



2000 CIAM F3C TECHNICAL MEETING

In Attendance:

23. March, 2000

Horace Hagen	USA	Chairman
Frits Van Laar	Netherlands	Member
Dr. Georg Breiner	Austria	Delegate
Juerg Schmitter	Switzerland	Member
Dag Eckhoff	Norway	Member
Tom Wilkins	UK	Observer
Mark Tilbury	UK	Member
Senji Watanabe	Japan	Delegate

Section 4a – CIAM INTERNAL REGULATIONS

Bureau proposal to change paragraph A.12 - The F3C Technical Meeting [TM] recommends the Bureau proposal on paragraph A.12 with the modification that the process starts in 2001 for WCs in odd years. The F3C TM agrees that subcommittee chairmen should take over responsibility for their section and not rely solely on the Technical Secretary. The TM also agrees with splitting the Sporting Code into separate sections covering each discipline and assigning responsibility to the respective chairman. In addition, we recommend that each section be self sufficient by including the relevant portions of the General Section.

Section 4b:

UK proposal to change paragraph B.8.1 - F3C TM endorses the idea that R/C system failsafe mode should force engine/motor to run at its lowest speed (stopped in the case of electric powered models) and specifically not use throttle hold.

Section 4c:

Part 5:

Paragraph 5.4 – Norway.

Replace section with new text contained in ANNEX I of agenda and also replace ANNEX 5D with text contained in ANNEX L of agenda. The proposal was circulated within the F3C S/C and among the pilots. Two items created some controversy. The first issue pertained to removal of the engine displacement limit. The second issue pertained to having a hovering manoeuvre within the aerobatic schedules. The second issue was solved by slightly modifying the schedules so that the hovering manoeuvres are flown as a unit prior to the aerobatic routines just as they are today. The modified text was circulated again among the pilots and S/C members. After many email exchanges a S/C vote was held on the two sensitive issues. The vote was split (7 – for and 7 – against) removing the engine displacement limit. The vote was 13 for and 1 against the modified manoeuvre schedules. At this meeting a compromise solution was achieved with a displacement limit of 15ccm. The final vote on the modified Norwegian proposal was 7 in favor and none against.

5.4.3. General Characteristics – F3C Subcommittee

Change paragraph 5.4.3.b) to read:

Motor : Maximum piston engine displacement – no limitations.

This proposal was withdrawn in favor of the modified Norwegian proposal.

5.4.3. General Characteristics – Switzerland

Replace paragraph 5.4.3.b with:

b) Motor: Any suitable engine may be used apart from engines using solid or gas fuels as well as liquefied gases. Electric motors are limited to a maximum no load voltage of 42 volts for the propulsion circuit and one battery change after the hovering manoeuvres. See above comment.

The Swiss proposal was withdrawn in favor of the modified Norwegian proposal.

2000 F3C European Championships in The Netherlands.

The first information bulletin has been sent out and everything is in order for this Championship. The FAI Jury and Judges have been selected and approved. Bulletin number 2 was distributed at this meeting.

2001 WORLD AIR GAMES.

The organizers of the 2001 WAG have decided not to support the media friendly event proposed by the F3C Technical Meeting and coordinator Guy Revel. No further discussions have taken place within the F3C Subcommittee. The program generated by Guy Revel has been distributed to pilots known to fly these types of manoeuvres.

2001 F3C World Championships – USA

Bulletin 0 was presented at this meeting and the plans for this event are progressing nicely. Bulletin 1 to be mailed in November or December.