



*Fédération
Aéronautique
Internationale*

Minutes

Issue 1

of the **Plenary Meeting** of the
FAI Aeromodelling Commission

**Held at the Olympic Museum,
Lausanne, Switzerland**
on 16 & 17 April 2010

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MINUTES

CIAM PLENARY MEETING 2010

held in the Olympic Museum - Lausanne (Switzerland)
on Friday 16 April and Saturday 17 April 2010, at 09:15

Present:

In the chair: Mr Bob Skinner (South Africa)

Mr Dave Brown (USA)

Mr Gerhard Wöbbeking (Germany)

Mr Andras Ree (Hungary)

Mr Massimo Semoli (Italy)

Mrs Jo Halman (UK)

Mr Ian Kaynes (UK)

Mr Bengt-Olof Samuelsson (Sweden)

Mr Michael Ramel (Germany)

Mr Tomas Bartovsky (Czech Republic)

Mr Horace Hagen (USA)

Mr Rob Metkemeijer (Netherlands)

Mr Narve Jensen (Norway)

Mr Emil Giezendanner (Switzerland)

Mr Marcel Prevotat (France)

Mr Srdjan Pelagic (Serbia)

Mr Guy Revel (Czech Republic)

President of CIAM

1st Vice-President / Delegate

2nd Vice-President / Delegate

Education Sub-Committee Chairman

3rd Vice-President / Treasurer / Delegate

Secretary / Delegate

Technical Secretary

F1 Sub-Committee Chairman

F2 Sub-Committee Chairman / Delegate

F3A Sub-Committee Chairman

F3B/J Sub-Committee Chairman / Delegate

F3C Sub-Committee Chairman

F3D Sub-Committee Chairman

F4 Sub-Committee Chairman / Delegate

F5 Sub-Committee Chairman

F7 Sub-Committee Chairman

Space Models Sub-Committee Chairman / Delegate

CIAM Media Consultant

ARGENTINA	Mr Daniel Hugo IELE	Alternate delegate
AUSTRALIA	Mr Kevin DODD	Delegate
AUSTRIA	Mr Wilhelm KAMP	Delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate Delegate
	Mr Jean-Yves CASTERMANS	Observer
	Mrs Paulette HALLEUX	Observer
BRAZIL	Mr Joseph DEVENISH	Voting Representative
BULGARIA	Mr Sotir S. LAZARKOV	Delegate
CANADA	Mr Jack HUMPHREYS	Delegate
	Mr Richard BARLOW	Alternate Delegate
CHINA (People's Republic of)	Mr Wang LEI	Delegate
CROATIA	Mr Zoran LULIC	Delegate
CYPRUS		Proxy to Greece
CZECH REPUBLIC	Mr Ivan HOREJSI	Observer
	Mr Bohumil VOTYPKA	Observer

DENMARK		Proxy to Netherlands
FINLAND	Mr Jari VALO	Delegate
FRANCE	Mr Bruno DELOR	Delegate
	Mrs Madelyne DELCROIX	Assistant to the Secretaries
GERMANY	Mr Ralf DECKER	Observer
	Mr Norbert HUBNER	Observer
	Mr Philip KOLB	Observer
GREECE	Mr Antonis PAPADOPOULOS	Alternate delegate
HONG KONG, CHINA		Proxy to Japan
HUNGARY	Mr Ferenc ORVOS	Observer
ITALY	Mr Cesare GIANNI	Observer
	Mr Paolo PANFILO	Observer
	Mr Adolfo PERACCHI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
LUXEMBURG	Mr Ernest MATTIUSI	Delegate
	Mr Raymond PAVAN	Alternate delegate
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Henny van LOON	Observer
NEW ZEALAND	Mr Martin DILLY	Delegate
POLAND	Mr Marek DOMINIAK	Delegate
PORTUGAL	Mr Rui FERREIRA	Acting Delegate
	Mrs Luisa FERREIRA	Observer
ROMANIA	Mr Mikhail ZANCIU	Delegate
	Mr Marius CONU	Alternate Delegate
RUSSIA	Mr Oleg KRASNOV	Delegate
	Mr Igor TRIFONOV	Delegate
	Mr Evgeny FADEEV	Alternate Delegate
SLOVAKIA	Mr Miroslav SULC	Delegate
	Mr Marian JORIK	Alternate Delegate
SLOVENIA	Mr Janko GROSELJ	Acting Delegate
SOUTH AFRICA (Republic of)	Mr John BRINK	Delegate
SPAIN	Mrs Yolanda GARCIA DE FUENTES	Delegate
	Mr Carles AYMAT	Alternate Delegate
	Mr Agustin SEVILLA ROYO	Observer
SWEDEN	Mr Bo SJOBERG	Observer
SWITZERLAND	Mr Peter GERMANN	Delegate
	Mr Peter GUTKNECHT	Observer
	Mr Peter OBERLI	Observer
TURKEY	Mr Mehmet ARSLAN	Delegate
	Mr Serdar SUALP	Observer

UNITED KINGDOM	Mr Peter HALMAN	Delegate
	Mr Christopher ALLEN	Observer
	Mr Vernon HUNT	Observer
USA	Mr Bob BROWN	Alternate Delegate
	Mrs Joanne BROWN	Observer
	Mr Stan ALEXANDER	Observer
	Mr George BATIUK	Observer
	Mr Terry EDMONDS	Observer
	Mr Steve NEU	Observer
FAI	Mr Stéphane DESPREZ	FAI Secretary General
	Mr Jean-Marc BADAN	FAI Sport and Development Director
	Ms Christine ROUSSON	FAI Administrative Secretary

The FAI Secretary General conducted a roll call of Delegates and Proxies and it was established that there were 35 Delegates with 3 proxy votes, giving a total voting number of 38. The proxies were: Cyprus to Greece, Denmark to Netherlands, Hong Kong to Japan.

For a proposal to be adopted, simple majority of 20 votes was required. A two-thirds majority was 25 votes.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

He introduced Mr. Stéphane Desprez, the new Secretary General of the FAI.

There were a few moments of silence while the recent tragic Polish air crash victims were remembered.

The CIAM Secretary explained the duties and information to the Delegates.

Forms and information had been distributed for the following purpose:

- For identifying which World Cup winners were in attendance for the World Cup Awards Ceremony.
- For providing the information, as listed in ANNEX A.1a of the FAI Sporting Code, Section 4, Volume ABR, by those countries intending to participate in bids for World and Continental Championships.
- For confirming or notifying which countries intend to participate in the bids for the World and Continental Championships
- For providing the relevant actual or finalised dates of the 2011 Championships from the organising countries as required by rule B.6.1 Section 4, Volume ABR, Section 4B.
- Results of the Questionnaire “National Regulations of Model Flying Comparison”.

The following Technical Meetings were held: F1, F2, F3J, F4, F5, F6 Working Group, Space Models, Education. The written reports are attached at Annex 8 (a-h). No interim Technical Meetings were held.

The Technical Meetings took place in the meeting rooms and in the Auditorium of the Olympic Museum and other venues available to CIAM.

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The Plenary meeting re-convened at 14.00.

1.1. Additional item to the Agenda: New Plenary Meeting Voting Procedure

The President explained that there was an additional item to the Agenda that had to be taken at this point in the meeting. He explained the background of a proposed new Plenary Meeting Voting Procedure and a vote was then taken.

A.2 Procedure for CIAM Plenary Meetings

Replace the whole of A.2.2 as follows:

~~A.2.2. The FAI statutes require an absolute majority for any proposal to pass that is voted on by Commissions. An absolute majority is half plus one, of the voting delegates present.~~

~~The number of abstentions affects the outcome of a vote and in some cases a proposal will fail even when many more votes have been cast for it than were cast against it. CIAM, therefore, has a fourth category, that of “Not Voting” which should be used when delegates are asked to vote on a proposal in which they have no interest. “Not Voting” has the effect of reducing the number of voting delegates present.~~

An example:

<u>Absolute Majority</u>	<u>CIAM Absolute Majority</u>
50 Delegates Present	50 Delegates Present
For: =24	For: =24
Against: =10	Against: =09
Abstentions: =16	Abstentions: =01
50 ÷ 2 = 25 + 1 = 26	Not Voting: =16
<u>Proposal Fails</u>	50-16 = 34 ÷ 2 + 1 = 18
	<u>Proposal Succeeds</u>

A.2.2 The voting system at CIAM Plenary is that of a simple majority. The votes for a proposal are counted and then the votes against the proposal are counted. The higher number of votes decides whether the proposal succeeds or fails. Abstentions do not affect the outcome and are not counted.

Approved by the Plenary Meeting: For 33, Against 1, Not Voting 1, Abstentions 0
Effective immediately and employed at this meeting.

2. DECLARATION OF CONFLICTS OF INTEREST

No Delegates declared any potential conflicts of interest to the FAI.

3. MINUTES OF THE MARCH 2009 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2009 BUREAU MEETING

3.1. 2009 March Bureau Meeting

- 3.1.1. There were no corrections.
- 3.1.2. The Minutes of the 2009 March Bureau meeting were accepted unanimously.
- 3.1.3. There were no Matters Arising.

3.2. **2009 Plenary Meeting**

3.2.1. There were no corrections.

3.2.2. The Minutes of the 2009 Plenary meeting were approved unanimously.

3.2.3. There were no Matters Arising.

3.3. **2009 December Bureau Meeting**

3.3.1. One correction was requested.

The approved FAI Jury (reserves) for the F1D World Championships in Serbia, should include Pavol Barbaric, Slovakia.

3.3.2. The Minutes of the 2009 December Bureau meeting were accepted unanimously.

3.3.3. There were no Matters Arising.

4. **MINUTES OF THE APRIL 2010 BUREAU MEETING**

The Minutes of the previous day's Bureau meeting were distributed. There were no comments.

5. **NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN**

The nominations took place on the first day, and the voting on the second day, of the Plenary Meeting.

The results of the voting are (the Bureau officers elected are shown in bold text):

5.1. **CIAM Officers**

President

Mr Bob Skinner, Mr Dave Brown (declined),
Mr Gerhard Wöbbing (declined)

1st Vice President

Mr Dave Brown, Mr Bruno Delor (declined),
Dr Andras Ree (declined), Mr Gerhard Wöbbing
(declined)

2nd Vice President

Mr Gerhard Wöbbing, Bruno Delor (declined)

3rd Vice President

Dr Andras Ree, Mr Antonis Papadopoulos,
Mr Bruno Delor (declined), Mr Martin Dilly (declined)

Secretary

Mr Massimo Semoli, Mr Bruno Delor (declined)

Technical Secretary

Mrs Jo Halman, Mr Bruno Delor (declined)

The President thanked Mrs Halman for her valuable work.

5.2. **Subcommittee Chairmen to be elected**

F2 Control Line

Mr Bengt-Olof Samuelsson,
Mr Peter Halman (declined), Mr Bill Lee (declined)

F4 CL/RC Scale

Mr Narve L. Jensen (no other nomination)

F5 RC Electric

Mr Emil Giezendanner (no other nomination)

F7 RC Aerostats

Mr Marcel Prevotat (no other nomination)

S Space Models

Mr Srdjan Pelagic (no other nomination)

Education

Mr Gerhard Wöbbing, Mr Martin Dilly (declined)

5.3. Subcommittee Chairmen to be confirmed

F1 Free Flight	Mr Ian Kaynes , confirmed in post
F3 RC Aerobatics	Mr Michael Ramel , confirmed in post
F3 RC Soaring	Mr Tomas Bartovsky , confirmed in post
F3 RC Helicopter	Mr Horace Hagen , confirmed in post
F3 RC Pylon Racing	Mr Rob Metkemeijer , confirmed in post

6. REPORTS

6.1. 2009 FAI General Conference, by the FAI Secretary General, Stéphane Desprez

The Secretary General indicated that Aeromodelling was the biggest Commission and he admired the energy and commitment of the competitors and the sport's involvement in WAG.

A report of the meeting was presented by FAI Sport and Development Director, Mr Jean-Marc Badan. The written report is attached at Annex 3p. More than 20 Asian Nations were present. The FAI headquarters will move to the new location, at the Maison du Sport International (MSI) in Lausanne, in April/May 2011.

Co-operation with Red Bull Air Race and Flying Aces Ltd was positive and will continue.

In response to a question from New Zealand asking when the Therapeutic Use Exemption (TUE) certificates would be available, the Secretary General replied that if a refusal from the FAI had not been received by the applicant within 45 days of the TUE submission then the applicant can assume that the application is approved. It is no longer the intention to issue TUE certificates.

6.2. 2009 CASI Meeting, by CIAM President, Bob Skinner

The CIAM President gave a brief report on the CASI meeting that took place in Incheon, Korea, in October 2009. The meeting was short and efficient. There were few items on the agenda, one of which did concern insurance.

6.3. 2009 World Championships, Jury Chairmen (ANNEX 2)

6.3.1. F1A, F1B, F1C Free Flight. Croatia. (19 to 26 July). Andras Ree

Written report at Annex 2a. Organised for the first time by Croatia, the organisers are to be congratulated on an efficiently run Championships.

6.3.2. F1E Free Flight Seniors and juniors. Germany (13 to 19 September)

Andras Ree

Written report at Annex 2b. There was very bad weather but the ensuing problems were resolved.

6.3.3. F3A R/C Aerobatics. Portugal. (21 to 30 August). Bob Skinner

Written report at Annex 2c. Organised for the first time by Portugal, the organisers were congratulated on an efficiently run Championships.

6.3.4. F3B Soaring. Czech Republic. (2 to 9 August). Tomas Bartovsky

Written report at Annex 2d. The day before there was a severe thunderstorm that impacted on the organisation infrastructure but still the Championship was a successful one.

cont/...

6.3.5. F3C Helicopters. USA (2 to 11 August) Horace Hagen

Written report at Annex 2e. Good and successful Championship.

6.3.6. F3D Pylon Racing. Germany (20 to 26 July). Gerhard Woebbeking

Written report at Annex 2f. Good and successful Championship with a new world record by Robert van den Bosch of the Netherlands.

6.4. **2009 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

Written report in Annex 3l. The Technical Secretary referred the Delegates to item 6 in the 2010 April Bureau Minutes and asked them to note specifically item 6.2 Records regarding the lack of updating the records on the FAI/CIAM website, the reason why and the interim solution.

With the retirement of the records referred to in that item of the Bureau Minutes there are now some 13 vacant records and she hoped the Delegates would encourage their fliers to make record attempts in these classes.

6.5. **2009 Subcommittee Chairmen (ANNEX 3)**

6.5.1. F1 Free Flight: Ian Kaynes;

Written report at Annex 3a.

6.5.2. F2 Control Line: Bengt-Olof Samuelsson;

Written report at Annex 3b. Mr Samuelsson referred to the fact that the organisers failed to provide the necessary contest circles for F2A & F2C and the late cancellation of these two classes caused many problems.

The President said that currently, five nations had still not received refunds of the monies paid to the Organisers last May. He is to send a letter to the Serbian NAC with a final deadline of 10th May 2010 for the refund of these monies. Non-recoverable losses such as flights and cancellation fees will have to also be addressed as people or NACs are entitled to claim those from the Organisers, too.

6.5.3. F3 R/C Aerobatics: Michael Ramel;

Written report at Annex 3c.

6.5.4. F3 R/C Soaring: Tomas Bartovsky;

Written report at Annex 3d.

6.5.5. F3 R/C Helicopters: Horace Hagen;

Written report at Annex 3e.

6.5.6. F3 R/C Pylon: Rob Metkemeijer;

Written report at Annex 3f. There had been a well attended Subcommittee meeting at the World Championships and the Minutes of that meeting are included in the written report.

6.5.7. F4 Scale: Narve Jensen;

Written report at Annex 3g. Because of declining entries in F4B the class ceases to be a Championship class from 2011. A Judging seminar is planned at the 2010 Championship.

6.5.8. F5 R/C Electric: Emil Giezendanner;

Written report at Annex 3h. Energy limiters were successfully used for the first time in the 2009 F5 European Championships.

6.5.9. F7 Aerostats: Marcel Prevotat.

Written report at Annex 3i. Mr Prevotat asked Delegates to encourage this class in their own countries. An interesting video can be downloaded from the CIAM webpage.

6.5.10. S Space Models: Srdjan Pelagic;

Written report at Annex 3j. General rule revision is underway.

6.5.11. Education: Gerhard Woebbeking.

Written report at Annex 3k. The CIAM Scholarship application form is on the website for downloading. The summary of the 25 responses to the Questionnaire is in the Delegates documents bundle. The President pointed out the importance of the information collected. Mr Wöbbeking said that the NACs that had not yet responded may do so at any time.

6.6. 2009 World Cups, by World Cup Coordinators (ANNEX 4)

6.6.1. F1 Free Flight: Ian Kaynes

Written report at Annex 4a. Another successful year (4,000 competitors). This was the 6th time that Per Findal had won the F1A World Cup.

6.6.2. F2 Control Line: Jean Paul Perret

Written report at Annex 4b.

6.6.3. F3 R/C Aerobatics: Pierre Pignot

Written report at Annex 4c. Although there are increasing competitor numbers in Europe, Mr Pignot would like to increase world-wide participation in the World Cup.

6.6.4. F3 R/C Soaring: Tomas Bartovsky

Written report at Annex 4d. The new F3J World Cup Coordinator is Paolo Panfilo, Italy. Tomas Bartovsky continues as the F3B World Cup Coordinator.

6.6.5. F5 R/C Electric: Emil Giezendanner

Written report at Annex 4e. No F5D World Cup competition was organised.

6.6.6. S Space Models: Srdjan Pelagic

Written report at Annex 4f. There is an increase in both the number of competitions and competitors.

6.7. 2009 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

Written report at Annex 5a. The CIAM Secretary explained that World Cup trophies can be exchanged at different locations. He added that there is a mistake in the trophy status reports and Issue 2 will be attached at Annex 5b,5c and 5d to these Minutes.

6.8. Aeromodelling Fund- Budget 2010, by the Treasurer, Andras Ree (ANNEX 3)

Written report at Annex 3m. It is now necessary to change the sanction fees and therefore there is an amendment to the Bureau proposal shown in the paper distributed to Delegates.

The Plenary unanimously approved the 2010 Budget.

6.9. CIAM Flyer, by the Editor, Emil Giezendanner

The President was pleased to say how much the CIAM Flyer was appreciated by people and thanked Mr Giezendanner for his efforts throughout the year. Mr Giezendanner explained that there were copies of the summary of the CIAM Flyer available to the Delegates.

6.10. World Air Games, by Bob Skinner (ANNEX 3)

Written report at Annex 3n. The competitors were keen and eager and the local public enthusiastically supported the 2009 WAG. The President thanked Mr Revel for his involvement.

7. 2009 PRESENTATION OF WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2009 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3J, F5B, S4B, S6B, S7, S8E/P and S9B.

There were 6 winners who were awarded in person.

8. PLENARY MEETING VOTING PROCEDURE

The new Plenary Meeting voting procedure had been discussed and approved at the additional agenda item 1.1 of these Minutes.

9. NOMINATIONS FOR FAI-CIAM MEDALS AND DIPLOMAS (ANNEX 6)

The total voting number was 35 as the three proxy votes were not eligible in this process.

Alphonse Penaud Diploma

Luciano Compostella (Italy)

Pascal Surugue & George Surugue (France)

France withdrew the French nomination in favour of Luciano Compostella.

The meeting was in agreement that this diploma should be awarded, and agreed the diploma was

Awarded to: Luciano Compostella (Italy)

Andrei Tupolev Diploma

Pascal Surugue & George Surugue (France)

The meeting was in agreement that this diploma should be awarded, and agreed the diploma was

Awarded to: Pascal Surugue & George Surugue (France)

Antonov Diploma

There were no nominations.

Frank Ehling Diploma

Keitaro Matsusaka (Japan)

The meeting was in agreement that this diploma should be awarded, and agreed the diploma was

Awarded to: Keitaro Matsusaka (Japan)

Andrei Tupolev Medal

Sergey Makarov (Russia)

Pascal Surugue & George Surugue (France)

Peter Watson (Great Britain)

The meeting was in agreement that this medal should be awarded, and after two rounds of voting, the medal was

Awarded to: Sergey Makarov (Russia)

FAI Aeromodelling Gold Medal

Jiri Havel (Czech Republic)

Pierre Pignot (France)

Miroslav Sulc (Slovakia)

The meeting was in agreement that this medal should be awarded, and after two rounds of voting, the medal was

Awarded to: Jiri Havel (Czech Republic)

10. *This item number is unused but has been retained to permit the Sporting Code proposals to be numbered as Item 11*

11. SPORTING CODE PROPOSALS

Additions in proposals are shown as **bold, underlined**, deletions as ~~strikethrough~~ and instructions as *italic*.

Other than *additional* Bureau proposals, all Bureau proposals appear in the appropriate rule section of item 11.

ADDITIONAL BUREAU PROPOSALS from 16th April 2010 Bureau Meeting

ABR Section 4A

A.2 Procedure for CIAM Plenary Meetings

This proposal appears under Item 1 of these Minutes.

ABR Section 4B

B.21.6 Collection of Trophies

Amend B.21.6 as follows:

Insert a new paragraph B.21.6.2 World Cup Trophies as follows. Insert, delete and re-number the existing text as shown:

cont/...

B.21.6. Collection of Trophies

Organisers of Championships shall be responsible for:

B.21.6.1 Championship Trophies

- ~~a) The winner's NAC is responsible for the safe delivery of any trophy/trophies to the organiser at the next Championship.~~
- ~~b) At the Championship, the Championship organiser, or a member of the FAI Jury, will use the trophy form to verify the status of the trophy and note the details, including identification data, of the new holder.~~
- ~~c) The completed form must be sent electronically to the FAI office with the electronic results (see B.5.5.). The FAI office will forward the trophy form to the CIAM Secretary.~~
- ~~d) The Championship organiser may ask the FAI office for a copy of the previous year's trophy form which contains the contact data of the current trophy holder.~~

B.21.6.2 World Cup Trophies

- a) At the transfer location, the World Cup organiser, or a member of the FAI Jury, will use the trophy form to verify the status of the trophy and note the details, including identification data, of the new holder.
- b) The World Cup organiser may ask the FAI office for a copy of the previous year's trophy form which contains the contact data of the current trophy holder.
- c) The World Cup Co-ordinator is responsible for the instigation of the trophy form procedure.

Note: see the instruction at the top of the World Cup trophy form.

B.21.6.3 All CIAM Trophies

- a) The winner's NAC is responsible for the safe delivery of any trophy/trophies to the organiser at the next Championship.**
- b) The completed form must be sent electronically to the FAI office with the electronic results (see B.5.5.). The FAI office will forward the trophy form to the CIAM Secretary.**

Note i: The form is available for download from the CIAM website.

Note ii: A list showing the current holder of each of the presented perpetual FAI trophies will be published on the FAI website.

Amended as shown by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

The amended Trophy Form appears at Annex 5e.

11.1

Volume ABR, Section 4A

(CIAM Internal Regulations – page 13 (2009 Edition))

a) A.2.1 Procedure for CIAM Plenary Meetings

France

Amend paragraph A.2.1 as follows (two possible variants) :

Variante 1 : "On the first day there will be preliminary Technical Meetings held by the Chairmen of the appropriate Sub-committees. These meetings shall consider items in the agenda for the purpose of discussion and briefing of all those present and

shall, through the Sub-committee Chairman, make their recommendations thereon together with the recommendations resulting from voting in the Sub-committee proper to the Plenary Meeting. Eligible to attend are Sub-committee members, voting Delegates, Alternates and any others approved by their National Airports Controls. Among those eligible to attend, only one per country may vote; ~~Sub-committee members are also eligible to vote in the Technical Meetings.~~"

Variante 2 : "On the first day there will be preliminary Technical Meetings held by the Chairmen of the appropriate Sub-committees. These meetings shall consider items in the agenda for the purpose of discussion and briefing of all those present and shall, through the Sub-committee Chairman, make their recommendations thereon together with the recommendations resulting from voting in the Sub-committee proper to the Plenary Meeting. Eligible to attend are ~~Sub-committee members,~~ voting Delegates, Alternates and any others approved by their National Airports Controls. **A ; among those eligible to attend, only one per country may vote; Sub-committee members are also eligible to attend and to vote in the Technical Meeting corresponding to their Sub-committee.**"

The second variant was withdrawn by France.

Approved by the Plenary Meeting: For 29 ; Against 2; Abstentions 7. Effective 01/01/11.

b) A.6. Proposals Submitted to the CIAM Bureau

A.6.1 g)

(Will require a consequential change to Annex A.2b and the downloadable proposal form on the CIAM website.0

Amend the paragraph as follows:

All rule proposals, guides and whatever items accepted for the Agenda must be made available ~~in electronic form,~~ **electronically in rich text format (RTF) or Word 97-2003** to facilitate compilation of the Agenda. ~~In addition, a hard copy produced, signed and stamped by the appropriate body for confirmation must be forwarded to the FAI office.~~

Approved unanimously by the Plenary Meeting. Effective **01/05/10.**

c) A.7. Timetable for Proposals Bureau

A.7.1

(Includes a consequential change amongst other changes.)

Amend the paragraph as follows:

All proposals from the Sub-committees and the NACs for the Plenary Meeting must be received **electronically, in the format described in A.6.1 g)**, by the FAI Office **by between 1st August and the 15th November of the year immediately preceding the Plenary Meeting at which the proposals may be considered within the appropriate two-year rule cycle** ~~in electronic form and hard copy~~ in order to be included in the Agenda.

The office will email the proposals to the relevant Sub-committee Chairmen, who must present their findings in print at the Meeting. Proposals are to be approved at the Bureau meeting after which the Secretary sets up a draft of the Plenary Meeting Agenda to be approved by the President. The finalised Agenda will be sent to the

cont/...

FAI office who will arrange to send it out to the NACs according to A.1.3. See also A.12.

Any proposals received out of sequence with the appropriate two-year cycle (see A.12) will need to be re-submitted by the proposer in the correct year.

Note: Neither the CIAM nor the FAI Secretariat has the resources to retain such proposals on file until the next Plenary meeting.

Requested effective date of 1st May 2010.

Approved by the Plenary Meeting: For 32; Against 1; Abstentions 5. Effective **01/05/10**.

d) A.10 Sanction Fees Bureau

(New Bureau Proposal (based on the French proposal at B.2.9))

A new paragraph A.10 with the existing paragraphs A.10 – A.17 re-numbered.

A sanction fee is required for listing any type of international contest in the FAI Contest Calendar.

The sanctions fees are as follows:

Limited international contests :

World Championship = 500 Euro

Continental Championship = 300 Euro

Other Limited International Contest = 70 Euro

Other contests :

Open International Contest (including World Cup) = 70 Euro.

Open National contest or a contest in an International Series = 40 Euro.

The sanction fees shall be reviewed each year by the Bureau and any proposed fee changes must be approved by the Plenary Meeting.

Amended as shown at the Bureau Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

The form at Annex A.2a, Registration of Competitions in the FAI Aeromodelling Sporting Calendar, reflecting these amendments will be placed on the website for downloading to use for 2011 registrations.

The form appears overleaf.

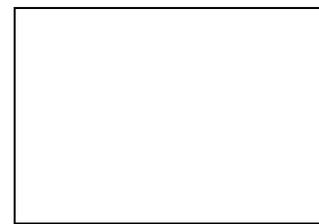


**ANNEX A.2a
FEDERATION AERONAUTIQUE INTERNATIONALE
Registration of Competitions in the FAI Aeromodelling Sporting Calendar**

This form must be received by the Head Office **by November 15** in order that the subject event may be included **in the first issue** of the following year's FAI-CIAM Sporting Calendar.

National Air Sport Control (NAC):
 Address:

 Country:
 Date:



Official stamp of NAC

The NAC of (country) wishes to have the following competition listed in the FAI Aeromodelling Sporting Calendar for the year..... **(Use only ONE form per competition)**

Attention is called to Article B.2 of Section 4 of the Sporting Code defining the type of international events.

Please send this form duly completed to:
 FAI – Avenue Mon-Repos 24 – 1005 Lausanne – Switzerland
 Fax no: +41 21 345 10 77

Provide the following information:

1. Type of Event: World Championship
 Continental Championship
 Open International **Contest** - World Cup
 Open International **Contest** - Non World Cup
 Limited International Contest
 Open National **Contest or a contest in an** International Series

2. Title of Event:
3. Class of Model(s)
(eg F1A, F3B, F4C, etc):
4. Dates of Event:
5. Alternate Date:
(in the event of a clash of dates)
6. Location (City):
 Location (Country):
7. Entry Fees: €
8. Organiser:
9. Contact Person:
10. Address:

 Phone:
 Fax:
 Email:
 Web site:

This request must be accompanied by a Sanction Fee. **World Cup sanction fees must be paid by 15 November.**

With effect from the year 2011, the fees for single line listing of events in the FAI Sporting Calendar are:

World Championship	€ 500
Continental Championship	€ 300
Open International Contest	€ 70
Limited International Contest	€ 70
Open National Contest	€ 40
International Series Contest	€ 40

Make payments by bank transfer or credit card.

Bank transfer payments must be made to:
FAI Account no: 0425-457968-32
Swift Code: CRES CHZZ 10A
IBAN Code: CH31 0483 5045 7968 3200 0

Purpose of transfer: *name of the event*
 Credit Suisse Private Banking
 Rue du Lion d'Or 5-7, Case postale 2468
 1002 Lausanne – Switzerland

Credit card payments must be made using the form downloadable from the CIAM website.

All bank/card charges must be paid by the submitting organisation.

Signature of NAC Authority

e) **A.10 Judges List** **Bureau**

Nominations for persons to be put on the List of International Judges must be received by the FAI Office no later than November 15. ~~The list nominations is are~~ valid for two years starting the following January and can be updated annually. If no list is presented by the deadline in any year, then the old ~~one~~ list stands for one more year. Judges shall be chosen from the list. Any judge appointed for a Championship must be on the list when selected. Names indicated in the ~~Judges Lists are to be considered advisory.~~ The nomination must contain the information requested by the FAI Secretariat on the electronic forms it sends to NACs, addresses, telephone, fax and e-mail of the nominees. ~~The form to be used is shown in Annex 2 of this section.~~

For subjective judging, a proportion of the judges chosen to judge at a championship must not have judged at the previous equivalent championship. This proportion to be as defined in the class rules.

The proposal amended by Bureau was withdrawn by Bureau.

Amended as shown by the F2 Technical Meeting and approved by the Plenary Meeting: For 33; Against 1; Abstentions 4. Effective 01/01/11.

The Sub-committee Chairmen for those categories that do not presently have a proportion defined in their class rules were tasked with preparing appropriate proposals for the 2011 Plenary meeting.

f) **A.11. List of Technical Experts List** **Bureau**

Amended by the Bureau at the Bureau Meeting of 15th April

Nominations for persons to be put on the list of technical experts from which the elected Sub-committee Chairmen can choose their members, must be received by the FAI Office no later than November 15. ~~The list nominations is are~~ valid for two years starting the following January and can be updated annually. If no list is presented by the deadline in any year, then the old ~~one~~ list stands for one more year. Subcommittee members should be chosen from the list. The nomination form ~~(at A.2.e)~~ must contain the information requested by the FAI Secretariat on the electronic forms it sends to NACs, addresses, telephone, fax and e-mail of the nominees. The Subcommittees' terms of office will be between Plenary Meetings.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

g) **A.12 Effective Date of Rule Changes** **Bureau**

Replace the first paragraph as follows:

~~In all classes, a period of two years for no changes to model aircraft/space model specifications, manoeuvre schedules and competition rules will be strictly enforced, but in step with the World Championship cycle of each class. The rules may be amended in the year of a World Championship, and any change will become effective the next January.~~

For all classes, including official classes without championship status, a period of two years of no changes to model aircraft/space model specifications, manoeuvre schedules and competition rules will be strictly enforced.

The two-year cycle shall be as follows: *cont/...*

Championship classes: in step with the World Championship cycle.
Official classes: in step with the second year of the two-year anniversary cycle of the date of the Plenary Meeting at which the class was approved as official.

Rules can be amended in the years as follows:

Championship Classes in the year of a World Championship.

Official classes in the second year of the two-year cycle.

Any change will become effective the following January.

Provisional classes are not subject to this two-year rule cycle.

Amend the 4th paragraph as follows:

This shall apply to ~~official classes only.~~ **This shall not apply to provisional classes.**

Approved by the Plenary Meeting: For 31; Against 1; Abstentions 6. Effective 01/01/11.

h) A.13.1 Aeromodelling Fund Bureau

Amend the paragraph as follows:

~~A.13.1 The fees for all contests on the CIAM FAI contest calendar shall be reviewed each year by the Bureau and the fee changes proposed by the Bureau must be approved by the Plenary Meeting.~~ **(See A.10 for sanction fees.)**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

i) A.13.1 Aeromodelling Fund France

Delete in paragraph A.13.1 the following sentence :

~~"The fees for all contests on the CIAM FAI contest calendar shall be reviewed each year by the Bureau and the fee changes proposed by the Bureau must be approved by the Plenary Meeting."~~

Withdrawn by France.

j) A.17 Aeromodelling Scholarship Bureau

Procedure

Amend the second paragraph as follows:

All forms and attached documentation, including personal statements, will be forwarded to the CIAM Scholarship Selection Group of seven world-wide Education Experts, who shall independently consider the nominations and place the candidates in descending order of merit. **Any member of the Selection Group who is related to, or close friends with, any of the nominees must recuse himself from the selection procedure for that year.**

Amended as shown at the Bureau Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

k) Annex A.2a Registration Form for Competitions Bureau

Amend the form, as shown on the next page:

Amended as shown at the Bureau Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

The form appears at proposal d) A.10 Sanction Fees

l) Annex A.2a Registration Form for Competitions France

Amend the form as follows:

Provide the following information:

1. Type of Event:

- World Championship(**s**)
- Continental Championship(**s**)
- Open International **Contest** - World Cup
- Open International **Contest** - Non World Cup
- ~~Open International – WAG Selection Contest (even years only)~~
- Limited International Contest
- Open National & International Series
- Specific international Selection Contest for WAG (International Series)**

Withdrawn by France

m) Annex A.2h Bureau

Amend the form as follows:

NOMINATION FORM
THE ANDREI TUPOLEV DIPLOMA
(for outstanding **world** record performance)

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

n) Annex A.2i Bureau

Amend the form as follows:

NOMINATION FORM
ALPHONSE PENAUD DIPLOMA
(for **outstanding** sporting achievements)

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

Item 11.2 begins overleaf

11.2	Volume ABR, Section 4B (General Rules for International Contests – page 35 (2009 Edition))
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a) **B.2.5 World Cup** **France**

Amend paragraph as follows :

"This is a classification of the results of special open international contests during a year. A World Cup may be organised by the relevant CIAM Sub-committee **for any of its classes** ~~for any of the classes recognised as World Championships.~~

Approved by the Plenary Meeting: For 31; Against 1; Abstentions 6. Effective 01/01/11.

b) **B.2.7 Open Nationals and International Series** **Bureau**

Amend the paragraph as follows:

The responsibility for the event shall be that of the NAC of the country where the event takes place. The participants must have a valid FAI license. ~~A sanction fee of 35 Euro is required for listing in the FAI Contest Calendar.~~ **These contests are for individual classification only.**

An Open National contest is defined in the Sporting Code General Section 3.1.4.

An International Series is a sequence of international contests for specific goal or classification for example such as Eurotour contests but excluding World Cups.

Amended as shown at the F2 Technical Meeting, and approved unanimously by the Plenary Meeting. Effective 01/01/11.

c) **B.2.7 Open Nationals and International Series** **France**

Amend the paragraph as follows:

"The responsibility for the event shall be that of the NAC of the country where the event takes place. The participants must have a valid FAI license. ~~A sanction fee of 35 Euro is required for listing in the FAI Contest Calendar.~~ **These contests are for individual classification only.**

An Open National is a national championship open to participants from other NACs, at the invitation of the organizing NAC.

An International Series is an international contest open to participants from all NACs for specific goal or classification such as a Eurotour contest or an international selection contest for World Air Games."

Withdrawn by France.

cont/...

- d) **B.2.8** **France**
Amend the paragraph as follows:
First category events for aeromodelling are World and Continental Championships. The World Air Games are also considered a first category event by the FAI.
All other types of aeromodelling international contests are considered to be second category events.
Approved unanimously by the Plenary Meeting. Effective 01/01/11.
- e) **B.2.9** **France**
Add a new paragraph as follows:
A sanction fee is required for listing in the FAI Contest Calendar of any type of international contest.
The sanctions fees applicable to the limited International contests are :
270 Euro for Word Championship(s).
170 Euro for Continental Championship(s).
60 Euro for any other Limited International Contest.
The sanction fee for Open International Contest (Word Cup or not) is 80 Euro.
The sanction fee for Open National or an International Series is 35 Euro.
Fee changes are proposed by the Bureau and must be approved by the Plenary Meeting
Withdrawn by France.
- f) **B.3.4 Age Classification for the Contest** **F2 Sub-committee**
Amend the first paragraph as follows:
A competitor is considered to be a junior up to and including the calendar year in which he attains the age of 18. **For F2, this age shall be 25.**
Withdrawn by the F2 Sub-committee.
- g) **B.3.4. a) Age Classification for the Contest** **Sweden**
Amend the paragraph as follows:
a) World or Continental Championships may be organised specifically for juniors. At these Junior Championships, all competitors and all helpers, team members, mechanics and assistants must all be juniors. ~~Except at RC Soaring (F3B and F3J) Championships,~~ **The team managers and/or their duly registered assistants and organising officials are the only seniors allowed in the starting area. For RC Soaring the helpers, mechanics and assistants may be seniors. For a disabled junior, the start helper (5.7.1.3) must also be a junior.**
Approved by the Plenary Meeting: For 26; Against 3; Abstentions 9. Effective 01/01/11.

h) B.3.5 National Teams for ...Championships Bureau

Amend the paragraph as follows:

A national team shall consist of **a maximum of** three individual competitors, or three pairs of competitors for each category ~~as a maximum~~, and a Team Manager.

For those categories that do not have separate Junior Championships, the team may consist of a maximum of four individual competitors for each category provided that the fourth competitor is a junior, plus a team manager.

~~For Control Line (F2) only, the team may consist of four individual competitors or four pairs of competitors for each category as a maximum provided that the fourth competitor is/are junior(s), plus a team manager.~~ The reigning World or Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next World or Continental Championships in that category regardless of whether he qualifies for the national team or not. If he is not a member of the national team, his score will not be considered in the team results.

Approved by the Plenary Meeting: For 28; Against 3; Abstentions 7. Effective 01/01/11.

There are consequential changes to paragraphs B.16.1, B.16.2 and B.16.3.

i) B.3.5 National Teams for ...Championships France

Amend the paragraph as follows:

A national team shall consist of three individual competitors, or three pairs of competitors for each category as a maximum, and a Team Manager. ~~For Control Line (F2) only, the team may consist of four individual competitors or four pairs of competitors for each category as a maximum provided that the fourth competitor is/are junior(s),~~ **For control line (F2) only, the team may consist of five individual competitors (or five pairs of competitors –F2C-) for each category as a maximum provided that fourth and fifth ones are juniors,** plus a team manager.

Withdrawn by France.

j) B.4.Contest Officials Belgium

B.4.4

Amend the second paragraph as follows:

The Jury must be announced before the start of the event. Members of the Jury may not compete in the event except when the contest has a subdivision into categories. In that case, one or two members of the Jury may compete in a category and must then be replaced by alternate Jury members (not competing in that category) for all matters involving that category. **One or two judges may also be member in the Jury and must be replaced by an alternate Jury member for all matters involving that judge.** The alternate members must be chosen so that at all times the Jury meets nationality and language rules.

Withdrawn by Belgium

k) **B.6 Organisation Specific to World and Continental Championships** Bureau

Add a new paragraph at B.6.2 as follows:

An inspection visit may be made to the championship site by a Bureau member experienced in the class/es. Any visit that is found to be necessary shall take place early enough so that if it is necessary to cancel the championship or transfer it to a substitute host nation, notification can be made to NACs before any financial commitment will have been made by NACs or teams.

Referred back to Bureau for further study.

l) **B.9 Free Flight** F1 Sub-committee

B.9.1

Amend the paragraph as follows:

Each country and the reigning champion **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.

Approved by the Plenary Meeting: For 30; Against 1; Abstentions 7. Effective 01/01/11.

m) **B.11. Radio Control** Bureau

Amend the whole item, including re-number paragraphs, as follows:

The organiser must:

B.11.1. Provide a smooth flight area for R/C models to facilitate take-offs and landings.

B.11.2 There is no requirement to impound spread spectrum transmitters. A Spread Spectrum technology receiver that transmits information back to the pilot-operated transmitter, is not considered to be a “device for the transmission of information from the model aircraft to the competitor”, provided that the only information that is transmitted is for the safe operation of the model aircraft.

Amended as shown at the Bureau Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

B.11.3 If there are competitors using am/fm transmitters on the same frequency band then a transmitter pound is required only for those transmitters.

Amended as shown by the Plenary Meeting: For 28; Against 4; Abstentions 6. Effective 01/01/11.

B.11.4 If an am/fm transmitter pound is found to be necessary then:

(i) Each day, on the competition site before the start of the competition, all **am/fm** transmitters to be used in the competition that day must be impounded and kept under the supervision of a special official.

(ii) All transmitters must be withdrawn at the end of the day's flying activities, and may not be left in the pound, unless by special arrangement with the organiser.

cont/...

- (iii) The transmitter pound official(s) will issue the transmitter to the competitor only when he is called to make his flight (in accordance with the procedure laid down for the class concerned).
- (iv) As soon as the flight has ended, the competitor must immediately return his transmitter to the impound official.
- (v) A fine of 50 Euro per pilot will be imposed for failure to withdraw a transmitter, for whatever reason, during the specified period.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

B.11.5 **Specific rules for am/fm transmitters:**

- (a) **It is not permitted to use any am/fm transmitters on the competition site during the hours of competition unless:**
 - (i) **making an official flight or**
 - (ii) **the specific permission of the contest officials has been given.**
- (b) Unless the contest director allows a change in advance, using a frequency differing from that assigned by the organiser in the starting list is considered **as** unauthorised transmission.
- (c) Unless otherwise stated in the rules for a particular class the competitor is allowed only one frequency for the contest.
- (d) Note: In the case of proven interference, another single frequency may be allotted by the contest director.
- (e) Any unauthorised transmissions during the period of the contest will result in automatic disqualification of the offender from the entire contest and render him liable to further penalties.
- (f) The transmitter frequency must be displayed on the outside of the transmitter.
- (g) Frequency synthesised transmitters must be designed to display the current frequency and to change to another frequency without RF transmission.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

B.11.7. The organiser must provide a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference and a means of communicating this information to the pilot(s) and/or flight line director.

B.11.8. Unless otherwise specified, the initial starting order of the various competitors must be established by means of a random draw before the contest, ~~taking into account that~~ **and,** except **for** F3B, F3J **and F3K,** frequency will not follow frequency. ~~Team members will not be included in the same race in a heat of F3D or F5D nor will team member follow team member of the same team except in F3B and F3J~~ **and** members of one national team must not be in the heat immediately following. **For F3B, F3J and F3K, competitors from the same team should not, where possible, be drawn to fly in the next group.**

B.11.9. The organiser must survey the site of any competition event scheduled to be held in order to determine possible cases of radio interference which would affect any competitors. Any such possibilities must be reported as early as practical to participating National Airports Controls. Frequency bands or specific frequencies which have been shown to be reasonably

free from interference at the site of the competition will also be reported to the National Airports Controls.

Organisers must make surveys of the competition site during both weekdays and weekends to determine if any patterns of radio interference exist and notify the National Airports Controls of any further problems- many commercial or industrial operations are weekday problems only. In any case, it is the organiser's responsibility to make certain that all competitors in a radio controlled event are notified in advance about any known radio interference problems that may exist at the flying site and at what frequency.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

n) **B.11.2** **Germany**

Amend the paragraph as follows:

A Spread Spectrum technology receiver only transmitting its supply voltage and field strength back to the transmitter operated by the pilot is not considered a device for transmission of information from the model aircraft to the competitor.

Amended by Bureau and included at B.11.2 in the previous Bureau proposal m).

o) **B.14 Interruption of the Contest** **F2 Sub-committee**

B.14.1 a)

Amend the paragraph as follows:

The wind is continuously stronger than 12 m/s (9 m/s for Free Flight, **Control Line**, Scale and Space Models) measured at two metres above the ground at the starting line (flight line), unless specified otherwise in category rules, and for at least one minute (**30 seconds for Control Line**), (20 seconds for Free Flight).

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

p) **B.15.1 Individual Classification** **France**

Delete the paragraph sub-numbering at f) and move the text to the end of e) as follows:

e) For control line where a junior may participate in a Continental or World Championship National Team, individual awards for junior competitors will be awarded to the first, second and third place juniors.

f) Where at least four juniors from at least four different nations participate, the winner shall earn the title of Junior World or Continental Champion in the category."

Withdrawn by France.

q) **B.16.4 Award Ceremony Procedure** **Bureau**

Amend the paragraph as follows:

(...)

5. The competitor or team will be called by name and country separately and in the order – ~~Gold, Silver, Bronze~~ **Bronze, Silver, Gold**. The medal winner will step onto

the podium when called by the announcer.

6. First, the ~~Bronze~~ **Gold** medal winning individual or team will step up to the podium and the medal and diploma will be awarded. Next, the Silver medal winning individual or team will be called to the podium and will receive the medal and diploma, followed by the ~~Gold~~ **Bronze** medal presentation using the same procedure. A moment will be allowed after the award of each medal for photographs.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- r) **B.16.15 Processing of Free Flight Model Aircraft** **F1 Sub-committee**

Amend the heading as follows:

Processing of Free Flight Model Aircraft – Class F1A, F1B, F1C, **F1E**, F1P

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- s) **B.16.15 Processing of Free Flight Model Aircraft** **F1 Sub-committee**

Amend the paragraph as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- t) **B.17 Processing of Model Aircraft** **Bureau**

B.17.11

Amend the paragraph as follows:

For categories F2 **and class F3D** (~~except F3A~~) all piston motors which might be used during the contest must be marked with an easily visible identification mark, details of which must be recorded at the time of checking the model. Motors which have been checked and recorded in this way may not be exchanged with other competitors.

The F1 Sub-committee Chairman informed Plenary that F1 no longer has a requirement for engine marking and the reference to F1 should be removed from the proposal. There will be a consequential change to the Model Specification Certificates that will be actioned for the next print run of the Certificates.

Amended as shown by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

Item 11.3 Volume ABR, Section 4C, Part One begins overleaf

11.3

Volume **ABR, Section 4C, Part One** (General Regulations for Model Aircraft – page 59 (2009 Edition))

- a) **Annex 1.1 – World Championship Events for Model Aircraft** **Germany**
Paragraph 3 – RC Category for Seniors

Add a new line at the end of paragraph 3

i) F3F Radio controlled slope soaring gliders

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

It was agreed that the number of Championships is now so great that major difficulties are experienced in finding enough organisers, venues, officials and FAI Jury members and there is a greater financial burden on NACs than ever before. Measures must be taken to reduce the number of Championships. Ideas put forward were a reduction in the classes overall; a reduction in Championship classes; running combined Championships and increasing the interval between Championships.

Bureau was unanimously mandated by Plenary to look at this and generate a proposal for the 2011 Plenary Meeting.

11.3

Volume **ABR, Section 4C, Part Two** (Records – page 65 (2009 Edition))

- a) **2.2.10 Assistant Pilots** **Australia**

Change wording of the "Note" as follows:

In the event that it is desired that a distance or duration record shall be listed in a single name only, an assistant pilot may be utilised after two hours from the start of the flight, ~~up to a maximum of 10% of the total flight time recorded~~ but that the proportion of the recorded flight time during which the model was piloted by the assistant shall not exceed:

10% for a flight not exceeding 15 hours duration;

20% for a flight greater than 15 hours, but not exceeding 25 hours duration;

30% for a flight exceeding 25 hours duration.

Withdrawn by Australia.

The Technical Secretary explained that the proposal was unnecessary. The relevant records should have been retired from 2000 when the changed specification for assistant pilots became effective. This had not been done and will now be rectified after the Plenary Meeting with the result that those record classes would be available for setting new records under the changed specification.

11.4 Section 4C Volume **F1 - Free Flight**

Free Flight Outdoor

F1A Gliders

- a) **3.1.12 Organisation of Launching** **F1 Sub-committee**
Add the following to the end of paragraph a):
(jumping allowed)
Approved unanimously by the Plenary Meeting. Effective 01/01/11

F1H Gliders (Provisional)

- b) **3.H.12 Launching** **F1 Sub-committee**
Add the following to the end of paragraph a):
(jumping allowed)
Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F1J Power Model Aircraft (Provisional)

- c) **3.J.5 Definition of an unsuccessful attempt** **F1 Sub-committee**
Amend the paragraph as follows:
b) ~~The motor run exceeds 5 seconds from the release of the model.~~ **The time of the motor run from the release of the model exceeds the time specified in 3.J.2.**
Approved unanimously by the Plenary Meeting. Effective 01/01/11.
- d) **3.J.11 Launching** **F1 Sub-committee**
Add to the end of paragraph b:
b) Each competitor must start **and regulate the** his motor and launch the model himself.
Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F1P Power Model Aircraft

- e) **3.P.2 Characteristics** **F1 Sub-committee**
Remove the following text:
~~The number of models eligible for entry by each competitor is four.~~
Consequential change:
Amend B.16.1, volume ABR as follows:
Class F1A, F1B, F1C , **F1P** Four (4) only
Approved unanimously by the Plenary Meeting. Effective 01/01/11.

f) **3.P.5 Definition of an unsuccessful attempt**

Amend paragraph as follows:

b) ~~The motor run exceeds 7 seconds from the release of the model.~~ **The time of the motor run from the release of the model exceeds the time specified in 3.P.2**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F1Q Electric Power Model Aircraft

g) **3.Q.1. Definition**

Germany

Amend the paragraph as follows:

Model aircraft which is powered by (an) electric motor(s) and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence. **Models with variable area (eg folding wings) are not permitted.**

Amended as shown by the F1 Technical Meeting: For 28; Against 2; Abstentions 8. Effective 01/01/11.

h) **3.Q.2 Characteristics**

F1 Sub-committee

At the end of the paragraph, add the text as follows:

The number of models eligible for entry by each competitor is four.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

i) **3.Q.2. Characteristics**

Germany

Amend the paragraph as follows:

Maximum weight of battery pack (including connectors on the battery):
125g, **maximum 20 % of the total model weight** for NiCd or NiMH-batteries
90g, **maximum 15 % of the total model weight** for Li-batteries.

Withdrawn by Germany.

j) **3.Q.2. Characteristics**

Germany

At the end of the paragraph, add the following text:

Neither projected wing surface nor the camber of the wing may be changed during the flight.

Withdrawn by Germany.

k) **3.Q.7. Duration of Flights**

Germany

Amend the paragraph as follows:

The maximum duration for each flight is ~~specified by the organiser up to a duration of~~ **shall be** three minutes.

Approved by the Plenary Meeting: For 30; Against 1; Abstentions 7. Effective 01/01/11.

I) **3.Q.8 Classification** **F1 Sub-committee**

Add to the end of paragraph (b):

If there is still a tie after a flight with the minimum motor run of 5 seconds then additional flights will be made with motor run of 5 seconds and the maximum time of flight increased by two minutes over the maximum of the previous flight.

Approved by the Plenary Meeting: For 30; Against 1; Abstentions 7. Effective 01/01/11.

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 dm²

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.

Refer to the F1 Sub-committee.

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

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.

Refer to the F1 Sub-committee.

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

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).**

Refer to the F1 Sub-committee.

F1 Annexes

- p) Annex 1 World Cup**

1. Classes

F1 Sub-committee

Cross refer to F1 proposals m), m) & o)

Add three new paragraphs as follows:

- a) In F1A and F1A Junior events, F1S models may be flown to the F1S rules alongside the F1A models and included in the F1A and F1A Junior World Cup results.**
- b) In F1B and F1B Junior events, F1T models may be flown to the F1T rules alongside the F1B models and included in the F1B and F1B Junior World Cup results.**
- c) In F1C events, F1U models may be flown to the F1U rules alongside the F1C and F1P models and included in the F1C World Cup results.**

Referred to the F1 Sub-committee.

This was a proposal from the United Kingdom and not from the F1 Sub-committee.

cont/...

- q) **Annex 2, Appendix B**
3.A2B.4 Timing a flight **F1 Sub-committee**

Add a new final paragraph as follows:

Timekeepers should stand up for timing when before obstacles or persons might obstruct the view of low flying models.

Amended at the F1 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

- r) **Annex 2, Outdoor Organisers Guide**
3.A2.4.3. Launching Area **France**

Amend the paragraph as follows:

There should be clear markings to keep spectators at least 25m away from the starting line (B.9.1) in the directions upwind, downwind and across wind from each end of the line. In the case of F1A the upwind limit should be at 75m to allow for the towline length. **In the case of F1C, the spectators are not allowed to remain in the upwind and downwind limit due to safety issue. The spectators should stay behind the marking across wind from each end of the starting line.**

Competitors should

Withdrawn by France.

- s) **Annex 2 Outdoor Organisers Guide**
3.A2.4.5 Equipment **F1 Sub-committee**

Amend paragraph three as follows:

~~The organisation must have equipment necessary for processing the times recorded by the timekeepers and the scoreboard is essential for displaying latest results.~~ **The organisation must have equipment necessary for processing the times recorded by the timekeepers. A scoreboard is essential for displaying the latest results and should be large enough to be read by a group of people at any one time. It is desirable to have an internet connection to allow uploading latest scores to an internet web site.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- t) **Annex 2 Outdoor Organisers Guide**
3.A2..6 timekeeping **F1 Sub-committee**

Amend the final paragraphs as follows: (1 of 2 amendments)

The timekeepers should write down the results in exactly the form in which it is recorded on the stopwatch (for example, as minutes and seconds) to avoid conversion errors. The results sheets should **may** include a second copy facility so that a copy of the recorded result for each flight may immediately be given to the team manager, **or a box for the team manager to sign to indicate agreement with the time. In the event of any question about the recorded time, the timekeepers should write down the exact readings of all the watches (to hundredths of seconds). This will be used for the CD and Jury to check the**

official time.

Amend the final paragraphs as follows: (2 of 2 amendments)

.....A public scoreboard should be updated to show latest individual and team scores and positions as soon as possible (B.8.6). **A coloured (red) dot on the scoreboard in place of a maximum (or writing the number in red) simplifies seeing those with full scores. The latest scores and positions should be uploaded to the internet if possible.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

Free Flight Indoor

F1D Indoor

u) 3.4.7. Steering

France

Amend the paragraph as follows:

A balloon(s) with its line attached, or a rod, may be used to alter the course of the model aircraft, or to reposition it in another part of the flying space. **When a rod is used for steering, it must be maintained in the vertical direction (5° tolerance out of the vertical direction).** There will be no time limit or restriction to the number of steering attempts, except that all steering shall be done from the front end of the model and never from behind.

Withdrawn by France

11.5	Section 4C Volume F2 - Control Line
-------------	--------------------------------------------

F2A Speed

a) 4.1.11 Number of Flights

F2 Sub-committee

Amend the paragraph as shown.

Each competitor is entitled to a minimum of three and **a maximum of four** official flights. **The number of rounds shall be specified before the start of the competition. For the draw procedure, refer to F2A Judges Guide at Annex 4A, rule 4.1.9 Draw for Flying Order.**

Amended as shown by the United Kingdom Delegate and approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

b) 4.1.16 Number of Timekeepers and Judges United Kingdom

Amend paragraph a) as shown:

4.1.16 Number of Timekeepers and Judges

- a) The time shall be taken by either three timing officials equipped with 1/100-second resolution digital stopwatches or by an optical electronic system with equal or better resolution or accuracy.
- b)** For World and Continental Championships: ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **where timekeeping is electronic, two electronic systems must be used. One system shall be designated the primary system and the speeds from this system shall be used for classification purposes. The other system shall be designated the secondary system and shall be the required back-up system. Only in cases where there is a failure of the primary system may the speeds from the secondary back-up system be used for classification purposes.** For other contests, the required backup for a single system may be by some other electronic device or by two manual timekeepers.
- c) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.
- d) For World and Continental Championships, a senior judge shall be appointed to supervise the conduct of the timekeepers and judges.

The senior judge shall be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

c) 4.1.17 Classification United Kingdom

Note that this proposal is the first of two proposals dealing with paragraph 4.1.17

Rename paragraph 4.1.17. Re-structure and re-number the paragraphs in 4.1.17 with deleted and inserted text as shown:

4.1.17. ~~Classification~~ Timing

- a) The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.
- b) ~~Times recorded should be handled as follows:~~

Manual Timekeeping

- (i)** ~~In the case of manual timekeepers,~~ The mean time of the three stopwatches shall be ~~taken~~ used to calculate the result ~~unless~~.
- (ii)** **In the case where** one of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake, ~~in this case~~ **then** the mean time shall be calculated from the other two stopwatch times.
- (iii)** **In the case where** two stopwatch times differ by 12/100 seconds from the middle one, or two officials report **that they made mistakes** ~~a mistake. In this case this fact should~~ **then this must** immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result or ~~to be allowed~~ **he may take** **a** replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

cont/...

- (iv) No rounding off and retained.
- (v) The result of thenearest lower 1/10 km/h.
- ~~d) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.~~
- ~~e) The three first positions are subject to rechecking of the declared model aircraft characteristics.~~

Electronic Timing with Manual Backup

- (i) The recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the electronic system for the result.
- ~~(ii) In the case of an optical electronic system, †~~ The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. ~~If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.~~
~~If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used.~~
- (iii) In the case where the electronic system does not return a clear time and speed then the mean of the two backup stopwatches shall be used to calculate the result.**
- (iv) ~~If an uncertainty in excess of 12/100 seconds remains, then the~~ **In the case where the two backup stopwatches differ from each other by more than 12/100 seconds, then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using the slower stopwatch time to calculate his result or may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.**

Electronic Timing with Electronic Backup (Primary & Secondary Systems)

- (i) The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the primary system for the result.
- (ii) The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight.**
- (iii) In the case where the primary system does not return a clear time and speed, then the recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the secondary system for the result.**
- (iv) In the case where the primary and secondary systems both fail to return a clear time and speed, then the competitor shall be given a replacement attempt.**
 - b) Replacement attempts shall be scheduled to take place within one hour of the original attempt.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

d) **4.1.17 Classification** **United Kingdom**

*Note that this proposal is the second of two proposals dealing with paragraph 4.1.17
Move the last two sentences from the existing 4.1.17 to a new paragraph 4.1.18 and
number them.*

4.1.17. Classification

~~The best speed attained during the three flights is used for classification. In case of
a tie, to separate the fliers, the second best speed, and if still a tie, the third best
speed is used.~~

~~The three first positions are subject to rechecking of the declared model aircraft
characteristics.~~

4.1.18 Individual Classification

a) The best speed attained during the three flights is used for classification. In
case of a tie, to separate the fliers, the second best speed, and if still a tie, the
third best speed is used.

b) The three first positions are subject to rechecking of the declared model aircraft
characteristics.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

Consequential changes are required.

e) **4.1.18 International Team Classification** **United Kingdom**

Consequential change from F2 proposal d)

Re-number existing 4.1.18 to 4.1.19

Amend the title and paragraph as shown:

4.1.19. International Team Classification

To establish the national team scores for the team classification, add together the
best speed attained by each individual member of the team. In a case of a team tie,
the team with the lower sum of place numbers, given in order from the top, wins. If
still equal, **then** the best individual placing decides.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F2B Aerobatics

f) **4.2.12 Classification** **Belgium**

Add a new paragraph f) as follows:

**4.2.12.f) At all World Cup contests, facsimile copies of the judges score
sheets from each official flight shall be given to the respective competitor
before the competitor's next flight in the contest or at the latest at the end of
each round of the contest.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

g) 4.2.15.1 Terminology and Wording

F2 Sub-committee

Amend the paragraph as follows:

~~The entire following manoeuvre diagrams and descriptions have been drawn and described as seen when flying the manoeuvres from the pilot's viewing point (not from the judges) and for anticlockwise flight. And although it is known that control line model aircraft actually fly in hemispherical arcs, all of the following descriptions use "two dimensional" terms because when viewed by the pilot these arcs appear to be "straight line" flight paths. In addition, the following standardised wording and phraseology has been used throughout this text:~~

Wording and phraseology used in the F2B manoeuvre descriptions define the track of a control line model aircraft flying anticlockwise on the surface of a hemisphere.

Under Wording – Definition amend as follows:

Manoeuvre-	As example of this: <u>For example,</u>
Figure-	As example of this: <u>For example,</u>
Segment	As example of this: <u>For example,</u>
Inverted:	Means the model aircraft flying in an attitude which is reversed from <u>the reverse of</u> upright flight (colloquially, the model aircraft is "flying on it's <u>its</u> back", is "flying upside-down", or is flying "inverted")
"Vertical":	Means at right angles (perpendicular) to the ground over which the flying takes place. This word is marked with inverted commas (quotation marks) throughout this text to provide a constant reminder that the requirement is for model aircraft to fly at right angles to the ground, even if that ground has a perceptible slope.
"Horizontal"	Means parallel to the ground over which the flying takes place. This word is marked with inverted commas throughout this text to provide a constant reminder that the requirement is for model aircraft to fly parallel to the ground, even if that ground has a perceptible slope.
<u>Flight hemisphere:</u>	<u>Means a half globe shape whose base is level above the ground.</u>
<u>Parallel:</u>	<u>Means an imaginary line on the surface of the flight hemisphere equidistant to the equator of the flight hemisphere and marking the latitude.</u>
<u>Base:</u>	<u>Means the base of the flight hemisphere. This lies at a height of 1.5m above the centre of the flight circle.</u>
<u>Level:</u>	<u>Means at right angles to the direction aligned with the direction of the force of gravity, as materialised with a plumb line.</u>
<u>Flight circle:</u>	<u>Means a horizontal circle whose radius is equal to the flight radius.</u>
<u>Horizontal:</u>	<u>Means flight along or parallel to the base</u>
<u>Vertical:</u>	<u>Means flight at right angles to the base, along an imaginary circle on the surface of the flight hemisphere marking the longitude.</u>

Straight Line	"Straight line" Means the closest distance between two points as seen in two dimensions. These words are marked with inverted commas throughout to provide a constant reminder that the requirement (in all the square and triangular manoeuvres for example), is for a number of turns ("corners") which should be joined together with flight paths which appear to be straight lines when seen by the pilot. <u>Straight line: A great circle path or part thereof.</u>
Lateral reference:	Means an imaginary line drawn upwards at right angles (90 degrees) from the ground over which flying takes place. As used in this text, this term should be used as the reference point when flying and scoring the size, positioning, symmetry, and the superimposing of various figures and manoeuvres. As required by the respective manoeuvres, the text may refer to 31 a lateral reference, to a lateral reference line, or to a lateral reference point. In this last case the text also defines the specific point (height) on that line where the lateral reference point should be located. <u>This is an imaginary line drawn at right angles (90 degrees) to the horizontal and is used as a reference line when flying and scoring the size, positioning, symmetry and the superimposing of various figures and manoeuvres.</u>
Wingover path:	Means the vertical climbing plus and diving flight path defined as a segment of the single reverse wingover manoeuvre.

Amended as shown by the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

The Technical Secretary said that it should not be necessary to re-define basic terms such as parallel, level, horizontal, vertical which are perfectly well defined in the Oxford English Dictionary.

h) 4.2.15 Description of Manoeuvres F2 Sub-committee
4.2.15.3 – 4.2.15.17

Amend the manoeuvre descriptions, see Agenda Annex 7a and the manoeuvre diagrams, see Agenda Annex 7b.

Amended at the F2 Technical Meeting and approved by the Plenary Meeting:
 For 29; Against 2; Abstentions 7. Effective 01/01/11.

Annex 7a Rev 1 of these Minutes contains the amended text for 4.2.15.4 and 4.2.15.17.

i) 4.2.15.16 Four-leaf Clover Manoeuvre United Kingdom
Amend sub-paragraph j), the cloverleaf exit wording & the recommended exit procedure:

Recommended exit procedure: continue the wingover path from the last vertical climb (para i) (sic) above) into a "vertical" dive then (sic) recover into normal upright level flight at 1.5 metres. Other manoeuvring after completing of the cloverleaf is permitted. **to continue a line over the pilot's head to the upwind side of the circle, or in windy conditions, to perform a further inside loop section pulling out into level flight at the pilot's discretion. Other manoeuvring after**

completion of the cloverleaf is permitted.

Withdrawn by the United Kingdom.

j) F2 Control Line Volume Bureau

4.3.1 Class F2C – Team Racing Model Aircraft and
4.G.1 Class F2F – Diesel Profile Racing Model Aircraft
Add a new paragraph h) (F2C) and g) (F2F) as follows:

h) During a race, the pilots must wear a neck and throat protection device, made of leather, hard plastic, aramid fibre, or other suitable material, to protect the neck and throat area from being cut in the event of the pilots becoming entangled in the lines.

Rejected unanimously by the Plenary Meeting.

k) 4.3.4 Characteristics of a Team Racing Model Aircraft France

Amend the paragraph as follows:

4.3.4. Characteristics of a Team Racing Model Aircraft

a) Maximum swept volume of motor(s) : 2,5 cm³

The maximum exhaust outlet area is 60 mm² at the cylinder liner projected exhaust outlet or crankcase exhaust outlet. If a silencer is used the measurement is taken at the exhaust outlet of the silencer. ~~The piston face at the exhaust outlet shall not be visible from the exterior of the model aircraft when side or front exhaust engines are used.~~

The noise level has to be under 96db.

The measurement of the noise will be taken at 3 metres from the model and 1 metre high from the ground.

The noise meter will be placed 90 degrees to the flight path of the aircraft – engine running.

Referred to the F2 Sub-committee who issued the following statement: To reduce the noise level of F2C and F2F models to an approximate level of 96 dB, the F2 Sub-committee will propose new rules to the 2012 Plenary Meeting. An interim report with initial recommendations will be presented to the 2011 Plenary Meeting. A seminar on noise reduction will be held at the 2010 World Championships.

cont/...

l) 4.4 Class F2D - Combat Model Aircraft **F2 Sub-committee**

Consequential changes at F2 proposals o), p), r), s), t), & v).

Replace the entire set of rules with those shown at Agenda Annex 7c.

The rules regarding “shut-off on demand – by an official” will not be effective until 2013 and the rules for 2011 have been amended accordingly. The affected paragraphs are:

New text entirely at 4.4.9 o);

Original 4.4.9.o) is re-numbered to 4.4.9 p) and retains only sub-paragraphs i) & iv) now numbered as i) & ii)

4.4.10 a) amended

4.4.11 deleted the final sentence

Amended as shown at the F2 Technical Meeting, expanded at the Plenary Meeting and approved by the Plenary Meeting: For 24; Against 3; Abstentions 11.

The “shut-off on demand – by an official” rules: Effective **01/01/13**

All other rules: Effective 01/01/1

Annex 7c Rev 1 of these Minutes contains the amended rules .

F2 Annexes

m) F2 Annex 4A – F2A Judges Guide **F2 Sub-committee**

Rule 4.1.9 Number of Attempts

Draw for flying Order

Cross refer to F2 proposal a)

A new 7th bullet point as follows:

For round four competitors will fly in the reverse order of position after round three, up to position four. The competitors in first, second and third places after round three then fly in sequential order, first, second, third.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

n) F2 Annex 4D – World Cup Rules **Switzerland**

Paragraph 4D.4

Points Allocation

Amend the paragraph as shown in Agenda Annex 7d.

Withdrawn by Switzerland.

cont/...

o) **F2 Annex 4E – Organisers Guide, First Part** **F2 Sub-committee****3. Time Schedule**

Amend table and add paragraph as shown:

1st day	Arrival			
	F2A	F2B	F2C	F2D
2nd day	Processing, Official training, Opening ceremony			
3rd day	1st Round	1st <u>Qualifying flights</u>	1st Round	Qualifying round
4th day	<u>2nd Round</u>	1st / 2nd <u>Qualifying flights</u>	2nd Round	Qualifying round
5th day	<u>3rd Round</u>	2nd <u>Qualifying flights</u>	3rd Round	Eliminating round
6th day	Free training	<u>2nd Qualifying flights</u>		Eliminating round
7th day	<u>4th Round</u>	Fly off rounds	Semi finals, and finals	Semi finals, and finals
8th day	Departure			

The round start time should be set so that the round will finish at approximately 18.00. This time should be calculated to include 30% of the entry anticipated to make second attempts. Round four should be scheduled to finish immediately prior to the F2C final.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

Amend F2B column to be made as qualifying flights

p) **F2 Annex 4E – Organisers Guide, First Part** **F2 Sub-committee****6.2.1. Layout**

Consequential change from F2 proposal k)

Amend the 4th paragraph as follows:

For Combat, both **the** circles should be laid out on grass, ~~one for the actual contest flying and the second as a run-out circle for pilots still flying after the bout has finished.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

q) **F2 Annex 4E – Organisers Guide, First Part** **F2 Sub-committee****6.4. Site****Paragraph 6.4.4**

Consequential change ref proposal k)

Amend the 2nd paragraph as follows:

For Combat a space of at least 5 metres should be left free around the **pitting** flying circle to position scorers/timekeepers, team managers and judges with their protective fences and to give space to the pitting crews **(when running)**.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

r) **F2 Annex 4E - Organisers Guide, First Part** **F2 Sub-committee**

6.5.2 Aerobatics

Paragraphs 6.5.2.1 & 6.5.2.3

Consequential change ref proposal h)

Amend the two paragraphs as follows:

6.5.2.1 Contest organisers shall provide a site with one or more Contest Flight Circle/s that are, **relative to the centre of the circle**, horizontal within plus/minus 30 cm across the entire diameter of each circle. Contest Flight Circles shall also be flat and have smooth and ridge-free surfaces. If surfaced in asphalt, concrete, or similar hard material, the surface should be dust-free (that is: not packed gravel or sand, nor paved or tiled with openings between the paving material). Hard surfaces should, as a minimum, provide sufficient hard area to include at least the whole of the pilot's circle plus a "ring" for model aircraft to use during Take-off and Landing (see diagram ~~below~~). During contest flying all grass, soil, etc, lying between these 2 areas shall be kept short enough and level so as not to interfere with control lines when model aircraft are taking-off and landing.

6.5.2.3 The diagrams ~~below~~ shows the recommended dimensions for Contest Flight Circles and ~~also show~~ the recommended markers to be erected ~~to display~~ every 1/8th of a lap interval **indicating the height of the horizontal base which lies 1.5 m above the centre of the circle**, ~~plus the normal level flight height (together with their related upper and lower height tolerances)~~. As a minimum standard all Contest Flight Circle/s shall have the centre (pilot's) circle and outer diameter circle clearly marked with lines of 10 cm width. The erection of a safety fence (or other suitable barrier) around the outside of all Contest Flight Circles as shown below is also highly recommended.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

s) **F2 Annex 4E - Organisers Guide, First Part** **F2 Sub-committee**

6.5.4.2. Combat

Consequential change ref proposal k)

Amend the paragraph as follows:

The centre (piloting) circle (radius 2 m), ~~and~~ the flight circle (radius 20 m) **and the pitting circle (radius 22 m)** must be clearly marked on the ground.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

t) **F2 Annex 4E - Organisers Guide, First Part** **F2 Sub-committee**

6.5.4.3. Combat

Amend the paragraph as follows:

The flying site ~~indicated as the flyaway area~~ should be fenced off with low fences or rope or by other means. A football ground or similar is ideal. A safety fence with a minimum height of 3 metres (5 metres preferred) should protect all spectator areas. If a stand is being used for spectators then the net should be of a corresponding height.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

u) **F2 Annex 4E - Organisers Guide, First Part** **F2 Sub-committee**
6.5.4.5. Combat

Consequential change ref proposal k)

Amend the paragraph as follows:

The judges, time-keepers/scorers and team managers should be protected by small mobile fences of 2 to 2.5 m height and 1.5 to 2 m width. Placing 6 of these around the **pitting** flying circle will be adequate.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

v) **F2 Annex 4 E - Organisers Guide, First Part** **Switzerland**
6.5.3.4

Insert a new paragraph 6.5.3.4. as follows and re-number the existing 6.5.3.4. to 6.5.2.5 and re-number the subsequent paragraphs:

Wire fences 2 to 2,5 m height and 2 to 2.5 m wide must be provided to protect all staff who have to be inside the circle during races. These fences may also be used by pitmen and team managers. The judges must also be provided with a similar safety fence. The specification of the fence should match Sporting Code ABR B.10.1.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

w) **F2 Annex 4E - Organisers Guide, First Part** **F2 Sub-committee**
6.5.4.6. Combat

Consequential change ref proposal k)

Amend the paragraph as follows:

In an attempt to stop fly-way models, even if they have a workable engine shut-off, from leaving the flying site in unwanted directions long posts with a safety net can be erected outside parts of the **pitting** flying circle. Only the competitor, his helpers and the officials are allowed to stay inside the safety fences or safety circles. Persons who have fulfilled their mission must leave the flying area.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

x) **F2 Annex 4 E - Organisers Guide, First Part** **F2 Sub-committee**
8.6 Combat

Amend the paragraph as follows:

1 measuring tape ~~20~~ **25** m

~~Aspirin for all the officials.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

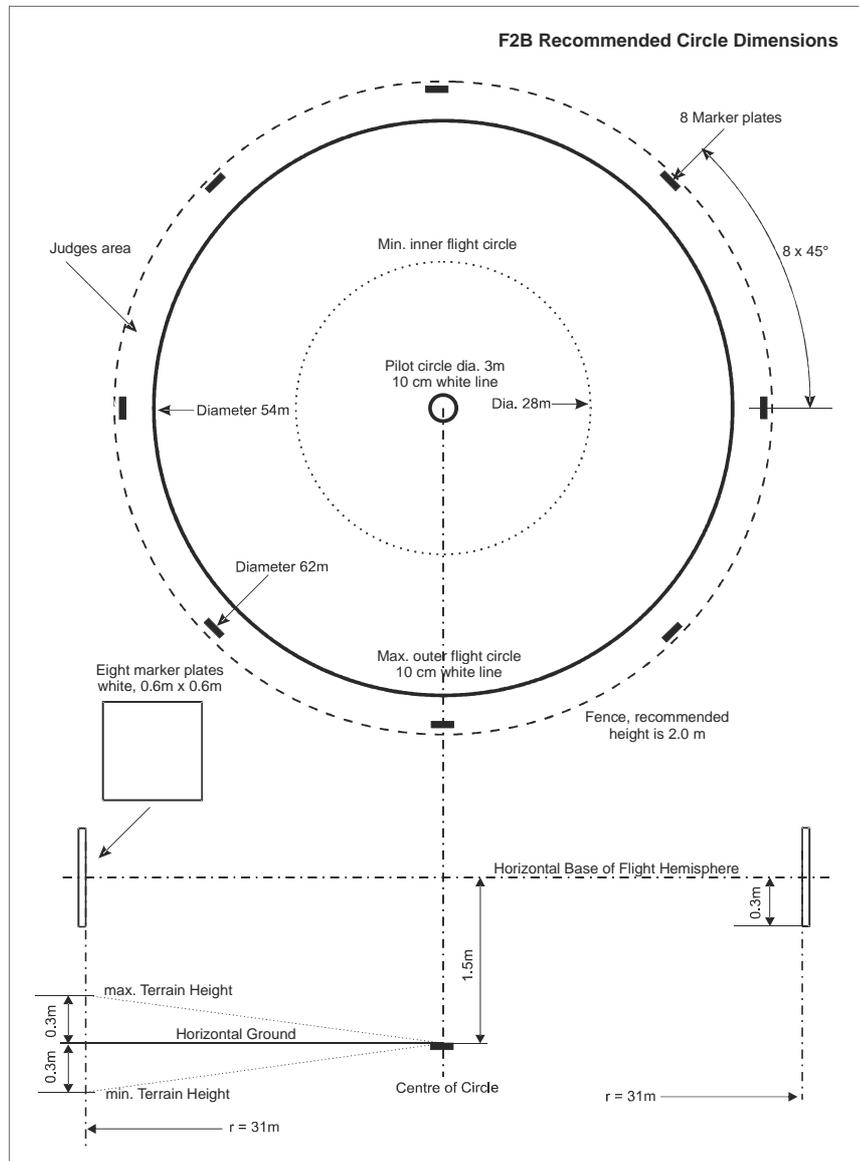
cont/...

y) **F2 Annex 4E - Organisers Guide, First Part**
Appendix III Aerobatics Circle Dimensions

F2 Sub-committee

Consequential change ref proposal h)

Replace the diagram with this one:



Approved unanimously by the Plenary Meeting. Effective 01/01/11.

z) **F2 Annex 4E - Organisers Guide, Fourth Part**
4.0 Combat “In F2D”

F2 Sub-committee

Delete the whole of this section as follows:

In F2D, it is forbidden by safety reasons:

- ~~-to deliberately attack the opponent’s model aircraft as distinct from the streamer ;~~
- ~~-to make any attempt to fly a model aircraft which cannot remain airborne under its own power or under the full control of the pilot ;~~
- ~~. -for the mechanics to jump over the opponent's model aircraft(s) and lines~~

~~kept within the pitting area ;~~

~~-for a mechanic to carry a model aircraft and lines over an opponent's pit crew ;~~

~~-to cause line tangles or to do a "sawing" action on the line(s).~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

aa) F2 Annex 4F **F2 Sub-committee**
Provisional Class F2E -

Replace the whole set of rules with those found in Agenda Annex 7f:

Approved by the Plenary Meeting: For 21; Against 3; Abstentions 14. Effective 01/01/11.

ab) F2 New Annex K **F2 Sub-committee**

Add the F2D Judges Guide, see Agenda Annex 7g.

The delayed implementation date for the "shut-off on demand – by an official" rules (proposal I) means that a consequential amendment is required in the F2D Judges Guide as follows:

4.4.9 o) should be 4.4.9 p)

Amended at the F2 Technical Meeting and approved by the Plenary Meeting:
 For 31; Against 1; Abstentions 6. Effective 01/01/11.

11.6 Section 4C Volume F3 - RC Aerobatics

F3A

a) 5.1.9. Classification **Czech Republic**

Amend the paragraph as follows:

$$\text{Points}_x = \frac{S_x}{S_w} \times 1000 \text{ (Truncated to whole points)}$$

Withdrawn by the Czech Republic.

F3M

b) 5L.1.9. Marking **Belgium**

Please note that from the 2010 edition of the Sporting Code, F3M is no longer Annex 5 L but class 5.10 – Technical Secretary

Amend the paragraph as follows:

Each manoeuvre may be front of the competitor. ~~Flags and/or streamers~~ of contrasting colour should be mounted on the poles to improve visibility, **the height of the flag should be exactly 1.5m and if for any reason the pole is not located at the correct distance, the size should be reduced/increased in proportion.**

Withdrawn by Belgium.

c) **5L.1.10. Classification**

Czech Republic

Please note that from the 2010 edition of the Sporting Code, F3M is no longer Annex 5 L but class 5.10 – Technical Secretary
Amend the paragraph as follows:

$$\text{Points}_x = \frac{S_x}{S_w} \times 1000 \quad \text{(Truncated to whole points)}$$

Withdrawn by the Czech Republic.

d) **5L 1.11**

France

Please note that from the 2010 edition of the Sporting Code, F3M is no longer Annex 5 L but class 5.10 – Technical Secretary
Replace the first paragraph with the following:

~~The criteria to be applied for judging the manoeuvres in this class, are identical to class F3A. However, the judges will have to consider the dimensions and inertia of the model aircraft. The manoeuvres must be flown slower than with F3A model aircraft, but should be more realistic.~~

Judging guide

By definition, F3M inherits from F3A judging guide except for the following points:

1. Judges will have to consider the dimensions and inertia of the model aircraft. The manoeuvres must be flown slower than with F3A model aircraft and should be more realistic.

2 Rolls

- **Slow rolls duration must be from 3 to 5 seconds / 360°. Regular rolls must be less than 1 second / 360°. If these manoeuvres are not performed within the defined duration, the score must be downgraded of 2 points.**
- **Unless written on the Aresti, snap rolls direction (positive or negative) is imposed by the Aresti and the description of the figure.**

Withdrawn by France

F3P

e) **5M.1.9. Classification**

Czech Republic

Please note that from January 2010, F3P is no longer Annex 5L but class 5.9 – Technical Secretary
Amend the paragraph as follows:

$$\text{Points}_x = \frac{S_x}{S_w} \times 1000 \quad \text{(Truncated to whole points)}$$

Withdrawn by the Czech Republic.

Item 11.7, F3 Soaring begins overleaf

11.7 Section 4C Volume F3 - RC Soaring

F3B Multi-Task Gliders

a) 5.3.1.3. Characteristics of Radio Controlled Gliders Germany

Amend paragraph d) as follows:

Any ~~device for the~~ transmission of information from the model aircraft to the competitor is prohibited, **with exception of signal strength and voltage of the receiver battery**. Any use of telecommunication devices (including transceivers and telephones) in the field to communicate with competitors, their helpers or team managers while doing the competition task is not allowed.

(The full paragraph is shown here for clarity – Technical Secretary.)

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

b) 5.3.2.2. Launching Germany

Amend paragraph o) as follows:

o) There must be a quick release mechanism on the power lead to the battery in order to remove power from the motor in an emergency. (Connections to the battery must be removable without the need for tools). **If slotted pole shoes are used both of them have to be slotted.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

c) 5.3.2.4 d) Task B – Distance Belgium

Amend the paragraph as follows:

The model aircraft must be identified by the contest director or designated official to the judges at Bases A and B before or during the launch. **In no case shall this procedure interfere with the moment chosen by the competitor to launch or re-launch his model during the working time.** The competitor must stay within a distance of 10 m either side of Base A during the timed flight.

Rejected by the Plenary Meeting: For 2; Against 25; Abstentions 11.

d) 5.3.2.4. Task B – Distance Germany

Amend paragraph c) as follows:

c) ~~An audio~~ **A visual** system or a combined audiovisual system announces to the competitor when his model aircraft crosses the Base A or Base B (imaginary vertical planes). The absence of a signal will indicate that the model aircraft has failed to correctly cross the base. The instruments used to check the crossing of the vertical planes must assure the parallelism of such planes. Timing and signalling shall occur when any part of the model aircraft crosses the base. If an audiovisual system is used, signalling is also valid when the audio system fails ~~or vice-versa~~.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

e) **5.3.2.5. Task C - Speed** **Germany**

Amend paragraph f) as follows:

f) After having completed the task, the model aircraft can **must** land anywhere **in the area(s) determined by the contest director** outside the safety area(s).

Approved by the Plenary Meeting: For 29; Against 1; Abstentions 8. Effective 01/01/11.

F3J Thermal Duration Gliders

f) **5.6.1.3. Characteristics of Radio Controlled Gliders** **Germany**

Amend paragraph c) as follows:

c) Any ~~device for the~~ transmission of information from the model aircraft to the competitor is prohibited, **with exception of signal strength and voltage of the receiver battery**. Any use of telecommunication devices (including transceivers and telephones) in the field to communicate with competitors, their helpers or team managers while doing the competition task is not allowed.

(The full paragraph is shown here for clarity – Technical Secretary.)

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

g) **5.6.11. Final Classification** **Germany**

Amend paragraph 5.6.11.1. a) as follows:

If ~~five (5)~~ **seven (7)** or less qualifying rounds are flown, the aggregate score achieved by the competitor will be the sum of his **these** scores for ~~those five rounds~~ **all rounds flown**. If more than ~~five~~ **seven** rounds are flown, then his **the** lowest score will be discarded before determining his **the** aggregate score.

Approved by the Plenary Meeting: For 23; Against 4; Abstentions 11. Effective 01/01/11.

h) **5.6.2.4 Safety Rules** **Czech Republic**

Replace the paragraph 5.6.2.4

~~a) No part of the model aircraft must land or come to rest within the safety area.~~

~~b) The model aircraft must not be flown at low level (below 3 meters) over the safety area.~~

~~c) Every single action against the safety rules will be penalised by deduction of 100 points from the competitor's final score. Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.~~

a) No part of the model aircraft may touch any object or person in the defined safety area.

a) Contact with an object within the defined safety area (including the launch corridor) will be penalised by a deduction of 300 points from the competitor's final score.

b) Contact with a person within the defined safety area (including the launch corridor) will be penalised by a deduction of 1000 points from the competitor's final score.

c) For each attempt, only one penalty can be given. If a person and at the

same attempt an object is touched then the 1000 points penalty is applied.

d) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

e) If necessary, the organiser may define a part of the airspace as safety space. In such a case he must appoint at least one official who observes the border (vertical plane) by a sighting device. This official must warn the pilot if his glider crosses the border. If the glider doesn't then leave the safety space within 10 seconds a penalty of 300 points is given.

Amended as shown by the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

i) **5.6.3. Contest Flights** **Czech Republic**

Amend paragraph b) as follows:

b) The competitor will be allowed ~~two attempts at each official flight~~ **an unlimited number of attempts during the working time.**

Approved by the Plenary Meeting: For 27; Against 3; Abstentions 8. Effective 01/01/11.

j) **5.6.5. Cancellation of a flight and/or disqualification** **Germany**

Add a second paragraph as follows:

5.6.5.2. Neutralization of a flight group (only for fly-off rounds)

During the fly-off rounds only within the first 30 seconds of the working time the Contest Director has the right to neutralise the ongoing flight group in events leading to a reflight according to 5.6.4 a) – e).

If an event according to 5.6.4.a) – e) occurs within the first 30 seconds of the working time, the Contest Director needs to:

state the immediate neutralisation of the group clearly to all competitors;

stop the running working time;

call all competitors to land as soon as possible.

This round will be started again with the preparation time as soon as possible.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F3K Hand Launch Gliders

k) **5.7.3.2 Start and landing field** **Germany**

Amend paragraph 3 as follows:

~~Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur within the start and landing field.~~

Competitors may leave the start-and-landing field while flying their model glider. For starting their model glider and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

11.8 Section 4C Volume **F3 - Helicopter**

F3C Helicopter

- a) **5.4.3. General Characteristics** **F3 Helicopter Sub-committee**

Add to the end of the first paragraph:

The tail rotor must be driven by the main rotor and must not be driven by a separate engine/motor.

Approved by the Plenary Meeting: For 28; Against 1; Abstentions 9. Effective 01/01/11.

F3N Helicopter

- b) **F3N** **F3 Helicopter Sub-committee**

The F3C subcommittee respectfully requests that this class of competition be raised to World and Continental Championship status. We request that the requirements for paragraph "A.14. Change from provisional to Official rules" and ~~paragraph "A.15. Eligibility for World and Continental championships"~~ in section ABR be waived.

Amended as shown by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

It was noted that if F3N becomes a Championship class in the future then it is expected that F3C & F3N Championships will be dual Championship.

11.9 Section 4C Volume **F3 – Pylon Racing**

F3R (New Class)

- a) **F3R** **Germany**

See Agenda Annex 7h for the rules.

Refer back to the F3 Pylon Racing Sub-committee.

Item 11.10, F4 Scale begins overleaf

11.10 Section 4C Volume F4 - Scale

F4B Control Line Scale

a) **6.2.1 General Characteristic** **Poland**

Add a new first sub-paragraph and amend the existing sub-paragraph as follows

Maximum weight: The weight of the complete model aircraft in flying condition without fuel, but including any dummy pilot, shall not exceed ~~6 kg~~ **7kg. —N (Newtons)** (except a model aircraft of a prototype using more than one motor which shall not exceed 7 kg).

Amended as shown by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

F4C Radio Control Scale

b) **6.1.9 Documentation (Proof of Scale)** **United Kingdom**

Cross refer to and consequential change from F4C proposals g) & w)

Replace sub-paragraph 6.1.9.2 with revised sub-paragraph 6.1.9.2 and amend sub-paragraphs 6.1.9.3, and 6.1.9.4 as follows:

~~6.1.9.2—The exact name and model aircraft designation of the prototype shall be indicated on the entry form, on the score sheet, and also in the "Proof of Scale" presentation. The documentation submitted by the competitor must state if the original prototype is non-aerobatic. The judges will discuss this information before the first flight commences in F4C. The Chief Judge shall make the final decision before any flight is made and this might affect the marks awarded under 6.3.6.11.d.(Choice of options).~~

6.1.9.2 The designation of the prototype of the scale model aircraft shall be entered on the Documentation, the Competitor's Declaration (Annex 6E.1); the Static Score Sheet (Annex 6E.2) and for F4C, the Flight Score Sheet (Annex 6E.3). For F4C the Competitor's Declaration (Annex 6E.1) must also state if the original prototype is non-aerobatic. The flight judges will discuss this information before the competitor commences his first flight and in the event of any dispute regarding the validity of the declaration of non-aerobatic status, the Chief Flight Judge shall make the final decision.

6.1.9.3 The scale to which the model aircraft is built is optional, but it must be stated in the "Proof of Scale" presentation **Documentation (Proof of Scale) and on the Static and Flight Score Sheets.**

6.1.9.4 To be eligible for Fidelity to Scale (Static) points the following is the minimum documentation that must be submitted to the **static** judges. (See Annex A – 6A.1.9 for recommended presentation **format and quality** of documentation): -

Withdrawn by the United Kingdom.

cont/...

c) **6.1.9.4 e) Competitor's Declaration** **United Kingdom**

Cross refer to F4C proposal d)

Delete the existing paragraph and replace it with the new paragraph as follows:

e) Competitor's declaration:

~~The competitor must include in his documentation a declaration that he is the builder of the model aircraft entered, listing all components of the model aircraft he did not make himself. If using modified premade parts, it is the competitor's responsibility to prove the modification and that it is done by him. The competitor must also complete and sign the required declaration form (see Annex 6E) confirming these and other aspects. If found in violation the competitor may be disqualified from the contest.~~

The competitor must include in his documentation a fully completed declaration in the format at Annex 6E.1. This document is used to specify the design originality of the model; lists any parts not made by the competitor and certifies that the model was built by the competitor. If the competitor wishes to claim that he has modified parts which were made by another person then full details of such modification must be made available to the judges on a separate sheet. The declaration must be signed by the competitor and endorsed by the competitors NAC who is responsible for confirming the accuracy of the declaration.

The judges may question the competitor with regards to design originality and construction aspects as they mark the model. The onus remains upon the competitor, if required, to prove originality by the provision of evidence of construction for parts that might be in doubt, e.g. moulds, plugs, drawings, photographs and details of construction stages etc.

If the statements on the declaration are found to be incorrect the competitor may be disqualified from the contest.

Withdrawn by the United Kingdom.

d) **6.1.11 Static Scoring** **United Kingdom**

Cross refer to F4C proposal m), u) & v)
and consequential change to 6A.1 g)

Add a new first sub-paragraph and amend the existing sub-paragraph as follows:

Judges shall complete the scoring for Fidelity to Scale and Craftsmanship (6.1.10) on the Static Score Sheet (Annex 6E.2.). For F4C only, the judges shall use the information provided on the Competitor's Declaration (Annex 6E.1) and any additional information obtained verbally to complete the Assessment of Originality section on the Static Score Sheet. Dependant upon the model components that have not been made or may have been modified by the competitor, a penalty of up to 20% may be deducted from the marks awarded to calculate the final static score. This does not include basic building materials, nuts, bolts, radio control equipment or the model engine (unless this is a working scale item clearly visible as part of the model.)

For Flying Scale Contests, the combined Fidelity to Scale and Craftsmanship points **less any penalty arising from the Assessment of Originality (F4C only)** shall be the aggregate sum of the points awarded by the three static judges. These static

points shall be used for final scores classification only when the model aircraft has completed an official flight.

Withdrawn by the United Kingdom.

e) 6.3.2. Noise United Kingdom

Delete the last sub-paragraph.

~~Radio Equipment~~

~~The use of automatic attitude or motion stabilisation devices (e.g. gyros) is forbidden.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

f) 6.3.6 Flight Norway

Amend the K-factors as follows:

6.3.6.1. Take-off	K = 11	
6.3.6.2. Option 1	K = 7	<u>8</u>
6.3.6.3. Option 2	K = 7	<u>8</u>
6.3.6.4. Option 3	K = 7	<u>8</u>
6.3.6.5. Option 4	K = 7	<u>8</u>
6.3.6.6. Option 5	K = 7	<u>8</u>
6.3.6.7. Option 6	K = 7	<u>8</u>
6.3.6.8. Option 7	K = 7	<u>8</u>
6.3.6.9. Option 8	K = 7	<u>8</u>
6.3.6.10. Approach and Landing	K = 11	
6.3.6.11. Realism in flight		
a) Engine sound (realistic tone & tuning)	K = 4	
b) Speed of the model aircraft	K = 7	<u>5</u>
c) Smoothness of flight	K = 7	<u>5</u>
d) Choice of options	K = 4	
Total K Factor	K = 100	

Withdrawn in favour of the United Kingdom's proposal g).

g) 6.3.6 Flight United Kingdom

Cross refer to F4C proposal j).

Delete item 6.3.6.11.d); change the K factor for 6.3.6.11.c) and revise the second sub-paragraph of "Notes":

6.3.6.1. Take-off	K = 11 to 6.3.6.10. Approach and Landing	K = 11
6.3.6.11. Realism in flight			
a) Engine sound (realistic tone & tuning)	K = 4		
b) Speed of the model aircraft.....	K = 7		<u>9</u>
c) Smoothness of flight.....	K = 7		<u>11</u> <u>9</u>
d) Choice of options	K = 4		

cont/...

Total K FactorK = 100

Notes: The flight schedule must include the two manoeuvres “Figure Eight” and “Descending 360° Circle” to be accepted as complete .

The scale of the model aircraft and the cruising or maximum speed of the prototype must be stated on the ~~score sheet~~ **example Flight Score Sheet (Annex 6E.2)**.

Only one attempt is permitted for each manoeuvre, the only exception is the procedure of getting a model aircraft airborne, as defined in 6.3.5.b.

Amended as shown by the F4 Technical Meeting and approved by the Plenary Meeting: For 24; Against 1; Abstentions 13. Effective 01/01/11.

Consequential change to the numbering of Annex 6E Competitor’s Declaration Form from 6E to 6E.1

h) 6.3.7 Optional Demonstrations Norway
(1 of 2 proposals)

Note that this amendment automatically applies to F4G & F4H and will be applied as a consequential change.

Amend 3rd paragraph as follows:

Selection must be given to judges in writing before taking off. The options may be flown in any order. Options A (Chandelle), N Overshoot, R (Flight in triangular circuit), S (Flight in rectangular circuit, T (Flight in a straight line at constant height), W (Wing over) and **Z (Procedure turn)** are intended for subjects with little or no aerobatic capability. These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or the licensing government agency.

Approved by the Plenary Meeting: For 25; Against 1; Abstentions 12. Effective 01/01/11.

i) 6.3.7 Optional Demonstrations (2 of 2 proposals) Norway

Note that this amendment automatically applies to F4G & F4H and will be applied as a consequential change.

Add a new manoeuvre at Z

Z Procedure Turn K = 7

Approved by the Plenary Meeting: For 25; Against 1; Abstentions 12. Effective 01/01/11.

j) 6.3.7 Optional Demonstrations United Kingdom

Cross refer to F4C proposals b), r) & w)

Amend text as follows:

The manoeuvres “Figure Eight” and “Descending 360° Circle” are mandatory manoeuvres to be included in each flight and positioned **in the flight schedule** at the competitor’s discretion.

Competitors must be prepared, if required by the judges, to give evidence that the options selected are typical and within the normal capabilities of the aircraft subject type modelled. Only one manoeuvre involving the demonstration of a mechanical function may be included in a competitor’s choice of options. These include (options D (Bombs/Fuel Tank Drop), L (Parachute Drop), and, if applicable, P or Q (Flight

Functions by subject aircraft).

Selection must be **indicated on the score sheet Flight Score Sheet (Annex 6E.3) and** given to the flight judges ~~in-writing~~ before ~~taking-off~~ **commencing the flight.**

The options may be flown in any order. Options A (Chandelle), N Overshoot, R (Flight in triangular circuit), S (Flight in rectangular circuit, T (Flight in a straight line at constant height) and W (Wing over) ~~are intended for subjects with little or no aerobatic capability~~ **may only be chosen by subjects certified and approved as “non-aerobatic” on the Competitor’s Declaration Form (Annex 6E.1).** These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.

Examples are:

Pioneer and early aircraft (pre 1915)

Purpose designed reconnaissance and bomber aircraft (note: this does not include fighter aircraft later adapted for reconnaissance duties or fighter/bombers where the designer intended an aerobatic capability).

Touring aircraft

Passenger and cargo aircraft

Military transports

~~(See also Judges’ Guide references 6C.3.7. Optional Demonstrations and 6C.3.6.11. Realism in Flight/Choice of Options.)~~

If these non-aerobatic manoeuvres are flown by models NOT certified as non-aerobatic, then they shall be marked zero.

A competitor may not select option “C” (Retract and extend flaps) if option “B” (Retract and extend landing gear) has also been selected.

The order in which the optional **all** manoeuvres are **to be** flown must be marked on the score sheet **Flight Score Sheet (Annex 6E.3)** and any manoeuvre flown out of order will be marked zero.

Amended as shown by the F4 Technical Meeting and approved: For 24; Against 1; Abstentions 13. Effective 01/01/11.

k) **6.3.9 Flight Score**

United Kingdom

Cross refer to F4C proposal w)

Add a new first sub-paragraph as follows

All flight scores will be recorded on the score sheet Flight Score Sheet (Annex 6E.3).

It is the competitor’s responsibility to ensure that his personal details, the details of the model and the chosen options are correctly entered on the score sheet and that sufficient copies are presented to the judges before each official flight commences.

Amended as shown at the F4 Technical Meeting and approved by the Plenary Meeting: For 22; Against 3; Abstentions 13. Effective 01/01/11.

cont/...

F4C Annexes

l) Annex 6A.1 General **United Kingdom**

Consequential change from F4C proposal d)
Sub-paragraph g) – amend text as follows:

Upon the completion of the static judging of each **F4C** model aircraft **(rule 6.1.10)**; ~~the chief judge must check all score cards for completeness before submitting them for processing~~ **the judges shall then complete the “Assessment of Originality” (see para 6A.1.10.7). The Chief Static Judge shall then check all static score sheets for completion and sign them.** The panel of judges has the right to alter scores retrospectively that they subsequently feel to be wrong (e.g. first model aircraft deviations, details not proven by documentation, over looked commercial items) Sufficient time must be allocated by the organisers for this review to be done **All static judges must be involved in this process and any changes to score sheets must be initialled by the original judge.** Only when the Chief **Static** Judge agrees that this has been achieved should the scores **score sheets** be released for publication **processing.**

Withdrawn by the United Kingdom.

m) Annex 6A.1.10.7. Assessment of Originality **United Kingdom**

Cross refer to F4C proposals c), l) & u)
and consequential change to F4C proposal d)

Add new paragraph 6A.1.10.7 as follows:

Judges must use the information obtained from the Competitor’s Declaration (Annex 6E.1) and any additional information obtained from the documentation or verbally from the competitor during judging for Fidelity to Scale and Craftsmanship, to decide on the design originality of the model and the extent to which the competitor was involved in construction.

The assessment of originality will be within the following prescribed limits and judges are to enter the percentage penalty in the appropriate box on the score sheet:

Scratch built models entirely built by the competitor 0% penalty

Scratch built models that incorporate some proprietary items 1 - 3% penalty

Plan built models that may incorporate some proprietary items 4 - 7% penalty

Kit built models based on a built-up structure which may include pre-cut parts and some proprietary items. 8 -12% penalty

Kit built or part assembled models based on substantial pre-formed components such as moulded fuselages and fabricated wing panels. 13 -20% penalty

NOTES

1.This assessment should not be confused with the marks awarded for Craftsmanship Quality or Complexity where any parts not made or modified by the competitor should be disregarded.

2. If two panels of static judges are used it is essential that both panels contribute to the Assessment of Originality and the organisers must be

prepared to facilitate this process. It is suggested that if necessary, finalisation of this assessment could be achieved during any retrospective review of the static scores following completion of static judging.

Withdrawn by the United Kingdom.

n) **Annex 6C.1 General** **United Kingdom**

Amend the last paragraph as follows

After each flight the Flight Judges will record any non-standard event that caused downgrading or loss of flight points. **If for any reason the mark awarded is corrected or changed, the change must be initialled by the judge.** The Chief Flight Judge will review all **flight** score sheets for **completeness and** fairness as well as ~~any zero scores before the score sheets are taken to scoring~~ **and justification of any zero scores.** As examples: missed figures **manoeuvres**, figures **manoeuvres** flown out of order, out of flight time, flying behind the “Judges Line”, ~~missing dummy pilot or crash landing.~~ **The Chief Flight Judge must then sign the score sheets before they are sent for processing.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

o) **Annex 6C.3.7** **United Kingdom**

Cross refer to F4C proposal w) and consequential change thereof

Amend the title and paragraph as follows:

6C.3.7 Optional Demonstrations **Manoeuvres**

The selection of optional manoeuvres should demonstrate the fullest possible capabilities of the aircraft subject type modelled.

The selection of manoeuvres and the order in which they are to be flown must be shown on the **score sheet Flight Score Sheet (See Annex 6E.3)** and given to the judges before each flight. This order must be adhered to and any manoeuvre flown out of sequence will score ZERO.

~~The competitor must be prepared, if required by the judges, to give evidence that the options selected are within the normal capabilities of the aircraft subject type modelled.~~

Whilst a competitor may choose any of the optional manoeuvres listed, the following six manoeuvres, Options A (Chandelle), N (Overshoot), R (Flight in triangular circuit), S (Flight in rectangular circuit), T (Flight in a straight line at constant height) and W (Wing Over) are intended for aircraft for which the original prototype had little or no aerobatic capability.

~~These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency. Examples are:~~

~~Pioneer and early aircraft (pre 1915)~~

~~Purpose designed reconnaissance and bomber aircraft (Note: this does not include fighter aircraft later adapted for reconnaissance duties or fighter/bombers where the designer intended an aerobatic capability)~~

~~Touring aircraft~~

cont/...

~~Passenger and cargo aircraft~~

~~Military transports~~

~~(See 6C.3.6.11. Realism in flight/choice of options.)~~

Amended at the F4 Technical Meeting and approved by the Plenary Meeting: For 24; Against 1; Abstentions 13. Effective 01/01/11.

p) Annex 6C.3.6.11 Realism in Flight United Kingdom

Cross refer to F4C proposals b) & g)
consequential change from F4C proposal g)

Amend text on page 49 as follows – the K factor for Smoothness of flight is increased to 11 (the notes on page 50 are unaffected):

Smoothness of flight..... K = 7 ~~11~~ 9

The model aircraft should be well trimmed and show no signs of instability. Judges should assess the smoothness of control taking into account the prevailing weather conditions. They should also judge the attitude of the model aircraft in flight, i.e. any nose-up or nose-down tendency.

Speed of the model aircraft **K = 9**

Choice of options..... K = 4

~~This final item should be discussed by all judges after completion of the flight in consultation with any claim for non-aerobatic eligibility made on the competitor's declaration form and the guidelines detailed below.~~

Realism in flight aspects shall be discussed by all flight judges after completion of the flight in consultation with any claim for non-aerobatic eligibility made on the Competitor's Declaration form (Annex 6C.1). The judges should attempt to arrive at an agreed score for this item.

~~The optional manoeuvres chosen should demonstrate the best possible flight profile of the original prototype as if it were performing a full size air display.~~

Some original prototypes would have little or no aerobatic capability. These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency. Examples are touring aircraft, passenger and cargo aircraft and heavy military transports and bombers. The optional manoeuvres listed below are included under 6.3.7. to cater for such subjects. These aircraft should still be considered for high marks in this section if the performance of the original prototype genuinely limits them to such manoeuvres. Conversely, if aircraft with greater manoeuvrability and performance choose these options when the original prototype would be capable of much more, then low marks should be awarded in this section.

A ... – Chandelle——S - Flight in rectangular circuit

N...—Overshoot T—Flight in a straight line at constant height

R...—Flight in triangular circuit W—Wingover

~~Judges should take into account the presentation of the chosen options, awarding higher marks in this section for more ambitious manoeuvres, but taking into account the capabilities of the prototype. It is expected that most competitors should score~~

~~quite highly in this section, provided appropriate flying options are chosen. A default mark of “8” is recommended, leaving a possible additional “2” marks for manoeuvres that fully demonstrates all aspects of the prototype’s performance envelope.~~

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

q) Annex 6C.3.6.11 Realism in Flight Norway

(1 of 2 proposals)

Cross refer to F4C proposal g) & consequential change thereof.

Amend the 13th paragraph as follows:

The optional manoeuvres chosen should demonstrate the best possible flight profile of the original prototype **of aircraft** as if it were performing a full size air display.

Some original prototypes would have little or no aerobatic capability. These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency. Examples are touring aircraft, passenger and cargo aircraft and heavy military transports and bombers. The optional manoeuvres listed below are included under 6.3.7. to cater for such subjects. ~~These aircraft should still be considered for high marks in this section if the performance of the original prototype genuinely limits them to such manoeuvres. Conversely, If aircraft with greater manoeuvrability and performance choose these options when the original prototype would be capable of **more advanced manoeuvres**, then low marks **0 (zero) marks** should be awarded in this section **on those manoeuvres**.~~

A – Chandelle

S – Flight in rectangular circuit

N – Overshoot

T – Flight in a straight line at constant height

R – Flight in triangular circuit

W – Wingover

Z – Procedure turn

~~Judges should take into account the presentation of the chosen options, awarding higher marks in this section for more ambitious manoeuvres, but taking into account the capabilities of the prototype. It is expected that most competitors should score quite highly in this section, provided appropriate flying options are chosen. A default mark of “8” is recommended, leaving a possible additional “2” marks for manoeuvres that fully demonstrates all aspects of the prototype’s performance envelope.~~

Withdrawn by Norway as the manoeuvre was added to the United Kingdom proposal j).

r) Annex 6C.3.6.11 Realism in Flight (2 of 2 proposals) Norway

Amend 11th & 12th paragraphs as follows:

Choice of options **K = 4**

~~This final item should be discussed by all judges after completion of the flight in consultation with any claim for non-aerobatic eligibility made on the competitor's declaration form and the guidelines detailed below. The judges should attempt to arrive at an agreed score for this item.~~

Judges should check the score sheet and the competitor's declaration form for any claim on non-aerobatic eligibility made with reference to the

guidelines detailed below. Wrong type of manoeuvres will score 0 (zero).

Withdrawn by Norway.

s) **Annex 6C.3.7.H Cuban Eight**

Norway

Add the following text to the end of the paragraph:

Model aircraft pulls up into a circular inside loop until 45° nose down. The 45° inverted flight is held until a half roll when abeam the judges, 45° upright then held until entry height is achieved when a similar circular inside loop is flown to repeat the manoeuvre in the opposite direction. Straight and level recovery is to be at the same height as the original entry. Throttle may be closed at the top of each loop, as appropriate to subject type, and reopened during each descent. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.

Included in this manoeuvre are also the following deviations based on the primary Cuban Eight.

“Half Cuban Eight”, model pulls out level after the first 45° dive with half roll.

“Half Cuban Eight” After the first 45 degree dive the model pulls out level at the entry height.

“Reversed Cuban Eight”, model aircraft starts with a pull up 45° climb with half roll then enter the loop and continue as above but in reverse order

“Reversed Half Cuban Eight”, starts with the 45° climb and half roll then loop to finish level with entry.

Competitor must specify which variation will flown on the score sheet

Errors:

1. Manoeuvre not performed in a constant vertical plane that is parallel with the judges' line.
2. Loops are not circular.
3. Loops are not the same size.
4. Half rolls are not centred on the judges' position.
5. 45° descent paths not achieved.
6. Model aircraft does not exit manoeuvre at same height as entry.
7. Model aircraft does not resume straight and level flight on same track as entry.
8. Inappropriate use of throttle.
9. Size and speed of loops not in manner of prototype.
10. Too far away/too close/too high/too low.

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

t) **Annex 6C.3.7.Z Procedure Turn**

Norway

(Cross refer to F4C proposals h) & u)

Add the new manoeuvre as follows:

Z. Procedure Turn

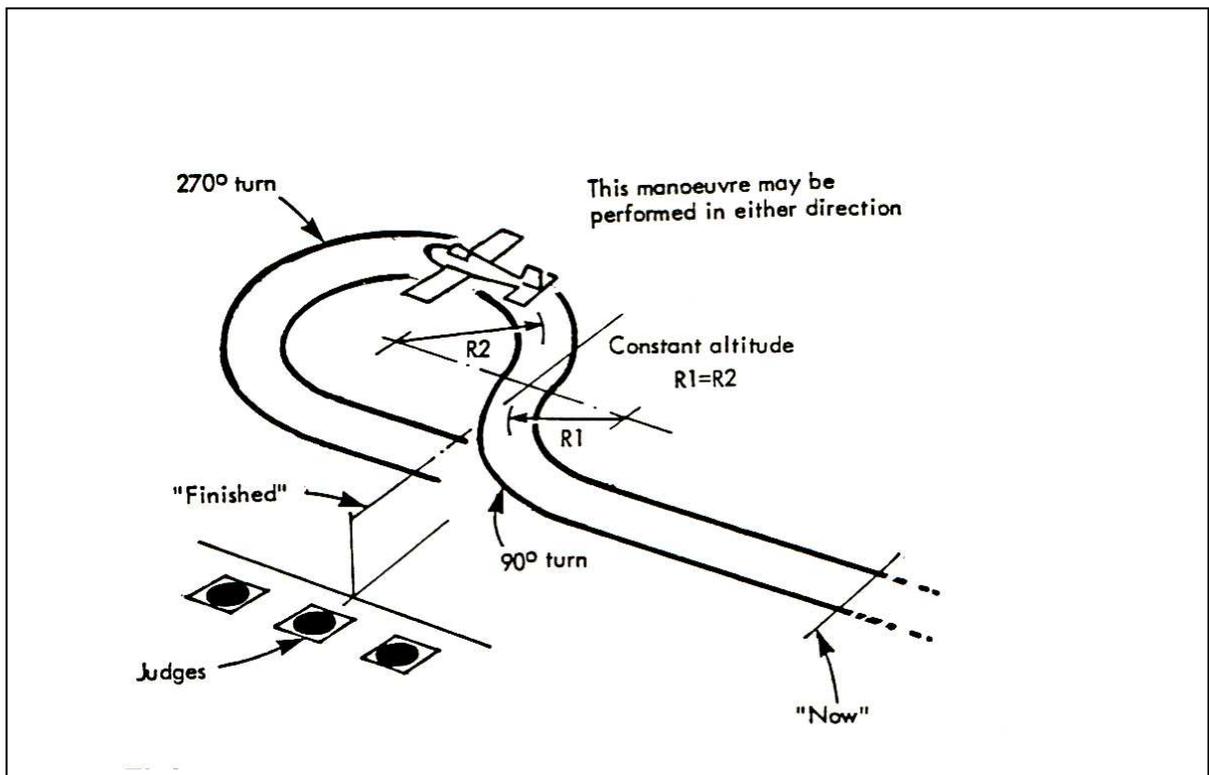
Commencing from straight and level flight the model aircraft must turn through 90° in a direction away from the judges and then turn through 270° in

the opposite direction, resuming straight and level flight on the opposite heading to that of the entry. The manoeuvre must be commenced so as to place the point where the model aircraft changes from the 90° turn to the 270° on a line which is at right angle to the direction of entry and passes through the centre of the judges' position.

Errors:

- 1. Rate of turn is not constant.**
- 2. The model aircraft changes altitude during the manoeuvre.**
- 3. The model aircraft does not resume straight and level flight on the correct heading.**
- 4. The model aircraft does not change from 90° to the 270° turn at the correct position.**
- 5. The manoeuvre is too small or too large in reference to the type and scale of the model aircraft.**
- 6. The manoeuvre too close or too far away to be observed properly.**
- 7. The manoeuvre too high or too low to be observed properly.**

Z. Procedure Turn



Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

- u) **Annex 6E.1 Competitor's Declaration Form** **United Kingdom**
Classes F4B & F4C
Consequential change from F4C proposals c), d), l) & m)
Replace the existing Competitor's Declaration Form with the one shown at Agenda Annex 7i.
Withdrawn by the United Kingdom.
- v) **Annex 6E.2 Static Score Sheet** **United Kingdom**
Classes F4B & F4C
Cross refer to F4C proposals c) & i)
consequential change to proposals
Insert a new document, the Static Score Sheet shown at Agenda Annex 7j.
Withdrawn by the United Kingdom.
- w) **Annex 6E.3** **United Kingdom**
Consequential change from F4C proposals g) & k)
*Insert a new document **as an example only**, the Flight Score Sheet shown at Agenda Annex 7k.*
Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

F4H Stand-off Scale

- x) **6.9.2 Documentation** **Sweden**
Amend the paragraph as follows:
6.9.2. Documentation:
~~1. Scale drawings should be limited to one 3-view or set of scale drawings of normal size.~~
Accurate scale drawings of the full-size aircraft that show at least the 3 main aspects of Side View, Upper Plan View and Front End View. These drawings are recommended to be to a common scale giving a minimum span or fuselage length of 250 mm, and a maximum span or fuselage length of 500 mm, the drawings are recommended to be submitted in triplicate.
Withdrawn by Sweden.
- y) **6.9.3. Competitor's Declaration** **Sweden**
Amend the paragraph as follows:
~~The competitor is required only to finish the model aircraft in a scale colour scheme; no other declaration is needed.~~
The competitor has to declare that the complete colour scheme and markings are applied to the surface of the model by the competitor. No other declaration is required.
Approved unanimously by the Plenary Meeting. Effective 01/01/11.

z) 6.9.4. Judging for Fidelity to Scale and Craftsmanship Norway

Amend the paragraph as follows:

1. Scale Accuracy	K-factor
a. Side view	40
b. End view	40
c. Plan view	40
<u>1. Outline</u>	<u>10</u>
2. Colour accuracy	10
3. Markings accuracy	10
4. Craftsmanship <u>quality on colour and markings only</u>	10
5. Scale Details	10
Total	<u>50</u>

Note: Scale detail is limited to surface details and engine details; the cockpit is not judged.

Maximum judging time is ~~40~~ **15** minutes for each model aircraft.

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

aa) 6.9.4. Judging for Fidelity to Scale and Craftsmanship Sweden

Amend the paragraphs as follows:

~~Note: Scale detail is limited to surface details and engine details; the cockpit is not judged.~~

~~Maximum judging time is 10 minutes for each model aircraft.~~

6.9.4.1 Guide for static judging

Points 1 – 4 are judged according to F4C rules.

Point 5 is judged for exterior details cockpit, is not to be judged

Maximum time for Static judgement including hand over of documents is limited to max 20 min per contestant.

6.9.4.2 Points to be awarded

1. Scale Accuracy	K-factor
a. Side view	10
b. End view	10
c. Plan view	10
2. Colour accuracy	10
3. Markings accuracy	10
4. Craftsmanship quality	10
5. Scale Details	10

Withdrawn by Sweden.

Item 11.11, F5 Electric begins overleaf

11.11 Section 4C Volume F5 - Electric

F5D Electric Pylon Racing

a) **5.5.1.3 General Rules** **Germany**

Amend paragraph d) as follows:

Any ~~device for the~~ transmission of information from the model aircraft to the pilot is prohibited, **with exception of signal strength and voltage of the receiver battery.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

b) **5.5.6.3 Safety Rules** **Germany**

Amend paragraph b) as follows:

b) The pilot and helper have to stay inside the pylon course from the first ~~drop of the starter's flag~~ **start signal** until the last model of the heat has finished the race or has left the pylon course flight path.

Approved unanimously by the Plenary Meeting. Effective 01/01/11

c) **5.5.6.6 Officials** **Germany**

Amend paragraph i) as follows.

i) The starter is in charge of each heat. He will first ensure that all competitors and officials are ready to commence. Each signaller will have a flag or light of a distinctive colour. The starter will arrange for each model aircraft to be identified by one signaller before the start of any heat. A radio operation check from each competitor will be made prior to identification. **The contest director may also be the starter.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11

d) **5.5.6.7 Starting Procedure** **Germany**

(1 of 2 proposals)

Amend paragraphs a), d) and d) as follows:

a) Starting positions in all races will be determined by draw ~~with No. 1 position being closest to the No. 2 pylon.~~ Model aircraft will be **signalled for start by the starter via flag, light or acoustic information** ~~flagged off the starting line~~ at 1 second intervals with timing commencing when the model aircraft crosses the start/finish line for the first time.

d) After the ~~starting flag has dropped~~ **start signal**, any contact between model aircraft shall be considered a collision and the model aircraft involved leave the flight path immediately and land as soon as possible. (...)

e) A penalty will be incurred if the competitor releases the model aircraft before the ~~drop of the starter's flag~~ **start signal**, cuts a pylon or flies outside the sideline. Two infringements constitute disqualification for that flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/11

- e) **5.5.6.7 Starting Procedure** **Germany**
(2 of 2 proposals)

Add and re-number subsequent paragraph. Amend and renumber existing e) and add a new paragraph e) as follows.

e) The starter announces the direction of the launch at least 10 minutes before the first heat on each competition day. If the wind direction changes during the competition and the starter must adopt the launch direction a minimum of 10 minutes preparation time before the next heat must be given. The helper must launch the model within +/-45° of the given launch direction.

e f) A penalty will be incurred if the competitor releases the model aircraft before the **start signal** ~~drop of the starter's flag~~ **or in the wrong direction**, cuts a pylon, or flies outside the sideline. Two infringements constitute disqualification for that flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/11

- f) **5.5.6.8 Operation of the Race**

Amend the paragraph as follows:

e) The loss of any part of the model aircraft after the ~~drop of the flag~~ **start signal** and before the motor starts **10 laps are completed** disqualifies the model aircraft for that flight except as a result of a collision when Para. 5.5.6.7, d applies.

Amended as shown at the F5 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

F5J (New Class)

- g) **5.5.10 F5J Electric Duration Gliders** **F5 Sub-committee**

Add a new class to the rules as follows:

5.5.10.1 Definition

This contest is a duration and landing event.

5.5.10.2 Model Aircraft Specifications

<u>Maximum Surface Area</u>	<u>150 dm²</u>
<u>Maximum Flying Mass</u>	<u>5 kg</u>
<u>Loading</u>	<u>12 to 75 g/dm²</u>
<u>Type of Battery</u>	<u>.LiPo</u>
<u>Limitation of Energy</u>	<u>200 Watt-min</u>

5.5.10.3 Duration and Landing Task

a) This task must be completed within 600 seconds after the model releases hand-launched and ends, when the model airplane comes to rest after landing.

b) The competitor has to decide how much and how often he will switch on the motor.

c) Gliding time is cumulative and one point will be awarded for each full second the model aircraft is gliding;

d) One point will be deducted for each full second flown in excess of

600 seconds.

e) Additional points will be awarded for landing; when the model aircraft comes to rest in the 30 m circle, 10 points will be given while coming to rest in the 20 m circle gives 20 points, and when coming to rest in the 10 m circle 30 points will be given. The distances are measured from the centre of the circle to the nose of the model aircraft.

f) No additional points will be awarded if the landing occurs more than 630 seconds after beginning of this task.

Referred to the Sub-committee.

11.12 Section 4C Volume **F6 – Airsports Promotion**

F6A Artistic Aerobatics

- a) **6.1.2.2. Jet-powered aircraft** **F6 Working Group via Bureau**

Amend the paragraph as follows:

~~Minimum~~ **Maximum** overall wing span: ~~1.80 m~~ **2 m**

Maximum total weight: ~~15 kg without fuel~~

Maximum nominal engine thrust: ~~150 N~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- b) **6.1.2.3. Helicopter** **F6 Working Group via Bureau**

Amend the paragraph as follows:

Maximum total weight ~~6 kg without fuel~~

An electronic rate gyro is ~~permitted on the yaw axis only~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- c) **6.1.2. General characteristics of Radio Controlled Artistic Aerobatics Airplanes** **F6 Working Group via Bureau**

Amend the paragraph as follows:

Maximum overall **wing** ~~overall~~ span 2 m

Maximum overall length ~~2 m~~

Maximum **take off** weight **6,5 kg** ~~without fuel~~

The F6 Working Group Meeting proposed a further amendment of a weight increase to 20 kg which was rejected by the Plenary Meeting: For 5; Against 23; Abstentions 10.

The proposal as published in the agenda was approved by the Plenary Meeting: For 24; Against 1; Abstentions 13. Effective 01/01/11.

d) **6.1.4.3.** **F6 Working Group via Bureau**

Amend the paragraph as follows:

All pilots are entitled to fly the first qualifying round. If there is a second qualification round, it will be opened to ~~no more than the top 80 %~~ **a lower number of** competitors, The number of competitors accessing ...

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

e) **6.1.8.2. Qualification and Finals flights** **F6 Working Group via Bureau**

Amend the paragraph as follows:

Each flight may be awarded marks ~~in half point increments~~ by each of the judges and for each judging criterion. Judging shall be done on:

(.../...) Each judge may award a maximum of ~~30~~ **60** points to each competitor. A judging guide shall define the judging criteria and their relative weights.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

f) **6.1.11.2. Timing procedures** **F6 Working Group via Bureau**

Amend the paragraph as follows:

Once allowed to enter the flight area and with permission from the Field Marshall, the competitor or his helper may start his engine(s). **This may occur as soon as the Field Marshall is satisfied the procedure does not disturb the previous competitor's preparation or flying.** The start of the take-off roll (the moment the aircraft moves under its own power) or lift-off shall occur no later than 60 seconds after the moment permission has been given to ~~start the engine(s)~~ **take off.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

g) **6.1.8.1. Judges** **Czech Republic**

Amend the paragraph as follows:

~~All flights shall be judged by a panel of at least 3, and preferably 5, judges. The scores of all judges shall be taken into account. The score given by each judge for each competitor shall be made public immediately at the end of each flight. **All flights have to be judged by at least 5 judges and the highest and lowest total flight scores have to be discarded. For local contests at least 3 judges are allowed and all 3 scores shall be taken into account.**~~

Amended as shown at the F6 Working Group Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

F6B Aeromusicals

h) **6.2.11.1.1. Judges** **Czech Republic**

Amend the paragraph as follows:

~~All flights shall be judged by a panel of at least 3, and preferably 5, judges. The scores of all judges shall be taken into account. The score given by each judge for each competitor shall be made public immediately at the end of each flight. **All flights have to be judged by at least 5 judges and the highest and lowest total**~~

flight scores have to be discarded. For local contests at least 3 judges are allowed and all 3 scores shall be taken into account.

Amended as shown at the F6 Working Group Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

i) **6.2.11.1.2.** **F6 Working Group via Bureau**

Amend the paragraph as follows:

Each flight may be awarded marks ~~in half point increments~~ by each of the judges and for each judging criterion as defined in the Judging Guide.

Each judge may award a maximum of ~~30~~ **60** points to each competitor. A judging guide shall define the judging criteria and their relative weights.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F6D Hand Thrown Gliders

j) **6.4.1. General** **Czech Republic**

Add sub-paragraph numbers throughout.

Example

6.4.1.1 A contest where ...

6.4.1.2 The organiser should ...

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

k) **6.4.2. Definition of hand thrown gliders** **Czech Republic**

Amend paragraphs as follows:

6.4.2.2 The hand thrown glider must be launched by hand and are controlled by radio equipment acting on an unlimited number of surfaces. **Transmission of information connected with flight (speed, vario etc) from the glider to pilot are not allowed.**

Approved unanimously by the Plenary Meeting. Effective 01/01/2011.

6.4.2.3 The hand thrown glider can be equipped with holes, pegs or reinforcements, which allow better grip of the model aircraft by hand. The pegs must be stiff and remain a firm part of the model, neither extensible nor retractable. Devices, which do not remain a part of the model during and after the launch, are not allowed. **Any loss of part of the model during the flight results in zero for the flight.**

Amended as shown at the F6 Working Group Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/11.

l) **6.4.3. Definition of the flying field** **Czech Republic**

Amend the paragraph as follows:

6.4.3.2 ~~A typical launching and landing area could be a rectangle 100m x 50m oriented with longer side perpendicular to the wind direction.~~ **Each pilot has assigned a launching and landing area with minimum dimensions 8 x 30 meters oriented with longer side parallel to the wind direction. Assigning is**

made by draw.

Withdrawn by Czech Republic.

m) 6.4.4. Definition of landing Czech Republic

Amend the paragraph as follows:

A landing is considered valid if:

- the glider comes to rest and at least one part of it touches the launching and landing area;
- the competitor catches the **airborne** glider by hand (or if competitor is handicapped, his helper, if launching was made by this person), while standing with both feet inside the launching and landing area.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

n) 6.4.6 Organisation of rounds Czech Republic

Amend as follows:

6.4.6.3 To the semi-final rounds the best pilot from each qualifying group proceeds. Other pilots, up to the number of ~~24~~ **specified by the organiser before the beginning of the first qualifying round**, proceed to semi-final according to their normalised results. In case of tie at last proceeding places a draw decides. **The number of semi-final groups specifies the organiser before the beginning of the first qualifying round. The organiser may also decide to skip the semi-final if the total number of competitors is small. This decision must be announced before the beginning of the first qualifying round.**

6.4.6.6 At fly-off pilots fly in one group. All pilots with non zero score either outside or inside launching and landing area. **From each semi-final group the best pilot proceeds to the fly-off round. Other pilots, up to the number specified by the organiser before the beginning of the first qualifying round, proceed to fly-off** according to their normalised results. In case of tie at last proceeding places a draw decides.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

o) 6.4.7. Total winner Czech Republic

Amend the paragraph as follows:

The winner is the pilot with best result from the last round at which two pilots were flying. The third place gets the pilot who has been flying in the last but one round...> **The winner is the pilot having the best total flight time during the fly-off round**
The classification is in reverse order of total flight times. Pilots who didn't proceed to fly-off are ranked according their results at semi-final eventually qualifying rounds.

In case of a tie at top three places, the lowest single flight at fly-off decides the ranking. If a tie remains, results of semi-final round decide the ranking and if a tie still remains, he qualification results decide.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

p) **6.4.8.Tasks** **Czech Republic**

Amend the paragraphs as follows:

6.4.8.3 Task for fly-off rounds

~~All competitors of a group ... interval receives a zero score too.~~

During the working time of 10 minutes, the competitor may launch his model glider a maximum of 5 times. The maximum accounted single flight time is 120 s. The sum of all flights is taken for the final score.

6.4.8.4 Preparation Time

For each round or attempt the competitors receives 2 minutes preparation time. During this time the competitor is allowed to turn on and check his radio, but is not allowed any launch of his glider, either outside or inside the launching and landing area. If all competitors in the group are ready and agree, the working time can be started earlier.

6.4.8.5 Landing Time

Immediately after the end of the working time or after each attempt for the task 2 the 30 seconds landing window will begin. If a model lands later then the flight will be scored with zero points.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

q) **F6E Aerobatic Regatta (New Class)** **F6 Working Group via Bureau**

Add a new class. Rules as follows:

6.5. Class F6E– Aerobatic Regatta

An Aerobatic Regatta is a parallel race in which two radio controlled airplanes compete on a course involving aerobatic manoeuvres.

6.5.1 Definitions of an Aerobatic Regatta Aircraft

A propeller-driven model airplane that is aerodynamically manoeuvred by control surface(s) in attitude, direction and altitude by a pilot on the ground using radio control.

6.5.2 General characteristics of Radio Controlled Aerobatic Regatta Aircraft

Aerobatic Regatta aircraft are propeller-driven, radio-controlled aircraft with the following limitations:

Maximum overall wing span : 2.0 m

Maximum take-off weight : 20 kg

Power unit : The power unit may be a reciprocating engine, a turbine (turboprop) engine or an electric motor.

Power source limitations : any suitable power source may be utilised except those requiring solid propellants, gaseous or liquefied gaseous fuels. Electric powered aircraft are limited to a maximum of 42 Volts for the propulsion circuit.

There is no restriction on the number of airplanes entered by a competitor. A competitor does not need to be the owner of the airplane he flies in any heat, but the same airplane cannot be used by several competitors during the event.

cont/...

6.5.3 Racing area layout

Two parallel, straight racing courses, distant by at least 25 m and oriented along the prevailing wind direction or the flying field longest side, are marked on the ground with poles. The poles must be approximately 5 m high and made of inflated cloth, expanded polystyrene or other material that may be easily destructed from impact with a flying model aircraft.

The course length may be defined according to the flying field, but must be at least 150 m. The course must be marked with an entry/exit pole, a turn pole and three additional poles along the course length.

On the ground a line shall be set at a minimum 50 m from the nearest flight course, as defined by the poles. The limit shall be clearly marked, preferably with barriers and separates the racing zone from the spectators' area. Nobody shall be allowed in the racing zone during a race, except the competing pilots and their helpers.

6.5.4 The race course

Every race involves two airplanes flying together, each over its allotted course. During a heat, the airplanes must fly behind the poles, as seen from the spectators' area. After being allowed to start the engines/motors, take off and climb to altitude, a countdown for at least five seconds shall take place approximately 120 s later, followed with an audio start signal when the airplanes are allowed to pass the entry/exit pole ("regatta" race start). Then the competing airplanes must fly past the turn pole and fly back to the entry/exit pole. The airplane flying first through the exit pole is the winner of the heat. Any airplane passing the entry/exit pole before signal must pass again with all necessary manoeuvres only in the vertical plane. During the race, the airplanes must:

pass every pole at an altitude such that the complete fuselage is lower than the pole top (as seen from the spectators' area) ;
execute aerobatic manoeuvres in a vertical plane along the course length, made of a combination of lines, loops, rolls and spins, as defined by the Organiser, after passing every pole after the entry/exit pole. Flick rolls and gyroscopic manoeuvres are not allowed ;

Every aerobatic manoeuvre must begin after a pole is passed and be completed before passing again behind the same pole or passing the next one .

The competing planes must pass the poles upright, inverted or in knife-edge flight according to the race description as made by the Organiser.

Every pole shall be of a predominant colour code specifying how it shall be flown by : white (upright), blue (inverted) or red (knife-edge). The entry/exit pole must always be passed upright.

The Organiser defines the course layout and the aerobatic manoeuvres to be flown. This must be clearly described in the contest invitation document.

6.5.5 Race procedures

The competition is made of a series of races involving two

competitors. Each race is made of successive heats opposing the same competitors. At each heat, the first airplane passing the exit pole is the winner. After one heat the competitors fly the next one over the other course. The first competitor winning two heats against the same opponent wins the race.

A competitor not able to take off before the race start signal loses the heat.

The competitors are arranged in two groups of at least 3 competitors by mean of a draw and enter a round robin in which each competitor is opposed to every other competitor in the group. Within each group, the top placers (at least two) access the next stage.

The next stage is organised as direct elimination rounds. The first qualified competitor from one group is opposed to the last qualified competitor from the other group, etc. until the last qualified competitor, in an 1/8th or 1/4th final round, according to the number of competitors.

In these rounds competitors are opposed in races as during the round robin, with the winner of each race (two or three heats) qualified for the next round until the two remaining competitors compete in a final race. Before this final race, the two remaining competitors from the semi-finals are opposed to decide of the 3rd place.

When an airplane does not pass a pole at the prescribed altitude, a 5-second penalty is added to the final time.

When an airplane does not complete a prescribed manoeuvre or does not pass a pole in the prescribed attitude, a 10-second penalty is added to the final time.

In such cases, the total time (course time + penalties) is taken into account for the heat classification.

6.5.6 Competitors & helpers

Every competitor is allowed one helper who may assist him to start and adjust the engine and guide the flight through the course.

The competitor and his helper may decide where they want to stand during a race but must stay close together. Nobody else – including Officials – is allowed inside the racing zone during a race.

6.5.7 Contest officials

In addition to the Contest Director, four judges (two for each competitor and facing each course end) and two timekeepers (the judges facing the entry/exit poles may also operate as timekeepers) observe the flights and make sure the poles are passed as prescribed and that the aerobatic manoeuvres are completed. The manoeuvres quality is not taken into account.

The Organiser shall appoint an officer able to produce a running commentary for spectators during the event.

Referred to the F6 Working Group.

The Technical Secretary was requested to design a template for Technical Meeting Minutes and to make it available to all Sub-committee Chairman for the standardisation of future Technical Meeting Minutes.

F6 Annexes

r) Annex F6A - 1 & Annex F6B - 1 F6 Working Group via Bureau

Add to the score sheet as follows:

Technique

Execution precision	→Maximum score = <u>10</u>
Use of the full range of the flight envelope	→Maximum score = <u>2</u>
Versatility	→Maximum score = <u>8</u>

Artistic quality

Synchronisation with music	→Maximum score = <u>14</u>
Pleasing é continuous flow of figures	→Maximum score = <u>8</u>
Contrasting periods.../	→Maximum score = <u>10</u>

Overall appearance

Use of the full performance zone.../	→Maximum score = <u>6</u>
Presenting figures in their best .../	→Maximum score = <u>2</u>

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

s) Annex F6A - 4 F6 Working Group via Bureau

4.3. Time schedule

Amend the paragraph as follows:

Before every round, and as soon as the flight order is established, the time schedule shall be clearly visible and known, so that competitors have the full responsibility to be ready to fly at the specified time. The transmitter Impound Marshall shall make a competitor's transmitter available early enough before this competitor's flight time, provided there is no more possible frequency conflict up to the end of his flight. **The field Marshall will allow a competitor to start the engine(s) as soon he is satisfied it will not disturb the preceding competitor.** The organiser should make every effort to keep a strict time schedule. Usually programming one start every 4 5 minute proves satisfactory and easy to manage. It is recommended (.../...)

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

t) Annex F6 - 2 F6 Working Group via Bureau

To Introduce an Annex F6-2 describing the World Air Games competitor selection system as follows:

WAG Ranking and Selection System for Aeromodelling Classes

The top competitors from the whole World are selected through National and International competitions. Selection is independently made by a combination of Continental Region and World ranking to ensure every part of the World is represented. The final list of competitors is decided, in principle, at the last FAI/CIAM Bureau meeting preceding WAG.

Selection is first made by Continental Region (Africa, North America, South America, Asia, Europe & Oceania) with an equal number of places reserved for each Region in which Selection Contests have been run. The remaining places are decided on a worldwide basis according to international ranking points gained by competitors at selection competitions. *cont/...*

Selection competitions (which may be organised by any club worldwide) shall follow these guidelines:

International contests

They shall be regularly registered in the FAI Contest Calendar as WAG Selection competitions with an international Jury according to specific CIAM rules.

The Jury shall report to the organiser's NAC and to the CIAM within 7 days and include the full detailed results with competitor's name, nationality & valid FAI licence number.

National contests

Local contests involve only competitors holding a sporting licence from the organiser's nation. Such contests shall be approved by the National Governing Body (either the NAC direct or the aeromodelling governing body that has been delegated by the NAC). Such contests shall be on the National contest calendar and registered to CIAM as WAG Selection competition (CIAM may also maintain such a freely-available list separate or appended to the International contest calendar). Such contests shall be watched by at least one Official Observer delegated/approved by his NAC (or National Governing Body) who shall attest the competition has been fair and run according to national and FAI rules. This Observer shall report within 7 days to his NAC and to CIAM and include the full detailed results with competitors' names, nationality & valid National or FAI licence number.

In addition, results of National or International aerobatics selection contests (Aeromusicals & Artistic Aerobatics) shall include the judges' names and full credentials.

WAG selection contests shall be run using the latest approved F6 rules. A special entry form will be posted on an FAI website and contest organisers' websites as well as other websites whenever selection contests will be announced.

International ranking and selection period

The international ranking of any competitor at any time is based on the three best contests aggregate ranking points during the preceding 550 days out of an unlimited number of WAG selection contests. The WAG selection is based on the international ranking at the time the selection period is closed, as decided by the preceding CIAM meeting.

The results achieved at competition on another continent can be included in the world ranking but not in the continental ranking.

For the World and Continental ranking the points gained at selection contests decide. The ranking points are awarded as follows:

If the number of competitors in the selection contest is less than N_{max} then $R = k \cdot N / P^X$ else $R = k \cdot N_{max} / P^X$

Where R is the number of ranking points for the competitor.

k is a coefficient depending on the type of competition (1 for national, 1.2 for international);

N is the number of competitors with valid (non zero) results;

Nmax is the limit (15 for F6A and F6B, 30 for F6D);

P is the placing of a competitor;
X is a power factor (0.5).

This proposal was not referred to in the F6 Working Group Minutes nonetheless Plenary voted on it.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

11.13 Section 4C Volume F7 - Aerostats

F7A Hot Air Balloons

a) 7.1.8.2 Flight rules **F7 Sub-committee**

Amend the 4th paragraph as follows:

Take-off from outside the take-off area is a zero flight **score** for the competitor.

Amend the 7th paragraph as follows:

Contact with obstacles which may affect the normal evolution of the balloon (such as trees, poles, buildings etc) is not considered as a ground contact. The first contact with obstacles incurs one penalty, the second contact two penalties and so on. Deliberate contact used as a strategy for the flight incurs a zero **flight** score for the offending competitor.

Amend the 8th paragraph as follows:

Deliberate vertical contact of a balloon with other balloons is not allowed and penalties up to a zero flight **score** for the offending competitor can be applied

Add the following sentence at the end of the chapter:

For tasks based on time, the competitor should perform his attempt within 7 (seven) minutes. This time includes the preparation of the balloon and the completion of the task.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

b) 7.1.11.8 Circle **F7 Sub-committee**

Amend as follows:

(...) The target is a container (around 5 cm diameter indoor and around 10 cm diameter outdoor) placed at the centre of the circle. The height of the container should not exceed 5 cm. **The length of the marker below the basket should be longer than the height of the container above the ground level.**

The competitor guides his balloon toward the target using a rope which length is equal to the diameter of the circle. One end of the rope is fixed to the basket. The competitor is not allowed to enter the circle or to hold the rope in any other way than at the end (one penalty for each infraction).

The flight time is limited to 5 minutes starting when the marker enters the circle.

Scoring is based on the final position of the dropped marker. The flight score

will be zero if the drop of the marker fails. Nevertheless, the competitor is allowed to draw his balloon out of the circle for immediate correction and to retry but this does not stop the time counting.

The precision bonus is obtained if the marker is dropped and remains in the container.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

F7B (New Class)

c) **F7B - Airships**

F7 Sub-committee

Add a new class. The rules are detailed in Agenda Annex 7I

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

11.14 S Section 4C Volume S – Space Modelling

Part Two - Space Model Specifications

a) **2.4.2**

Space Modelling Sub-committee

Amend the paragraph as follows:

A space model must not eject its engine(s) in flight unless it/they is/are enclosed in an airframe that will descend in accordance with the provisions of paragraph 2.4.1. The engine(s) of the models cannot be fastened by glue and cannot be an integral part of model's construction.

~~Tumble recovery of lower stages of multi-staged models is permitted without recovery device provided that:~~

- ~~1. The lower stage has three or more fins.~~
- ~~2. Length is no greater than 1-1/2 times the engine length.~~
- ~~3. Descent is declared safe by the Range Safety Officer.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

b) **2.4.7**

Space Modelling Sub-committee

Replace the paragraph as follows:

~~2.4.7 Minimum gross launching weight (including engine and/or pod) of the models which return to the ground in stable gliding flight supported by aerodynamic lifting surfaces which sustain it against gravity (S4, S8 and S10) shall not be less than 30% of the maximum specified weight for the particular subclass.~~

2.4.7 In classes S4, S8 and S10, the minimum weight of the gliding portion of the model, that returns to ground in stable gliding flight supported by aerodynamic lifting surfaces, shall not be less than 30% of the maximum specified weight for the particular subclass.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

Part Three - Space Model Engine Standards

- c) **3.10 Certification for FAI Contests** **Space Modelling Sub-committee**
3.10.2

Amend the paragraph as follows:

3.10.2 **In World and Continental Championships** the competition organisers must perform a static test on a random sample of each engine type to check the data of an FAI representative Airsports Control if requested by a team manager. **Engine testing officers, when engine testing is completed, shall produce a certificate that contains data specified in 3.10.1 and in addition to them: date, venue, name of competition, names of engine testing officials and type of engine tester. This certificate shall be signed by engine testing officers and the organiser's authority, stamped and may be used as certificate similar to that in 3.10.1.**

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

- d) **3.13. Space Models Engine** **Space Modelling Sub-committee**
Testing Standards

3.13.1

Amend the paragraph as follows:

The total impulse of any individual engine tested should not depart more than + 0% / - 10% - **20%** from the established mean value for that engine type.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

Part Four – General Rules for International Contests

- e) **4.3.5 Launching Procedure** **Space Modelling Sub-committee**

Amend the paragraph as follows:

Launching or ignition must be conducted by remote electrical means at least ~~five (5) metres distant~~ **a safe distance that depends on space model class, weather conditions and number of spectators. It shall be announced by the Range Safety Officer before the beginning of competition in a particular class** from the model and must be fully under the control of the person launching the model. ~~The Range Safety Officer or his authorised deputy shall possess an interlock key to the firing device that will prevent the model from being ignited and launched unless said interlock key has been inserted into the device. Upon determining that the model may be ignited and launched in a safe and satisfactory manner, the Range Safety Officer or his authorised deputy will insert the interlock key into the firing device to permit ignition and launching.~~ All persons in the vicinity of the launching must be advised that a launching is imminent before a space model may be ignited and launched, and minimum five (5) second “count down” must be given before ignition and launching of a space model.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

cont/...

Part Nine– Scale Competition (Class 7)

- f) **9.11 Scale Judging** **Space Modelling Sub-committee**
 9.11.5

Amend the paragraph as follows:

Flight, characteristics: 250 300 points maximum. To be judged on launch, stability of flight, staging (if any) and recovery. A competitor has to designate which operations his models are to perform in flight (e.g. separation of stages. radio controlled trajectory, ejection of payload, etc). If the model has been disqualified in both official flights, the competitor will not be eligible for final classification.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

Part Eleven– S8E/P Class

- g) **11.7.2 Specifications** **Space Modelling Sub-committee**

Amend the paragraphs as follows:

The competition has only one subclass determined for models which comply with subclass S8E (**wing span of 1100 mm**). Total impulse of engine(s) ~~20,01 to 40,00~~ **is 10,01 – 20,00 Ns.**

The radio shall be able to operate simultaneously with other equipment at 20 kHz spacing. Where the radio does not meet this requirement, the working bandwidth (Maximum 50 kHz) shall be specified by the competitor **or 2.4 GHz radios may be used in this competition, also.**

Withdrawn by the Space Modelling Sub-committee.

Annexes

- h) **Annex 1 – Scale Space Models** **Space Modelling Sub-committee**
Judges Guide

Amend the latter part of the 5th table as follows:

Staging	Add 30 points for each successful stage separation. No points for a single stage model.	(0-60)_____
Clusters	Add 5 points for each engine that ignites up to a maximum. No points for single engine models.	(0-30)_____
Staging and Cluster	Subtract 15 points for each engine that fails to ignite.	_____
Misfires	(0 or minus)	_____
<u>RC gliding descent</u>	<u>Stabile gliding, realism of gliding descent of the prototype and safe landing without damage</u>	<u>(0 -50)</u> _____
Recovery	<u>Single stage model - Recovery device deployment (1 parachute – 10 points)</u>	(0-20) _____
	<u>Multi stage model - Recovery device deployment (1 parachute – 10 points, 1 streamer – 5 points).</u>	(0-20)_____

Category Total (~~250~~ **300Max.**) _____

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

i) **Annex 2 – Space Models Judges**

**Space Modelling Sub-committee
and Organisers Guide**

4. Specific Events

4.d Scale Events

Add a new paragraph 4.d.d.3 and re-number the existing paragraph as 4.d.d.4

d.3. Cluster : “Cluster” should be understood as a set of more than one space models engine placed in more than one nozzle of the scale model that shall ignite simultaneously. They are exact replica of a multi nozzle prototype one nozzle of the prototype – one spacemodelling engine. So if four engines are ignited simultaneously judges shall give points for cluster 4 time 5 point – 20 points. For prototypes with only one nozzle in which some space scale modellers use to put a cluster of smaller space models engines points for cluster shall not be awarded (so 4 times 10 Ns engines tied together in one nozzle is zero points for cluster). However, if one of these engines does not ignite – it is “Misfire” that should be punished with minus 15 points. This shall be easy to understand if you compare a degree of difficulty of a set of engines placed in model nozzles like at a prototype - distant from the longitudinal axis of a model in comparison with a several engines tied together in centre of model’s body.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

j) **Annex 2 – Space Models Judges**

**Space Modelling Sub-committee
and Organisers Guide**

5. Organisers Tasks

b. Altitude Events

Amend the existing paragraph, add a new second paragraph and apply sub-paragraph numbering as follows:

b.1. Tracking by Theodolites: Organiser of an international altitude event must provide altitude measuring devices in compliance with the rule 4.9.1.2. and qualified personnel for altitude measuring. He also must provide radio communications between tracking stations, RSO and the computer centre in the field. Altitude measuring team shall do test tracking on duration and/or scale models on the day preceding the competition day(s) for altitude events to check tracking and data reduction systems. The head of the altitude measuring team shall present test altitude measuring results to the Jury to prove altitude measuring team readiness and necessary accuracy of measurements and get Jury approval, before the official flights begin in an altitude event.

b.2. Use of Electronic Altimeters: The organizer must provide a calibration tool for simultaneous calibration of all electronic altimeters in use. This tool shall have reference altitudes of 300 m, 600 m and 1200 m. In contests may be used devices that meet technical specifications given in par. 4.9.2.1. of these rules. The organizer shall preferably for World and Continental Championships provide electronic altimeters of the same type and of the same manufacturers that can be distributed or solved to the participants after the contest. The organizer, also, shall provide an impound for all devices and a log in which shall record when and to whom are devices issued and when are returned. This shall be controlled by two stewards. There shall be two launch site monitors at each launch site and four field monitors in the

recovery area that may serve as time-keepers in duration classes. Results shall be read, recorded and posted on the score board just after model recovery.

Approved unanimously by the Plenary Meeting. Effective 01/01/11.

12. WORLD AND CONTINENTAL CHAMPIONSHIPS

WORLD CHAMPIONSHIPS 2011 – 2014

2011 World Championships	Awarded to	Actual Dates
F1A, F1B, F1C	ARGENTINA	23 to 30 of April
F1E (Seniors and Juniors)	SERBIA	5 to 11 of June
F3A	USA	23 to 31 of July
F3B	CHINA	23 to 29 of September
F3C	ITALY	18 to 28 of August
F3D	AUSTRALIA	10 to 14 August
F3K (Seniors and Juniors)	SWEDEN	3 to 10 of July

2012 World Championships	Bids from	Awarded to
F1A, F1B, F1P Juniors	Bulgaria (firm) Slovenia (firm)	SLOVENIA
F1D (Seniors and Juniors)	Romania (withdraw) Serbia (firm)	SERBIA (Conditional award by Plenary: that the outstanding repayments from the cancelled 2009 F2A & F2C ECh are made by 10th May 2010 otherwise the award will be rescinded.)
F2A, F2B, F2C, F2D (Seniors and Juniors)	Argentina (firm) Bulgaria (firm) China (withdraw)	BULGARIA
F3J (Seniors and Juniors)	Croatia (firm) Slovakia (firm) South Africa (firm)	SOUTH AFRICA
F4C	China (withdraw) Spain (firm)	SPAIN
F5B, F5D	Romania (firm)	ROMANIA
SPACE MODELS (Seniors and Juniors)	Bulgaria (withdraw) Slovakia (firm)	SLOVAKIA

2013 World Championships	Bids from	To be Awarded in 2011
F1A, F1B, F1C	Slovenia (firm) Croatia (tentative)	
F1E (Seniors and Juniors)	Romania (firm)	
F3A	China (firm)	
F3B	Offers invited	
F3C	Poland (firm)	
F3D	Sweden (firm)	
F3K	France (tentative)	

2014 World Championships	Bids from	To be awarded in 2012
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Brazil (tentative)	
F3J (Seniors and Juniors)	Poland (firm) Slovakia (firm) USA (tentative)	
F4C	China (tentative)	
F5B, F5D	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

CONTINENTAL CHAMPIONSHIPS 2010 – 2014

2010 Continental Championships	Awarded to	Actual Dates
F3A Asian - Oceanic	PHILIPPINES	19 to 25 September at Bacolod City
F3C Asian - Oceanic	CHINESE TAIPEI	17 to 23 October at Tung-shih

cont/...

2011 Continental Championships	Awarded to	Actual Dates
F1A, F1B, F1P Juniors	SLOVENIA	10 to 17 July
F1D (Seniors and Juniors)	SERBIA	9 to 14 August
F2A, F2B, F2C, F2D (Seniors and Juniors)	POLAND	23 to 31 July
F3J (Seniors and Juniors)	SLOVENIA	18 to 27 August
F4C	ROMANIA	22 to 30 July
F5B, F5D	Offers invited	
SPACE MODELS (Seniors and Juniors)	ROMANIA	19 to 27 August

2012 Continental Championships	Bids from	Awarded to
F1A, F1B, F1C	Italy (firm) Romania (firm) Serbia (withdraw) Slovenia (firm)	ITALY
F1E (Seniors and Juniors)	Romania (firm) Serbia (withdraw)	ROMANIA
F3A	France (firm)	FRANCE
F3A Asian - Oceanic	China (tentative)	
F3B	Offers invited	
F3C	Offers invited	
F3C Asian - Oceanic	China (tentative)	
F3D	Offers invited	
F3K	France (firm)	FRANCE

cont/...

2013 Continental Championships	Bids from	To be Awarded in 2011
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm)	
F3J (Seniors and Juniors)	Turkey (firm) Slovakia (firm)	
F4C	Italy (firm)	
F5B, F5D	Offers invited	
SPACE MODELS (Seniors and Juniors)	Bulgaria (firm)	

2014 Continental Championships	Bids from	To be Awarded in 2012
F1A, F1B, F1C	Romania (firm)	
F1E (Seniors and Juniors)	Romania (firm) Slovakia (firm)	
F3A	Offers invited	
F3A Asian - Oceanic	Offers invited	
F3B	Offers invited	
F3C	Offers invited	
F3C Asian - Oceanic	Offers invited	
F3D	Offers invited	
F3K	Offers invited	

13. ANY OTHER BUSINESS

None.

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

14.1. CIAM Officers

See item 5.

14.2. Subcommittee Chairmen

See item 5.

15. NEXT CIAM MEETINGS

Bureau Meeting: 3rd & 4th December 2010

Bureau Meeting: 14th April 2011

Plenary Meeting: 15th & 16th April 2011.

If the Olympic Museum should not be available for the Plenary Meeting on these dates, then the meetings will be brought forward to 7th, 8th and 9th of April 2011. The FAI office staff will advise in good time.

The President closed the meeting at 17.15

The list of Minutes Annexes appears overleaf

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ANNEXES TO THE MINUTES OF THE 2010 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-m)	2009 Championship Reports
ANNEX 3 (a-p)	2009 Subcommittee Reports, Technical Secretary, Treasurer, WAG, Flyer & FAI Reports
ANNEX 4 (a-f)	2009 World Cup Reports
ANNEX 5 (a-e)	Revised 2009 Trophy Reports and revised World Cup Trophy form
ANNEX 6 (a-j)	FAI-CIAM Awards: Nominee Forms
ANNEX 7 (a-l)	Agenda Item 11.5 h) Manoeuvre Descriptions 11.5 h) Manoeuvre Diagrams 11.5 l) F2D Combat Rules 11.5 n) F2 World Cup Rules 11.5 aa) F2E Combat Rules 11.5 ab) F2D Judges Guide 11.9 b) F3R New Pylon Class 11.10 u) F4 Competitor's Declaration Form 11.10 v) F4 Static Score Sheet 11.13 c) F7B New Airships Class
ANNEX 8 (a-h)	Technical Meeting and Meeting Reports

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