



Annual Report 2018

CIAM F5 Subcommittee

One of the highlights of the reporting year was the first European Championship in class F5J, held in Bulgaria. With 91 competitors (26 juniors and 65 seniors), this event once again demonstrated the popularity of electric model gliding (see also my jury report). It should be noted that these competitions require a large and ideally level area and the more participants, the larger the area required.

A very successful World Championship was held in Takikawa in Hokkaido, Japan. The event was perfectly organised. Sadly, fewer teams from Europe than on other occasions followed the invitation for the two classes F5B Multitask Model Gliders and F5D Pylon Racing, which is a shame. The telemetry system for indicating energy consumption worked faultlessly. The majority of pilots used varios.

Due to various changes, the rules governing CIAM Electric Flight Championships will shortly require a few adjustments. F5D Pylon Racing is to be harmonised with F3D Combustion Engine Pylon Racing and a new glider class is being debated. Discussions on the topic of gyros in class F5J have shown that competitors in the tow-line launch disciplines want as little electronics as possible in their models, which means there is a clash of philosophies between previous F3 glider classes and F5 gliding. The discussions regarding benefits and drawbacks have been informative and interesting.

The FAI World Cup in F5J has become huge. Evaluating the results has developed into a major undertaking.

Finally, I would like to thank all organisers and their teams for their fantastic efforts: Competition directors Kenichi Ueyma, Japan and Sotir Lazarkov, Bulgaria as EC competition director and World Cup director along with all organisers of World Cup and other competitions under the FAI umbrella.

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