

Annual Report 2016

CIAM F5 Subcommittee



The outstanding events of this year include the FAI World Cup in Class F5J and the F5B and F5D World Championships in Lugo, Italy. While the competitions of the F5J World Cup were able to attract more than 300 participants (see separate report and results), a new telemetry system was used in F5B Electric Gliders.

Data relating to energy consumption during flight were constantly transmitted to receivers on the ground via a small transmitter inside the model. Thus, the energy amount consumed by a flying competitor could be followed in real time by both timekeepers and spectators. This opportunity was met with great interest. Telemetry was only part of the innovation. What was most important in my view was that, each morning before the heats, competitors were issued with two data loggers to then be returned afterwards. This made manipulation of the data loggers more difficult. Of course, spot checks of the entire circuit were also necessary. Despite heated discussions in online forums and other media, only five reflights had to be granted during the eight heats, due to technical problems with the telemetry system. Unfortunately the system was only made available to competitors a very short time before the World Championships and the winners were those who embraced the innovation and consistently prepared for it. I have no doubt that the next few years will see significant progress achieved in this area.

In F5D Pylon Racing, the limiter continued to be used. This shuts down the motor, once an energy amount of 1,000 Watt*min has been consumed. To ensure a safe landing, the motor may be briefly restarted. Here, for the first time, the three limiters were also handed out in the morning before the competition and taken back in the evening. Again, there had previously been discussions and doubts, however, the excellent organisation and very successful running of the races spoke for themselves.

The high number of participants in the F5J competitions have provided a big boost and widespread acceptance for this class. Unlike the two speed classes, F5B Electric Gliders and F5D Electric Pylon Racing, F5J is dominated by gentle gliding and graceful circling in thermals. However, more and more expensively made high-tech machines are used here as well. Some competitors appeared with several models at once and then used the one most suited to the weather conditions.

Finally, I would like to extend a big thank you to everyone who helped to make the large number of competitions possible: organisers, time keepers, pylon judges and all other helpers. Special thanks are owed to those who remain committed to developing electronics and software for our beautiful electric flight categories. A select few are contributing significantly to the overall cause!

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