

CIAM FREE FLIGHT SUBCOMMITTEE REPORT 2002-03

The subcommittee was formed with 21 members, which decreased to 20 when one member resigned during the summer. Five circulars have been distributed with a good response from most members, all but one having email and corresponding via the ciam-f1 list.

A major item for discussion has been power model rules. One aspect addressed the F1P rules which were formulated and passed at the March 2002 Plenary meeting. It was decided that it was too earlier to propose any changes to the new rules, particularly because no F1P models have yet been seen. In the light of this lack of models, the suggestion has been made that F1J be flown alongside F1P at least in the 2003 European Championships. The performance of F1J models relative to the 2 minute maximum has lead to a FFSC proposal to reduce the motor run to 5 seconds. Continued discussion of F1C had most of the FFSC preferring no change, the USA member noting that a majority of flyers in his country have at least one geared model and would oppose a ban on gears at this time.

The FFSC discussed the extended maximum rules which were introduced in 2002. There have been some vociferous objections to the “loss” of extended flight time if a competitor fails to score a maximum in all flights. The FFSC noted also that the system had been accepted and applied successfully at most competitions during the year. The committee decided to submit two clarifications: on the optional nature of application to open internationals, and the requirement to fly extended maxes only when the weather is suitable.

Some organisers of international appeared not to follow the new Sporting Code on the extended maximum and other matters. This lead to a decision to emphasise the need to follow the Code in a letter to World Cup organisers in 2003, and state the penalty that events which fail to observe the Code during 2003 will not be considered for inclusion in the World Cup 2004.

The FFSC submitted a proposal to ban metal towlines on safety grounds.

Other subjects discussed have been the possible introduction of an electric free flight class and electronic systems, including GPS and closed loop controls. No proposals have resulted from these exchanges.

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