

## **New Classes**

### **m) F1S Restricted technology glider United Kingdom**

*Add a new class:*

#### **1. Definition**

The definition of the F1S class follows the regulations for class F1A items

3.1.1 and 3.1.3 to 3.1.12.

#### **2. Characteristics of Gliders F1S**

i) Total area of flying surfaces 32-34 dm<sup>2</sup>

ii) Maximum wing span 2.2 metres

iii) Minimum airframe weight 350 grams

iv) Maximum Towline Length 60 metres

v) Circle-tow hooks are permitted provided that they operate only the model's rudder.

vi) Changes of camber, incidence, or area are not permitted on either wings or horizontal tail during towing, release, or flight.

vii) A single DT operation is allowed to terminate the flight.

Reason: Worldwide interest in the current F1A, F1B and F1C classes has now become limited to the major championship events and the bigger World Cup events.

Most importantly many of the world's aeromodellers are no longer interested in participating in these classes as they feel that the costs are too high and the technology involved is beyond their capabilities.

We believe that it is necessary to revive the interest in these classes for the majority. To achieve this goal a set of 'restricted technology' specifications – suggested title F1S – should be provided as an alternative to the current specifications. The introduction of the F1P class as an alternative to F1C at World

Cup events took place a few seasons ago and has proved to be popular. We therefore suggest an extension of this practice, in that an alternative low technology specification be provided for the F1A class. This 'restricted technology' specification would provide the same performance as the current specification but at a much simpler technology level, thus appealing to far more fliers. It is intended that this specification is used only as an alternative – but integral part thereof – at World Cup, Open International, and National events within member countries. Championship events would continue to use the current 'full' F1A specification exclusively.

### **n) F1T Restricted technology model aircraft with United Kingdom extensible motors**

*Add new class:*

#### **1. Definition**

The definition of the F1T class follows the regulations for class F1B items

3.2.1 and 3.2.3 to 3.2.11.

## 2. Characteristics of Model Aircraft with Extensible Motors F1T

- i) Total area of flying surfaces 17-19 sq. dm
- ii) Maximum wing span 1.5 metres
- iii) Minimum airframe weight 160 grams
- iv) Maximum rubber weight 40 grams
- v) Propellers must not include those with delayed or remote start, variable pitch, or variable diameter. Propellers are permitted to fold, feather or freewheel at the end of the motor run.
- vi) Only one change may be made to the rudder setting during the flight.
- vii) Changes of camber, incidence, or area are not permitted on either wings or horizontal tail. A single DT operation is allowed to terminate the flight.

Reason: The same as the previous proposal

## o) F1U Restricted technology model aircraft United Kingdom with piston motors

*Add new class*

### 1. Definition

The definition of the F1U class follows the regulations for class F1C items

3.3.1 and 3.3.3 to 3.3.12.

## 2. Characteristics of Model Aircraft with Piston Motors F1U

- i) Total area of flying surfaces 25-38 sq. dm
- ii) Maximum Wing Span 2 metres
- iii) Minimum weight 600 grams
- iv) Maximum Engine capacity 2.5cc
- v) Maximum Engine run 8 seconds
- vi) Fuel composition is restricted to the same formulae as permitted under F1C rules.
- vii) Propellers are restricted to fixed geometry types and must be driven directly from the engine's crankshaft. Geared or belt drives are not permitted.
- viii) One change to the rudder setting and one change to the horizontal tail incidence setting are permitted during the flight. In addition a single DT operation is allowed to terminate the flight. The following are not permitted: Camber, incidence, or area changes to the model's wings or tail (other than as already specified).

Reason: As for the previous proposal.