F5 RC ELECTRIC SUB-COMMITTEE TECHNICAL MEETING, MARCH 11 2023

Attendees:

Last Name	First Name	NAC
HOFF	Martin	Austria
Kolp	Peter	Austria
Lex	Manfred	Austria
Lazarkov	Sotir	Bulgaria
Lulić	Zoran	Croatia
Bartovský	Tomáš	Czech Republic
Greiner	Heiko	Germany
UHLIG	Peter	Germany
Papadopoulos	Antonis	Greece
Papadopoulos	Vasilis	Greece
Spiriadis	Kostas	Greece
Verardi	Massimo	Italy
Keim	Peter	Netherlands
Van Berkum	Gerben	Netherlands
Wurts	Joe	New Zealand
Dominiak	Marek	Poland
Pelagic	Zoran	Slovakia
Iglesias	Javier	Spain
Rodero	Javier Hernandez	Spain
Cantoni	Marco	Switzerland
Yeginsoy	Faruk	Switzerland
Jackson	Nick	United Kingdom
Maxfield	Alex	United Kingdom
Neu	Steve	USA

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 **<u>including solar cells</u>** (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.

Prior vote by F5 Subcommittee **For 8 / Against 0 / Abstain 3**

F5 Technical Meeting vote **Unanimous**

b. F5J –Section 5.5.11.1.3 Characteristics ***Bulgaria***

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 **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.

Prior vote by F5 Subcommittee **For 8 / Against 0 / Abstain 3**

F5 Technical Meeting vote as amended **Unanimous**
Proposal based on Safety - early implementation Requested

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 **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.~~

Prior vote by F5 Subcommittee **For 10 / Against 1 / Abstain 0**
F5 Technical Meeting **WITHDRAWN**

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.

Prior vote by F5 Subcommittee **For 7 / Against 4 / Abstain 0**
F5 Technical Meeting **WITHDRAWN**

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

Delete section as detailed:

~~c) 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.~~

Prior vote by F5 Subcommittee **For 10 / Against 1 / Abstain 0**

F5 Technical Meeting vote **Unanimous**

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

In paragraph 5.5.11.10 make revisions/clarifications as noted below.

~~c) 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.

Prior vote by F5 Subcommittee **For 8 / Against 3 / Abstain 0**
F5 Technical Meeting **WITHDRAWN**

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 of safety reasons.

Prior vote by F5 Subcommittee **For 5 / Against 5 / Abstain 0**

***F5 Technical Meeting* vote** **For 7 / Against 4 / Abstain 1.**

Recommended to the Plenary

Proposal based on Safety - early implementation Requested

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.

Prior vote by F5 Subcommittee **For 5 / Against 5 / Abstain 1**
F5 Technical Meeting **WITHDRAWN**

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.

Prior vote by F5 Subcommittee **For 5 / Against 4 / Abstain 2**
F5 Technical Meeting **WITHDRAWN**

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

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)

5.5.10.12 Penalty overview

Flight penalty:

a) Overfly landing window will result in a 100 points penalty for the flight score
b) Landing outside the flying field will result in "zero" points for that flight only
c) Motor restart during flight will result in a zero for that flight
d) Landing outside the pilot area will result in a 10 points penalty for the flight score

Prior vote by F5 Subcommittee For 10 / Against 0 / Abstain 1

F5 Technical Meeting vote as amended Unanimous