CIAM Free Flight Technical Meeting, February 22 2025

The meeting was held at 18.00 CET and finished at 19.30.

Attendees

#	Name	NAC	Function
1	Fuss Helmut	AUT	S/C Member
2	Savov Valentin	BUL	S/C Member
3	Bartovsky Tomas	CZE	Delegate
4	Vosejpka Jan	CZE	S/C Member
5	Buchwald Peter	DEN	S/C Member
6	Hernandez Abad Javier	ESP	S/C Member
7	Valo Jari	FIN	Delegate
8	Desloges Bazile Hugo	FRA	S/C Member
9	Carter John	GBR	Observer
10	Schwendemann Bernhard	GER	Alt. Delegate
11	Uhlig Peter	GER	Delegate
12	Papadopoulos Antonis	GRE	CIAM President
13	Reé András	HUN	S/C Member
14	Miasnikov Ron	ISR	CIAM Technical Secretary
15	Wisfelner Ohad	ISR	Observer
16	Luigi Lanzoni	ITA	Alt. Delegate
17	Koike Masaru	JPN	Observer
18	Barkus Eligijus	LTU	Observer
19	Latvenas Mantvydas	LTU	Observer
20	Zukauskas Nerijus	LTU	Observer
21	Todoroski Zdravko	MKD	Delegate
22	Duijghuisen Bastiaan	NED	Observer
23	Keim Peter	NED	Delegate
24	Van Wallene Allard	NED	S/C Member
25	Krawiec Adam	POL	S/C Member
26	Pelagic Srdjan	SRB	Delegate
27	Yeginsoy Faruk	SUI	Delegate
28	Findahl Per	SWE	S/C Member
29	Etherington Chuck	USA	S/C Member
30	Ian Kaynes	GBR	S/C Chair

14.2 Section 4 Volume F1 - Free Flight

a) F1.2.6 - Clarification F1 Subcommittee

The duration of the flight recorded is the mean of the times registered by the timekeepers, rounded to the nearest whole number of seconds to the resulting mean time (0.5 second rounded up to the second above) unless the difference between the times registered shows evidence of an error in the timing, in which case the organiser will determine, with the FAI Jury, which time will be **taken** ~~registered~~ as the official time recorded or what action should be taken.

Voting: Accepted unanimously by the Subcommittee
Accepted unanimously by the Technical meeting

b) F1.2.7 – Electronic evidence of flight time F1 Subcommittee

~~In Fly-offs, a~~**A**ltimeters approved by EDIC may be mounted in or on a model and used to produce a time- altitude graph of the recorded flight. The responsibility of the use and correct functioning of such devices rests with the competitor.

The use of an altimeter is voluntary.

The altimeter must be shown to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter and to confirm that it shows the empty memory indication **or is of a type which identifies the absolute time at which the flight was made.**

Any dispute **by the competitor** must be marked on the competitor's scorecard for that ~~fly off~~ round. **The Contest Director may also declare a dispute against a recorded time. In case of a dispute, before the next flight or n**~~N~~o later than 30 minutes from the end of a fly off round, **the competitor must** ~~jury will ask the competitor who filed the dispute to read out~~ **show the Contest Director in the presence of the Jury** the altimeter data and present the altitude versus time graph. In the event of a delay in presenting the altimeter data the competitor should contact the **Contest Director**~~Jury~~. ~~The jury determine the flown time for the fly off round~~ **flight** ~~for which a dispute has been filed.~~ If the moment of launch, landing and flight time can be clearly established the flight time will be recorded for the final result. If any one of these conditions is not met **then**

a) **when the competitor filed the dispute**, the timekeepers **recorded** time of the disputed ~~fly off round~~ **flight** will be used as the score for that ~~fly off~~ round.

b) **When the contest director filed the dispute then the recorded time for the disputed flight will be set as zero.**

Note: Green text is used above for changes (deletion and insertion) agreed at the meeting.

Voting: Accepted by the Subcommittee 13 in favour, 2 against
Accepted by the Technical meeting with the changes shown above
16 in favour, 3 against

c) F1.2.8 – Rule change F1 Subcommittee

Renumber existing F1.2.8 to F1.2.9 and insert following new F1.2.8:

F1.2.8 Evidence of flyoff times

An EDIC-approved altimeter must be used for flyoffs at Championships in F1A, F1B, F1C, F1P, F1Q. The altimeter must be shown to the timekeeper before the flight for the timekeeper to record the serial number marked on the altimeter and to confirm that it shows the empty memory indication or is of a type which identifies the absolute time at which the flight was made. After the flyoff and if no more than five competitors have achieved the maximum flight time, the top five competitors must produce their altimeter traces for inspection. In the presence of the jury the contest director will examine the trace and if the launch, landing and flight time can be determined then that will be taken

as the time for the flight. If the flight time cannot be determine from an altimeter trace then the flight time will be zero.

Voting: Accepted unanimously by the Subcommittee
Accepted by the Technical meeting 18 in favour, 1 against

d) F1.6 - Rule change F1 Subcommittee

Introduce a new section in F1 after the existing section F1.5

F1.6 National Regulations

F1.6.1 Announcement of restrictions

National regulations should be followed whenever flying free flight models. When national regulations require all model flying in the country to observe specific rules, then the contest organizer must announce such restrictions in the advance publicity for the event.

a) **One example of such restrictions might be a requirement for radio dethermalization to be fitted in all models.**

c) A further example might be a requirement for radio dethermalization combined with a prohibition of flying beyond visual sight. ~~In this case the model should be dethermalized immediately the competitor has lost sight of the model and any altimeter evidence of flight time will valid up to the time of dethermalization.~~

Note: Green text is used above for changes (deletion) agreed at the meeting.

Voting: Accepted unanimously by the Subcommittee
Accepted unanimously by the Technical meeting with the change shown above

e) F1B.1 – Rule change F1 Subcommittee

Remove words "camber or"

Model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of ~~camber or~~ incidence. Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode.

Voting: Accepted by the Subcommittee 12 in favour, 3 against
Accepted by the Technical meeting 15 in favour, 5 against

f) F1B2 – Rule change F1 Subcommittee

Change maximum weight of motor:

Surface Area (St)	17 - 19 dm^2
Minimum weight of model less motor(s)	200 g
Maximum weight of motor(s) lubricated	~~30~~ **25** g

F1B models may use radio control only for irreversible actions to control dethermalisation of the model. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor

Voting: Accepted by the Subcommittee 11 in favour, 2 against
Accepted by the Technical meeting 14 in favour, 4 against

14.2 CIAM General Rules

The meeting considered the proposals with free flight relevance [(c) Continental Championships and (d) Team Manager] and had no objections to their application to free flight.

Future Championships

The meeting reviewed the events planned for 2026 and 2027. Bulgaria explained that they were not bidding for the 2026 European Championships for F1ABCQ, which means there are currently no bids tabled for that event.

Other Items

Lithuania raised the question of Championships status for F1N which has shown good support in the World Cup both the preliminary event in 2024 and the scheduled competitions for 2025. This was referred to the F1 Subcommittee for consideration.