

F1 Free Flight Technical Meeting Minutes 2021

Meeting by Zoom, 19.30 April 17 Report by Ian Kaynes

ATTENDANCE LIST

Ian Kaynes F1SC Chairman	GBR	Rolandas Mackus	LTU
Helmut Fuss	AUT	Ganzorig Chimed	MGL
Cenny Breeman	BEL	Byambajav Luvsanchultem	MGL
Valentin Savov	BUL	Tumur	MGL
David Loveday	CAN	Zdravko Todoroski	MKD
Jan Vosejпка	CZE	Rob Metkemeijer	NED
Peter Buchwald	DEN	Allard Van Wallene	NED
Javier Hernandez	ESP	Peter Keim	NED
Priit Leomar	EST	Narve Jensen	NOR
Jari Valo	FIN	Edward Burek	POL
Hugo Bazile Desloges	FRA	Marek Dominiak	POL
Mark Benns	GBR	Adam Krawiec	POL
John Carter	GBR	Sergei Makarov	RUS
Bernhard Schwendemann	GER	Srdjan Pelagic	SRB
Massimo Semoli	GER	Jakub Drmla	SVK
Peter Uhlig	GER	Per Findahl	SWE
Antonis Papadopoulos	GRE	Robert Hellgren	SWE
András Reé	HUN	Bengt Lindgren	SWE
Narayan Anant	IND	Chuk Etherington	USA
Gianni Cesare	ITA		

a) F1.1.2 Clarification of timekeeping

F1 Subcommittee

F1SC votes

ACCEPT UNANIMOUS

Amended at Technical Meeting at suggestion of F1 Subcommittee to add another clarification to forbid competitors from acting as official timekeepers for their own flights. This is in addition to the original wording

F1.1.2 Provision of Timekeepers

Add a new sentence to F1.1.2 a) as follows:

- a) In Free Flight events, provide each starting position with two time keepers in Championships. **At Open Internationals each starting position should be provided** or with at least one timekeeper ~~for other contests~~, **but if the organisers are unable to provide official timekeepers they must announce this in advance in a bulletin.** For fly-offs an additional timekeeper must be provided (i.e. three for Championships, at least two for other contests). All time keepers must have binoculars. Each starting position must be equipped with at least one tripod for supporting binoculars.

F1.2.1 Timekeepers

Modify F1.2.1.(b) to read

Competitors may act as timekeepers **for flights of other competitors.**

Technical Meeting conclusion:

ACCEPT – UNANIMOUS

b) F1A - Gliders

Netherlands (Switzerland & Germany)

F1SC votes: Reject, 5 for, 10 against

Netherlands and Germany withdrew the proposal.

In discussion it was suggested that the F1SC should consider some relevant safety advice for competitors without a rigid rule on competitors' actions.

c) F1B: 3.2.8 Classification **F1 Subcommittee**

F1 Subcommittee opinion: Accept, 11 for, 2 against

Technical Meeting: For: at least 9 of the 22 delegates Against : 1

d) F1.3.1, F1.4.1, ANNEX 1, ANNEX 3 **Poland**

e) F1C: 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) **Poland**

The Technical meeting considered the 2 proposals together.

F1 Subcommittee opinion: Reject, 2 for, 8 against

Technical meeting: Reject, 3 for, 12 against

f) F1D: 3.4.2 Characteristics of Indoor Model Aircraft **France**

F1 Subcommittee opinion: Accept, 7 for, 1 against

Technical meeting: Accept, 9 for, 2 against

The meeting amended the proposed addition to clarify that the weight of rubber was a maximum value with the modification shown by underlined bold:

For Open Internationals (not Championships) in category 1 (less than 8m) and category 2 (from 8 to 15 m) sites, the organiser may specify that the rubber motor (0,4g) must be replaced by a rubber motor of **maximum weight** 0,2g and a spacer (free length but minimum weight 0,2g). This must be announced in advance in the competition bulletin.

The reduced motor and the spacer are to be checked before or after the flight as in F.1.3.2.

g) Annex 1 – Rules for Free Flight World Cup **F1 Subcommittee**

F1 Subcommittee opinion: Accept, unanimous

Technical meeting: Accept, unanimous

h) Annex 1 – Rules for Free Flight World Cup **F1 Subcommittee**

F1 Subcommittee opinion: Accept, unanimous

Technical meeting: Accept, unanimous

i) Annex 1 – Rules for Free Flight World Cup **France**

F1 Subcommittee opinion: Accept, unanimous

j) Annex 2 – A Guide for the Organisers of FAI Contests in the Outdoor Free Flight Classes **France**

F1 Subcommittee opinion: Reject, 4 for, 9 against

The Technical meeting noted that the wording was unclear, particularly the use of the words “self timing”, and the Technical Secretary had noted difficulty in placing the addition. France withdrew the proposal and the subject will be referred to the F1 Subcommittee.

OTHER ITEMS

There was some discussion of the operation of the EDIC committee and the situation with regard to devices used in F1. Rob Metkemeijer had organised a meeting of EDIC chairman and specialists and the chairmen of the involved Subcommittee. Some progress had been made for a way forward to consider the accuracy of devices and the functionality as separate issues, with help from manufacturers to justify their devices. Allard van Wallene described his willingness to participate in EDIC and his progress in producing an altimeter.