S.1 Definition
Model aircraft which is powered by an electric motor(s) and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight except to dethermalize.

S.2 Characteristic
Nickel Cadmium (NiCad), Nickel Metal Hydrate (NiMH) and Lithium (Li) batteries can be used. Only 2 cell Lithium batteries or up to 6 cell Nickel cells can be used. Other battery related specifications in 3.Q.2 apply.
Rule B.3.1 of section 4b does not apply to the class. (Builder of the model).
Motor run not to exceed 10 seconds during the regular flights.
Minimum weight of 120 grams.
Maximum wing span of 91.44 Cm (36”).

S.3 Number of flights
a. Each competitor is entitled to five official flights.
b. See 3.Q.3.b.

S.4 Definition of an official flight
See 3.Q.4.

S.5 Definition of an unsuccessful attempt
See 3.Q.5.

S.6 Repeat of an attempt
See 3.Q.6

S.7 Duration of flights
The maximum duration shall be two minutes.

S.8 Classification
a. See 3.Q.8.a
b. In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The motor run will not exceed 5 seconds for all the deciding flights. The maximum time of flight for the first deciding flight shall be two minutes; increased by one minute for each subsequent flight.
c. See 3.Q.8.c
d. See 3.Q.8.d

S.9 Timing
a. See Section 4b, para B.13.
b. The timing of flights is limited to the durations specified in S.7 and S.8. The total flight time is taken from the launch of the model to the end of the flight.
c. The motor run ~~can~~ **must** be timed **either in flight or statically before the flight** ~~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.~~

S.10 Number of helpers
See 3.Q.10.

S.11 Launching
See 3.Q.11.

Reason: To create a simple mini-electric event complimenting F1Q. In the States E36 has allowed many fliers to become familiar with simple electric technology, without the complexities of energy limiters.

F1S is modelled on the very successful E36 event developed in the USA and many kits have sold internationally. It’s the fastest growing free flight event. F1S uses the same model specification as E36, namely batteries, wing span, minimum weight and locked surfaces.

F1S models qualify to fly in F1Q as models without energy limiters and their energy is estimated according to 3.Q.2.b. (If F1S will be recognized by CIAM, fliers in the States could use the same models to fly E36 and F1S over a weekend.)

Timing electric motors is notoriously inaccurate. Instead, motor runs are timed statically *before* and/or *after* the flight. To avoid pre-flight static motor verifications from interfering with flying, they are barred towards the end of rounds and in flyoff windows.