

Frequently Asked Questions

Rev 1. 2024-10-29

C-3DPAC (CSU 3D-Printed Fixed-Wing Aircraft Competition at Cal State LA)

Q-1. Does a pilot need a Pilot license such as Part 107? The Indemnification asks if the pilot has an FAA pilot license. They have 'TRUST' certifications. Will it be enough?

A-1. For C-3DPAC, the FAA Trust Certification is sufficient.

Q-2. Are Part-time Community College Students eligible for the competition?

A-2. Yes. The rules will be updated to allow for part-time as well as full-time students.

Q-3. May a high-school team compete in C-3DPAC?

A-3. We have not done this in the past, but it could be possible. There are some additional administrative requirements. Please contact us as you register, for more information.

Q-4. What is the date of the event?

A-4. The event is Saturday, May 31, 2025.

Q-5. Is a FAA Remote ID required for C-3DPAC?

A-5. The site of our competition is an FAA Approved FRIA location so a remote ID is not required at the event. You may need one depending on where you practice flying your aircraft.

Q-6. What time does the event start?

A-6. We want to be ready to start the flights at approximately 9:00 a.m. on May 31. This will help us ensure we can get through all the teams and each of the meets before the end of the day.

Q-7. This rule states that an aircraft may be unpowered or may be powered by a motor and propeller. Noting that these options are given as may, and not must, would this imply that alternative propulsion methods can be used - so long as they aren't in violation of the rule in the 2nd bullet point?

Some examples that come to mind are a fully electric jet turbine (impeller rather than propellor), ionic wind thrusters (enclosed area plasma), or propellor driven by combustion engine (internal flames).

A-7. Yes, you are correct. We do not want open flames or compressed gas. An internal-combustion-engine, or the other methods you suggest, are not prohibited. Of course you will be limited to 8 seconds of use.

Q-8. Is a team allowed to drop its electrical system after use, or would that be considered "dangerous"? If so, is it possible to justify the drop with safety measures? (ex. parachute).

A-8. Dropping the electrical system (and we suspect you mean the propulsion system) is not allowed. We are concerned about how well that can be controlled in our facility.

Q-9. Must the electrical system be deployed on take off? Or can it be activated at any time as long as it meets the 8-second continuous requirement?

A-9. The rule says the power must be used through a continuous duration. No pulsing or intermittent operations. The C-3DPAC judges are prepared to measure the time from when the plane leaves the pilot's hand and blow a whistle at 8 seconds. If you have something else in mind, please coordinate with us soon so we can determine if we can support that.

Q-10. Would using rubber bands be justified under 'system component' or any related criteria? Ex. If it was used to extend the life of the propellers?

A-10. We will allow rubber bands. They will not be considered part of the 8 seconds of motorized propulsion.

Q-11. We looking forward to the 3rd edition of the C-3DPAC competition. We were looking for new members and came across an Alumni interested in joining the team, he's not currently studying as he graduated last year, is there a problem if one of the members of the team is not an active student but an alumni?

A-11. We will expand the definition of graduate students to include recent alumni. Therefore, yes, a recent alum may be on the Competition Team. The alum may not be a pilot.