

To S/C December 29 2009: Fly-by-Wire

Dear Members of the F2 Subcommittee

The question of whether to allow or ban (or partially allow) computerised flight assistance/control for c/I models of all classes is undoubtedly instrumental for the future of our common cause.

Given the ease of availability of technology and the speed of progress in robotics, I am of the opinion that we must reach soon consensus on how to deal with the fly-by-wire issue in a pro-active way. Furthermore, I do believe the time has come where we must take side and tell the community where we stand.

Please find below an informal draft proposal related to the issue of computerized flight path control for all control line classes. When reading it, please consider its content as being **my personal point of view**, not necessarily reflecting the opinion of the members of the F2B Working Group.

Informal Rule Change Suggestion, DRAFT

Sporting Code 2009, Volume ABR, Page 60:

1.3.2 Category F2 - Control Line Circular Flight

~~This is a flight during which the model aircraft is manoeuvred by control surfaces in attitude and altitude by the pilot on the ground by means of one or more inextensible wires or cables directly connected to the model aircraft. Devices in which the control wires or cables are held in the hand or connected to a central pivot may be used. No other means of controlling the model or the engine may be employed during the takeoff and flight except that exercised by the pilot through the line or lines.~~

This is a flight during which the model aircraft is permanently attached to two or more wires or cables during the flight. The wires or cables must be attached to a handle being manipulated by the pilot on the ground at the centre of the flight circle.

Class: F2A - SPEED MODEL AIRCRAFT
F2B - AEROBATIC MODEL AIRCRAFT
F2C - TEAM RACING MODEL AIRCRAFT
F2D - COMBAT MODEL AIRCRAFT
F2E - COMBAT MODEL AIRCRAFT WITH COMPRESSION IGNITION ENGINES
F2F - DIESEL PROFILE RACING MODEL AIRCRAFT

Add:

Primary Flight Control for All Control Line Classes

No automatic flight path control, whether done on board of the model airplane or on ground at the handle, is permitted. The model aircraft's flight path may only be controlled by the pilot manipulating the handle and by mechanical signals transferred through the wires or cables. On board of the model aircraft the mechanical signals arriving through the wires or cables must be, directly and mechanically, transferred to flight path controlling elements such as aerodynamic control surfaces/brakes and/or thrust vector control devices.

Add:

Secondary Flight Control Devices

Permitted methods to control and/or operate secondary flight control devices/systems such as, for example but not exclusively, power sources, landing gears or shut-down devices shall be defined in the specific rules for the individual control line classes. Where such definitions are not given, no control, whether automatic or from the outside, of secondary flight control devices/systems is permitted.

Thank you for considering my point, I look forward to read your comments. Should you feel ready to vote on the draft proposal above (informal, for my personal opinion research only), please do so.

With my very best wishes for a Happy New Year!

Peter Germann
