

## 14.7 Section4 Volume F5 – Electric

### a. F5 – RC Electric Powered Thermal Motor Gliders

USA

#### Section 5.5.1.3 a) & b)

*Add new wording to include solar cells to the power types allowed in the General Rules for F5*

- a) The power source shall consist of any kind of rechargeable batteries **including solar cells** (or secondary cells), the maximum no load voltage must not exceed 42 volts. In case the voltage is measured, this shall be done at the moment the preparation time for the pilot starts. After the measurement has been taken, the pilot is allowed 5 minutes preparation time as per 5.5.2.4.
- b) b) Battery specifications in F5B, **F5E** and F5J are written in the special rules of these classes.

Reason: The F5 General Rules need to be updated to include the option for the new F5E class for solar powered gliders.

**SC members e-mail vote**

**For 8 / Against 0 / Abstain 3**

### b. F5J –Section 5.5.11.1.3 Characteristics

Bulgaria

*Delete as detailed*

- iii) To reset the start height displayed to “---” if the motor is restarted at any time during the flight. In this case (start height displayed to “---”, the result of the flight is 0 ~~and the 0 result cannot be dropped from total score.~~

Reason: If non droppable 0 is applied - lot of new problem will face for competitors and organizers. Non droppable 0 mean pilot lose chance for good result in competition and most will prefer to land out which can be dangerous in most of cases.

**SC members e-mail vote**

**For 10 / Against 1 / Abstain 0**

**c. F5J – Section 5.5.11.1.3 h) iii)**

**USA**

*In paragraph 5.5.11.1.3. h), section iii) change cannot to can. Delete: This rule can be used as a local rule at FAI World Cup and Open International events, but not at Category One events.*

iii) To reset the start height displayed to “---” if the motor is restarted at any time during the flight. In this case (start height displayed to “---”), the result of the flight is 0 and the 0 result ~~cannot can~~ be dropped from total score. ~~This rule can be used as a local rule at FAI World Cup and Open International events, but not at Category One events.~~

Reason: Altitude weighted scoring is the primary feature of F5J that differentiates it from other soaring disciplines and is one of the reasons for its popularity. The majority of F5J contests currently allow restarts with a droppable zero. Being able to take high risk low starts without risk of damaging your model or property while not being severely penalized has become a large part of the appeal of F5J. With no restarts or a restart with a non-droppable zero, pilots will either feel they need to risk their model to be competitive, or resort to high launch heights found in less popular soaring disciplines. Allowing restarts without severe penalty improves the overall safety of the event while preserving the full appeal generated by altitude weighted scoring. The only other case of a severe non-droppable penalty is for safety violations. Restarts should not be penalized as harshly as a safety violation. Note that after any other zero (e.g. for land out) the non-droppable rules has no effect. Allowing restarts with a droppable zero at Category One events will align the Category One event rules with the way the majority of the events are actually being flown.

Proposal based on Safety possible early implementation Requested.

**SC members e-mail vote**

**For 10 / Against 1 / Abstain 0**

**SC Chairman comment:** *It's good to keep CAT 1 events with no emergency motor run, to keep gliding strategy at safe side. Intention of emergency motor rule was to help using small fields near danger zones for CAT 2 events.*

**d. F5J – Section 5.5.11.5.1**

**USA**

*Delete “with the motor running” from line C*

5.5.11.5 Contest Flights

5.5.11.5.1

(c) There is an attempt when the model aircraft is released ~~with the motor~~

~~running~~ by the competitor or his helper.

Reason: Clarification of a launch attempt. It is not always obvious to observers and contest officials whether the motor is running or not, however very clear when a model leaves the hands of the competitor or his helper.

**SC members e-mail vote**

**For 7 / Against 4 / Abstain 0**

**e. F5J – Section 5.5.11.8.3 Flying Groups**

**Bulgaria**

*Delete section as detailed:*

- ~~e) The Working Time for each Group must not start until the access corridor is clear of all people. Any deliberate attempt to delay the start of a Working Time by a competitor, his helper or team manager, by obstructing the access corridor will result in a zero score for that round.~~

Reason: At present rules all models start from the access corridor and this rule is not applicable.

**SC members e-mail vote**

**For 10 / Against 1 / Abstain 0**

**f. F5J – Section 5.5.11.10 c) e) h)**

**USA**

*In paragraph 5.5.11.10 make revisions/clarifications as noted below.*

~~e) The motor must not be run before the start signal is given during an attempt. A penalty of 100 points will be applied for any breach of this rule.~~

e) The launches must be straight ahead for at least three (3) seconds, **with the motor running. Any other type of launch is not allowed.** A penalty of 100 points will be applied for any breach of this rule.

**h) The motor must be running when the model is released. A launch without the motor running is not a valid attempt and will be scored a zero.**

Reason:

c) During prep time, the competitor should not be penalized for starting their motor for testing. If the competitor starts their motor prior to the start signal, they should not be penalized. The only apparent reason for this rule is to prevent the start signal from being heard. With adequate sound systems this should not be an issue or reason for penalty.

e) The intent is for the competitor to fly straight for 3 seconds to avoid other models. If they elect to turn off the motor before 3 seconds, they should not be penalized.

h) Defines a valid attempt.

**SC members e-mail vote**

**For 8 / Against 3 / Abstain 0**

**SC Chairman comment:** *This rule will generate lot of problems with clear signal for start of working time. Not recommend it.*

**g. F5J – Section 5.5.11.11 Flight  
Bulgaria**

*Delete section as detailed:*

~~Throughout the whole flight, the pilot and his helper(s) must be in a 10 metre wide rectangular area from the starting line to 10 metres behind the landing point, the centre of which is formed by a straight line between starting point and landing point. A penalty of 100 points will be applied for any breach of this rule.~~

Reason: Intention of this rule was against possibility of pilot to move close to the model and fly slope or dynamic soaring during working time in case of high wind and proper obstacles. Applying this rule as local rule at ECh in Hungary 2022 clearly show to all that using this rule can be dangerous and generate lot of problems and it's not fair especially for aged pilots. After second Flyoff, this local rule was cancelled because safety reasons.

**SC members e-mail vote**

**For 5 / Against 5 / Abstain 1**

**h. F5J – Section 5.5.11.11  
USA**

*Delete section 5.5.11.11.*

~~Throughout the whole flight, the pilot and his helper(s) must be in a 10 metre wide rectangular area from the starting line to 10 metres behind the landing point, the centre of which is formed by a straight line between starting point and landing point. A penalty of 100 points will be applied for any breach of this rule.~~

Reason:

Penalizing a pilot for moving closer to their model or move to get an unobstructed view creates more safety problems than it solves. As wireless communication continues to proliferate, RF interference will be an increasing issue. Moving closer to the model is one of the primary ways of re-establishing control during an interference event. Penalizing a pilot for trying to save their model is unfair. Visual acuity varies from person to person. By moving closer to a model, a person with poor vision can fly at distances like those with exceptional vision. It is unfair to penalize them. Additionally, the rule places an unnecessary burden on the contest organizers and officials. Additional field set up is required and more officials are needed to ensure pilots do not exit the box.

**SC members e-mail vote**

**For 5 / Against 5 / Abstain 1**

**i. F5J – Section 5.5.11.12 Scoring  
SPAIN**

**a.1) For automated timing AMRT's (where Organization would allow or mandate via Local Rule): The attempt must be timed from moment of motor ON command calculation to either:**

**i) The model aircraft first touches the ground; or**

**ii) The model aircraft first touches any object in contact with the ground;  
or**

**iii) Completion of the Group's Working Time.**

**iv) Non sportive behavior in non-justified delay in releasing the model since throttle advance, (more than 3 seconds) will be cause of penalty of 300 points at the discretion of Competition Director.**

**v) The competitor is responsible to provide both throttle advance instant and landing instant to its installed AMRT. And also to provide access for an audit of these events to the Competition Director from on board AMRT records in graphic format to provide evidence of her/his flight .**

Reason: Allow for automated timekeeping in small competitions.

*CIAM Technical Secretary Note. Most of the provisions in this proposal require AMRT specifications modification. EDIC WG was not asked to provide comments. Therefore, both proposals are not valid.*

**SC members e-mail vote**

**For 5 / Against 4 / Abstain 2**

**SC Chairman comment: Refer back to Sc..**

**j. F5K – Section 5.5.10.F5K  
Netherlands**

**The**

*Change whole 2022 Sporting Code version into proposed version.*

**Refer to Annex 7e for proposed version - 5.5.10 CLASS F5K -  
THERMAL DURATION GLIDERS FOR MULTIPLE TASK COMPETITION  
WITH ELECTRIC MOTOR AND ALTIMETER/MOTOR RUN TIMER (AMRT)**

**SC members e-mail vote**

**For 9 / Against 0 / Abstain 1**