

CIAM F1 Technical Meeting

April 2 2022



14.1 Volume CIAM General Rules, Section 4C (General Rules for International Events) Agenda page 7

F1SC votes 12 in favour, 1 against

a) C.11 Identification Marks

Sweden

- *Amend sub-paragraph C.11.1 b) by deleting text as shown below:*

a) A model aircraft must not carry a national identification mark, an FAI **ID** licence number or an FAI sticker ~~or any other reference~~ which relates to any person other than the competitor. At the processing of the model aircraft, the organiser must mark each FAI sticker (if required).

(suggested amendment change FAI licence to FAI ID)

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F1SC votes: 2 in favour 13 against

a) F1.1.4 Additional Flights in Open Internationals Serbia

- *Modify the second paragraph and sub-paragraph a) as shown below:*

- At Open Internationals the organisers sometimes have a problem completing this regular procedure. For exceptional reasons of strong winds, poor visibility, ~~inadequate field space~~, or unavailability of the field for continuation on the following day, Open Internationals may use a non-standard additional flight procedure for all outdoor F1 classes except F1E with the following conditions:

- a) A non-standard procedure must be used ONLY for these exceptional reasons of strong winds (**stronger than 6 m/s**), poor visibility (**horizontal not more than 500m and vertical not more than 150m**), ~~inadequate field space~~, or unavailability of the field for continuation on the following day.

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F1SC votes: 13 in favour 1 against

b) F1.1.4 Additional Flights in Open Internationals F1 Subcommittee **PART 1**

- *Modify F1.1.4 item (b) as shown below.*
- *New items are added as (iii), (v), and (ix). Other items have been modified and renumbered to fit with the newly-added items.*

b) An “altitude fly-off” may be specified when F1 altimeters have been approved by CIAM EDIC **and at least one of the following conditions are met:**

- 1) **altimeters are available for competitors to purchase from at least one supplier.**
 - 2) **all competitors in the fly-off have their model equipped with an approved altimeter.**
- i) The procedures for a regular additional flight for the class are followed.
 - ii) A maximum flight time is defined which should be at least two minutes.
 - iii) **Before the flight the competitor shows his altimeter to the timekeeper for the timekeeper to record the serial number marked on the altimeter and to confirm that it shows the empty memory indication.**
 - iv) The flight is timed up to the maximum time.
 - v) **Competitors must present their altimeters and altitude read out no later than 45 minutes after the end of the fly-off.**

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PART 2

- vi. For all competitors attaining the maximum flight time, the altitude of the model at the maximum flight time is read from the altimeter **referenced to a zero altitude defined by the altitude during the 10 seconds before launch of the model (for F1A before the helper releases the model from the ground and for F1C before starting the motor).** For scoring purposes this value **the altitude** is rounded to the nearest metre.
- vii. The individual placings are determined by the highest altitudes for all flights attaining the maximum, followed by time order. **Competitors with a recorded altitude are placed before competitors not returning an altitude, even if the recorded altitude is negative.**
- viii. Equal altitudes are considered to be a tie, which may be resolved by another additional flight.
- ix. **The proper operation of the altimeter is the responsibility of the competitor.**

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F1SC votes: 3 in favour 11 against

c) F1.1.4 Additional Flights in Open Internationals Austria

Modify F1.1.4 item (b) as shown below.

Sub-paragraph (iii) has additional text. (vi) moves to (vii) and a new (vi) is inserted.

b) An “altitude fly-off” may be specified when F1 altimeters have been approved by CIAM EDIC.

iii) The flight is timed up to the maximum time **and controlled by the timekeeper with a regular stopwatch.**

vi) A tie is defined for all competitors which are inside the tolerances given by EDIC For Free Flight V1.2. EF1.2 d). The tolerance is specified with +/- 1 metres. Exact wording: ...within 2 metres.

e.g.: competitor A: $h_a = 41 \text{ m} \pm 1 \text{ m} \Rightarrow [40 - 42] \text{ m}$

competitor B: $h_b = 40 \text{ m} \pm 1 \text{ m} \Rightarrow [39 - 41] \text{ m}$

\Rightarrow situation for a tie is given

vii) Equal altitudes are considered to be a tie, which may be resolved by another additional flight

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F1SC votes: 2 in favour, 12 against

d) F1.1.4 Additional Flights in Open Internationals Austria

Modify F1.1.4 by completely deleting section (b) as shown below.

This proposal is intended to apply to F1A, F1B and F1C classes. Since it refers to the general rule at the beginning of the F1 Volume, it has only been included once in the Agenda. Similarly the reason and supporting data have only been included once.

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- a) A non-standard procedure must be used ONLY for these exceptional reasons of strong winds, poor visibility, inadequate field space, or unavailability of the field for continuation on the following day.
- ~~b) DELETE ALL~~

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F1SC votes: 15 in favour 0 against

e) F1.2.6 Time recorded F1 Subcommittee

Modify F1.2.6 as shown below:

The ~~time~~ **duration of the flight** recorded is the mean of the times registered by the timekeepers, rounded to the nearest whole number of seconds to the resulting mean time (0.5 second rounded up to the second above) unless the difference between the times registered shows evidence of an error in the timing, in which case the organiser will determine, with the FAI Jury, which time will be registered as the official time or what action should be taken.

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F1SC votes: 12 in favour 1 against**

f) F1.2.7 Electronic evidence of flight time F1 Subcommittee

Modify F1.2.7 as shown below. Note also the changed paragraph structure:

In Fly-offs, electronic time and altitude recording devices may be used mounted in or on a model. Such devices must be commercially available with an altitude measuring frequency of at least 2 Hz and display equipment like a computer, tablet or smart phone equipped with graphing software must be available to produce a time-altitude graph of the recorded flight. The responsibility of the use and correct functioning of such devices rests with the competitor.

The use of an altimeter is voluntary.

If the competitor is using an EDIC-approved altimeter then this must be shown to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter and to confirm that for the first additional flight it shows the empty memory indication.

Competitors using altimeters which are not EDIC-approved must follow the following procedure. Prior to each fly off, participants with (reserve) models equipped with such recording devices being switched on, should position their.....

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F1SC votes: 2 in favour 12 against

g) F1.2.7 Electronic evidence of flight time

Serbia

Modify F1.2.7 as shown below:

In Fly-offs, electronic time and altitude recording devices may be used mounted in or on a model. Such devices must be commercially available with an altitude measuring frequency of at least 2 Hz and display equipment like a computer, tablet or smart phone equipped with graphing software must be available to produce a time-altitude graph of the recorded flight **in accordance with the EDIC approval for a particular device and software**. The responsibility of the use and correct functioning of such devices rests with the competitor.

The use of an **electronic** altimeter is voluntary. **All fly-off participants shall agree prior to the fly-off to use electronic evidence of the flight time. The event organiser shall provide at least one independent person, who is not a competitor, qualified to deal with electronic altimeters and to read and interpret required saved data**

Prior to each fly off, participants with (reserve) models equipped with such ... *the remainder of this paragraph remains unchanged.*

Electronic evidence of flight time as a non-standard method of fly-off shall not be used earlier than two hours before the official sunset.

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F1SC votes: 2 in favour 13 against

h) F1.2.7 Electronic evidence of flight time Austria

Delete the heading and the entire section.

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F1SC votes: 15 in favour 0 against

i) F1Q Electric Power: 3.8.8 Classification F1 Subcommittee

Modify 3.8.8 (c) as shown below:

c)The organiser will establish a ~~40~~7 minute period during which all fly-off competitors must launch their model. Within these ~~40~~7 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to 3.8.5. Starting positions will be decided by draw for each fly-off.

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F1SC votes: 15 in favour 0 against**

**j) F1S Small Electric Power 'E36': 3.S.1 Definition F1
Subcommittee**

Modify 3.S.1 with the addition as shown below:

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 dethermalise. **No control surface movements are allowed during flight.**

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k) Annex 4 – Free Flight Ranking F1 Subcommittee

Modify Section 4: Points from events with the deletions and addition as shown below:

For every event the competitors' scores will consist of two components:

- a) A results component. This consists of points awarded on the same basis as World Cup points for competitors finishing in the top half ~~or top 24~~ of the results list. Bonus points are given in accordance with the current World Cup bonus allocation.
- b) An event ranking position component. This measures how well the competitor has performed in an event compared to the result which would be expected from his current position in the ranking.

To calculate this all the competitors in the competition are placed in the order in which they appear in the current ranking. Any competitors not previously on the ranking list will be assumed to be equally placed at the bottom of the ranking list. Each competitor is allocated points according to the difference between their actual position in the competition and the position calculated according to the ranking list. ~~One point is~~ **Ten points are** awarded for every 3 places different, positive if placed better than ranking position, negative if below ranking position.