

F1 Subcommittee

Report by Ian Kaynes, November 2015

The subcommittee for 2015-16 has 15 members, of whom two have been inactive so far this year.

Initial discussions centred on the changes passed at the 2015 Plenary meeting. A petition was submitted to CIAM to remove the change of F1C motor run from 5 to 4 seconds, which was rejected by CIAM since the change had been approved by Plenary in the normal way. Some members of the subcommittee proposed two different motor runs according to model complexity, but the majority of the subcommittee support the reduction to 4 seconds and so no further change has been proposed.

Another change approved by Plenary 2015 was the option of splitting flyoffs into two groups. In advance of implementation from January 2016, two competitions this year adopted the system. One of these indicated a lack of clarity of classification. The rule states that competitors eliminated in the group flyoffs are classified according to their group times, but does not explain that competitors continuing beyond the group stages have their classification decided on the later flyoffs only with their times in the group flyoffs ignored. A proposal to Plenary 2016 has been submitted to add this clarification, but it would be useful to publicise this as a note or add to the 2016 Code as advice.

Other aspects of flyoff procedures were discussed, notably the use of non-standard methods to determine the winner, for example via timing models from an early DT. One change considered was the reduction of the round time for flyoffs, this was not supported as a general change, but has gone forward as a proposal to allow open internationals to reduce the flyoff round to 5 minutes.

The current model processing rules include an ambiguity where one part of the code requires marking of every part of free flight models and another section specifies a single mark on the FAI sticker. The subcommittee were divided on which approach to take, a narrow majority supporting the single mark approach.

A proposal to change the bonus point allocation in World Cup rules was supported by the subcommittee. This relates the bonus points directly to the number of people beaten without the jumps of the current system for every 5 or 10 people beaten. To maintain the balance of bonus points to place points the regular place points have been multiplied by 10. A change to specify the number of participants by those recording a flight in the first round of a competition was supported by a majority.

A proposal to amend the organisers guide for outdoor free flight contests has been submitted, the changes including notes on the group flyoff, mixing fuel and banquets.

The subcommittee discussed the suggestion to change the power class flown at junior championships from F1P to an electric model. There was a division of views between using F1Q as an equivalent class to F1A and F1B, or to choose the simple and very popular F1S model. The possibility of flying interim championships to F1P and the electric class was also considered. No decision has been made at this time.