Free Flight e-Technical Meeting, March 13 2024

Last Name	First Name	NAC	Function
Fuss	Helmut	Austria	Delegate, S/C Member
Breeman	Cenny	Belgium	S/C Member
Lazarkov	Sotir	Bulgaria	Delegate
Bartovský	Tomáš	Czech Republic	Delegate
Vosejpka	Jan	Czech Republic	S/C Member
Buchwald	Peter	Denmark	Observer
Valo	Jari	Finland	Delegate
Besnard	Annie	France	Observer
Desloges	Bazile Hugo	France	S/C Member
Schwendemann	Bernhard	Germany	Alt. Delegate, S/C Member
Uhlig	Peter	Germany	Delegate
Kandilakis	George	Greece	Alt. Delegate
Papadopoulos	Antonis	Greece	CIAM Bureau Member
Reé	András	Hungary	Delegate, S/C Member
Mashiach	Michael	Israel	Observer
Lanzoni	Luigi	Italy	Alt. Delegate
Koike	Masaru	Japan	Technical Expert
Keim	Peter	Netherlands	Delegate
Van Wallene	Allard	Netherlands	S/C Member
Todoroski	Zdravko	North Macedonia	Delegate
Jensen	Narve	Norway	Delegate
Dominiak	Marek	Poland	Delegate
Pelagic	Srdjan	Serbia	Delegate
Drmla	Jakub	Slovakia	Delegate, S/C Member
Pelagic	Zoran	Slovakia	CIAM Bureau Member
Findahl	Per	Sweden	Delegate, S/C Member
Chornyy	Stanislav	Ukraine	Delegate
Carter	John	United Kingdom	Observer
Kaynes	Ian	United Kingdom	S/C Chairman
Etherington	Chuck	USA	S/C Member
Lindley	Dave	USA	Observer

14.1 General Section

The meeting expressed views on the two items in this section which concern Free Flight.

d) C.11.1 Italy Remove all requirements for model marking in section (a)

Subcommittee vote 1 in favour, 14against

This proposal was unanimously opposed by the Technical meeting

f) C.15 F1SC Add F1Q to Junior championships

Subcommittee vote 15 in favour, none against

This proposal was unanimously accepted by the meeting

14.2 Volume F1

a) F1.2.7 F1SC Require EDIC altimeters and resolve flight time before next flight

Subcommittee vote: 14 in favour, 2 against

The meeting accepted this proposal with one correction and a modification shown in read and underlined to read:

F1.2.7 Electronic evidence of flight time

In Fly-offs, **altimeters approved by EDIC** may be mounted in or on a model **and used** 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.

The altimeter 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 it shows the empty memory indication

Any dispute must be marked on the competitor's scorecard for that fly off round. **N**o later than 30 minutes from the end of the fly off **round**, the jury will ask the competitor who filed the dispute to read out the altimeter data and present the altitude versus time graph. **In the event of a delay In presenting the altimeter data the competitor should contact the Jury.** The jury determine the flown time for the fly off round for which a dispute has been filed. If the moment of launch, landing and flight time can be clearly established the flight time will be recorded for the final result. If any one of these conditions is not met, the timekeeper's time of the disputed fly off round will be used as the score for that fly off round. In case of a protest related to the altimeter generated flight time, the altitude graphs must be made available to the jury. Failure to do so will result in the time keeper's recorded flight time being the official score.

d) F1.2.7 USA Require EDIC altimeters

Withdrawn by USA

e) F1.2.7 USA Apply rules to regular rounds as well as flyoffs

Withdrawn by USA

f) F1.2.7 USA Apply to regular rounds and resolve flight time before next flight

Subcommittee vote: 11 in favour, 3 against.

The meeting considered this proposals and raised objections including:

a) A distraction and time consuming for the organiser and jury
b) The ability to include time when the model is out of sight, which is against the requirements for model flying in many countries
c) The need to have an altimeter to be able to compete fairly in the rounds as well as the flyoffs

Voting on the proposal was 7 in favour, 8 against. **The proposal will be referred to the subcommittee**.

g) 3.4.2 F1SC Check motor weight after flight

Subcommittee vote: 7 in favour, non against

The meeting agreed the proposal with no opposition.

h) F1.4.2 F1SC Clarification of junior functions

Subcommittee vote: 7 in favour, none against

The meeting agreed the proposal without opposition, but it was noted that the already existing possibility of single flights counting for two championships should be considered by the subcommittee.

i) F1.3.2 F1SC Allow processing of models before or after flight and motors after flight

Subcommittee vote: 6 in favour, I against

One view was that processing before or after the flight should be a choice for the competitor, as the weight of the model might be reduced during the flight time by drying out. **The meeting agreed the proposal with an amendment to the wording:**

> Indoor free flight duration models must be processed before **or after** each flight **by the competitor's choice** to confirm that the model meets the dimensional and weight requirements of the class and to confirm the FAI unique number of the competitor is marked on the model. Rubber motors are to be weighed **before or** after the flight to confirm that these are within the specification.

j) F1.1.2 F1SC Allow timekeeper pools for indoor

Subcommittee vote: 10 in favour 1 against

Some doubt was expressed about potential delays for teams, but **the meeting approved the proposal without any vote against.**

k) 3.A3.5 F1SC Clarification of model checking

Subcommittee vote: 7 in favour, one against.

It was noted that the proposal was not consistent with the characteristics defined in F1D.2. **The meeting agreed to the proposal with the following amendment:**

> Modify item (3) of 3.A3.5
>
> 3) The third phase of checking requires that during the competition the organiser should measure the relevant characteristics of each model when it is used for an official flight. For F1D this means checking model weight, ~~**wing**~~ **chord of the lifting surfaces, tail span** and wingspan before **or after** the flight and the weight of the rubber motor **before or** after the flight (F1.3.2).

l) Annex4 F1SC Add F1Q to ranking

Subcommittee vote: 15 in favour, non against

The meeting unanimously agreed the proposal.

m) 3.8.7 F1SC F1Q maximum

Subcommittee vote: 15 in favour, none against

The meeting unanimously agreed the proposal.

n) 3.8.2 F1SC Allow organisers to choose to use 2J in some rounds

Subcommittee vote: 12 in favour, 1 against

The meeting unanimously agreed the proposal.

o) 3.8.8 F1SC F1Q flyoff force use of 2J with option to reduce below this

Subcommittee vote: 13 in favour, none against

The meeting unanimously agreed the proposal.

p) 3.8.2 F1SC F1Q require energy limiters to be EDIC approved

Subcommittee vote: 12 in favour, none against

This was accepted the proposal as a necessary and desirable change, but with one view against the dependence on commercial devices.

q) 3.8.2 Hungary Replace current flexible rules for precise 500g minimum weight and standard 1000J energy

Subcommittee vote: 5 in favour, 9 against

There was general opposition to the proposal limiting the design freedom available under the current F1Q rules, it would penalize smaller or larger existing models, and was an undesirable fundamental change just before the first F1Q world championship. **The meeting voted on the proposal and it was defeated 5 in favour, 14 against.**

r) Annex 5 Serbia International Series for F1N

Subcommittee vote: 9 in favour, 1 against

The proposal included points being awarded to all competitors and interest was expressed in applying this to all events in the World Cup and this was referred to the subcommittee.

The proposal and its position relative to the World Cup was discussed. Serbia was not present but had expressed a willingness to consider the World Cup as an alternative to the proposal. The meeting voted on the proposal from Serbia 8 in favour 6 against. The meeting also voted on inclusion of F1N and F1N Junior in the World Cup and this was supported unanimously.

Post meeting note: Serbia have now agreed to taking the World Cup option and so the proposal is revised to:

Annex 1 World Cup

A1.1 Classes

Add F1N and F1N Junior to the World Cup:

The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1D, F1E, **F1N,** F1Q, F1A Junior, F1B Junior, F1D Junior, F1E Junior, **F1N Junior**, and F1Q Junior

q) (agenda page 23) Annex 1 F1SC World Cup minimum of 3 flights

Subcommittee vote: 15 in favour, none against

The meeting noted the situation of F1D in which only two scoring flights are taken for the results and also noted the need to consider the three flights excluding flyoffs. **The meeting unanimously agreed the proposal with amendment for F1D:**

b) Points are awarded only to competitors **who have completed at least three official flights excluding flyoffs (two flights for F1D) and** are in the top half of the results list (if N is the number of competitors, then points are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place, denote this number by H).