

1995 CIAM REPORT - F3C HELICOPTERS

H. G. Hagen

MEETING PARTICIPANTS		
Name	Country	Status
Horace Hagen	USA	Chairman
Tobias Schulz	Germany	Member
Dag Eckhoff	Norway	Member
Len Bliss	United Kingdom	Member
Gino Cavezzale	France	Observer
Marc Planque	France	Observer
Bernard Declert	France	Alternate Member
Peter Oberli	Switzerland	Member
Juerg Schmitter	Switzerland	Observer
Guy Vanderschelden	Belgium	Observer
Lucio Della Toffola	Italy	Member

The first item discussed at the 1995 F3C Subcommittee (S/C) Technical Meeting (TM) concerned offers from Turkey and South Africa to sponsor the 1997 World Air Games. During the CIAM Bureau meeting the previous day, I was asked whether the F3C competition class should be included in the 1997 World Air Games. After some discussion the consensus of the F3C TM was that we would prefer the inclusion of an open international competition rather than a World Championships. The Turks have never participated in either a European or World Champs in F3C and have little or no experience in this event. South Africa has participated at previous WCs and thus has some experience. The TM recommended that adequate facilities, time schedules and event autonomy be assured in any case.

The next item on the agenda also resulted from a request from the CIAM Bureau meeting of the previous day and concerned the connection between the FAI competition classes and world record attempts. The discussion was initiated by the recent USA world record application for distance. The record application referred to the FAI F3A category because it was set with a fixed wing, internal-combustion-engine-powered aircraft. Partly because of the confusion created by this reference, the record attempt was not accepted by CIAM and created considerable discussion at the Bureau meeting. We discussed this item and I pointed out that a disparity already exists between the F3C class and world record section of the Sporting Code. The maximum weight limit for F3C is 6kg without fuel and for world record attempts the limit is 5kg with fuel. Considering

this conflict the TM recommended that reference to the F3C class in Table I on page 171 of the 1993 Sporting Code be removed. During the Plenary Meeting the CIAM President requested that the Technical Secretary revise the record section of the Sporting Code.

The next item concerned the effective date of rule changes and was proposed by the USA. The following text was added to Paragraph A.12. "Changes to model specification involving model size and/or power limits and the introduction of new manoeuvre schedules shall receive separate consideration in each case allowing for world championship schedules. These rule changes should become effective the first day of a non-world championship year for the event(s) affected." The main reason for this proposal was to allow for rule translation, communication and judge training before a world championship. This also allows competitors sufficient time to achieve world class performance before a world championship under the new rules. The F3C TM recommended this change in principle but expressed concern about possible confusion among pilots and organizers.

We addressed the Aeromodeling fund set up by the CIAM. It described items that covered the income and expenses of the fund and the F3C S/C recommended the proposal unanimously.

The last item on the agenda was the F3C proposal from France recommending a change to section 5.4.11.b Performance of the schedule. The proposal stated: "For the manoeuvres described in Paragraphs 5.4.12.4 through 5.4.12.9 (including the landing), the pilot has to stay between the model flight area and the judges' line, that is, the helicopter must never be between the judges and the pilot." The reason given was safety. Apparently a large influx of new F3C pilots in recent years has resulted in some dangerous situations where a model came too close to the judges and created an unsafe situation. It was pointed out that the model must fly between the pilot and the judges in the "HORIZONTAL EIGHT" manoeuvre. The counterpoint was made that the pilot's depth perception is more limited during the "TOP HAT" and "AUTOROTATION" manoeuvres while looking skyward. After a lengthy discussion, the F3C TM recommended the French proposal with 5 votes for and 2 votes against the proposal. I will write a paragraph containing the new text and will distribute same to all Aeroclubs.

The Plenary meeting reconvened for nominations of 1995 officers at 16:00 hours and ended at 16:30 hours. The F3C S/C worked until 19:00 hours on the 1997 F3C Program and some significant progress was made. Before the meeting I assembled a summary of the 12 proposals submitted to date and it was made available to the members present. I also summarized the newly proposed manoeuvres and separated them into three categories. The categories were: Hovering, Aerobatic and Landing manoeuvres and contained 21, 39 and 7 manoeuvres respectively. The most important decisions made at this meeting were as follows:

1. Starting time reduced from 5 to 3 minutes maximum.
2. Flight time reduced from 10 minutes to 8 minutes.
3. Schedules to consist of 3 hovering, 6 aerobatic and 1 landing manoeuvre.
4. Engine allowed to run during autorotation manoeuvre.
5. Two or three manoeuvre schedules.
6. A different schedule flown each round.
7. No Turnaround sequence.
8. No 3D manoeuvres (3D = Sustained inverted hover longer than 2 seconds).
9. Four preliminary rounds + 3 flyoff rounds.
10. Preliminary rounds to count for a maximum of 25% of final individual score.
11. Pilot must stand between judges 2 and 3 or 3 and 4 for all manoeuvres.

I recommended a time schedule for the S/C work between now and the November, 1 1995 submission deadline. The first deadline is July 1 at which time I will mail out a straw man proposal. The proposal will contain all of the changes submitted to date and my own tentative manoeuvre schedules A, B and C. By August 15 the S/C members must send their suggested schedules A, B and C and other changes to this program. By September 15, I will distribute a proposal incorporating these suggestions. The final deadline is October 15 by which each S/C member has the opportunity for last minute changes and this allows me two weeks to incorporate them into a final document.

If you have any suggestions that you think should be included in the 1997 F3C program please submit same to me at 15 Parkway Place, Red Bank NJ 07701 or call them in at 908-741-3097.

1995 FAI/CIAM F3C SUBCOMMITTEE MEMBERSHIP LIST

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