

- ANNEX 4M -

CLASS F2H – INDOOR AEROBATIC MODEL AIRCRAFT

The rules for F2H are the same as those for F2B except for the variations as shown.

4.M.1. Definition of Indoor Aerobatic Model Aircraft

See 4.2.1 (class F2B)

4.M.2. Characteristics of an Indoor Aerobatic Model Aircraft

See 4.2.2 (class F2B) except for the following variations:

- a) Maximum total flying weight 350 g
- b) Maximum wingspan (overall) 1,35 m
- d) Permitted power sources shall include electric motor/s only with the plastic propeller and the prop saver. Electric power shall be limited to a maximum no-load voltage of 42 volts.

4.M.3. Line Length

The minimum length of the control lines shall be 4.0 meters, the maximum length 6.0 metres, to be measured from the centre-line of the grip of the control handle to the outer edge of the wing.

4.M.4. Line Strength

- a) The control line shall have a minimum strength of 30 N declared by the manufacturer, and maximum elongation 2 mm to 1 m in length with a load of 15 N.
- b) The load testing of the control line is not applied.
- c) The safety strap is not required.

4.M.5. Contest Weather

Contest weather is not permitted.

4.M.6. Noise Testing

The noise testing is not applied.

4.M.7. Contest Flights

See 4.2.7 (class F2B).

4.M.8. Number of Rounds

Organisers shall schedule the contest so that all registered competitors fly a minimum of 3 rounds (a „Single Circle“ format contest only). Under exceptional circumstances, the FAI Jury may reduce the number of rounds.

The flying order for each round is not established by separate random draws, competitors entering the flying circle in the order in which they are registered at the head judge for the contest flight.

4.M.9. Definition and Number of Helpers

See 4.2.9 (class F2B).

4.M.10. Scoring

See 4.2.10 (class F2B).

4.M.11. Judging

See 4.2.11 (class F2B) except for the following variation:

The organiser must appoint a panel of at least two judges (a „Single Circle“ format contest only).

4.M.12. Classification

See 4.2.12 (class F2B).

4.M.13. Starting Procedure

See 4.2.13 (class F2B).

4.M.14. Execution and Sequence of Manoeuvres

See 4.2.14 (class F2B).

4.M.15. Description of Manoeuvres

See 4.2.15 and Annex 4J (class F2B) except for the following variations:

- a) For the 4.2.15.3 Take-off manoeuvre, before lifting off the model aircraft should run along the ground for a distance of not less than 1,5 m and not more then $\frac{1}{4}$ of a lap.
- b) For the manoeuvres:
 - 4.2.15.4 Reverse wing-over,
 - 4.2.15.8 Two consecutive inside square loops,
 - 4.2.15.9 Two consecutive outside square loops,
 - 4.2.15.10 Two consecutive inside triangular loops,
 - 4.2.15.12 Two consecutive square horizontal eight and
 - 4.2.15.14 Hourglassall turns in this manoeuvres should be the sharpest.
- c) For the 4.2.15.17 Landing manoeuvre, manoeuvre starts as the model aircraft leaves level flight at the height of the base (± 30 cm) and with the motor/s and propeller/s stopped or protracted and should fly for 1 full downward lap with the motor/s and propeller/s stopped or protracted until the point of touchdown.

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