F1 Free Flight Technical Meeting Minutes 2015

Report by Ian Kaynes

Present:

Name	Country	Title
Ian Kaynes	UK	F1SC Chairman
Chuck Etherington	USA	F1SC member
Narve Jensen	Norway	CIAM 2nd VP
Andras Ree	Hungary	Delegate, F1SC member
Allard van Wallene	Netherlands	F1SC member
Jari Valo	Finland	Delegate
Per Findahl	Sweden	F1SC member
Srdjan Pelagic	Serbia	SMSC Chairman
Jean Paul Perret	France	Alternate delegate
Peter Halman	UK	Delegate
Karsten Kongstad	Denmark	Delegate
David Loveday	Canada	Delegate
Christoph Bachmann	Switzerland	TM delegate
Bernard Schwendemann	Germany	F1SC member
Wilhelm Kamp	Austria	Delegate, F1SC member
Alexander Popa	Romania	Delegate, F1SC member
Zdravko Toporoski	FYR Macedonia	Alternate delegate
Cesare Gianni	Italy	Delegate, F1SC member
Sandy Pimenoff	Finland	CIAM Hon Pres
Cenny Breeman	Belgium	Alternate delegate, F1SC member

MINUTES - PROPOSALS

Page 12 (d) Page 13 (e)
Page 19 (s) Class: ABR

B.5.4, B.5.5, B.17.6 Allow use of Licence of FAI ID number			**Submitted by: Bureau**
S-C Voting *(prior to the Technical Meeting)*:	For: 9	Against: 5	
Technical Meeting Voting:	For: Unanimous	Against:	
ACCEPTED			

Page 19 (u) Class: ABR

B.18.1 Protests			**Submitted by: Bureau**
S-C Voting *(prior to the Technical Meeting)*:	For:	Against:	
Technical Meeting Voting:	For: Unanimous	Against:	

Accepted with suggested amendment of text:

a) All protests must be presented in writing **in English** to the Contest Director of the competition, or the appropriate Contest Director for competitions with multiple classes and must be accompanied by the deposit of a fee. The amount of this fee shall be the equivalent of ~~35~~ **50** Euros. The deposit is returned only if the protest is upheld.

Page 25 (a) Class: F1A

3.1.1 Definition			**Submitted by: Germany**
S-C Voting *(prior to the Technical Meeting)*:	For: 8	Against: 7	
Technical Meeting Voting:	For: 5	Against: 13	

Had requested application from January 2018. The meeting discussed the need and methods of reducing model performance and the need to change competition organisation. It was considered that the performance benefits of flaps in F1A were not great. **REJECTED**

Page 25 (b) Class: F1A			
3.1.2 Characteristics of Gliders F1A			**Submitted by: Poland**
S-C Voting *(prior to the Technical Meeting)*:	For: 3	Against: 11	
Technical Meeting Voting:	For: 3	Against: 14	
REJECTED			

Page 25 (c) & Page 26 (e) Class: F1ABC			
3.1.3 Number of flights and 3.1.7 Duration of flights			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 10	Against: 5	
Technical Meeting Voting:	For: 10	Against: 5	
Proposals to be considered together. Technical meeting confirmed that 3.1.7 change also applies to 3.2.7 and 3.3.7 **ACCEPTED**			

Page 26 (d) Class: F1A			
3.1.7 Duration of flights			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 15	Against: 0	
Technical Meeting Voting:	For: unanimous	Against: 0	
The change to 4 minutes is covered if the proposal (c) and (e) above have been accepted, but the note re consequential changes to 3.2.7 and 3.3.7 remains valid. **ACCEPTED**			

Page 27 (f) Class: F1A			
3.1.7 Duration of flights			**Submitted by: Poland**
S-C Voting *(prior to the Technical Meeting)*:	For: 15	Against: 0	
Technical Meeting Voting:	For:	Against:	
Same as F1SC proposal (d)			

Page 27 (g) Class: F1A			
3.1.8 Classification			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 13	Against: 2	
Technical Meeting Voting:	For: 16	Against: 1	
Six minutes for first round of flyoff **ACCEPTED**			

Page 27 (h) Class: F1ABC			
3.1.8 3.2.8 3.3.8 Classification			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 7	Against: 8	
Technical Meeting Voting:	For: 10	Against: 3	
First sentence was amended in Technical meeting: **f) If the number of competitors in a flyoff is 12 or more and is greater than 25% of the number of competitors in the competition, then the flyoff ~~shall~~ may be split into two groups**			

Page 28 (i) Class: F1A			
3.1.11 Launching devices			**Submitted by: Austria**
S-C Voting *(prior to the Technical Meeting)*:	For: 1	Against: 13	
Technical Meeting Voting:	For:	Against:	
Withdrawn after proposal (b) from Poland also for line length reduction was rejected.			

Page 28 (j) Class: F1A			
3.1.11 Launching devices			**Submitted by: UK**
S-C Voting *(prior to the Technical Meeting)*:	For: 0	Against: 14	
Technical Meeting Voting:	For: 1	Against: 16	
REJECTED			

Page 30 (k) Class: F1B			
3.2.1 Definition		**Submitted by:**	**Germany**
S-C Voting *(prior to the Technical Meeting)*:	For: 8	Against: 7	
Technical Meeting Voting:	For:	Against:	
WITHDRAWN			

Page 30 (l) Class: F1B			
3.2.2 Characteristics		**Submitted by:**	**Poland**
S-C Voting *(prior to the Technical Meeting)*:	For: 7	Against: 8	
Technical Meeting Voting:	For: 7	Against: 8	
25g motor. **REJECTED**			

Page 30 (m) Class: F1B			
3.2.11 Launching		**Submitted by:**	**UK**
S-C Voting *(prior to the Technical Meeting)*:	For: 2	Against: 12	
Technical Meeting Voting:	For: 1	Against: 16	
REJECTED			

Page 31 (n) Class: F1C		
3.3.1 Definition		**Submitted by: Germany**
S-C Voting *(prior to the Technical Meeting)*:	For: 8	Against: 7
Technical Meeting Voting:	For:	Against:
WITHDRAWN		

Page 31 (o) part 1 Class: F1C		
3.3.2 Characteristics - part 1 of proposal - ethanol		**Submitted by: Austria**
S-C Voting *(prior to the Technical Meeting)*:	For: 3	Against: 10
Technical Meeting Voting:	For:	Against:
WITHDRAWN, same as following proposal from Germany		

Page 31 (o) part 2 Class: F1C		
3.3.2 Characteristics – part 2 of proposal - must use radio DT		**Submitted by: Austria**
S-C Voting *(prior to the Technical Meeting)*:	For: 12	Against: 2
Technical Meeting Voting:	For: 12	Against: 3
Modified at the Technical Meeting: F1C models ~~may~~ **must** ~~use~~ **be fitted with functional** radio control only for irreversible actions to control dethermalisation of the model.		

Page 32 (p) Class: F1C		
3.3.2 Characteristics		**Submitted by: Denmark**
S-C Voting *(prior to the Technical Meeting)*:	For: 4	Against: 5
Technical Meeting Voting:	For: 2	Against: 9
Elimination of castor oil option. **REJECTED**		

Page 33 (q) Class: F1C			
3.3.2 Characteristics			**Submitted by: Germany**
S-C Voting *(prior to the Technical Meeting)*:	For: 3	Against: 9	
Technical Meeting Voting:	For: 2	Against: 12	
Use of ethanol instead of methanol. **REJECTED**			

Page 33 (r) Class: F1C			
3.3.2 Characteristics			**Submitted by: Poland**
S-C Voting *(prior to the Technical Meeting)*:	For: 6	Against: 8	
Technical Meeting Voting:	For: 10	Against: 5	
ACCEPTED			

Page 33 (s) Class: F1C			
3.3.2 Characteristics			**Submitted by: UK**
S-C Voting *(prior to the Technical Meeting)*:	For: 6	Against: 8	
Technical Meeting Voting:	For:	Against:	
Same as proposal from Poland			

Page 34 (t) Class: World Cup			
Annex 1 para 8			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 13	Against: 0	
Technical Meeting Voting:	For: unanimous		Against: 0

First sentence amended at the Technical Meeting:

The ~~Free Flight Subcommittee~~ **World Cup Coordinator** ~~should~~ **must** receive the results from each contest in the World Cup and then calculate and publish the current World Cup positions.

ACCEPTED

Page 35 (u) Class: F1EGHJKP			
3.5.1. ++ Definition			**Submitted by: F1SC**
S-C Voting *(prior to the Technical Meeting)*:	For: 13	Against: 1	
Technical Meeting Voting:	For: unanimous		Against:0

Sentence added at the Technical Meeting (copied from German proposals):

Model aircraft not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight, except for changes of ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

ACCEPTED

Page 35 (v) (w) (x), page 36 (y) (z) Class: F1GHJKP			
3.6.1 Definition			**Submitted by: Germany**
S-C Voting *(prior to the Technical Meeting)*:	For:13	Against: 1	
Technical Meeting Voting:	For:	Against:	
To be withdrawn if F1SC proposal above is accepted.			

Page 36 (aa) Class: F1S			
New class F1S			**Submitted by: USA**
S-C Voting *(prior to the Technical Meeting)*:	For: 12	Against: 3	
Technical Meeting Voting:	For: 12	Against: 1	

ACCEPTED with item S.9 (c) amended at Technical Meeting:

S.9. c. The motor run ~~can~~ **must** be timed either in flight or statically ***before*** ~~and/or ***after***~~ the flight with quartz controlled electronic stopwatches with digital readout, recording to at least 1/100 of a second, reduced to the nearest 1/10th of a second below. The battery can be replaced after a preflight verification. ~~A preflight verification has to be announced at least 15 minutes before the end of a regular flight round and cannot be done during a flyoff window.~~