

F1 Subcommittee

Report by Ian Kaynes, December 2021

The subcommittee for 2021-22 has 19 members, but some have not been very active.

International competitions only started in July and with limited attendance and no championships this resulted in very little direct contact between members.

An altimeter was approved under EDIC before the competitions started. These were very soon employed in events for an altitude flyoff where a normal flyoff was not possible in the available conditions and flying site. Although the altitude flyoff definition had been passed by Plenary 2019 and had been in the Sporting Code from January 2020, a large number of people complained that they did not know of this option. I remember Sandy Pimenoff's mantra "Read the book".

The experience with these flyoffs resulted in discussions in the subcommittee leading to a proposal to refine the altitude flyoff definition. A shortage of sensors curtailed production of the approved altimeter so that an additional limitation has been proposed to permit the altitude flyoff only when all competitors in the flyoff had a suitable EDIC altimeter.

Other proposals submitted concerned mainly small changes to the code for clarity or consistency.

There was some discussion of a proposal for RDT to be available on F1C before they were launched to cover for the possibility of launching without starting the timer, which switch also activates the RDT. Discussion points included that there would be a benefit to safety, how few times an experienced flyer would make this mistake, other reasons for RDT not functioning after launch, the possible model damage if used during the power phase, and the need to make significant modifications to one of the commercially available timers to make this possible. Without significant agreement on some of these factors no proposal was submitted.