

PARTS OF VOLUME ABR TO INCLUDE IN OTHER SPORTING CODE VOLUMES

(Parts not included in CIAM General Rules Volume)

1- VOLUME F1 (FREE-FLIGHT)

B.3.4. Age classification for the Contest

- c) At F1D World and Continental Championships, when juniors and seniors fly together in the same site and at the same time, the junior competitors who are members of a national Senior team will appear in the individual senior classification, but must also be considered in the national Junior team and included in the Junior individual classification as far as the Junior national team is not complete. The names of the junior national team members must be declared before the beginning of the competition

B.8. SPECIAL CONTEST ORGANISATION REQUIREMENTS

B.9. Free Flight

The organiser must:

- B.9.1.** a) Provide a starting line in Free Flight contests for classes F1A, F1B, F1C, F1G, F1H, F1J, F1K, F1P and F1Q from which launching must take place. This starting line must be approximately at right angles to the prevailing wind direction at the start of each round.
 - b) Starting positions are indicated by markers, spaced at least 10 meters apart along the starting line. In the case of F1A, the helpers shall launch the model at this pole. Each country and any reigning champion or defending junior champion (B.3.4 c), if not a member of his national team, is allotted a starting position for the first round by draw. In each successive round, all countries move a defined number of starting positions along the line in the same direction; upon reaching the end of the line, a country takes its next position at the other end of the line. The number of starting positions to be moved is established by dividing the number of starting poles by the number of official flights, the result to be rounded up to the next whole number above. Each competitor in the fly-off is allotted a starting position by draw for each fly-off round.
 - c) Spectators are not allowed within 25 m from the starting line. The only people allowed at the starting position are contest officials, the competitor, his helper, the team manager and the assistant team manager.
 - d) During the rounds test flying is not allowed near the starting line or upwind of the starting line. The Organiser shall specify an area to be used for test flying during the rounds.
 - e) In Free Flight contests for class F1E, provide a starting line facing the wind with, on both ends, one perpendicular parallel line following the slope. The timekeepers have to remain behind the starting line whereas the competitor can launch his model in any position on the slope between the parallel lines and below the starting line.
- B.9.2.** a) In Free Flight events, provide each starting position with two time keepers in Championships or with at least one timekeeper for other contests. For fly-offs an additional timekeeper must be provided (i.e. three for Championships, at least two for other contests). All time keepers must have binoculars. Each starting position must be equipped with at least one tripod for supporting binoculars.
 - b) In F1E Championships each country and the reigning champion, if not a member of this national team, is allotted a pair of timekeepers for the first round by draw. In successive rounds all countries change timekeepers by moving one down the list of timekeepers. In other F1E competitions timekeepers are allocated to competitors in the order in which they arrive at the starting line, the organisers may define a working time during which the timekeepers remain available to each competitor.

B.13. TIMING *(for parts relative to Free Flight)*

- B.13.1.** a) Each team shall have the right to provide a timekeeper for the following classes of World and Continental Championships: F1A, F1B, F1C, F1D, F1E, S3, S4, S6, S8, S9, S10; with the organiser to be responsible for providing lodging and food only. Teams must nominate only skilled timekeepers and the timekeepers must bring binoculars, watches and tripods for their own

use. The organiser must use these timekeepers as a priority, before allocating duties timekeepers of the host nation or other timekeepers.

b) Competitors may act as timekeepers.

B.13.2. The timekeepers must familiarise themselves with the colour and shape of the model in order to recognise it during the flight.

B.13.3. The flight is considered ended when the model touches the surface of the earth, encounters an obstacle which definitely terminates its flight or when it definitely disappears from the timekeeper's sight. If the model disappears behind some obstacles or in clouds, the timekeepers are to wait for ten seconds; should the model not reappear, timing will cease and the ten seconds will be subtracted from the flight time.

B.13.4. a) The flights must be timed by two timekeepers during the first seven rounds and, in the fly-off, each flight must be timed by at least three timekeepers – the additional timekeepers preferably to be picked among the competitors – with quartz controlled electronic stopwatches with digital readout recording to at least 1/100th of a second.

b) All timekeepers must be equipped with binoculars.

B.13.5. The timekeepers must remain within a circle of 10 metres radius during the flights and time the flights independently of each other.

B.13.6. The time recorded is the mean of the times registered by the timekeepers, rounded to the nearest whole number of seconds to the resulting mean time (0.5 second rounded up to the second above) unless the difference between the times registered shows evidence of an error in the timing, in which case the organiser will determine, with the FAI Jury, which time will be registered as the official time or what action should be taken.

B.13.7. Instructions for using binoculars at F/F Contests

a) The binoculars must have a magnification of at least 7. On each starting position at least one of the binocular will be mounted on a tripod.

b) The timekeeper will adjust the binoculars before timing, so as to suit his eyesight. To do this the focus will first be adjusted with the centre knob, and then by separate adjustment of the adjustable eyepiece. The distance between the eyepieces will be adjusted so as to give a circular field of view.

Note: Binoculars with no central focusing device will be adjusted by altering each eyepiece in turn.

c) After adjustment and scale, readings will be noted. This should simplify readjustment if needed.

d) The timekeepers must not use the binoculars whilst the model is being launched. Use of the binoculars is suggested after about one minute of flight, except that in class F1A binoculars should be used whilst the model is being launched with the aim of clearly fixing the moment of its release in case the competitor has gone far away from the starting point.

e) Use of the binoculars must not be left until too late in the flight, when there is a risk of not finding the model with the binoculars.

B.17. PROCESSING OF MODEL AIRCRAFT FOR INTERNATIONAL COMPETITIONS

B.17.9. Indoor free flight duration models must be processed before each flight to confirm that the model meets the dimensional and weight requirements of the class. Rubber motors are to be weighed before or after the flight to confirm that these are within the specification.

B.17.13. Processing of Free Flight Model Aircraft - Class F1A, F1B, F1C, F1E, F1P

a) Model specification certificates and corresponding models must be presented on arrival at the time of registration for the event. The organiser will indicate that these models have been registered by a stamp or marking on the model across the edge of the FAI sticker. This stamp or marking must not introduce any alternative model identification, this being provided by the model identification code (B.17.8)

b) Official processing of the model characteristics will not take place before the start of the contest.

c) Before the start and during the contest, the competitors have the right to have launching cables (F1A) and motors (F1B) and swept volumes of motors (F1C, and F1P) officially checked.

d) Before the start and during the contest, the competitors have the right to have the weight of their models checked.

2- VOLUME F2 (CONTROL LINE)

B.10. Control Line

The organiser must:

- B.10.1.** Provide a protective wire enclosure at C/L speed and T/R contests 2.5 m high to ensure the safety of spectators. For temporary circles, the height shall be at least 2.0 m high. The circuit surface shall be firm, smooth and free of grit or dust. The radius of all circles shall be clearly marked with a white line at least 25 mm wide. Provision of adequate areas shall be made before and during World Championships.

3- VOLUME F3 (RADIO CONTROL MODEL HELICOPTERS)

Section 4C Part One 1.4.15. Helicopters

Specifications:

- a) Area: Maximum swept area of the lifting rotor(s) counting only once any superimposed areas: 300 dm², except for coaxial helicopters whose rotors are farther than one rotor radius apart, in which case the total area of both rotors is counted.
- b) Weight: Maximum 5 kg with fuel.
- c) Piston motor swept volume: Maximum 10 cm³.
- d) Rubber motor: No restrictions.

Note: Metal bladed rotors are prohibited.

4- VOLUME SM (SPACE MODELS)

B.12. SPACE MODELS

The organiser must:

- B.12.1.** Provide a starting line divided in two sectors for seniors and juniors (if both classifications exist in an event). Each sector shall be composed of the launch boxes 5 x 7 metres marked by plastic, marking ribbon. The whole launching area shall be protected by marking ribbons of the access of non-authorized persons.
- B.12.2.** Provide for class S8:
- a) for S8A - S8F a landing area in accordance with Volume SM paragraph 11.2. and 11.5.c);
 - b) for S8E/P a landing line with landing circles in accordance with Volume SM paragraph 11.7.5 and relevant subparagraphs.
- Refer also to B.11 Radio Control.
- B.12.3.** Provide an official clock (digital with big ciphers if possible) posted next to the score board for timing of the rounds.
- B.12.4.** Provide a public-address system (which may be a megaphone at the events with smaller participation) for countdown and to inform competitors.
- B.12.5.** Provide tent(s) for model preparation for flights by competitors and/or model repair in case of a bad weather. A separate tent shall be provided for computer centre with a printer for result calculations and for the FAI Jury.
- B.12.6.** Provide a light, dry and warm room large enough for static judging of scale models in classes S5 and S7 with necessary measuring equipment (for measurement of length, diameters, thickness and weight) and static judging forms according to Volume SM Annex 1.
- B.12.7.** Provide at least two altitude measuring devices (theodolites) for altitude classes S1, S2 and S5 with proven qualified personnel and an appropriate radio communication system for data transfer from the tracking stations to the computer centre. In the case of electronic altitude measurements all electronic altimeters shall be impounded prior to the beginning of the competition and supervised by a special official qualified and equipped with the relevant devices to check and calibrate impounded equipment when necessary.
- B.12.8.** a) Organisers of World and Continental Championships must provide a relevant protected area and calibrated engine tester(s) of a level of accuracy according to the Volume SM paragraphs 3.12 and 3.13 to recheck samples of engines submitted for competition. An engine testing time-table shall be posted prior to the beginning of the testing and also distributed to the FAI Jury, engine

testing officials and participating team managers.

- b) Only Jury members, persons authorised by the organiser, engine-testing officials and the Team Manager or Assistant Team Manager with one competitor or helper ie two persons from the team whose engines are being tested may attend engine testing. A report of by the organiser after the completed engine testing shall confirm which engines shall be used in competitions.
- c) The organiser also may issue a certificate with measurements and thrust-time curve upon a request of the relevant participating team.
- d) NAC certificates issued in accordance with the Volume SM paragraph 3.10 shall be accepted for Open International space modelling events on the CIAM Contest Calendar.

B.12. 9. Organisers of World and Continental Championships must provide lockable plastic boxes with the names of the participating countries. After all the engines have been submitted for testing and samples tested, all the engine boxes shall be impounded in a separate, secure room. The boxes shall be guarded during transportation to the field by special official(s) and delivered to the time-keepers at the relevant launching box that shall control delivery of the engines to competitors.

B.13. TIMING (for parts relative to Space Models)

B.13.1. a) Each team shall have the right to provide a timekeeper for the following classes of World and Continental Championships: F1A, F1B, F1C, F1D, F1E, S3, S4, S6, S8, S9, S10; with the organiser to be responsible for providing lodging and food only. Teams must nominate only skilled timekeepers and the timekeepers must bring binoculars, watches and tripods for their own use. The organiser must use these timekeepers as a priority, before allocating duties timekeepers of the host nation or other timekeepers.

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e) Use of the binoculars must not be left until too late in the flight, when there is a risk of not finding the model with the binoculars.

5- NEW VOLUME RELATIVE TO CIAM RECORDS RULES

SECTION 4C PART ONE (General regulations for model aircraft)

1.1. GENERAL DEFINITION OF MODEL AIRCRAFT

- e) In the case of record attempts conducted under Part 2, claimant(s) shall confirm that the submitted record claim is for a model aircraft record as noted in annex C.1.

SECTION 4C PART TWO (Records)