

## **CIAM Free Flight Subcommittee 2009**

The 2009-10 Subcommittee has 20 members. Discussions during the year have covered subjects including:

- Model performance F1A F1B F1C. A statement of the problems of high performance was discussed and placed on the web site. No proposals for change were generated for the 2010 Plenary meeting in view of the rule cycle for these classes.
- Model performance F1Q – ideas discussed included reducing the motor run, limiting the mass of the motor as a proportion of aircraft mass, and other specification changes, but there was not clear agreement on a specific route. A proposal has been submitted to extend the organisation of flyoffs.
- F1C safety following a crash at the World Championships. This was brought to attention via a video. The majority view was that the current rules on starting lines and position of spectators are adequate but must be enforced.
- Radio DT and the wording of the definition of free flight. There was some discussion of the use of radio to stop motors within a flight or to terminate the flight. No change has been proposed.
- F1E starting area. Following problems at the 2009 World Championships further definition of the launch area were discussed but it was decided that the added complexity was not necessary for the exceptional cases where problems have occurred.
- World Cup – a suggestion to increase the number of events counted were not popular and there was no support for further extending the advantages in the rules for countries outside Europe.
- Detail code improvements. Proposals have been submitted to remove some anomalies within the current Sporting Code. One source of identification of anomalies was a paper by Wilhelm Kamp, a past member of the subcommittee, based on his observations as a Jury member during 2009.

*Ian Kaynes November 2009*