



F3D TECHNICAL MEETING

Bob Brown, F3D Subcommittee Chairman

March 28, 2008

Attendees:

Bob Brown, SC Chairman

Zdneck Malina, subcommittee member

Robert Metkemeijer

Dr. Julio Quevedo

Jiri Havel.

Discussion on weight increase – use of the second muffler is not obligatory until 2010, but some would like to use now to see what effect it will have; this is acceptable. It was expressed that there will not be a big advantage in not using the muffler right now.

It was pointed out that there is currently a noise rule for F3D and a new one is not needed.

Only complaint was weight increase – this has to be so as fair experimentation can be accomplished with new secondary chamber.

Germany wanted to retain the old weight limit; this is not possible. The basic reason was to give opportunity to use the muffler before required to do so.

The rules are fixed now, but discussion evolved so as to generate positive comprehension. Noise rules annex will be in effect January 2010.

Czech discussion: higher weight limit is for those to exercise the extra muffler, which is not obligatory at this point. It means even those who are not going to exercise the 2nd muffler, they must put weight into the models. There should not be a big advantage to not using the muffler – no one will use the muffler anyway Malina says until it is mandated. Zdneck Malina says we should just measure limit and distance. Why we are trying to keep 96 dba at 3 meters; rob says we have new noise rule. Rob Metkemeijer says noise will be slightly less; new muffler will reduce noise 8 db but the propeller noise will increase.

Rob Metkemeijer explained the three methods for measuring sound.

Dr. Quevedo noted the measurement of 96 can be cheated; 96 is not realistic. Propose that someone build a standard muffler and make it one device for everyone. Robert Metkemeijer says this is the first possibility; they need to have a stamp for pipes to show they are legal. Have an engine running method to check pipe.

It was asked when and where the silencer will be available; Metkemeijer explained the 2 years before the sound rule goes into effect will provide time for this to be determined.

Zdneck says he would like to slow down models; we will try to keep the speed level as it is now. 234 km/hr is the speed level average for class now.

Sticker – do we have to specify size, weight and type of adhesive? For identification of models; how to get them in the rules; need description of sticker. Proper description. It was stated that Germany will use stickers next year at the 2009 WC; if all agree. Robert says will do experiments (plastic film sticker) but the standards must be available throughout the world.

The subcommittee will produce a sticker proposal; the organizer should be given the chance to use whichever sticker they desire. Keep in mind that lanes must be changed during FAI race.

Engine – ban fuel/water injection or electronic monitoring of fuel? No one sees this happening now, Czech has tried this previously. A proposal will be forthcoming.

Pilots Circle – should it be enlarged? This is used to keep pilots in a safer area. There was discussion on the possibility of a different shape and in a different area of the course; or perhaps three 'lanes', one for each pilot. Good pilots must be able to change position by 6 meters and still fly the same. Over the next year discussion must be accomplished. Action – discussion by subcommittee to continue.

Other discussion:

Proposals to be submitted from Netherlands (Robert) – Soft pylons instead of hard; and re low flying.

Soft pylons: pylon will be made of light material; it is kept up by itself.

Malina: good pilots are able to achieve controlled low flying; if crash occurs when flying low, the pieces disperse less. Good pilots do not endanger anyone flying low.

There was a brief discussion on the possible development of additional classes (Q40 for example).

Julio would like to go to nitro fuel.

Adjourn at 11:00 a.m.