

## F2 Subcommittee minutes

Report by: Vernon E. Hunt, F2 S/C Chairman

Meeting date: 09/04/2024, held via Zoom

Present:

#	Last Name	First Name	NAC	Function
1	Semoli	Massimo	GER	CIAM Bureau
2	Papadopoulos	Antonis	GRE	CIAM Bureau
3	Pelagic	Zoran	SVK	CIAM Bureau
4	Finocchiaro	Joe	AUS	Delegate
5	Bartovský	Tomáš	CZE	Delegate
6	Uhlig	Peter	GER	Delegate
7	Keim	Peter	NED	Delegate
8	Dominiak	Marek	POL	Delegate
9	Molteni	Adriano	ITA	Observer
10	Hiki	Masaru	JPN	Observer
11	Hunt	Vernon E.	GBR	S/C Chairman
12	Miorini	Hanno	AUT	S/C member
13	Holtermann	Christoph	GER	S/C member
14	Lanzoni	Luigi	ITA	S/C member
15	Olijve	Rob	NED	S/C member
16	Dzikowski	Michał	POL	S/C member
17	Wee	Christopher	SGP	S/C member
18	Barbaric	Pavol	SVK	S/C member
19	Lott	Peter	RSA	S/C member
20	Larsson	Ingemar	SWE	S/C member
21	Germann	Peter	SUI	S/C member
22	Lee	Bill	USA	S/C member
23	Matumura	Kenji	JPN	Technical Expert

Note: i) Copy and paste a blank table if there are more proposals than there are tables provided; delete those tables that are not required.

ii) Add the proposal agenda paragraph number and proposal title in the first blank cell.

Technical Meeting Voting:

100 % in favour: unanimously recommended

>66.6% in favour: recommended by vast majority

>50% in favour: recommended by majority

## Minutes – Proposals

As well as the Subcommittee as the Technical Meeting recommends eight of 10 proposals to be implemented, two to refer back for further consideration.

### Quick Summary:

#	Concerns	Page	Applicant	Result
a	4.4 F2D Combat+Annex 4D Judges guide conc. 4.4.15. d	24	F2 Sub	Unanimously
b	4.4.5 b) Mechanics for Category 1 Competitions	24	Austria	Unanimously
c	F2B, 4.B.12 / Results awareness	25	Italy	Referred back
d	Annex 4D, F2D Judges guide conc. 4.3 Combat site	25	F2 Sub	Unanimous
e	Annex 4D, 4.4.13. a) & p) F2D Judges guide Clarification	26	F2 Sub	Unanimous
f	Annex 4F C/L Organiser guide conc. 6.2 (F2B flying site layout)	26-27	F2 Sub	Referred back
g	Annex 4F C/L Organiser Guide conc. 6.5.2. Aerobatics (6.5.2)	27	F2 Sub	Unanimous
h	Annex 4F C/L Organiser Guide Appendix II, conc.	27-28	F2 Sub	Unanimous
i	Annex 4K, F2G - Rule Change	29-31	F2 Sub	Unanimous
j	Annex 4K, F2G - Change of class from provisional to official	31	Switzerland	Unanimous

## Details:

#	Page 24	F2D		
a)	<b>4.4 F2D Combat + Annex 4D F2D Judges Guide</b>	Submitted by	F2 Subcommitte	
	Amended at the Technical Meeting?	YES		
	<i>(delete as appropriate)</i>			
	<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>			
	<b>Judges Guide 4.4.15.d and f / Add text</b>			
	<u>A round that includes a non-flying competitor from a previous round shall be drawn in one phase with the non-flying competitor from the previous round flying as first pilot in heat 1 and also first pilot in the last heat (if the number of competitors permit it and he is still in the contest). If he cannot fly in the last heat due to the number of competitors, he will fly first and last in the next round and so on until he has caught up.</u>			
	Reason: <i>To clarify how to make draws with odd number of pilots</i>			
		<b>In favour:</b>	Against:	Abstain:
	S-C Voting <i>(prior to the Technical Meeting):</i>	<b>9</b>	0	1
	Technical Meeting Voting:	<b>23</b>	0	0
	Comments <i>(if necessary):</i>			
	<b>Unanimously recommended by the technical meeting</b>			

#	Page 24	F2D		
b)	<b>4.4 Combat</b>	Submitted by	Austria	
	Amended at the Technical Meeting?	YES		
	<i>(delete as appropriate)</i>			
	<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>			
	<b>4.4.5 b) Mechanics for Category 1 Competitions / Rules Change – add text</b>			
	<u>If no such person can be found, the pilot is entitled to use mechanics of other incomplete team(s), or any person holding a valid FAI License. However, F2D pilots competing at the respective event may not be chosen. To encourage F2D mechanics to register into the "mechanics pool" some incentives may be provided to them by the organizers.</u>			
	<i>Reason: During the 2022 World Championships we have had such a situation of a single pilot's team without mechanics at all. The only solution that allowed these pilots to participate at the Championships was the use of pilot/mechanic(s) from another active teams and a pilot of different NAC participating in another class. At the initial Team Manager's meeting, this solution was offered by two different Team Managers and accepted unanimously as well as supported by the FAI officials.</i>			
		<b>In favour:</b>	Against:	Abstain:
	S-C Voting <i>(prior to the Technical Meeting):</i>	<b>8</b>	2	0
	Technical Meeting Voting:	<b>23</b>	0	0
	Comments <i>(if necessary):</i>			
	<b>Unanimously recommended by the technical meeting</b>			

#	Page 25	F2B			
	<b>Annex 4B - Class F2B Judges' Guide</b>		<b>Submitted by</b>	<b>Italy</b>	
	Amended at the Technical Meeting?		<b>NO</b>		
	<i>(delete as appropriate)</i>				
	<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
	<b>4.B.12. Results Awareness / Rules change: Delete</b>				
	<p>In order to prevent influence of any kind, no judge should look at tabulated results scores and/or at contestants' "placing" until after the completion of a contest. Neither should judges discuss individual official flights, nor the execution of manoeuvres; nor the marks awarded, nor the tabulated results (placing) or scores, with anyone at all during the whole contest. This includes discussions with the other judges, with any contestant, with any Team Manager, and with all spectators. The Head Judge should ensure that all members of the judging panel are aware of this requirement and that they all observe these requirements throughout the contest.</p> <p><i>Reason:</i></p> <p><i>This recommendation is useless, now it is common that the result and even the score sheet detailed are available by Organization or on personal Social Network pages (e.g. Internet, Facebook, Twitter, Instagram, Whatsapp, etc.) where everybody can have access to the result in real time.</i></p> <p><i>At the last Euro Championship in Poland some people observed that a Judge after every manoeuvre looked to his smartphone before to write vote... No evidence that he can verify the votes of other judges and adapt his vote... but also if he waits for a message for working or family needs, this behaviour is unacceptable: judges must pay the utmost attention to carrying out their duties.</i></p> <p><i>Considering that the prohibition of smartphones cannot be applied, we have to trust on the Judge professionalism and give a strong reminder of their fairness... and fair behaviour can be controlled through analysis of the score sheets</i></p>				
			In favour:	Against:	Abstain:
	S-C Voting <i>(prior to the Technical Meeting):</i>		9	0	1
	Technical Meeting Voting:		0	23	0
	<i>Comments (if necessary):</i>				
	<b>Referred back for further consideration</b>				

#	Page 25	F2D			
d)	<b>Annex 4D F2D Judges Guide</b>		<b>Submitted by</b>	<b>F2 Subcommittee</b>	
	Amended at the Technical Meeting?		<b>YES</b>		
	<i>(delete as appropriate)</i>				
	<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
	<b>4.3 Combat Site / Clarification – To make the circles more visible / Add and delete text</b>				
	<b>4.4.3 Combat Site</b>				
	<p>a) Circles <del>are best marked using white paint, or chalk, or but plastic strip.</del> <b>should be made in white color using</b> can be used except for the pilots' circle. If plastic strip is used, the organizer must make sure it is laid out and fastened in such a way that it will not cause a trip hazard to pilots or mechanics.</p> <p><b><u>To improve the visibility of the marking, a second line of a different colour can be added to the circles. To help red/green colour-blind pilots, mechanics and officials, red lines should never be used on grass.</u></b></p> <p><i>Reason:</i> Clarification to make circles more visible</p>				
			In favour:	Against:	Abstain:
	S-C Voting <i>(prior to the Technical Meeting):</i>		8	1	1
	Technical Meeting Voting:		23	0	0
	<i>Comments (if necessary):</i>				
	<b>Unanimously recommended by the technical meeting</b>				

#	Page 26	F2D		
e)	<b>Annex 4D F2D Judges Guide - Clarification</b>		Submitted by	
Amended at the Technical Meeting?			<b>YES</b>	
<i>(delete as appropriate)</i>				
<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
a) Judges Guide 4.4.13.A a) - Pilot's foot/feet position on/outside pilot circle line				
b) Judges Guide 4.4.13.C p) – Mechanic's foot/feet position on/inside the flying circle				
			In favour:	Against:
S-C Voting <i>(prior to the Technical Meeting):</i>			<b>9</b>	0
Technical Meeting Voting:			<b>23</b>	0
Comments <i>(if necessary):</i> <b>Photographs attached as separate files:</b> 4.4.13.A.a01.jpg & 4.4.13.A.a02.jpg 4.4.13.C.p01.jpg & 4.4.13.C.p02.jpg				
<b>Unanimously recommended by the technical meeting</b>				

#	Page 26-27	F2B		
f)	<b>Annex 4F Control Line Organiser Guide / Add new parag.</b>		Submitted by	F2 Subcommittee
Amended at the Technical Meeting?			<b>NO</b>	
<i>(delete as appropriate)</i>				
<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
<b>6.2. Layout</b>				
<u>6.2.2</u>				
In order to assess the quality of the flying circles when evaluating an application for a first category event, the chairman of the F2 subcommittee shall inquire with F2 flyers from the organizer's nation and/or international competitors knowing the projected site in the country of the applicant. Upon a request and to assist in the design of the circles for practice and contest use, the Chairman of the CIAM F2 Subcommittee shall provide the organizer of an F2 first category event with a list of knowledgeable experts.				
<u>6.2.2.1</u>				
No later than 90 days prior to the start of an F2 first category event, the organizer must submit a written and documented report to the Chairman of the F2 Subcommittee on the design of the circles for all categories in accordance with the rules.				
<u>6.2.2.2</u>				
The Subcommittee F2 is, at its discretion, entitled to verify compliance with the rules on the layout of the circles by sending, prior to the event, its own advisor to the location of the event. The dispatch of the advisor must take place in consultation with the organizer. The costs for travel and accommodation of the advisor must be borne by the organizer and must be reimbursed to the advisor before the start of the event.				
<u>6.2.2.3</u>				
The F2 Subcommittee may, at its discretion, waive the requirement of a pre-contest sites condition report and/or to send an advisor to the venue of the event. The chairman of the subcommittee will inform the organizer accordingly.				
Reason: <i>Since 2009 repeated failure of several F2 first category event organisers to provide competitors with rules-compliant flight circles for practice and contest flying</i>				
			In favour:	Against:
S-C Voting <i>(prior to the Technical Meeting):</i>			<b>10</b>	0
Technical Meeting Voting:			0	<b>23</b>
Comments <i>(if necessary):</i>				
<b>Referred back for further consideration</b>				

#	Page 27	F2B		
g)	<b>6.5.2. Aerobatics</b>		Submitted by	F2 Subcommittee
	Amended at the Technical Meeting?		YES	
<i>(delete as appropriate)</i>				
<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
Rule Change: Modify the first sentence in 6.5.2.3				
<p>The diagram at Appendix II shows the <del>recommended</del> dimensions for contest <b>and practice</b> flight circles and the <del>recommended</del> markers to be erected <b>at first category events</b> every 1/8th of a lap interval indicating the height of the horizontal base which lies 1.5 m above the centre of the circle. As a minimum standard, all contest flight circle/s shall have the centre (pilot's) circle and outer diameter circle clearly marked with lines of 10 cm width. The erection of a safety fence (or other suitable barrier) around the outside of all contest flight circles as shown below is also <del>highly</del> recommended.</p> <p>Reason: <i>The installation of 45° marker boards, which has so far only been recommended, has proven to be very effective and their installation is appreciated by pilots and judges. The F2 Subcommittee, therefore, supports the mandatory installation of 45° marker boards at first category events.</i></p>				
			In favour:	Against:
S-C Voting <i>(prior to the Technical Meeting):</i>			<b>8</b>	2
Technical Meeting Voting:			<b>23</b>	0
Comments (if necessary): <b>separately attached PDF document</b> "Annex 4F F2B Circle Dimensions.pdf"				
<b>Unanimously recommended by the technical meeting</b>				

#	Page 27-28	F2B		
h)	<b>Annex 4F Control Line Organiser Guide</b>		Submitted by	F2 Subcommittee
	Amended at the Technical Meeting?		YES	
<i>(delete as appropriate)</i>				
<i>(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):</i>				
APPENDIX II Aerobatics Circle Dimensions Rule Change/Clarification				
Annex F2B Circle Dimensions.pdf following: Reason: <b>Markers plates no longer recommended but compulsory at first category events.</b>				
			In favour:	Against:
S-C Voting <i>(prior to the Technical Meeting):</i>			<b>9</b>	1
Technical Meeting Voting:			<b>23</b>	0
Comments (if necessary): <b>Drawing enclosed to the Minutes</b>				
<b>Unanimously recommended by the technical meeting</b>				

#	Page 29-31	F2G		
i)	Annex 4K		Submitted by	F2 Subcommittee
	Amended at the Technical Meeting?		YES	
(delete as appropriate)				
(if "YES" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):				
Rule Change – The purpose of this proposal is to reduce speed on a safe level while maintaining structural regulations of the class. Modify 4.2.K to reduce in flight power available.				
<del>a) Maximum of load of power supply 42V</del> <u>a) The power source shall consist of any kind of rechargeable batteries (or secondary cells), the maximum no load voltage must not exceed 26 Volts (max. tolerance +0.2 Volts). In case the voltage is measured, this shall be done at the moment the preparation time for the pilot starts. After the measurement has been taken, the pilot is allowed 10 minutes preparation time before he is called to the start. If the model aircraft carries more than the allowed number of cells as power source for the motor or the voltage exceeds this voltage, the competitor is disqualified from that flight.</u>				
<del>b) Maximum weight of battery (or batteries) 200 g (incl. battery cables and connectors)</del> <u>b) Battery type: any type of battery with a maximum of 6 cells in series. Cells in parallel are not permitted. The maximum weight of the battery pack is 200 g. The weight of the battery pack includes soldering, insulation, cables and connectors. Mechanical or chemical modification of the individual cells, e.g. to reduce their weight, is not allowed except that insulation sleeves of individual cells may be changed.</u>				
<i>Reason: Under the 2023 rules of the F2G class and in summer 2023, speeds in excess of 310 km/h were reached several times by Swiss F2G pilots. In one case, a recorded speed of 327 km/h may possibly have reached the limits of both the physical strain on the pilot and of the technical safety.</i> <i>The Swiss Control Line Commission therefore feels compelled, with this proposal, to demand a limitation of the maximum battery voltage for F2G from the current 42 volts to 26 volts for safety reasons. This with a maximum number of cells of 6. The proposed value of 26 volts, with otherwise unchanged rules, allows speeds in the order of 290 Km/h. The change is to come into force on 1 July 2024.</i>				
			In favour:	Against:
S-C Voting (prior to the Technical Meeting):			9	0
Technical Meeting Voting:			23	0
Comments (if necessary):				
<b>Unanimously recommended by the technical meeting</b>				
<b>Early implementation by July the 1<sup>st</sup>!</b>				

#	Page 31	F2G		
j)	Annex 4K		Submitted by	Switzerland
	Amended at the Technical Meeting?		YES	
(delete as appropriate)				
(if "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):				
Change of class from provisional to official				
<p>After the introduction as a provisional FAI class, the F2G participants have managed to achieve very remarkable results in an astonishingly short time. The speed of 327 Km/h flown in Landres in July 2023 clearly demonstrates the extraordinary potential of electric propulsion for control line speed models and the successful demonstration at the World Cup competition in Poland on August 23rd 2023 also underlines the future sustainability of the F2G class.</p> <p>At this point in time we now find that the current FAI rules for upgrading a very high-tech class to "official" are both unrealistic and in this case prohibiting the worldwide spread of a promising new electric flight class in aeromodelling.</p> <p>This situation is possibly discriminatory against successful pilots. The F2 Subcommittee hereby proposes to upgrade the F2G class from "provisional" to "official" by 1 January 2025.</p> <p><i>Reason: None provided</i></p>				
			In favour:	Against:
S-C Voting (prior to the Technical Meeting):			9	0
Technical Meeting Voting:			23	0
Comments (if necessary):				
<b>Unanimously recommended by the technical meeting</b>				