



RC Pylon Racing e- Technical Meeting Minutes 2020 Saturday October 17th 2020

Minutes by: Rob Metkemeijer, S/C chairman

Attendees: 27 participants from 18 countries.

1	Australia	S/C Member	De Chastel Bruce
2	Australia	Registered Delegate	Dodd Tyson
3	Australia	Observer	Trevor Pearce
4	Belgium	Observer	Wim Lentjes
5	Canada	S/C Member	Smith Randy
6	Colombia	Registered Delegate	Zapata Arturo
7	Czech Republic	CIAM Bureau	Bartovsky Tomas
8	Czech Republic	S/C Member	Ciniburk Thomas
9	Germany	CIAM Bureau	UHLIG PETER
10	Greece	CIAM Bureau	Papadopoulos Antonis
11	Greece	S/C Member	Sopeoglou Elias
12	Hungary	CIAM Bureau	Ree Andras
13	Israel	Registered Delegate	Leshed Amram
14	Italy	S/C Member	Fagioli Mauro
15	Netherlands	Registered Delegate	Keim Peter
16	Netherlands	S/C Chairman	Metkemeijer Rob
17	Netherlands	S/C Member	van Empel Tjarko
18	New Zealand	Observer	Les King
19	New Zealand	Registered Delegate	Wurts Joseph
20	North Macedonia	Registered Delegate	Todoroski Zdravko
21	Qatar	Registered Delegate	Smith Carlton
22	Sweden	Observer	Bengt Lindgren
23	Switzerland	S/C Member	Rota Daniel
24	United Kingdom	Observer	Barrie Lever
25	United Kingdom	S/C Member	Jones Geb
26	USA	S/C Member	Allen Jim
27	USA	S/C Member	Neu Steve

The meeting starts at 9.30 CEST and ends 10.55 CEST.

A Recording of this meeting will be uploaded on the FAI cloud, as well as the agenda that was used for the meeting. Before the meeting the S/C chairman had asked the attendees to e-mail their points for discussion before the meeting. These were entered in the ppt agenda to guide the discussion.

In 2019 it was decided to bring the complete F5D rules into one chapter without major changes to the content and intention of the current rules.



This set of (unchanged, but only reformatted) rules were to be presented to the CIAM plenary for approval in April 2020. The SC chairman got permission by the plenary to do this out of sequence due to exceptional circumstances (joining of 2 classes in a subcommittee).

This technical meeting is therefore an out-of-sequence interim meeting with basically one item on the agenda, the new F3E rules.

The December 2019 Bureau Meeting made the decision to change the class name from F5D to F3E.

An introduction of the meeting was given by CIAM President Antonis Papadopoulos; he explained more in general about the exceptional situation for all CIAM meetings.

S/C chairman Rob Metkemeijer explained the intention of this meeting, which was divided in two parts: Examination/voting on the new F3E rule proposal and a discussion about potential rule changes in the future, which were raised by some of the participants.

1. F3E rules proposal 2020

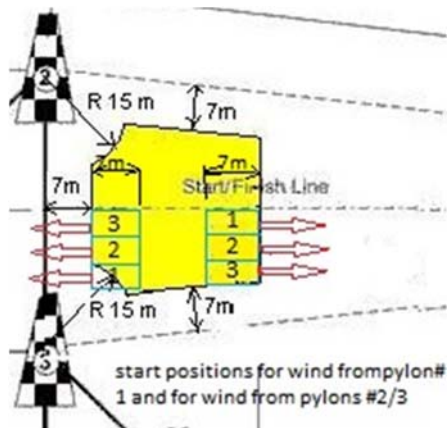
The voting at the end of the discussions was as follows, a number of amendments (mainly small errors in the text of the rule proposal) was agreed upon.

Class F3E			
F3E (former class F5D) New Rules including Annexes.	Submitted by:	S-C	
Amended at the Technical Meeting? See amendments below.			
S-C Voting (<i>prior to the Technical Meeting</i>): For: 7 Against: 0 Abstain: 7			
Technical Meeting Voting: For: 27 Against: 0 Abstain:			
Comments (<i>if necessary</i>):			

The proposal was recommended unanimously by the Technical Meeting and the S/C members including the following amendments as agreed in the technical meeting:

- A list of abbreviations (RX, ESC, BEC, ...) will be provided.
- Chapter 1.11 g) change “appr” into “approximately” .
- Change the header of the 4 first pages from “Class F5E” into “Class F3E” .
- Annex F3E.A1: The Energy limiter, EDIC document needs to be adapted accordingly that F5D will change into F3E.
- Class F5E, Annex F3E A2 – Diagram 1: Left bottom change “F3D” into “F3E”
- Class F5E, Annex F3E A2 – Diagram 2: Left bottom change “F3D” into “F3E”
- 1.2.4.iii Weight of Stickers. In case of the use of stickers the maximum weight of the models including stickers will be increased by 6 grams.

- 1.10.a. Change starting lane dimensions to: Each lane 3 meters wide and 7 meters long. See drawing below of pilots area and starting lanes for clarification. This drawing needs to be added in the rules (with better quality)



In the final drawing that will be published in the rules the suggested flight paths will be added for clarification. *In a discussion about this reverse start suggestions were made to delete it. The SC Chairman will initiate the discussion for a possible future rule change in the Sub Committee.*

- 1.15 Table of Infringements & Penalties: 1.10.g will be changed to 1.11.g
- F3E.A.7.3 PRACTICE a) line 3 : reference to « fuel » will be deleted.
- Chapter 1.5.4.1 change "LiPo" pack into "battery" pack. Reason: the rules allow “any kind of rechargeable battery”.

Implementation will be January 1st 2021 after approval by the CIAM plenary meeting in November 2020.

Note by SC Chairman: After the meeting the Rule proposal including the Annexes was modified according to these amendments and will be presented in this form on the Plenary agenda.

2. Energy Limiter Approval.

There were several questions about the approval of energy limiters for F3E.

Until now no type of energy limiter is EDIC approved. It is highly desirable that this will be done before the next WC in USA 2021. We have flown several World Championships now without approved limiters.

Antonis will initiate an e-meeting before the end of this year about this subject with Manfred Lex, chairman of EDIC committee, Trevor Pearce (EDIC committee member for F3E), Steve Neu (author of the current EDIC document for F5D limiters) Rob Metkemeijer (RC Pylon Racing S/C chairman), Emil Giezendanner (RC Electric SC chairman, the same problem is for F5B limiters) and Antonis himself. Subjects will be:

- What is the exact procedure. How do we get it to work.
- Who can act as the EDIC contact person and will be responsible to get it done.
- Who will do the approval testing technically.



3. Discussion of potential future rule proposals

After the discussions about the new rule set for F3E, a number of suggestions for future rule changes were discussed during the meeting.

Proposals for rule changes have to be electronically submitted to CIAM before November 15th 2020 to be approved by CISM plenary April(?) 2021 for implementation from January 2022. This means that none of the potential proposals below can be effective at the next World Championships Pylon Racing F3D/F3E in Muncie (USA) June – 29th to July 5th 2021.

There are two ways to submit a proposal:

1. By the Sub Committee: This can only be done in case of a clear majority inside the Sub Committee
2. By a NAC by submission to CIAM. It will be evaluated and voted by the Sub Committee, which is an important advice to the Plenary meeting.

All proposals will be discussed and voted for in a technical meeting and finally voted by the Plenary Meeting.

Potential proposals:

Australia (Bruce de Chastel/Tony Singleton):

1.16.a Round off or truncate times to 0.1 second

If there is a large majority in the Sub Committee, this could be a SC proposal.

Conclusion: SC chairman will prepare proposal.

Belgium (Wim Lentjes):

1.9 a, b, c. Make the use of “spread spectrum radio systems” mandatory. Other systems (like 35 MHz, 40 MHz, 72 Mhz) will not be not allowed anymore. Make all consequential changes in the rules. The same could be done for F3D.

Conclusion: SC chairman will prepare proposal.

France (Seb Lemonnier) and New Zealand (Les King):

1.2.7. No augmented stability systems for F3E.

At the moment they are allowed in the F3E rules. It was suggested to copy a part of the F5 rules about what exactly is allowed and not allowed (no flight guidance etc.) *SC chairman will take care of this.*

There seems to be no clear opinion to allow or ban them, at least among the electric pylon experts in the Sub Committee, which makes it not obvious to do a SC proposal for this.

Conclusion: It makes sense that a NAC (France or New Zealand?) submits the proposal to ban stability systems and then the plenary meeting will make the decision.

Australia (Bruce de Chastel/Tony Singleton):

1.3.b. Max. weight of battery pack: 300 grams.

Conclusion: SC chairman will prepare proposal.



Australia (Bruce de Chastel/Tony Singleton):

1.5.4.2. Suggestion to reduce the tolerance of the energy limiter, which is now -0/+2%.

Steve Neu as the expert on this , feels not comfortable to do so. If all tolerances in the chain are added, this may give problems.

A practical solution can be to select the limiters, and use as much as possible the “best” ones.

Conclusion: No SC proposal for this.

France (Sebastien Lemonnier)

1.3 Delete the maximum no load voltage of 21 (+0.2) Volts.

Reason: Respecting the 1000W/min, there is no advantage or disadvantage in higher voltage.

Conclusion: Only a relatively small minority is in favour of such a proposal, so there will be no SC proposal for this. Will NAC France submit?

Australia (Bruce de Chastel/Tony Singleton):

1.10.a and b : 45m sideline distance .

1.14. a : All officials (timekeepers, lap counters and pylon judges) must stay at a minimum distance of 45 m outside the course as drawn on the F3E course lay-out in 1.10.

It is proposed to change the 45 meters to 60 meters or even more.

Reason: 45 meters is considered too dangerous.

Conclusion: SC Chairman will prepare a SC proposal. There is not a 100% agreement in the subcommittee, mainly in order not to lose existing flying sites for electric pylon racing for national competitions. For World championships there is no problem, 90 meter distance will be maintained, because the F3D uses the same race course.

Australia (Bruce de Chastel/Tony Singleton):

1.14.d. The judges’ signals will be off as the aircraft reach midcourse between No. 3 and No. 1 pylons, or earlier. At the instant the model aircraft draws level with the No. 1 pylon the pylon judge will switch his signal on. **When the model aircraft draws level with the No.1 pylon on the way back the signal is switched off. When a pylon cut has been made the signal will flash on and off 5 times or another signal will be activated to inform the competitor about the pylon cut .**

The proposal is to adapt this paragraph according to the systems that are currently in use , of which some give a fixed duration of the turning light signal and a separate light for the pylon cut.

Conclusion : The SC chairman will prepare a proposal for F3D, F3R, F3T and F3E to make these systems with fixed duration of turn light and separate light for the pylon cut possible. The currently described system will remain the preferred system.

Rob Metkemeijer

RC Pylon Racing Sub Committee Chairman.

October 20th 2020.