The meeting commenced with a discussion of Austrian representation. The Austrian member of the F1SC could not attend and the NAC had proposed representation by Gerhard Aringer (with links to Austria NAC but resident in Germany with a German Sporting Licence) It was determined that he could participate in the meeting but could not vote.

Austria then queried that a “safety” proposal for F1C had not been included on the agenda. This had been rejected by the Technical Secretary as being in the wrong year for F1C changes and the F1SC had confirmed that it represented a significant change to F1C systems which would be difficult to implement on some timers and should not be introduced without more consideration.

Austria queried why electronic timers were not subject to EDIC approval. The answer to this is in the EDIC terms of reference “Electronic devices [used] for scoring purposes.”. The timer is not directly involved in any scoring purposes, it controls the model (in a similar way to radio control system in F3 which are also not subject to EDIC approval).

The meeting then considered the Free Flight relevant proposals on the agenda with the following conclusions:

**VOLUME CGR**

**Page 7**

**a) C.11 Identification Marks SWE**

Unanimously approved by the meeting with amendment to replace “FAI licence number” by “FAI unique ID number”:

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

> b) A model aircraft must not carry a national identification mark, an FAI licence Unique ID 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).

**VOLUME F1**

**Page 9**

**a) F1.1.4 Additional flights Serbia**

Discussed by the meeting and to be referred to Subcommittee.

**Page 9**

**b) F1.1.4 Additional flights F1SC**

Unanimously agree by the meeting with item (v) amended to have 60 minutes in place of 45 minutes:
v) Competitors must present their altimeters and altitude read out no later than 45–60 minutes after the end of the flyoff

Page 10  c) F.1.1.4 Additional flights  Austria
Discussed by the meeting and concluded refer to EDIC and F1SC for review of accuracy.

Page 11  d) F.1.1.4 Additional flights  Austria
Opposed by a majority of the meeting, understood to be withdrawn by Austria.

Page 12  e) F.1.2.6 Time recorded  F1SC
Unanimously approved by the meeting.

Page 12  f) F.1.2.7 Electronic evidence  F1SC
Unanimously approved by the meeting.

Page 13  g) F.1.2.7 Electronic evidence  Serbia
Opposed by the meeting, withdrawn by Serbia.

Page 14  h) F.1.2.7 Electronic evidence  Austria
Opposed by the meeting, understood to be withdrawn by Austria.

Page 15  i) F1Q  F1SC
Unanimously approved by the meeting.

Page 15  j) F1S  F1SC
Unanimously approved by the meeting.

Page 15  Annex 4 Ranking  F1SC
Unanimously approved by the meeting.