6.3.5. Starting Time

a) If the model aircraft is not airborne within 7 minutes, plus one additional minute for each extra engine, after the official flight and timing commence, the official flight will end and no points will be awarded for the flight.

b) If the engine(s) stops after the take-off has commenced, but before the model aircraft is airborne, the engine(s) may be restarted. There is only one attempt allowed to repeat the whole procedure. In the case of a repeated attempt, no points will be assigned for the interrupted manoeuvre.

Note: In this case rule 6.3.5(a) still applies.

6.3.6. Flight

6.3.6.1.	Take-off	K = 11
6.3.6.2.	Option 1	K = 7
6.3.6.3.	Option 2	K = 7
6.3.6.4.	Option 3	K = 7
6.3.6.5.	Option 4	K = 7
6.3.6.6.	Option 5	K = 7
6.3.6.7.	Option 6	K = 7
6.3.6.8.	Option 7	K = 7
6.3.6.9.	Option 8	K = 7
6.3.6.10.	Approach and Landing	K = 11
6.3.6.11.	Realism in flight	
	a) Engine sound (realistic tone & tuning)	K = 4
	b) Speed of the model aircraft	K = 7
	c) Smoothness of flight	K = 7
	d) Choice of options	K = 4
Total K Factor		K = 100

Notes: The flight schedule must include the two manoeuvres "Figure Eight" and "Descending 360° Circle" to be accepted as complete.

The scale of the model aircraft and the cruising or maximum speed of the prototype must be stated on the score sheet.

Only one attempt is permitted for each manoeuvre, the only exception is the procedure of getting a model aircraft airborne, as defined in 6.3.5.b.

6.3.7. Optional Demonstrations

The manoeuvres "Figure Eight" and "Descending 360° Circle" are mandatory manoeuvres to be included in each flight and positioned at the competitor's discretion.

Competitors must be prepared, if required by the judges, to give evidence that the options selected are typical and within the normal capabilities of the aircraft subject type modelled. Only one manoeuvre involving the demonstration of a mechanical function may be included in a competitor's choice of options. These include (options D (Bombs/Fuel Tank Drop), L (Parachute Drop), and, if applicable, P or Q (Flight Functions by subject aircraft).

Selection must be given to judges in writing before taking off. The options may be flown in any order. Options A (Chandelle), N Overshoot, R (Flight in triangular circuit), S (Flight in rectangular circuit, T (Flight in a straight line at constant height) and W (Wing over) are intended for subjects with little or no aerobatic capability. These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.

Examples are:

Pioneer and early aircraft (pre 1915)

Purpose designed reconnaissance and bomber aircraft (note: this does not include fighter aircraft later adapted for reconnaissance duties or fighter/bombers where the designer intended an aerobatic capability)

Touring aircraft

Passenger and cargo aircraft

Military transports

cont/...

(See also Judges' Guide references 6C.3.7. Optional Demonstrations and 6C.3.6.11. Realism in Flight/Choice of Options.)

A competitor may not select option "C" (Retract and extend flaps) if option "B" (Retract and extend landing gear) has also been selected.

The order in which the optional manoeuvres are flown must be marked on the score sheet and any manoeuvre flown out of order will be marked zero.

A Chandelle ..... K = 7
B Retract and extend landing gear ..... K = 7
C Retract and extend flaps ..... K = 7
D Dropping of bombs or fuel tanks ..... K = 7
E Stall turn ..... K = 7
F Immelmann turn ..... K = 7
G One loop ..... K = 7
H Split S (Reversal) ..... K = 7
I Cuban eight ..... K = 7
J Normal spin (three turns) ..... K = 7
K Roll ..... K = 7
L Parachute ..... K = 7
M Touch and go ..... K = 7
N Overshoot ..... K = 7
O Side slip to left or right ..... K = 7
P 1st Flight function by subject aircraft ..... K = 7
Q 2nd Flight function by subject aircraft ..... K = 7

Competitors may demonstrate up to two different flight functions of their own choice, but must be prepared to supply evidence that each function was performed by the prototype modelled. Competitors must indicate to the Flight Judges the nature of the demonstration(s) before going to the flight line).

R Flight in triangular circuit ..... K = 7
S Flight in rectangular circuit ..... K = 7
T Flight in a straight line at constant height *(maximum height 6 metres)* ..... K = 7
U Flight in a straight line with one engine throttled *(for multi-engined model aircraft only)* ..... K = 7
V Lazy Eight ..... K = 7
W Wingover ..... K = 7
X Inverted flight ..... K = 7
Y Derry Turn ..... K = 7

6.3.8. Marking (flight points)

Each manoeuvre will be awarded marks from 0 to 10, using increments of half a mark, by each of the judges during the flight. These marks are multiplied by the appropriate K - factor in each case.

The manoeuvres must be performed in a plane and at a height that will allow them to be seen clearly by the judges. The non-observance of this rule will be penalised by loss of points.

6.3.9. Flight Score

At World and Continental Championships, or whenever using five flight judges, the highest and lowest judge's score for each manoeuvre will be deleted. The scores of the remaining three judges will then count towards the final score.

The flight score shall be the sum of the points awarded by all three judges in 6.3.6.