# CIAM F1 TECHNICAL MEETING
# FEBRUARY 22 2025

**Chairman: Ian Kaynes**

# F1 TECHNICAL MEETING

- **Free Flight Proposals**
  - The recommendations from this meeting will be given to the Plenary meeting via the minutes of this meeting and remote voting by the delegates will take place on March 19-21
- **Subcommittee votes on proposals**
  - Since all F1 proposals were submitted by the subcommittee the votes shown are those appearing in the original proposals. Votes were recorded by 15 members of the subcommittee
- **General Rule Proposals with F1 relevance**
  - These will be considered at the General Rules meeting on February 23
  - I will pass on any comments from this meeting
- **Agenda**
  - The formal agenda for the Plenary meeting was published only just in advance of this meeting but proposals had been available on the FAI Cloud

# F1 Agenda item (a)  Page 15

# F1.2.6  Time recorded

Subcommittee: Accepted Unanimously  15 in favour, 0 against

The 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 **taken**~~registered~~ as the official time **recorded** or what action should be taken.

Reason:
A clarification in the use of words as “time recoded” as the time to be used for scoring purposes and “times registered” to apply to the times clocked by each of the individual timekeepers.

# F1 Agenda item (b)  Page 15
# F1.2.7 Electronic evidence of flight time

Subcommittee: Accepted  13 in favour, 2 against

- **Summary of the modifications**
  - to extend the use of altimeters for time evidence in regular rounds as well as flyoffs (this resulted by F1SC considering a 2024 proposal from USA)
  - To apply for devices which show absolute time of recordings rather than status lights
  - to cater for the contest director to request the evidence
  - to make the contest director responsible for viewing times instead of the jury, with the jury returning to the normal supervisory and review roles.

*Note that the deleted text is not shown in the proposal for easier review*

# F1 Agenda item (b)

# F1.2.7 Electronic evidence of flight time

**PART 1 of F1.2.7**

**A**ltimeters 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 **or is of a type which identifies the absolute time at which the flight was made.**

*Continued -→*

# F1 Agenda item (b)

# F1.2.7 Electronic evidence of flight time

**PART 2 of F1.2.7**

Any dispute **by the competitor** must be marked on the competitor's scorecard for that round. **The Contest Director may also declare a dispute against a recorded time. In case of a dispute, before the next flight or n**o later than 30 minutes from the end of a fly off round, **the competitor must show the Contest Director in the presence of the Jury** 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 **Contest Director**. ~~The jury determine the flown time for the **flight** 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 **then**

a) **when the competitor filed the dispute**, the timekeeper's time of the disputed **flight** will be used as the score for that round.
b) **When the contest director filed the dispute then the recorded time for the disputed flight will be set as zero.**

*Note: ~~Blue text strikethrough~~ is a deletion from the original proposal, for approval of this meeting*

# F1 Agenda item (c)  Page 16
# F1.2.8 Electronic evidence of fly off times

Subcommittee: Accepted Unanimously  15 in favour, 0 against

Renumber existing F1.2.8 to F1.2.9 and insert following new F1.2.8:

**F1.2.8  Evidence of flyoff times**

**An EDIC-approved altimeter must be used for flyoffs at Championships in F1A, F1B, F1C, F1P, F1Q. 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 or is of a type which identifies the absolute time at which the flight was made. After the flyoff and if no more than five competitors have achieved the maximum flight time, the top five competitors must  produce their altimeter traces for inspection. In the presence of the jury the contest director will examine the trace and if the launch, landing and flight time can be determined then that will be taken as the time for the flight. If the flight time cannot be determined from an altimeter trace then the flight time will be zero.**

**Reasons:**

In several flyoffs at championships in 2024 there have been cases of timing errors. If the competitor has an altimeter trace that shows a longer time than given by the timekeepers then he can challenge it under paragraph 1.2.7. However, if the timekeepers have given an excessively long time, such as timing the wrong model, then there is no mechanism to request an altimeter record or an altimeter might not have been used.

# F1 Agenda item (d)  Page 16
# New Item F1.6 National Regulations

Subcommittee: Accepted Unanimously  15 in favour, 0 against

**F1.6 National Regulations**

**F1.6.1 Announcement of restrictions**

**National regulations should be followed whenever flying free flight models. When national regulations require all model flying in the country to observe specific rules, then the contest organizer must announce such restrictions in the advance publicity for the event.**

a) **One example of such restrictions might be a requirement for radio dethermalization to be fitted in all models.**
b) **A further example might be a requirement for radio dethermalization combined with a prohibition of flying beyond visual sight. In this case the model should be dethermalised  immediately the competitor has lost sight of the model and any altimeter evidence of flight time will valid up to the time of dethermalization.**

**Type the reasons in the space below:**

National regulations in many countries limit the operation of model aircraft to being within sight of the “operator”. Models in strong thermals or on long flyoff flights may contravene this limitation and this proposal allows free flight contest organisers to specify the regulations which must be followed.

# F1 Agenda item (e) Page 17
# F1B.1 Definition

Subcommittee: Accepted 12 in favour, 3 Against

*Remove words "camber or"*

**F1B.1 Definition**

Model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of ~~camber or~~ incidence. Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode.

**Reason:**

The incorporation of flaps on models represents a significant additional complexity and possible increase in performance of the models. It is appropriate to ban the use of flaps before they enter widespread use

# F1 Agenda item (f)  Page 17

## F1B.2 Characteristics of Model Aircraft with Extensible Motors

Subcommittee: Accepted  11 in favour,  2 Against

### F1B.2 Characteristics

| | |
|---|---|
| Surface Area (St) | 17 - 19 $dm^2$ |
| Minimum weight of model less motor(s) | 200 g |
| Maximum weight of motor(s) lubricated | ~~30~~ **25** g |

F1B models may use radio control only for irreversible actions to control dethermalisation of the model. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor

**Reasons:**

The performance of models is very high compared to the maximum times used during the rounds, leading to large and extended flyoffs. For F1B the small reduction of motor weight provides reduced performance without requiring significant changes to the models currently in use. Historically the model weight has been increased to maintain a typical flying weight of motor plus model at 230g. In this proposal the minimum weight of the model is unchanged to further support the use of existing models and to eliminate the possibility of using extra mass to optimise model design (such as high aspect ratio wings) or increased complexity of aircraft systems.

# General Rules Proposal (c) Page 8 USA
# C.2.1.2 Continental Championships

Update the country participation requirements for Continental Championships:-

**C.2.1.2 Continental Championships**

a) These are international events in which the competitors must be nominated by their NACs and must be persons or teams from at least ~~four different nations~~ **half of the nations participating in the specific aeromodelling discipline** from one Continental Region defined in the General Section of the FAI Sporting Code. For the European region, the required participation must be from at least six different countries. These events are for individual and possibly team classification and will be organised only in the years when there is no World Championship in the particular class.

**Reasons:**

On some continents, the number of countries participating in aero sports is very limited. For example, North America has only four nations with aeromodelling participation (USA, Canada, Cuba, and Nicaragua). The proposed change would make holding North American Championships possible and have no effect on European championships.

# General Rules Proposal (d) Page 8 United Kingdom
## C.5.2 Team manager

**C.5.2 Team manager**

a) The team manager may assist the competitors. He is the only person allowed to deal with the Jury or the Organiser in the case of disputes, complaints or protests and must be obligatory for World and Continental Championships. Any member of the officially entered national team may be nominated as team manager.
b) For Free Flight, Control Line, RC Soaring, Scale and Space Model contests, the team manager may have an assistant, registered with the organiser, who will have the same duties as the team manager ~~except that the assistant will not be allowed to deal with the Jury or the Organiser except to deliver protests~~.

**Reasons:**
National teams are becoming smaller and the presence of the TM, who often is a flying competitor, is not always feasible at all times during the contest. TMA should have equal rights and responsibilities as TM to fulfil their duties.

# General Rules Proposals

**(e) Page 8 United Kingdom**
**C.5.3 National team for World and Continent l Championships**
This proposal to be withdrawn by UK

**g) Page 9 ITALY**
**C.11.1 Class F - Model Aircraft**
Technical Secretary note: A similar proposal was part of the 2024 Agenda and was rejected by the Plenary. According to CIAM GR A.10.2 g this proposal is not considered by the Plenary

**j) Page 12 United Kingdom**
**C.13.6 Female classification in an Open International C.13.6 Female classification in an Open International**
This proposal to be withdrawn by UK

**o) Page 14 United Kingdom**
**C.15.6.1 Individual classification**
This proposal to be withdrawn by UK

# F1 Championships

| | | |
|---|---|---|
| ***2026*** | | |
| | ***European F1ABCQ*** | ***Tentative bid Bulgaria*** |
| | ***Junior World F1ABPQ*** | ***North Macedonia*** |
| | ***World F1D*** | ***USA*** |
| | ***European F1E*** | ***Romania*** |
| ***2027*** | | |
| | ***World F1ABCQ*** | ***Mongolia*** |
| | ***Junior European F1ABPQ*** | ***no bid*** |
| | ***European F1D*** | ***No bid*** |
| | ***World F1E*** | ***Bid from Romania*** |