



CIAM Electric Flight Subcommittee

Annual Report 2007

On the one hand, the reporting year was dominated by the biannual FAI World Cup Championships as well as the fundamental technical changes to be expected for 2008. The philosophy for the future of electric model performance flying (F5B, F5D and F5F) consists of a limitation of the amount of energy that will be available to a competitor for one heat. In other words, once the limited amount of energy is used up, the power supply to the engine will simply be interrupted automatically. This is referred to as a "limiter", the implementation of which has been made possible by modern electronics. Electrical energy is logged during the flight by connecting the logging system in the circuit between battery and engine controller. Debates about technical proposals and queries regarding numerous details have kept the F5 subcommittee busy all year. While a number of such limiters work flawlessly, devices and methods for checking these systems must still be evaluated further. Limiting the energy amount will shift competition pilots' focus from the extremely time-consuming and costly battery selection. This represents an important step towards the future for performance categories in electric flight. Batteries will undoubtedly become even more powerful over the next few years, but the energy limiter will definitely prevent models from climbing ever higher and flying ever faster. The main issue now is not more and more power, but instead the question of how to manage the available energy as efficiently as possible. This will have an effect, not only on aircraft design, but also on flying tactics. I am convinced that electric performance flight has chosen the right path with this new philosophy, although we must definitely not forget that in 2008 we will only just have started out on this new path.

Unfortunately the European Championships F5B and F5D in Sibiu, ROU had to be cancelled due to a lack of competitors. This unfortunate fact was due in particular to the technical changes for 2008. A large number of competitors was no longer prepared to invest in expensive batteries and engines which would have been of no use after the Championships.