Free Flight Proposals for CIAM Plenary Meeting April 2021

F1B 3.2.8 FFSC proposal

Change item(c):

The organiser will establish a 7 minute period during which all fly-off competitors must <u>wind their</u> <u>rubber motor and</u> launch their model. Competitors may use one rubber motor which was wound before the start of the 7 minute period and may wind additional rubber motors during the period. Within these 7 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.2.5. Starting positions will be decided by a draw for each fly-off.

Reason

When the flyoff period for F1A F1B F1C was reduced to 7 minutes, F1B flyers were given the option of winding a motor before the start of the 7 minute period. This has been difficult to control and has been open to different interpretations. It is proposed to forbid winding motors before the start of the flyoff rounds, in exactly the same way that winding motors is not allowed before the start of the basic official flights. While this gives a reduced launch period compared to F1A and F1C, there is no relationship between the classes and the rule will be uniform for all F1B flyers.

Annex 1 FF World Cup FFSC proposal from 2020

Change item (c) and (e):

c) The number of points awarded is 500 for the winner and linearly decreases to zero for the highest place competitor receiving no points. For the competitor in place P This is expressed by:

The points calculated are rounded up to the nearest whole number of points. <u>Additional points</u> are awarded for the top three places subject to the requirement (b) to be in the top half of the results. Place 1 receives 75 extra points, place 2 receives 50 points and place 3 receives 25 points.

 e) Each competitor awarded placing points is also eligible for one bonus point for each competitor they have beaten in the competition. The number of people beaten by someone in place P is (N-P). The winner is awarded an additional 25% bonus points, that is he receives 1.25*(N-P) points, rounded up to the nearest whole number of points.

Reason

The new scoring system introduced evenly graduated points from first place down to half way down the results. In a large competition this results in only a few points difference between the top places. The proposal makes a clearer reward for people placing on the podium of any event.

Annex 1 FF World Cup FFSC proposal

Modify item (a) and (e) as shown below. All other items (b, c, d, f, g) in Paragraph 4 remain unchanged

- a) The only competitors considered for the calculation of World Cup points are those who completed a flight in the first round of <u>have recorded a time on at least one official flight during</u> the competition. The number of these competitors is denoted by N and the place of an individual in this list is denoted by P.
- e) Each competitor awarded placing points is also eligible for one bonus point for each competitor they have beaten in the competition, <u>but counting only the competitors with a flight time in</u> <u>round one of the competition</u>. The number of people beaten by someone in place P is (N-P). The winner is awarded an additional 25% bonus points, that is he receives 1.25*(N-P) points, rounded up to the nearest whole number of points.

Reason:

Originally a limitation was introduced to calculate bonus points counting only the competitors who had flown in the first round. This was to prevent any additional bonus points being accrued if extra competitors were introduced during the competition. The rules were later simplified to count only the competitors who had flown in the first round for the basic points as well as the bonus points.

Using this current system can be considered to penalise competitors who had made no flight in the first round compared to those with a zero score later in the competition. It is proposed to return to the consideration of the score in the first round only for the award of bonus points.

Annex 1 FF World Cup France proposal

Add classes F1D and F1D Junior

Reason

An indoor free flight world cup could revitalise the category. Not only will the competitors have more occasions to train but they could also challenge foreign flyers. Moreover, it will allow national competitors (not flying in the national team) to take part in an international event and ranking.

For instance in France, only half of the F1D flyers take part in the world championships. Such a proposition could motivate them to compete on a worldwide scale.

3.1.4, 3.1.5 and 3.1.12 proposal from Netherlands, Switzerland, Germany

3.1.4 add 3.1.5.g to list of attempts for which zero time is recorded

3.1.5 Add :

(g) <u>The competitor falls during the process of releasing of the model from the cable to the extent that</u> parts of the competitor's body other than the feet come into contact with the ground (jumping <u>allowed).</u>

Change 3.1.12

a) The competitor must be **<u>standing</u>**, walking or running on the ground when releasing the model from **<u>the cable</u>** and must operate the launching device himself (jumping allowed).

b) All freedom of action and movement is permitted to allow the best use of the cable, except throwing of the launching device.

c) The model must be launched <u>released to initiate tow</u> within approximately 5 metres from the starting position marker.

Reason

More and more F1A sportsmen can be seen throwing themselves to the ground when launching their models to generate additional line pull, model speed and therefore altitude of the model to increase flight performance. Tests have shown that line pull can exceed 40 kgf during this stage. The risk of the towline breaking is the highest during this falling down stage as the line pull is highest of all tow phases. This high line pull reduces the impact of the body on the ground. However if the towline breaks and, as one but frequently both hands are holding the towline, the sportsman cannot break the fall with the hands. The head, which is one of the heaviest part of the human body, will hit the ground hard. This may lead to injury like concussion etc., in particular if the head hits a hard object like a stone, rock, dried clay or road, which are commonplace on most of the fields where competitions are flown. Several injuries (head, shoulder, elbow, back) have

already been reported by sportsmen. This proposal forces the sportsmen to stand up during the launch, thereby preventing injury.

Bonus effects: Since the launch altitude will be reduced by up to 10 metres, flight performance is reduced. No changes in model design are required.

Annex 2 France proposal

This proposal suggests to formalize and frame the self-timing already widely practiced in international competitions counting for the World Cup.

Self-timing

The organizers of international competitions counting for the World Cup may use self-timing under the following conditions:

The timing mode must be announced on the entry form.

The organizer must provide an official supervisor for four poles.

The organizer will respect the general rules of organization in the articles above.

Role and power of the supervisor

The identifiable supervisor must be present at the start line at all times.

Its mission will be to supervise the proper conduct of the self-timing of its four poles.

He can time the competitor of his choice unexpectedly and control false starts.

He will have the same powers as the timekeeper cited in the above article

Reason

Today the majority of international competition organizers can no longer mobilize a sufficient number of timekeepers; they resort to this type of timekeeping. But there is too much disparity between each competition and it would be good to standardize the practices.

F1C 3.3.2 Poland proposal

Characteristics of Model Aircraft with Piston Motor(s) F1C

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Maximum duration of motor run:

4 seconds from release of model Additional requirements for Juniors models:

Gearing between engine shaft and propeller is not allowed.

Variable geometry (e.g. folding wing) and/ or variable airfoil camber (e.g. flaps) is not allowed.

Reasons

- Class F1P does not allow a smooth transition to F1C class (from junior to senior in fact), 1
- Class F1P with its technical rules is an archaic one. Result a small number of juniors compete in 2. competitions especially in EChs and WChs - 16 juniors F1P only (6 countries) in 2018 FAI F1 Junior WChs for Free Flight Model Aircraft,
- During the course of juniors there is no need to build from a scratch or to invest in other models (just 3. replace an engine and readjust a model) - to increase a number of young players competing,
- Currently, the clubs and F1C competitors have a large amount of good equipment (shorter tail booms, 4. larger fins), built in the 90s, which is suitable for use by juniors.

F1.3.1, F1.4.1, ANNEX 1, ANNEX 2 **Poland proposal**

F1.3.1 Processing of Free Flight Model Aircraft - Class F1A, F1B, F1C, F1E, F1P

c) Before the start and during the contest, the competitors have the right to have launching cables (F1A) and motors (F1B) and swept volumes of motors (F1C, and F1P) officially checked.

F1.4.1 Team Classification Team Classification at all Free Flight Championships will be made according to the scheme described in C.15.6.2.a (ii). As a clarification of the application for free flight, the initial classification is based on the score in the regular flights and the next stage is based on the sum of the individual placing of team members (including flyoffs for F1A, F1B, F1C, F1E, F1P or counting more flights in F1D).

Point 3.6 should be transferred to the Provisional Rules and give number 3.P

1. Classes The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1E, F1Q, F1A Junior, F1B Junior, F1P Junior and F1E Junior. 2. Competitors All competitors in the specified open international contests are eligible for the World Cup. Only Junior competitors are eligible for the F1A Junior, F1B Junior, F1E Junior and F1P Junior World Cup.

3.A2.1

This guide is applicable to World and Continental Championships in classes F1A, F1B, F1C and for Junior Championships at which F1P is flown in place of F1C. Organisers of Championships should note the administrative advice given in the CIAM General Rules on the organisation of Championships. For organisers of FAI Open International events, appendix A gives changes and comments appropriate to Open Internationals for classes F1A, F1B, F1C, F1P and also F1G, F1H, F1J, F1Q, and F1S.

3.A2A.2....

Note that under World Cup rules (Volume F1 Annex 1 para1) F1P models may be flown alongside F1C in World Cup Open Internationals. The F1P models are flown to their class rules except that the maximum flight time must be the same as the F1C flights. The F1P results are included with the F1C results for F1C World Cup scoring and also count for F1P Junior World Cup for junior flyers.

Reasons

Unification and clarification of regulations for juniors competing in the free-flying model class with an internal combustion engine drive.

Currently practiced by the juniors only.

The consequence is running the first-class events for Free Flight for Juniors in the class F1C instead of F1P. Juniors could compete in more competitions for the Word Cup and develop their skills under the supervision of elders (just like in the other classes).

3.4.2 France proposal

This proposition suggests allowing half motor in F1D Open internationals for CAT 1 and 2.

Add at end of 3.4.2:

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 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.

Reasons:

This possibility is already used by all F1D participants for training at World Championships in order to make more test flights during training days.

This reduced motor gives the opportunity to run an FAI contest in one day if the number of participants is low and the flying area large enough (hand-ball gym)

Opportunity to fly FAI events in low ceiling where steering may be done by fishing poles.

The idea is to have many open international events in order to stimulate F1D activity, and later on start an F1D World CUP