RC Pylon Racing Technical Meeting Minutes 2021

Report by: Rob Metkemeijer
Chairman Sub Committee RC Pylon Racing

MINUTES of e-meeting held April 10th 2021 9.30 PM CEST

Attendees

De Chastel	Bruce	AUS
Arantes Carvalho	Marcelo	BRA
Andrassy	Roy	CAN
Ells	Harry	CAN
Smith	Randy	CAN
Bartovsky	Tomas	CZE
Ciniburk	Tomas	CZE
Lemonnier	Sebastien	FRA
Jones	Geb	GBR
Kaynes	Ian	GBR
Lever	Barrie	GBR
Uhlig	Peter	GER
Papadopoulos	Antonis	GRE
Metkemeijer	Rob	NED
Keim	Peter	NED
Wurts	Joseph	NZL
Smith	Carlton	QUA
Skinner	Bob	RSA
Rota	Daniel	SUI
Yeginsoy	Faruk	SUI
Eriksson	Thomas	SWE
Lindgren	Bengt	SWE
Allen	Jim	USA
Neu	Steve	USA

Yellow marked: Voting attendees.

PROPOSALS

Page 12	Class F3D

	a) 5.2.14 Radio Equipment		**Submitted by:**	**S-C**
	Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:			
	S-C Voting *(prior to the Technical Meeting)*:	For: 15	Against: 0	Abstain: 1
	Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
	Comments *(if necessary)*:			

Recommended

Page 15	Class F3D

b) 5.2.18 Timekeeping and Judging	Submitted by:	S-C

Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:

Add a sentence at the end of sub-paragraph d) as shown below.

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 five (5) times or another signal will be activated to inform the competitor about the pylon cut.

This system of signalling is the preferred one, but alternative systems with a fixed light duration and a separate pylon cut indication are allowed.

The light has to be off when the model is between pylon #2 and pylon #3.

The CD will inform the competitors which type of system is used.

S-C Voting *(prior to the Technical Meeting)*:	For: 14	Against: 1	Abstain: 1
Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
Comments *(if necessary)*:			

Recommended as amended in technical meeting

Page 18	Class F3D

c) 5.2.20 Scoring and Classification	Submitted by:	S-C

Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:

S-C Voting *(prior to the Technical Meeting)*:	For: 7	Against: 7	Abstain: 2
Technical Meeting Voting:	For: 0	Against: 14	Abstain: 1
Comments *(if necessary)*:			

Proposal withdrawn by Sub Committee after discussion in technical meeting.

Page 45	Class F3E

d) 5.3.2.7 Augmented stability systems and similar	Submitted by:	France

Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:

S-C Voting *(prior to the Technical Meeting)*:	For: 11	Against: 5	Abstain: 0
Technical Meeting Voting:	For: 12	Against: 2	Abstain: 1
Comments *(if necessary)*: **The issue of policing these systems (CIAM General Rules B 1.1.e) needs future work.**			

Recommended by majority in Sub Committee and Technical meeting.

SC chairman will discuss exact formulation of this rule to prevent overlap or inconsistency with General Rules B 1.1.e, also for F3D.

Page 45	Class F3E

e) 5.3.3 Power source	Submitted by:	Netherlands

Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:

The maximum no load voltage must not exceed 21 Volts (max. tolerance +0.2 Volts). The minimum no load voltage shall be at least ~~18~~ 15 Volts (max. tolerance -0.2 Volts).

b) 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 before he is called to the start.

c) If the model aircraft carries more than the allowed number of cells as power source for the motor or the voltage exceeds this voltage**, If the model aircraft power source for the motor exceeds this voltage range,** the competitor is disqualified from that heat.

	S-C Voting *(prior to the Technical Meeting)*: For: 11 Against: 5 Abstain: 1
	Technical Meeting Voting: For: 14 Against: 0 Abstain: 1
	Comments *(if necessary)*: **recommended as amended in technical meeting**.

Recommended as amended in technical meeting

Page 46	**Class F3E**

	f) 5.3.3 Power source		**Submitted by:**	**Netherlands**
	Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*: iii) Maximum weight of battery pack: ~~400~~ **300** g. **Delete rule.**			
	S-C Voting *(prior to the Technical Meeting)*:	For: 9	Against: 3	Abstain: 4
	Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
	Comments *(if necessary)*:			

After discussion in technical meeting it is unanimously recommended to make an amendment to this proposal by deleting the requirements for battery weight in 5.3.3.ii and 5.3.3.iii from the rules.

Page 48	**Class F3E**

	g) 5.3.9 Transmitter ~~and frequency~~ checks		**Submitted by:**	**S-C**
	Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:			
	S-C Voting *(prior to the Technical Meeting)*:	For: 16	Against: 0	Abstain: 0
	Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
	Comments *(if necessary)*:			

Recommended

Page 48	**Class F3E**

	h) 5.3.10 Race Course, Distance and Number of Rounds		**Submitted by:**	**S-C**
	Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*: *Modify sub-paragraph a) as shown below.* ii) In case of **> 5m/s** tail wind the course direction should be changed. ~~if possible.~~ iii) **For cat.2 events, national or local competitions only:** In case this is not possible due to physical or time constraints and when there is a strong tail wind (>5 m/s) the starter can decide a 180º change of take-off direction at least ten (10) minutes before the first heat of a round. This direction of launch shall be continued for that complete round.			
	S-C Voting *(prior to the Technical Meeting)*:	For: 14	Against: 1	Abstain: 1
	Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
	Comments *(if necessary)*: In the technical meeting it was considered reasonable for smaller competitions, where it is not possible to change the course direction, that the possibility of the reverse start method is maintained.			

Recommended as amended by technical meeting.

Page 51	**Class F3E**

	i) 5.3.14 Timekeeping and Judging		**Submitted by:**	**S-C**
	Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:			
	S-C Voting *(prior to the Technical Meeting)*:	For: 14	Against: 1	Abstain: 1
	Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1
	Comments *(if necessary)*:			

Recommended

Page 49	Class F3E

j) 5.3.10 F3E Course Layout			Submitted by:	Netherlands
Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:				
S-C Voting *(prior to the Technical Meeting)*:	For: 7	Against: 5	Abstain: 4	
Technical Meeting Voting:	For: 2	Against: 5	Abstain: 8	
Comments *(if necessary)*:				

Supported by the Sub Committee by small majority
Not recommended by the technical meeting.
The SC CHAIRMAN proposes to refer the proposal back to the Sub Committee for further study and will ask Netherlands to withdraw the proposal.
There was a proposal by Bruce De Chastel to make a relatively small modification to the current rule for the starting lane, which can be taken into account in this study.

Page 51	Class F3E

k) 5.3.14 Timekeeping and judging			Submitted by:	S-C
Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*: *Add a sentence at the end of sub-paragraph d) as shown below.* 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 five (5) times or another signal will be activated to inform the competitor about the pylon cut. **This system of signalling is the preferred one, but alternative systems with a fixed light duration and a separate pylon cut indication are allowed.** **The light has to be off when the model is between pylon #2 and pylon #3.** **The CD will inform the competitors which type of system is used.**				
S-C Voting *(prior to the Technical Meeting)*:	For: 14	Against: 1	Abstain: 0	
Technical Meeting Voting:	For: 14	Against: 0	Abstain: 1	
Comments *(if necessary)*:				

Recommended as amended in technical meeting

Page 53	Class F3E

l) 5.3.16 Scoring and Classification			Submitted by:	S-C
Amended at the Technical Meeting? *(delete as appropriate)* **NO** (*If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red)*:				
S-C Voting *(prior to the Technical Meeting)*:	For: 7	Against: 7	Abstain: 2	
Technical Meeting Voting:	For: 0	Against: 14	Abstain: 1	
Comments *(if necessary)*:				

Proposal withdrawn by Sub Committee after discussion in technical meeting.

10 April 2021
Rob Metkemeijer
Chairman RC Pylon Racing Sub Committee