

F1 Free Flight Technical Meeting Minutes 2019

April 5 Report by Ian Kaynes

Present:

Name	Country	Title
Ian Kaynes	UK	F1SC Chairman
Jari Valo	Finland	Delegate
Hugo Desloges Bazice	France	Observer
Pierre Chaussebourg	France	F1SC member
Jean Paul Perret	France	Alternate delegate
Bernard Schwendemann	Germany	F1SC member
Andras Ree	Hungary	3 rd VP, delegate, F1SC
Ron Masnikov	Israel	Alternate delegate
Cesare Gianni	Italy	F1SC member
Ioana Dumitru	Romania	Delegate
Mihai Paul Marian	Romania	Alternate delegate
Per Findahl	Sweden	F1SC member
Christov Bachmann	Switzerland	F1SC member
Jakub Drmla	Slovakia	Delegate
Chuck Etherington	USA	F1SC member

MINUTES - PROPOSALS

Page 7 a) A.7.1 Election of Subcommittee Chairman

UK

Technical Meeting votes: For: Against:

Conclusion: **AGAINST**

Page 10 c) C.5.3 National Teams

France

F1SC votes: For: 2 Against: 10 - REJECT

Technical Meeting votes: For: Against:

Conclusion: **AGAINST**

Adds additional team member if a female. Note that F1 already has female representation in national teams on account of their own ability. For each of the last 2 years there has been a female winner of an F1 World Cup.

Page 11 d) C.5.3 National Teams

Finland

F1SC votes: For: 1 Against: 11 - REJECT

Technical Meeting votes: For: Against:

Conclusion: **AGAINST**

Adds additional team members of a junior and a female to F1 regular championships. Understood additional junior not intended but that is the result of proposal as presented. Adds a female to junior championships teams.

Page 12 f) C.13.6 Woman classification in open international

France

Technical Meeting votes: For: Against:

Conclusion: **SUPPORTED - UNANIMOUS**

Adds additional team members of a junior and a female to F1 regular championships. Adds a female to junior championships teams.

Page 12 g) C.15.3 Offers to host championships

UK

Technical Meeting votes: For: Against:
Conclusion: Against as a specific rule.

The F1TM considered that advice should be given to delegates not to vote on a subject when no national interest in the topic – more general than geographic area, including also not voting on Championships or rule changes when these are in categories in which there is no national interest.

Bureau Decisions C11.1.(a) Identification Marks

Bureau

Technical Meeting votes: For: Against:
Conclusion:

The F1TM considered that the mandatory application date be later than 2021. The dual option of FAI ID or Licence number was introduced 3 years ago to provide an alternative for those countries which change their licence number every year. This is the first notice of a move to allow just FAI ID. On many free flight structures the replacement of the marking can be a considerable task and it would better to allow a longer transitional period until at least 2022 so that it more cases it can be adopted when replacing models by new ones.

Page 15 a) F1.1.3 Working Time

F1 Subcommittee

F1SC votes: For: 12 Against: 0 – ACCEPT UNANIMOUS
Technical Meeting votes: For: 12 Against: 0
Conclusion: **ACCEPT - UNANIMOUS**

Page 15 b) F1.1.4 Additional flights

F1 Subcommittee

F1SC votes on original proposal: For: 3 Against: 8 - reject
Technical Meeting votes revised proposal : For:12 Against: 0
Conclusion: **ACCEPT AS AMENDED – UNANIMOUS**

Amend proposal for new paragraph 1.1.4 to eliminate the “DT flyoff” option:

In the specification of each outdoor free flight class a procedure is defined for additional flights to decide the individual placings when there is a tie. The maximum flight time is increased for each additional flights subject to conditions. This procedure must be followed at Championships and should be followed at Open Internationals.

At Open Internationals the organisers sometimes have a problem completing this regular procedure. For exceptional reasons of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day, Open Internationals may use a non-standard additional flight procedure for all outdoor F1 classes except F1E with the following conditions:

- a) A non-standard procedure must be used ONLY for these exceptional reasons of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day.
- b) If a “DT flyoff” is specified it should follow:
~~The procedures for a regular additional flight for the class are followed
Models to be used for these flights should have a dethermalisation action of tilting the wing or tailplane by an angle of at least 40 degrees from the horizontal axis of the model
A time at which models should dethermalise is defined. This time should be at least 90 seconds
Models must dethermalise at or before the specified flight time. If the model has not dethermalised by the defined time then a zero time is recorded.
The flight is timed to the end of the flight~~
- b) An “altitude flyoff” may be specified when F1 altimeters have been approved by CIAM EDIC:

- i) The procedures for a regular additional flight for the class are followed
- ii) A maximum flight time is defined which should be at least ~~ninety seconds~~ **two minutes**
- iii) The flight is timed a up to the maximum time
- iv) For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter and for scoring purposes this value is rounded to the nearest metre.
- v) The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order.
- vi) Equal altitudes are considered to be a tie, which may be resolved by another additional flight.

Page 16 c) 3.3.9 Timing

USA

F1SC votes:	For: 5	Against: 5 – no decision
Technical Meeting votes:	For: 1	Against: 11
Conclusion: - REJECTED		

The meeting was not convinced that timer settings could be clear enough to allow monitoring by timekeepers and was also concerned about the possibility of different behaviours of timer or motor in the air compared to ground.

Page 17 d) 3.3.2 Characteristics 3.3.2

USA

F1SC votes:	For: 5	Against: 6 - reject
Technical Meeting votes:	For: 1	Against: 11
Conclusion: REJECTED		

The meeting was reluctant to commit to a specific timer type.

Page 17 e) 3.S.2 Characteristics

F1 Subcommittee

F1SC votes:	For: 12	Against: 0 – ACCEPT UNANIMOUS
Technical Meeting votes:	For: 12	Against: 0
Conclusion: ACCEPTED – UNANIMOUS		

OTHER ITEMS

The F1TM considered the proposal from France for a 2021 combined F1ABC World Championships and F1ABP Junior European Championships. The meeting was satisfied that the plan presented a good combination of the two events and maintained the individual identity of the junior events while also allowing the juniors to see a large competition.

Complaints about timekeeping at World Cup events were discussed and referred to the Subcommittee for further work and publicity of the minimum needs for timekeeping. Consideration should also be given to the identification of a subset of World Cup events with higher status and improved quality and points rewards.

The F1SC in conjunction with previous EDIC Chairman Paul Newell have produced a specification for altimeters, energy limiters, and future timing systems. It can be found on the CIAM F1 page www.fai.org/page/ciam-f1-free-flight in the documents section. Also at that location can be found a report on the F1 World Cup 2018 which is version 2 replacing the version 1 included in the supporting documents for this Plenary meeting.