



# CIAM RC PYLON RACING Technical Meeting 2020

e-Meeting on Saturday 17th October 2020 at 9.30 pm (CEST)

Invited 84 people .....

# Decision of the CIAM Bureau

from the e-session held on 5th September 2020



- The Subcommittees (S/C) chairmen together with the members of each S/C will evaluate the existing proposals as published on the agenda and only items which are considered as urgent will be discussed in the planned e-Technical Meetings.
- After the end of the Technical Meeting sessions the Chairman of each S/C will publish the minutes .
- For pylon racing 2020 is not a WC year, so normally no technical meeting would be held. Only the “new” F3E rules will be discussed.

## Notes on current proposal:



### **Wim Lentjes:**

- Provide a list of abbreviations (RX, ESC, BEC, ...)
- 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, EDID 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”

## Notes on current propos



### **Les King.**

- 1.7 C ref "national" should it read National or International?
- 1.11 C " a maximum of 3 model aircraft per heat? (should this read a max of 3 per competition)?



## Notes on current proposal

### **Bruce DeChastel/Tony Singleton**

#### **Stickers**

##### 1.2.4.iii Weight of Stickers

ISSUE – 3gms on 1 wing only means 30gm of offset loading in turns. Will need to add 3gms to other wing. Suggest these do not add to the measured mass of aircraft as 6gms is up to 60% of tolerance in setting up a aircraft (1000-1010gms)

#### **Limiters**

1.5.1.c. Approval of energy limiters. Has Trevor Pearce got anywhere with this?

#### **Questions by Seb Lemonnier:**

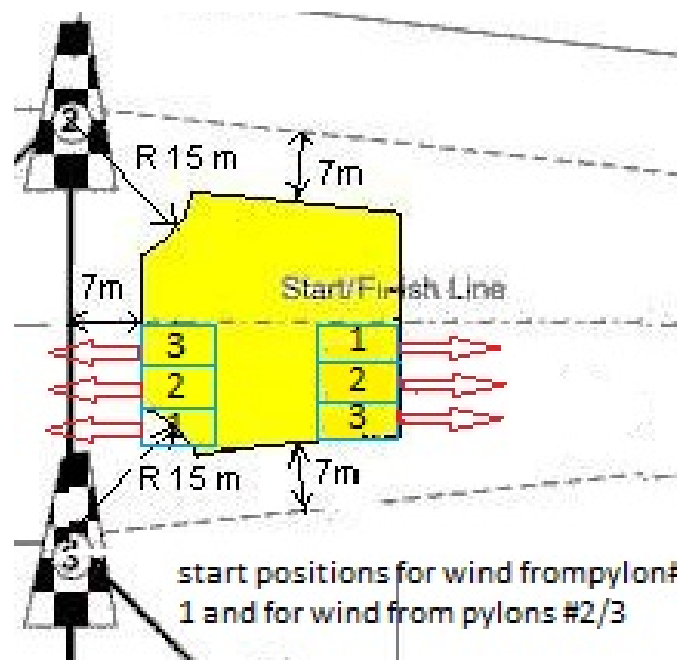
Where can we find the list of the approved limiters by EDIC ?

Where can we find the point of contact of the EDIC WG ? How long take the validation process ?

# Notes on current proposal

## Bruce De Chastel/Tony Singleton

- 1.10.a Each lane 3 meters wide . *Note RM: See drawing of pilots area and starting lanes for clarification. This may be added in the rules (with better quality)*



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# Notes on current proposal



## Bruce De Chastel/Tony Singleton

1.11.i This appears to indicate use of F3D style starting, IE Clock determines launching time. How judged and by whom?  
(Prefer to stay with time starts when aircraft passes the SF line – easy to judge and more accurate race times!)

- *Note RM; See 1.16.a. This is indeed the major change in this rule set. Timing starts at start signal, like in F3D and all other racing.*
- 1.16.a) The flight of each model aircraft shall be timed by a lap counter/timekeeper with a timing device measuring to at least 1/100th of a second ). Timing shall start when the starting signal is given to the individual competitor.

Shame to have such accurate gear whilst humans are basically only good for plus/minus 1/10 second!!!!

*Note RM: times are in 1/100 second like in F3D, realistic or not! (In some other classes there is truncation or rounding off at 1/10<sup>th</sup> second)*

*Do we want a change? New proposal. Note that current world records are in 1/100 second!*

# Notes on current proposal



## Seb Lemmonier

4 ) mistake in the new F3E rules

F3E.A.7.3 PRACTICE a) line 3 :      talking about « fuel »

Table sums up data :                      read 1.11.g instead of 1.10.g

Additional question:

## F3T

- Where can we find the « approval list »
  - for models ?
  - for engines ?



## Potential proposals (2021?)



### **Wim Lentjes**

1.9. The F3D/E rules still refer to (outdated) transmitters with long antenna's and to supply two different frequencies.

The new technology on spread spectrum (2.4Ghz) is more reliable and safer.

Maybe to consider this as a change proposal. As a consequence a lot of chapters needs to be updated accordingly.

Chapter 1.5.4.1 change "LiPo" pack into "battery" pack

Reason: LiPo is the current standard, but will change in the future

### **Bruce De Chastel/Tony Singleton**

1.9 Radio systems 2.4 Ghz only?



## Potential proposals (2021?)

### **Les King**

#### 1.2.7. Stability systems

AUG 2019 Pilots meeting voted to ban. Doesnt this count?

### **Seb Lemonnier:**

Does that choice is fully validated ?

We are now in the same group with F3D, why a different philosophy to see the problem in both class ?

In Maryborough , I didn't feel that the majority of competitors loved the option to see augmented stability systems allowed in competition. Personally, I do not have any ultimate position, I just would like to understand « why this choice » to be able to explain to the French pilots.

*Note RM: should be a new proposal for 2021, could not be changed in this F5D> F3E operation due to not unanimous opinion in Sub Committee.*



## Potential proposals (2021?)

### Les King

1.3 maximum weight of batteries.

Could be reduced to 300gms?

### Bruce De Chastel/Tony Singleton

1.5.4.2 Malfunction of energy limiter

a) limiter/logger provided by the organiser: The competitor will have a reflight. This is the case when the energy limiter is measured outside the tolerance of  $\pm 2/0\%$ . In case of negative tolerance the competitor can choose not to have a reflight and keep his result.

Suggest **consideration of reducing the tolerance** as  $2+2 = 4\%$  (40w.min) from minimum value to maximum allowance which equates to circa  $4/9\% = 44\%$  of a lap or circa 200m of flight!!

## Potential proposals (2021?)



### **Seb Lemonnier**

#### 1.3 Why are we limited to 21V (5S) ?

Few french pilots (not a lot) would like to race in 6S (easier to find than in the past (maybe thanks to the drone racing)) and mainly, they would like to have the opportunity to work with this voltage.

Respecting the 1000W/min, we do not see any advantage or disadvantage . Clearly, it's just a totally different way to work (change of motor, propellers ,etc...).

Do you see any reason not to think about this possibly for F3E ?

## Potential proposals (2021?)



### De Chastel/Singleton

1.10.a and b 45m sideline – That would be dangerous for F3E.

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.

This is excessively dangerous! Suggest 60m or so is bare minimum!

*Note RM: This was directly taken from the F5D rules. no possibility now to change this in the operation from F5D > F3E rules because opinion in the Sub Committee was not unanimous.*

*Needs a proposal for rule change. Then a simple majority at the plenary meeting 2021 is sufficient.*



## Potential proposals (2021?)

### **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 .

Needs revision to what has been used etc!

*Note RM: Same is for for F3D.*

*In the rules is the preferred system. We may change the rules in order to formally allow other systems ( e.g. with constant time of #1 light, like the Kaufmann system)*



# More?



# Thank you for your attention