting time or appointment/briefing times.
- 13.3. If a team fails to observe their starting time their flight will be rated with 0 points.
- 13.4. If a team encounters technical issues on the day of flight display the captain can submit a request to have his team placed at the end of the starting order. Details about how and up until when to submit this request will be announced as soon as the timetable for the day of flight display is completed.

14. Flight-Event Regulations

- 14.1. Teams are allowed to register a second pilot.
- 14.2. The number of team members on the airfield is limited to 3 members (one pilot, two assistants).
- 14.3. The pilot must visibly wear a nameplate throughout the whole flight-event.
- 14.4. There are no tools allowed on the airfield.

- 14.5. The pilot has to follow the instructions of the officials at any time.
- 14.6. If the aircraft is flown above the spectators, crossing the vertical line above the fence the team will be disqualified.
- 14.7. The airplane always has to be in sight of the pilot and the jury.
- 14.8. During the last 10 minutes before the start time the aircraft needs to stay in a cordoned off place. The team may enter the so called "parc-fermé" when the jury officially allows them to.

15. Crash of an aircraft

- 15.1. An aircraft that has crashed during the competition may not be repaired and flown again, because the officials can't ensure the static and dynamic security of the aircraft.
- 15.2. The team members are only allowed to retrieve an aircraft that has crashed after an official permission by the jury.
- 15.3. The jury has to decide about the permissibility of the weather conditions.

16. Compliance check

- 16.1. The compliance check is divided into several different sections and will be carried out before the show.
- 16.2. Any team which intends to participate in the competition must pass this precheck.
- 16.3. The purpose of the precheck is to prevent all dangers posed by the model airplanes in advance and to avoid unfair advantages.

17. Test run

- 17.1. The test run takes 30 seconds at full load. During that time it will be checked if:
 - the power unit generates self-oscillations/resonant vibrations on the aircraft
 - all components have been attached properly.
 - power loss is noticeable in terms of uncommon heat generation. If heat is noticeable after 30 seconds, it might lead to complications during the flight.

18. Technical inspection

- 18.1. All electronic components have to be accessible by opening a flap.
- 18.2. It will be ensured that all electronic components are over-the-counter-items.
- 18.3. A load test will be carried out in order to test, if the wing resists a defined multitude of earth acceleration.
- 18.4. A function test will be carried out in order to assure the reliability of all crucial functions, via remote control. Cables shall not be exposed to tensile stress.

19. Visual Inspection

- 19.1. It will be ensured if:
 - the plane is free from cracks and pressure marks. These partial damages might influence the aerodynamic forces.
 - given characteristics and dimensions from the data sheet comply with the plane

20. Forfeit for Non-Appearance

- 20.1. It is every team's own responsibility to attend meetings, events and briefings and appear on time.
- 20.2. If a team is not present or ready for a scheduled event, they will receive a point penalty.

21. Team Briefings

- 21.1. Team captains and pilots have to attend every meeting throughout the competition.

22. Testing and work safety

- 22.1. Competition organizers are not responsible for the use of the aircrafts outside of the competition.
- 22.2. Organizers don't take any responsibility for the participating teams behaviour during their visit or for any organisational matters apart from the competition.
- 22.3. All teams are advised to follow common practices and common sense when operating or working on the aircrafts.
- 22.4. The aircrafts are not to be used in other ways, then the competitions purposes.

23. Guidelines for safety requirements

- 23.1. Organizers reserve the right to disqualify teams that are disrespecting safety guidelines and/or are risking the health of other competitors or spectators.

24. Onsite working safety

- 24.1. Following is a list of safety requirements that has to be fulfilled when working on the aircraft on competitions ground:
 - Alcohol and Illegal Substances:
 - Alcohol, illegal drugs, weapons or other illegal material are prohibited on the competition site during the competition.
 - If any team member is tested with an alcohol level higher than 0.0 ‰, he or she will be immediately disqualified for the rest of the competition. The second person of the same team caught with an alcohol level higher than 0.0 ‰ will result in the entire team being disqualified immediately.
 - Aircraft Movement
 - Aircrafts are not allowed to be moved with running engines apart from practice and competition flights.
 - The aircrafts are to be pushed or carried towards and away from runway with the engines turned off.
 - Aircraft movement is only allowed on the designated routes and away from spectators.