



CIAM Electric Flight Subcommittee

Annual Report 2006

This year we had - after successful World Championships in Pitest, Rumania - in our two classes glider (F5B) and Pylon Racing (F5D) long and serious discussions and a lot of mail traffic concerning the power limitation for both classes. All specialists and most of competitors agree with a clear and easy handling limitation in case of safety. The result will be an electronic watt limiter. With such electronic instruments we will be able to use all kind of batteries. This decision was also the main essence of the subcommittee meeting we held in Pitest. The second very important decision concerns the future of the status of F5 classes in the FAI. The subcommittee meeting recommends unanimously that the F5 classes must keep the present status and must be the responsible body for the F5 classes. A great number of F5D competitors and officials will not match electric pylon racing with combustion pylon racing events. All electric flyers will work at championships and other events together closely. All electric classes use the same technology and have to solve the same problems. They will not fly at noisy and smoky events and in the desert, too. The international electric flyer scene and also the subcommittee will not interact on other classes with electric propulsion but they hope of the same agreement with the other subcommittees. In all other classes - from F1 to F4 – several propulsion systems are allowed (rubber, combustion, electric, turbines). In F5 only electric propulsion is accepted! This is a real difference and cannot be discussed away.

Pfäffikon, November 29th 2006

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