F1 Subcommittee

Report by Ian Kaynes, November 2018

The subcommittee for 2018-19 has 18 members, all of whom except one have been active in correspondence during the year and 14 participated in votes on draft proposals.

Discussions during the year have included the use of "DT flyoffs" to determine winners in "World Cup events. These are a way to determine the winner by short flights when it is not possible to hold a full long flight in the flyoff, but they are not defined in the Sporting Code. Discussion included allowing these for local determination of the winner but awarding World Cup points on the tied results before the flyoff.. However, it was thought that this might give pressure to hold a regular long flyoff even when conditions were unsuitable for that. A fundamental problem is that model performance is too great for some flying sites and conditions, but there was little appetite in the FFSC for model performance reduction measures.

The final decision was a proposal which allows DT flyoffs in exceptional circumstances together with a basic definition of a DT flyoff. In addition, a new form of short flyoff was proposed for these conditions by which an altimeter is used to determine the altitude at a specified short flight time, and the winner is the highest altitude at that time. This cannot be used until the EDIC definition and approval of altimeters has taken place, but it is hoped that then it will tend to replace the DT flyoff. This draft proposal was accepted by a narrow majority in the FFSC voting, with the objections both from those who disliked the inclusion of DT flyoffs and from those who objected to the use of altimeters.

Other proposals submitted for the 2019 Plenary meeting covered a clarification of F1E launch etiquette and the inclusion of radio DT in F1S

Altimeters had been introduced to F1 by a change passed at the 2016 Plenary meeting and EDIC approval was required. Continuing from initial work last year, this year the chairman produced draft EDIC documents which were then developed by the FFSC members.. The drafts have been considered by EDIC Chairman and are now being revised for initial distribution. The document defines altimeters and F1Q energy limiters. It also provides an initial framework for consideration of future flight timing systems. The altimeter section was written initially for the existing rule to provide timing evidence in flyoffs and has since been extended to include determination of altitude in connection with the proposed new optional flyoff format.