

f) J.16 Classification

United Kingdom

1st Clarification: Re-structure and re-number the paragraphs in 4.J.16 with deleted and inserted text as shown:

4.J.16. ~~Classification~~ **Timing**

a) The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.

~~b) Times recorded should be handled as follows:~~

Manual Timekeeping

~~(i) In the case of manual timekeepers,~~ The mean time of the three stopwatches shall be ~~taken~~ used to calculate the result ~~unless~~.

~~(ii) In the case where~~ one of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake, ~~in this case~~ **then** the mean time shall be calculated from the other two stopwatch times.

~~(iii) In the case where~~ two stopwatch times differ by 12/100 seconds from the middle one, or two officials report **that they made mistakes** ~~a mistake. In this case this fact should~~ **then this must** immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result or ~~to be allowed an~~ **he may take a replacement** attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

~~(iv) No rounding off~~ and retained.

~~(v) The result of the~~nearest lower 1/10 km/h.

~~d) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.~~

~~e) The three first positions are subject to rechecking of the declared model aircraft characteristics.~~

Electronic Timing with Manual Backup

~~(i) he recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the electronic system for the result.~~

~~(ii) In the case of an optical electronic system,~~ The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. ~~If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.~~

~~If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used.~~

(iii) In the case where the electronic system does not return a clear time and speed then the mean of the two backup stopwatches shall be used to calculate the result.

cont/...

(iv) If an uncertainty in excess of 12/100 seconds remains, then the In the case where the two backup stopwatches differ from each other by more than 12/100 seconds, then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using the slower stopwatch time to calculate his result or may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

Electronic Timing with Electronic Backup (Primary & Secondary Systems)

(i) The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the primary system for the result.

(ii) In the case where the primary system does not return a clear time and speed, then the recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the secondary system for the result.

(iii) In the case where the primary and secondary systems both fail to return a clear time and speed, then the competitor shall be given a replacement attempt.

b) Replacement attempts shall be scheduled to take place within one hour of the original attempt.

Reasons: (i) To separate classification from the timing procedures.

(ii) To properly title and logically structure the paragraphs to make them easier to understand and apply.

(iii) To clarify the timing procedure in the case of the three permitted variations of timing techniques including the handling of the backup systems so that they can be properly applied.

(iv) To bring in line with F2A Speed.

2nd Clarification: Move the last two paragraphs from the existing 4.J.16 to a new paragraph 4.J.17

4.J.16. Classification

~~The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.~~

~~The three first positions are subject to rechecking of the declared model aircraft characteristics.~~

4.J.17 Individual Classification

a) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.

b) The three first positions are subject to rechecking of the declared model aircraft characteristics.

Reason: To separate classification from the timing procedures.