

Hong Kong F3F Open

Ma On Shan east-facing slope
4-6, Nov. 2005



Dear F3F pilots and friends,

On behalf of The Hong Kong Radio Control Soaring Society we welcome you all to Hong Kong F3F Open, 2005! We have done everything to make a pleasant and successful contest possible for you. November is the nicest time of a year for visiting Hong Kong. The weather is generally fine with the northeast monsoon settled. Provided that the wind sticks to the long-term observations, nothing could stop us to enjoy this wonderful contest.

This is the first time we have organized an international F3F race in Hong Kong. Our goal is to promote the sport of F3F racing and to establish links with F3F pilots around the region as well as other parts of the world. We really hope to see the spirit of the race will go on in the years to come.

Let me thank all friends and helpers of our club, their tireless devotions to the preparation of HK Open have made this contest a reality.

Stanley Chan
Chairman, HKRCSS
Mobile: 92568087

Organizer:



Sponsors:



Judge Team

Contest Director

Ken Ma

Mobile: 90339701

Chief Judge

Stephen Chan

Judges

Chester Tai

Alexis Lip

Willy Lim

Chan Wai Ching

Wong Wai Kwong, Ricky

Cheung Pak Sui

Tong Kin Man

Ng Yan Chan

Sin Wai Ming

Tong Kin Man

Contest Information

The contest will be conducted according to the FAI rules in the subclass of F3F for radio-controlled slope gliders. There will be awards for the champion, 1st runner-up, 2nd runner-up, and the fastest time. There will be a team award. A team consists of 3 pilots and the team score is based on the sum of the scores of the 3 team members.

Contest Schedule

4 November 2005 (Friday)

Practice and half day competition

Pilot briefing: 8:30am

Training: 9:30am to 13:00pm

Contest: 14:00pm to 17:30pm

5 November 2005 (Saturday)

Full day competition

Pilot briefing: 8:00am

Contest: 9:00am to 17:30pm

6 November 2005 (Sunday)

Full day competition

Pilot briefing: 8:00am

Contest: 9:00am to 17:00pm

Banquet and Award Presentation: 19:30pm

Local Rules

- Each contestant can have a maximum of two registered planes. A label will be stuck to the plane for identification by the judges.
- The maximum number of rounds for this 3-days event is 20. There will be no discard if the total number of rounds held is less than 6. There will be one discard for the first 10 rounds and a

second discard for the next 10 rounds (no second discard if round 20 can not be completed).

- Due to the remoteness of the flying site in Ma On Shan, we have to decent from the hill at least half an hour before darkness, so **the last round of the day will not be started after 4:30pm.**
- The organizer tries to avoid frequency clashes between pilots by assigning the contest numbers (shown in the jacket) according to the channels used. However, there may still be clashes from time to time. A frequency token system with clips each has a unique written frequency label will be enforced. A pilot must have a token (clip) before turning on his transmitter.
- The contestants will be called to the ready-box 3 minutes before the start of the official flight. The number of the last called competitor will be displayed.
- The judge may give the order to a competitor to start immediately after the exit of the preceeding model from the speed course. The 30 seconds for height gain begin at this point.
- After the flight, the model is not allowed to fly back into the course. If this happens, the competitor will get a penalty of 100 marks.

Flying Site Arrangement

The flying site is on top of Ngon Ping plateau located inside the Ma On Shan Country Park. The slope for glider flying is an east-facing slope which is long and straight, and is particularly suitable for model glider flying. The map in Figure 1 illustrates the general arrangement of the contest flying site. Two bases (Base A and Base B) of 100m apart will be set up at the edge of the slope. There will be a virtual race track between two bases. The contesting pilot will be standing in the edge of the slope in the position near the centre of the track. He will launch his glider from there to start the run. After he has completed his flight, he will walk 50m southwest to the marked landing area as shown in the map and then he will land his plane safely in the designated landing area.

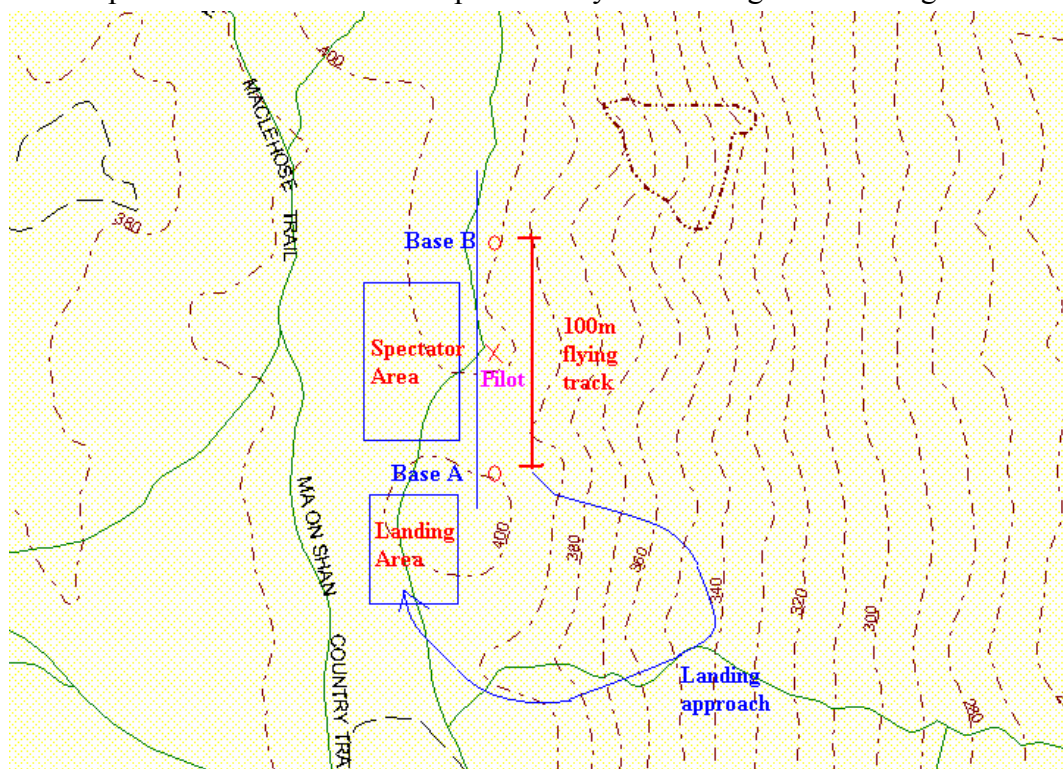


Figure 1 Flying Site Arrangement

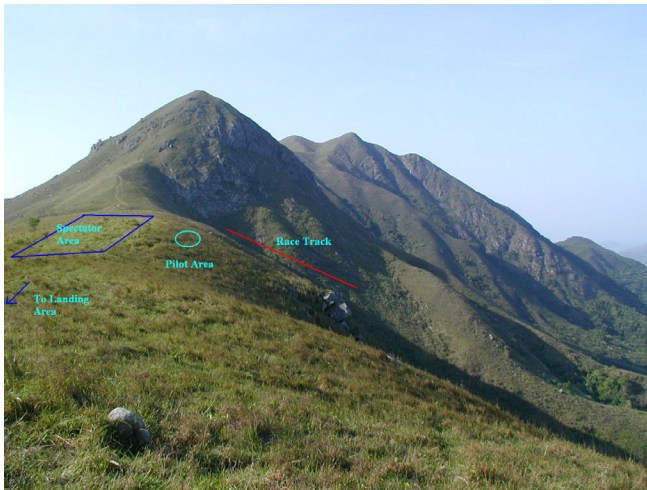


Photo showing the flying site arrangement
(looking to the north)

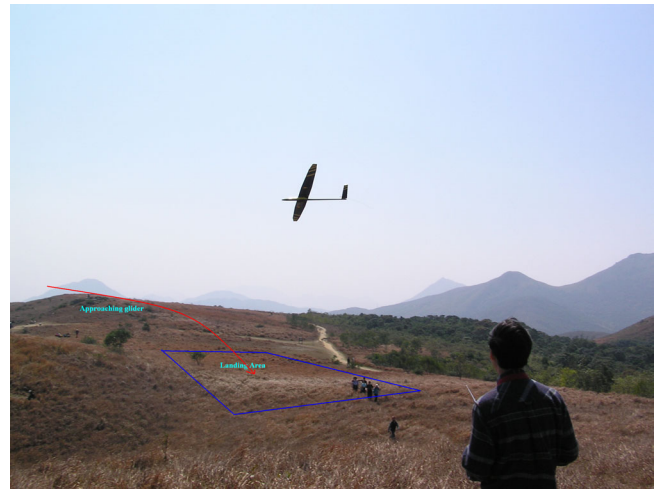


Photo showing the landing area (looking to the south from the pilot area)

Safety Arrangement

Safety is the outmost concern of the organizer. We want to make this competition SAFE to not only the participants and workers but also to all visitors and spectators nearby. Controlled areas will be set up for the pilots, the workers, the spectators, and for sailplane landing, respectively. The areas will be marked with plastic ribbon.

a) Pilot Area

This is an area where the contesting pilot will stand. Two judges will also stand beside him to signal and monitor the start, the progress and the end of the run, and to warn him in case if his plane is flying too close to the spectator area. There will be **a penalty of 100 marks in case the contesting plane flew cross the spectator line.**

b) Spectator Area

Spectator area is designated with a spectator line at least 10m behind the pilot area. No one except the contesting pilot and the workers can go beyond the spectator line to the slope edge.

c) Landing Area

The designated landing area is south to the spectator area, the safety distant between them is about 50m. We strongly recommend that an assistant from the pilot's own team to assist the pilot for the 50m walk to the landing area after the flight.

Pilot Briefing

We will meet at the Ma On Shan BBQ ground in each morning for the pilot briefing. Then, once decided upon the flying venue according to the wind direction, we will start the 20-minute hike to Ngon Ping, and the race will begin as soon as the equipment is setup.

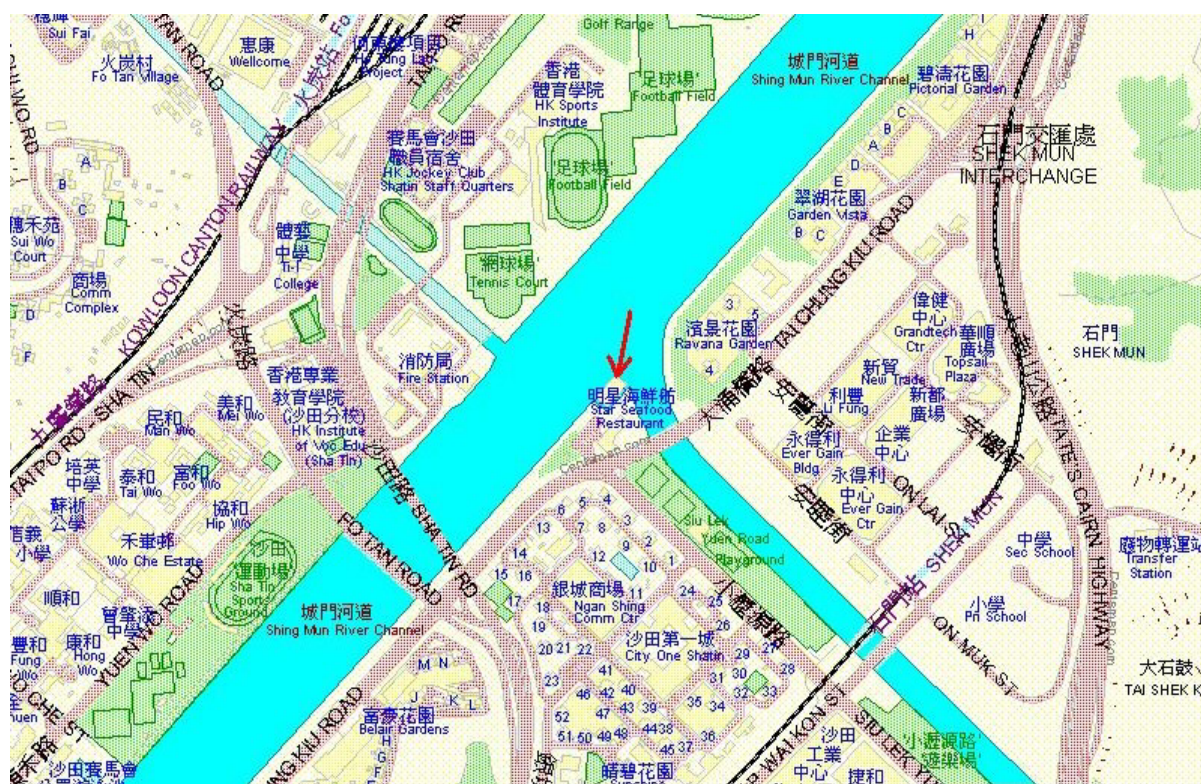
Other Information

Catering Arrangement

The organizer will each day supply a lunch box for a pilot in the 3-day event. The lunch box will contain a sandwich and a can of soft drink, which will be distributed during the morning briefing session. Pilot has to carry his own lunch box to the flying site. Because of the potential hot sun, it is highly recommended that pilots and their visitors should equip themselves with sufficient water for a whole day out on the hill.

Banquet and Award Presentation

The official banquet will be held at 7:30pm on Sunday 6 November 2005 in Star Seafood Restaurant, Tai Chung Kiu Road, Shatin. The venue is shown on the map below:



Tickets are available from the contest office.

Contest Awards

Champion

1st Runner-up

2nd Runner-up

Fastest Time

Team award

