



*Fédération
Aéronautique
Internationale*

Agenda

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

To be held in **Lausanne, Switzerland**
on **16 & 17 April 2010**

Issue 1

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AGENDA

CIAM PLENARY MEETING 2010

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

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

According to the rules, and after confirmation at the 2009 CIAM December Bureau Meeting by the relevant Subcommittee Chairmen, the following scheduled Technical Meetings will be held: F1, F2, F3J, F4, F5, F6 Working Group, Space Models, Education. No interim Technical Meetings will be held.

The Technical Meetings will take place in the meeting rooms and in the Auditorium of the Olympic Museum, and other venues that may be available to the CIAM.

2. DECLARATION OF CONFLICTS OF INTEREST

Declarations, according to the FAI Code of Ethics (ANNEX 1) will be received.

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

3.1. 2009 March Bureau

3.1.1. Corrections

3.1.2. Approval

3.1.3. Matters Arising

3.2. 2009 Plenary

3.2.1. Corrections

3.2.2. Approval

3.2.3. Matters Arising.

3.3. 2009 December Bureau

3.3.1. Corrections

3.3.2. Approval

3.3.3. Matters Arising

4. MINUTES OF THE MARCH 2010 BUREAU MEETING

Distribution and comments of the March 2010 Bureau Meeting.

5. NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

5.1. CIAM Officers

President

1st Vice President

2nd Vice President

3rd Vice President

Secretary

Technical Secretary

5.2. Subcommittee Chairmen to be elected

F2 Control Line
F4 CL/RC Scale
F5 RC Electric
F7 RC Aerostats
S Space Models
Education

5.3. Subcommittee Chairmen to be confirmed

F1 Free Flight
F3 RC Aerobatics
F3 RC Soaring
F3 RC Helicopter
F3 RC Pylon Racing

6. REPORTS

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

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

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

- 6.3.1. F1A, F1B, F1C Free Flight. Croatia. (19 to 26 July). Andras Ree
- 6.3.2. F1E Free Flight Seniors and Juniors. Germany (13 to 19 September)
Andras Ree
- 6.3.3. F3A R/C Aerobatics. Portugal . (21 to 30 August). Bob Skinner
- 6.3.4. F3B Soaring. Czech Republic. (2 to 9 August). Tomas Bartovsky
- 6.3.5. F3C Helicopters. USA (2 to 11 August) Horace Hagen
- 6.3.6. F3D Pylon Racing. Germany (20 to 26 July). Gerhard Woebbeking

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

6.5. 2009 Subcommittee Chairmen (ANNEX 3)

- 6.5.1. Free Flight: Ian Kaynes
- 6.5.2. Control Line: Bengt-Olof Samuelsson
- 6.5.3. R/C Aerobatics: Michael Ramel
- 6.5.4. R/C Gliders: Tomas Bartovsky
- 6.5.5. R/C Helicopters: Horace Hagen
- 6.5.6. R/C Pylon: Rob Metkemeijer
- 6.5.7. Scale: Narve Jensen
- 6.5.8. R/C Electric: Emil Giezendanner
- 6.5.9. Space Models: Srdjan Pelagic
- 6.5.10. Education: Gerhard Woebbeking

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

- 6.6.1. Free Flight: Ian Kaynes
- 6.6.2. Control Line: Jean Paul Perret
- 6.6.3. F3A R/C Aerobatics: Pierre Pignot
- 6.6.4. Thermal Soaring and Duration Gliders: Tomas Bartovský
- 6.6.5. R/C Electric: Emil Giezendanner
- 6.6.6. Space Models: Srdjan Pelagic.

- 6.7. **2009 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**
- 6.8. **Aeromodelling Fund- Budget 2010, by the Treasurer, Andras Ree (ANNEX 3)**
- 6.9. **CIAM Flyer, by the Editor, Emil Giezendanner**
- 6.10. **World Air Games, by Bob Skinner (ANNEX 3)**

7. 2009 PRESENTATION OF WORLD CUP AWARDS CEREMONY

**INVITATION TO THE
PRESENTATION CEREMONY FOR**

The 2009 World Cup awards for 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,

will be held on Friday, 16 April 2010, at 16.30 in the Olympic Museum.

8. PLENARY MEETING VOTING PROCEDURE

Confirmation of the voting procedure for the Plenary Meeting.

9. NOMINATIONS FOR FAI-CIAM AWARDS (ANNEX 6)

Alphonse Penaud Diploma

Luciano Compostella (Italy)

Pascal Surugue & George Surugue (France)

Andrei Tupolev Diploma

Pascal Surugue & George Surugue (France)

Antonov Diploma

No candidates

Frank Ehling Diploma

Keitaro Matsusaka (Japan)

Andrei Tupolev Medal

Sergey Makarov (Russia)

Pascal Surugue & George Surugue (France)

Peter Watson (Great Britain)

FAI Aeromodelling Gold Medal

Jiri Havel (Czech Republic)

Pierre Pignot (France)

Miroslav Sulc (Slovakia)

- 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.

The Agenda contains all the proposals received by the FAI Office according to rules A.6 and A.7.

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

Bureau proposals now appear in the appropriate rule section of item 11.

Each section begins on a new page.

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 Subcommittee 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 Subcommittee 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 vote in the Technical Meetings.~~

Subcommittee members are also eligible to attend and to vote in the Technical Meeting corresponding to their Subcommittee."

Reason: A clarification is necessary in order to clearly precise in which conditions Subcommittee members can vote in the Technical Meetings.

With variante 1, only one participant per country including member of the Subcommittee can vote in a Technical Meeting ; that means only one vote for any country.

With variante 2, one participant per country plus the members of the Subcommittee can vote in a Technical Meeting ; that means two possible bulletins for some countries. **Remark:** an extra vote given at a Technical Meeting for a Subcommittee member has to be open to question. First, it gives an obvious advantage to countries which are not far from Lausanne and/or which can pay for two participants in the Technical Meeting. Moreover, "*the Sub-committee members serve as*

individual expert consultants and are not obliged to represent the views of their National Airports Controls" (Volume ABR paragraph A.4.4). In a Technical meeting, the position of NACs have to be determinant regarding the fact that the Technical Meeting prepares the Plenary Meeting and that in most cases Delegates follows the position defined in the Technical Meeting.

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.~~

Requested effective date of 1st May 2010.

Reason: To reflect the change agreed by CIAM & FAI Secretariat that hard copies are no longer required for proposals and their supporting documents with an early effective date to give sufficient notice for the deadline for the 2011 Plenary meeting.

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 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. 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.

Reason: As for the preceding proposal and to try to encourage the submission of proposals in the appropriate year. Again, the early effective date is requested to give sufficient notice for the deadline for the 2011 Plenary meeting.

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 = 270 Euro

Continental Championship = 170 Euro

Other Limited International Contest = 60 Euro

Other contests :

Open International Contest (including World Cup) = 80 Euro.

Open National or a contest in an International Series = 35 Euro.

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

Reason: To place the explicit sanction fees in an appropriate place in the Code. The fees are the same as the existing ones that are only shown on the form “Registration of Competitions in the FAI Aeromodelling Sporting Calendar” at Annex A.2a.

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 is valid for two years starting the following January and can be updated annually. If no list is presented by the deadline, the old one stands. **Judges shall be chosen from the list. 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, at least 10%, but no more than 20% of judges, chosen to judge at championships must not have judged at the previous championship unless otherwise defined in the class.

Reason: (a) To give more control over the selection of judges; (b) to follow current nomination practise; (c) to apply a rolling imitative of judges and to encourage a supply of fresh judges.

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

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 is valid for two years starting the following January and updated annually. If no list is presented by the deadline, the old one stands. **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. *cont/...*

Reason: (a) To ensure that appropriate technical experts, approved by their NACs, are available for selection by the Subcommittee Chairmen and (b) to follow current nomination practise.

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:

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.**

Reason: To clarify when rules may be changed for the different classes.

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.)~~

Reason: Required as a consequence of the proposal at Agenda item d).

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."~~

Reason: It is more appropriate to define considerations regarding the sanction fees for listing events in the FAI Sporting Calendar in a specific paragraph B.2.9.

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. **None of the members of the Selection Group are permitted to be related to, or close friends with, any of the nominees.**

Reason: To prevent bias, maintain objectivity and ensure transparency in the selection process.

k) Annex A.2a Registration Form for Competitions

Bureau

Amend the form, as shown on the next page:



**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 & International Series **Contests**

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 2005, the fees for single line listing of events in the FAI Sporting Calendar are:

World Championship	€ 270
Continental Championship	€ 170
Open International Contest	€ 85
Limited International Contest	€ 60
Open National Contest	€ 35
International Series Contest	€ 35

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

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)**

Reason: It seems more logical to consider the specific WAG Selection contests (international ones) as International Series rather than normal Open International. Moreover, it seems appropriate to consider for those contests the reduced sanction fee of 35 Euro in order to encourage organisation of such contests when it is not possible to combine them with an International contest.

Remark: the classification of a WAG selection contest as an Open International (introduced in Annex A.2.a in the 2009 Edition of the Volume ABR) has never been discussed in any Plenary Meeting ; in those conditions, the proposal has to be considered as a clarification and not as a rule change.

Correction of details :

Adding of "Contest" after "Open International".

Some Championship (such as Control Line or some Free Flight) have several classes which means they are named Championshipss.

m) Annex A.2h **Bureau**

Amend the form as follows:

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

Reason: To clarify that it is for *world* .record performance.

n) Annex A.2i **Bureau**

Amend the form as follows:

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

Reason: To add “outstanding” to correspond with the FAI published criteria.

11.2 Volume **ABR, Section 4B**
(General Rules for International Contests – page 35 (2009 Edition))

a) **B.2.5 World Cup** **FRA**

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.

Reason: Extension of the classes for which a World Cup could be organised. A World Cup could be a good support for the promotion of a new class ; moreover, the level of participation (number of countries and competitors for each country) could also be a good reference to decide if a class could be or not eligible for World and Continental Championships. A World Cup could also be a good alternative to a World Championships in classes for which organisation of the contest could be very dependant of the weather conditions such as for example in F3F (RC Slope Soaring).

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

Reason: Clarification and to give a definition of an International Series. World Cups are already defined under B.2.6 as "special open internationals".

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 an Eurotour contest or an international selection contest for World Air Games."

Reason: Clarification of an Open National and of an International Series compared to an Open International contest. Such a clarification is necessary regarding the sanction fee which is required for listing in the FAI Contest Calendar. *cont/...*

Moreover, the amount of the sanction fee (35 Euro) is deleted from this paragraph in order to be defined in a specific paragraph with the different sanction fees for all types of International contests.

d) **B.2.8** **France**

Amend the paragraph as follows:

The first category events for aeromodelling are the World and Continental Championships. The World Air Games are also considered as a first category event by the FAI.

All other types of aeromodelling international contests have to be considered as second category events.

Reason: First and second categories events are defined in General Section of the FAI Sporting Code (paragraph 3.6).

World Air Games (as approved by the General Conference) and World and Continental Championships (as approved by the FAI Air Sports Commissions) have to be considered as first category events. Some other international sporting events could also be considered as a first category event by the concerned FAI Air Sport Commission (CIAM for aeromodelling).

The first and second categories events classification is important regarding rights of representation and FAI licence conditions of delivery (see General Section paragraph 8.1.3.6)

In those conditions and in order to avoid any misunderstanding, it is appropriate to mention that no other aeromodelling international events are considered as first category events.

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

Reason: At the moment, sanction fee is only defined for Open Nationals and International Series (paragraph B.2.7). It is appropriate to define in Volume ABR the sanction fees applicable in any type of FAI international contest.

Remark : if this proposal is accepted, the following sentence of the paragraph A.13.1 has to be deleted : "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."

f) **B.3.4 Age Classification for the Contest** **F2 Subcommittee**

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.**

Reason: F2 is very technical and it is physically demanding, particularly in classes F2A and F2C where pilots only have one or at most two years when they are physically capable of flying competitive models. With a few notable exceptions, the current age limit eliminates them from competition just when they may be able to progress at international level.

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.**

Reason: The championship classes in RC Soaring now also includes F3K. As all RC Soaring classes shall have the same rules as was provided for F3B and F3J, the simplest way is to delete any reference to specific classes. This also means that there is no need to change this paragraph when and if new classes get championship status

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.

Reason: To facilitate and encourage Junior participation at World and Continental championships.

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.

Reason: To prepare the relief of our sport

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.

Reason: In small international contest requiring judges, the additional cost of a Jury may be reduced if 2 or 3 judges are also in the Jury.

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.

Reason: To (a) try to avoid the situation of a championship cancelled at very short notice as happened with F2 Control Line in Serbia 2009 where team members suffered personal financial losses that have not been reimbursed by Serbia; and (b) to ensure that sites are up to the standard required and to advice the organiser how to achieve this. There have been frequent complaints over recent years about the standard of the flying sites at a number of Championships.

l) B.9 Free Flight

F1 Subcommittee

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.

Reason: The introduction of the possibility of junior champions participating in the senior championships was introduced but without definition of this champion's status for starting position. The proposed change gives the junior champion an individual pole. The possibility of combining poles with the reigning champion is ruled out because of the difficulties of two individuals, probably from different countries, competing together without team managers. The usual practice of allowing the champion the pole next to his national team is beneficial for the champion and the same practice for the junior champion requires a separate position.

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.

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

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.

(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.

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.

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 Airsports 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 Airsports 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 Airsports 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.

Reason: To update the paragraphs regarding the use of spread spectrum and am/fm transmitters. To clarify B.11.18.

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.

Reason: Almost every 2.4 GHz system transmits automatically status data back to the transmitter. These data are signal strength of the receiver, receiver battery voltage. The transmission of this status data can not be switched off on almost every 2.4 GHz system. The rules of F5, F3B and F3J forbid any device of transmission in the model aircraft. As the rule was written the intention was to forbid the transmission of for example the actual height (vario), speed of the plane, in general: flight data of all kind. To have information about the signal strength of the received signal is a safety issue and should be allowed.

The rule at the moment forbids most of the new innovative 2.4 GHz systems.

o) **B.14 Interruption of the Contest** **F2 Subcommittee**

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 (free flight), **and the centre of the flight circle for Control Line** for at least one minute (**30 seconds for Control Line**), (20 seconds for Free Flight) unless specified otherwise in category rules.:

Reason: 12 m/s is a too high a wind speed to safely fly modern F2 control line models.

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."

Reason: Correction of an error : the sub-paragraph f) concerns only Control Line and the corresponding sentence has to be considered as a part of the sub-paragraph e). The letter f) has been introduced by error in Edition 1st January 2007. The Minutes of the CIAM Bureau hold 23 March 2006 and the Minutes of the CIAM Plenary Meeting hold 24 and 25 March 2006 does not mentions a specific sub-paragraph for the sentence "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."

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 up on the podium when called by the announcer.

6. First, the ~~Bronze~~ **Bronze** 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~~ **Gold** medal presentation using the same procedure. A moment will be allowed after the award of each medal for photographs.

(...)

Reason: To (a) follow the medal presentation convention found in other sports and (b) to allow the spectators to reserve their greatest applause for, and give due recognition to, the achievement of the gold medal winning individual or teams

r) B.16.15 Processing of Free Flight Model Aircraft F1 Subcommittee

Amend the heading as follows:

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

Reason: This procedure is used for processing F1E models at championships.

s) B.16.15 Processing of Free Flight Model Aircraft F1 Subcommittee

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.

Reason: The word “minimum” is superfluous or confusing and should be deleted.

t) B.17 Processing of Model Aircraft Bureau

B.17.11

Amend the paragraph as follows:

For categories **F1, 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.

Reason: Only in classes in F1 & F2 plus the single F3 class is it necessary to mark motors. These changes bring the text in line with the current Specification Certificate.

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))
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- 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

Reason: The model gliding class F3F is flown since more than 30 years over the whole world. At the beginning rules differed from country to country. In 1977 the class F3F was registered as provisional class at the FAI. The Viking Races, up to now the largest and most prominent F3F competitions world wide, organized since 1989 every two years have lead to a continuous harmonization of the rule set. The last major change of rules was carried out in consequence of the Viking Race 2004 in Germany. There in a meeting competitors of all 14 participating nations voted democratically for the first time about desirable rule changes. Since that time it is flown steadily and successfully worldwide according to these generally accepted rules.

All over the world attendance of F3F competitions has increased continuously in the course of the last five years. E.g. the number of participants in Contest-Eurotour competitions rose from 190 in 2002 to over 300 in 2009. A similar trend holds for competitions in the USA and Asia. Since 2005 pilots from North and South America and Asia participate regularly in European competitions. From 2003 on all competitions of the Contest-Eurotour were registered as FAI soaring events.

The Viking Races, acting as "unofficial world championships" up to now, due to popularity of the class turn more and more to "social events", which cannot correspond to the sportive level of top pilots anymore. Since a fairly long time the call for a conversion of the F3F class to official status and for establishing it as world championship class is getting louder. That's why the Class F3F was established as official class last year.

Therefore it is suggested now to register the class F3F as world championship class at the next possible date.

Volume ABR, Section 4C, Part Two begins overleaf

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.

Reason: The current world duration record for F3 open, aeroplane, piston motor (classification 141), is 33 hours 39 minutes 15 seconds and was set in October 1992. The Sporting Code for 1993 provided that an assistant pilot could be used after one hour, and that the claimant must fly the model for not less than 55% of the flight time, including the last minute of the flight. (FAI Sporting Code, January 1993 edition, rule 7.2.8.)

The current record for classification 141 was set under less stringent rules than the current rules (in particular rule 2.2.10), and as such the task of setting a new record has been made much more difficult due to the rule changes.

A new (classification 141) record of 33 hours 45 minutes set in 2009 under the current rules would be a greater accomplishment than the record set in 1992. Due to the rule changes, the two achievements would not be comparable.

Under the current rule 2.2.10 the claimant who is attempting to record a flight time of 34 hours must pilot the model for more than 30 hours of that time, i.e., less than 4 hours of rest during the attempt process. This seems an unreasonable expectation.

Volume F1 – Free Flight begins overleaf

11.4 Section 4C Volume F1 - Free Flight

Free Flight Outdoor

F1A Gliders

- a) **3.1.12 Organisation of Launching** **F1 Subcommittee**

Add the following to the end of paragraph a):

(jumping allowed)

Reason: Compatibility with other definitions of launching in volume F1. With high speed launches of gliders it is possible that the competitor may jump at the moment of launch, it is inappropriate to be checking this aspect of the launch when attention is on the glider.

F1H Gliders (Provisional)

- b) **3.H.12 Launching** **F1 Subcommittee**

Add the following to the end of paragraph a):

(jumping allowed)

Reason: Compatibility with other definitions of launching in volume F1. With high speed launches of gliders it is possible that the competitor may jump at the moment of launch, it is inappropriate to be checking this aspect of the launch when attention is on the glider.

F1J Power Model Aircraft (Provisional)

- c) **3.J.5 Definition of an unsuccessful attempt** **F1 Subcommittee**

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.**

Reason: It is unnecessary to refer to the motor run at this point in the code since 3.J.2 defines the motor run for all flights

- d) **3.J.11 Launching** **F1 Subcommittee**

Add to the end of paragraph b):

b) Each competitor must start **and regulate the** his motor and launch the model himself.

Reason: This clarifies that the competitor must regulate his motor in F1J, the same as for F1C. Note that F1J is no longer used for events specifically for juniors.

F1P Power Model Aircraft

e) **3.P.2 Characteristics**

F1 Subcommittee

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

Reason: As a championships class the F1P number of models should be defined in ABR with the other championships classes.

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**

Reason: It is unnecessary to refer to the motor run at this point in the code since 3.P.2 defines the motor run for all flights

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.

Reason: To prevent the class from developments as witnessed in F1C.

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

F1 Subcommittee

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

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

Reason: The number of models has not been defined in the F1Q rules.

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,.

Reason: First, the rule will provide different model sizes with comparable battery (energy) to model size ratio. A battery defined by a percentage of the model weight

may help preserving different model configurations and avoid these “uniform” models as common in other free flight classes.

Second, the rule will improve safety by making small high-powered models with high wing loading and high flying speed not eligible.

Third, competitors wouldn't depend anymore on the unsteady market situation with changing battery pack weights when defining battery packs for their special models.

Supporting data: LiPo-battery packs of current F1Q models weigh between 14 and 17 percent of total model weight.

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.

Reason: To prevent the class from developments as witnessed in F1C.

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.

Reason: To adopt the practise and to standardise the regulation.

l) **3.Q.8 Classification** **F1 Subcommittee**

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.

Reason: The F1Q rules do not currently define the action to be taken if the minimum motor run has been used and there is still a tie. The proposal defines that the usual free flight practice will then be followed by increasing maximum time while retaining the minimum motor run.

cont/...

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.

Reason: Worldwide interest in the current F1A, F1B and F1C classes has now become limited to the major championship events and the bigger World Cup events. Most importantly many of the world's aeromodellers are no longer interested in participating in these classes as they feel that the costs are too high and the technology involved is beyond their capabilities.

We believe that it is necessary to revive the interest in these classes for the majority. To achieve this goal a set of 'restricted technology' specifications – suggested title F1S – should be provided as an alternative to the current specifications. The introduction of the F1P class as an alternative to F1C at World Cup events took place a few seasons ago and has proved to be popular. We therefore suggest an extension of this practice, in that an alternative low technology specification be provided for the F1A class. This 'restricted technology' specification would provide the same performance as the current specification but at a much simpler technology level, thus appealing to far more fliers.

It is intended that this specification is used only as an alternative – but integral part thereof – at World Cup, Open International, and National events within member countries. Championship events would continue to use the current 'full' F1A specification exclusively.

cont/...

- 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.**

Reason: The same as the previous proposal

- 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).**

Reason: As for the previous proposal.

F1 Annexes

p) Annex 1 World Cup

1. Classes

F1 Subcommittee

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.

Reason: To enable the alternative restricted technology classes F1S, F1T, F1U to be implemented at World Cup competitions.

q) Annex 2, Appendix B

3.A2B.4 Timing a flight

F1 Subcommittee

Add a new final paragraph as follows:

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

Reason: Sometimes timekeepers have remained seated and as a consequence prematurely lose sight of models.

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

Reason: This proposal is to improve the safety in F1C, no spectator upwind and downwind the departure direction.

s) Annex 2 Outdoor Organisers Guide

3.A2.4.5 Equipment

F1 Subcommittee

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.**

Reason: To clarify that the scoreboard should be large enough for a group of people to be able to read it (i.e. not a sheet of computer output). The desirability of uploading results to the internet is added – a facility which was very useful and interesting at the 2009 World Championships in Croatia.

t) **Annex 2 Outdoor Organisers Guide**

3.A2..6 timekeeping

F1 Subcommittee

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.**

Reason: To clarify the options for team manager approval of times and to ensure that all watch times are recorded in the event of a problem. This facilitates the CD or Jury to determine the correct score.

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.**

Reason: To clarify best practice in the display of maximum times on the scoreboard and desirability of uploading results to the internet.

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.

Reason: The altitude of the model can be altered when steering is performed with an inclined rod.

Volume F2 Control Line begins overleaf

11.5 Section 4C Volume F2 - Control Line

F2A Speed

a) **4.1.11 Number of Flights** **F2 Subcommittee**

Amend the paragraph as shown.

Each competitor is entitled to a minimum of three and **a maximum of four** official flights. **For the draw procedure, refer to F2A Judges Guide at Annex 4A, rule 4.1.9 Draw for Flying Order.**

Reason: World and Continental Championships now last for five competition flying days and we believe that F2A should use these extra days to give competitors more chances to achieve their best result.

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.

Reason: To replace the word “duplex”, which is not clear to everyone, with the words “two systems” and to clearly define how the electronic primary and secondary systems are used for classification purposes.

cont/...

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,~~ **(i)** 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.**
- (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.

Reason: (i) To separate classification from the timing procedures necessarily shown as deletions in the proposal and then shown as “new” text under a different proposal in the agenda.

(ii) To properly title and logically structure the timing paragraphs into three separate sections to reflect the three timing techniques to make them easier to understand and apply.

The separate sections are firstly “Manual Timing” where both the primary and secondary (backup) timing systems are stopwatches. Secondly, “Electronic Timing with Manual Backup” where the primary system is electronic and the backup is stopwatches. Thirdly, “Electronic with Electronic Backup” where both the primary and secondary timing systems are electronic as is stipulated already in the Sporting Code at 4.1.16 a).

For the section “Manual Timing”, the proposed changes are to correct the English and to make it clear.

For the section “Electronic Timing with Manual Backup” the re-worded text does not change the rule but makes it easier to understand *when* the backup stopwatches should be consulted and what to do if *they* show a questionable result.

For the section “Electronic Timing with Electronic Backup”, the proposed changes correctly define and describe the use of two electronic timing systems.

(iii) Throughout, the intention is to clarify the three timing procedures and techniques, including the handling of the backup systems, so that the procedures & techniques can be properly applied at competitions.

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.

Reason: To separate the individual and team classifications from the timing instructions and to clearly show the individual classification procedure.

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.

Reason: The deletion of “International” in the title is to clarify that team classification refers to national teams & to make a single grammatical correction.

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.

Reason: To allow the contestant to verify the correct calculation of the results. It happens regularly that there are miscalculations in these contests.

g) 4.2.15.1 Terminology and Wording

F2 Subcommittee

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 tethered 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 circle on the surface of the flight hemisphere paralleling the equator 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</u> |

- marking the longitude.**
- 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. **Straight line: A great circle path or part thereof.**~~
- 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~~
34
~~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. **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.**~~
- Wingover path: Means the vertical climbing plus **and** diving flight path defined as a segment of the single reverse wingover manoeuvre.

Reason: Clarifications to eliminate difficulties caused by the current rule requesting to fly specific manoeuvre segments parallel to the ground and/or vertical at right angles to the ground. This has led to interpretation problems, problems, both for pilots and judges, when flying over sloped sites.

CIAM Technical Secretary note: This may have consequential changes to the diagrams. See Agenda Annex 7b.

h) 4.2.15 Description of Manoeuvres F2 Subcommittee
4.2.15.3 – 4.2.15.17

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

Reason: All manoeuvres except 4.2.15.16 Four-leaf Clover, for compliance with amended terms in the previous proposal 4.2.15.1 Terminology and Wording. 4.2.15.16 (Four leaf Clover) "Start of Manoeuvre" point relocated for ease of judging.

cont/...

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.**

Reason: The manoeuvre as currently written means that the model will be directly over the pilot’s head when the manoeuvre finishes. In high winds this is positively dangerous. The model has lost most of its energy during the manoeuvre and the last place it should be at this point is above the pilot’s head. No one can know what effect the wind might have and a model losing line tension and driven by the wind could, at best, crash and, at worst, snap its lines and be a danger to the pilot, judges or spectators.

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.

Reason: To protect the neck and throat area from being cut in the event of the pilots becoming entangled in the lines.

k) 4.3.4 Characteristics of a Team Racing Model Aircraft FRA

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.

Reason: Safety and noise.

To reduce significantly the noise of the engines.

To preserve the permanent circles

To protect mechanics, pilots, judges, spectators and neighbours .

I) 4.4 Class F2D - Combat Model Aircraft F2 Subcommittee

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

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

Reason: The existing rules had not been rewritten for over 20 years. Due to a long history of changes introduced over these years, the rules became disorganized, unnecessarily complex, and in some places ambiguous or contradictory; a major revision was clearly necessary.

The new rules include Step 1 of measures intended to reduce both the noise level and noise exposure time. It is estimated that by this step the noise level will come below 96 dB and that the exposure time will be reduced up to 60-70%. This new rule set is proposed to be valid from 1st January 2011.

Step 2 and rule changes of measures to further reduce the noise level will be presented as noise rule amendments to the Plenary Meeting 2011 with a proposed effective date of 1st January 2013. This step will include specifications for a more efficient silencer and a minimum propeller diameter intended to reduce the noise level to below 90 dB.

With rule changes submitted to Plenary 2011, manufacturers and engine owners will have 21 months to produce and test new silencers instead of 9 months (if the submission had been delayed to Plenary 2012). It is the intention that the pilots should be able to use their existing equipment (engines) and these measures require further tests before specific parameters can be specified. There are also rule changes included to increase safety as well as other changes compared with the existing set of rules.

F2 Annexes

m) F2 Annex 4A – F2A Judges Guide F2 Subcommittee

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.

Reason: Flying the final round in reverse order will bring the contest to a climax, and will help spectators to see the top pilots in action one after another.

- n) **F2 Annex 4D – World Cup Rules** **Switzerland**
Paragraph 4D.4
Points Allocation
Amend the paragraph as shown in Agenda Annex 7d.

- o) **F2 Annex 4E – Organisers Guide, First Part** **F2 Subcommittee**
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 round	1st round	Qualifying round
4th day	<u>2nd round</u>	1st / 2nd round	2nd round	Qualifying round
5th day	<u>3rd round</u>	2nd round	3rd round	Eliminating round
6th day	Free training			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.

Reason: The revised schedule is required to accommodate the extra round. The later start time is intended to equalise the weather conditions throughout the round. (The ideal time would be for the middle of the round to be 1 hour after the sun reaches its zenith.)

- p) **F2 Annex 4E – Organisers Guide, First Part** **F2 Subcommittee**
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.~~

Reason: To conform to the new F2D rule set.

q) **F2 Annex 4E – Organisers Guide, First Part** **F2 Subcommittee**

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)**.

Reason: To conform to the new F2D rule set.

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

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.

Reason: Clarification required for practicability and compliance with suggested clarifications as per proposal 4.2.15.1 Terminology and Wording.

cont/...

- s) **F2 Annex 4E - Organisers Guide, First Part** **F2 Subcommittee**
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.
Reason: To conform to the new F2D rule set.
- t) **F2 Annex 4E - Organisers Guide, First Part** **F2 Subcommittee**
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.
Reason: To conform to the new F2D rule set.
- u) **F2 Annex 4E - Organisers Guide, First Part** **F2 Subcommittee**
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.
Reason: To conform to the new F2D rule set.
- 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:
Except as provided below, all team race sites shall be provided with safety protection for use by in-circle staff during all races. Such protection may either be in the form of permanent barriers erected behind all 6 pitting segments at positions to provide sufficient clearance for mechanics to handle their models; or may be portable. In the case of portable barriers a minimum of 3 shall be provided. If portable barriers are used the Circle Marshall and/or Judges shall ensure that all 3 are correctly positioned behind each active pitting segment before each race is allowed to start.
Such protection shall be for the use of all team race officials and participants, including timekeepers/lap counters, team managers or other permitted

advisors, the Circle Marshall, and also for use by mechanics when not actually handling their models if they so desire.

For sites without such internal protection barriers, all staff normally positioned within the circle safety cage shall only be positioned outside the safety cage during all races.

Judges shall also be provided with their own separate safety barrier/s located to give maximum possible view of the whole circle.

In all cases the Circle Marshall and/or Judges shall ensure that all staff members are safely positioned behind the respective barriers before each race is allowed to start.

Reason: Purpose: Better definition of team race officials' safety protection barriers and procedures for use.

There is no existing rule which provides an adequate level of safety for all personnel under all circumstances, nor are there any defined safety procedures for protecting team race officials.

Some team race sites do not provide any in-circle staff and/or Judges' protection barriers at all, and in some cases where it is provided insufficient care is taken to ensure that all personnel are safely positioned before a race is started. This should be mandatory for safety reasons.

w) F2 Annex 4E - Organisers Guide, First Part

F2 Subcommittee

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.

Reason: To conform to the new F2D rule set.

x) F2 Annex 4 E - Organisers Guide, First Part

F2 Subcommittee

8.6 Combat

Amend the paragraph as follows:

1 measuring tape 20 **25** m

~~Aspirin for all the officials.~~

Reason: To conform to the new F2D rule set and to delete a silly comment.

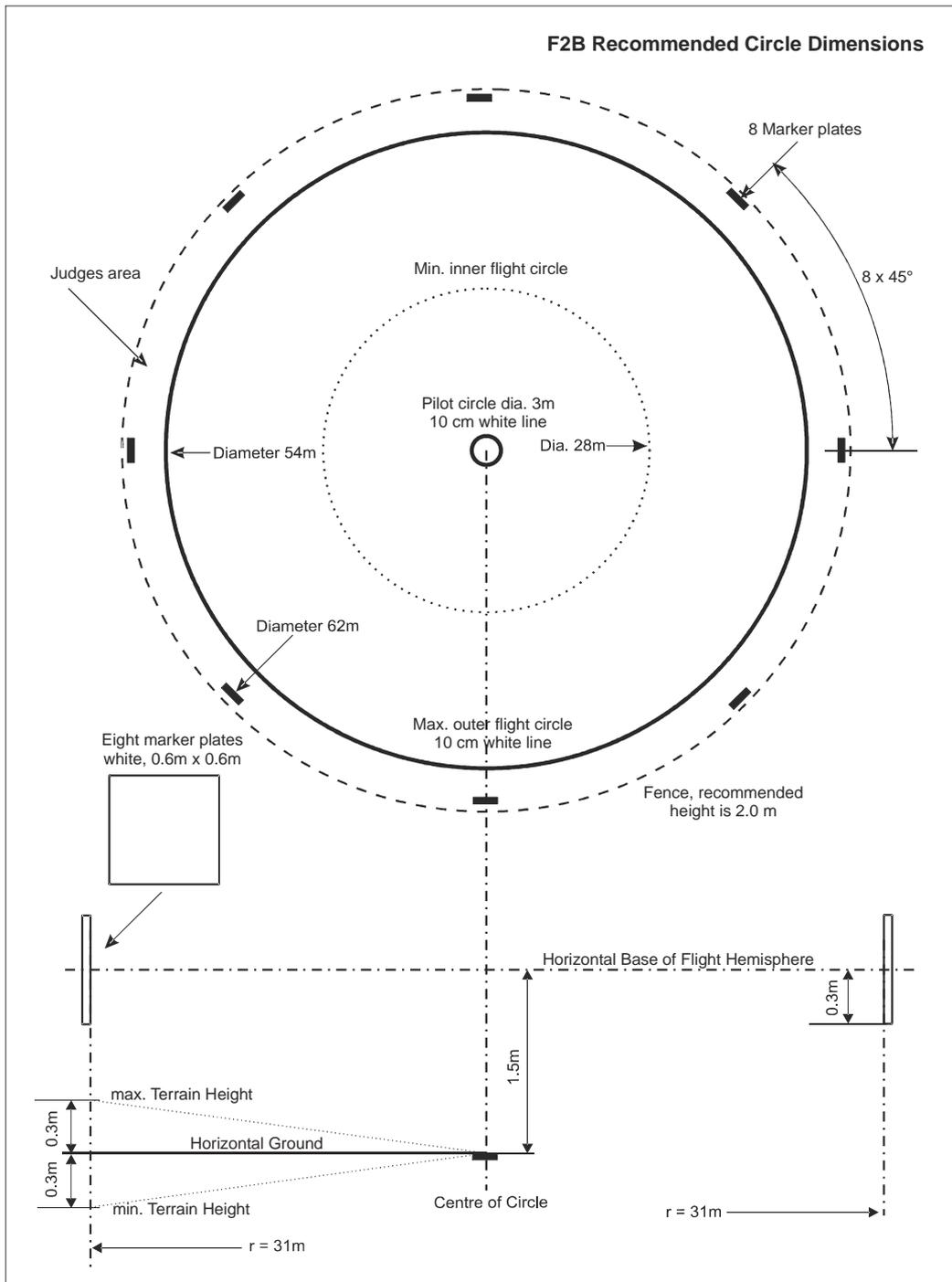
cont/...

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

F2 Subcommittee

Consequential change ref proposal h)

Replace the diagram with this one:



Reason: Clarifying adjustment required for compliance with suggested changes as per proposal 4.2.15.1 Terminology and Wording.

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

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).~~

Reason: All these items are mentioned in the F2D rules and it is confusing and unnecessary to have them in two parts of the Sporting Code.

aa) F2 Annex 4F **F2 Subcommittee**
Provisional Class F2E -

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

Reason: For commonality of F2E rules to the new F2D rules at Agenda item I).

ab) F2 New Annex K **F2 Subcommittee**

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

Reason: Class F2D has been the only C/L class without a Judges Guide. This new Guide will change that fact and give both officials and competitors an explanatory text which will make the rules easier to understand and follow.

Volume F3 Aerobatics begins overleaf

11.6 Section 4C Volume F3 - RC Aerobatics

F3A

a) 5.1.9. Classification

Czech Republic

Amend the paragraph as follows:

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

Reason: **Urgent Clarification** This change is important to unify the rounding during the tabulation of the contest results. (Such change could be applicable even for other classes and could be perhaps added to the general rules.)

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.**

Reason: **Urgent Clarification.** Having a visual reference (about half of the fuselage length, or half of the wing span), the pilots and judges will have a better feeling of the correct flying distance. (e.g. If the plane has the same size as the flag, it is 300m away and using the 1 point by 25m rules, the 6 point downgrade is easy to evaluate).

Flying too far allows the pilots to practice in a greater box, and the mistakes are harder to see for judges. It is of great importance to force pilots to fly all at the same (correct) distance to compare them as correctly as possible.

We never saw something else than a flag being used in about fifteen years of judging. Therefore, we removed the “streamers” option to simplify the sentence.

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:

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

Reason: **Urgent Clarification.** This is exactly the same amendment as for proposal a) (F3A) in this section with the same reasons.

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.**

Reason: Due to the size and shape of models, and the fact that F3M is closer to full scale aerobatics, a specialized judging guide is required. It will inherit from F3A judging guide and precise or amend some things.

This is complementary to the 2008 decision to have specific judges for the 3 different aerobatic categories (F3A, F3M, F3P).

Reasons for the two precisions of the F3M Judging guide:

- Rolls duration: In order to increase the precision of exits or of points rolls, pilots are more and more flying regular rolls as slow rolls. Maximum duration of regular rolls must be precised to preserve the diversity of patterns. This way of flying is also closer to full scale flying.
- Snap rolls directions: F3M planes allow to observe the direction of the snap rolls.

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:

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

Reason: **Urgent Clarification.** This is exactly the same amendment as for proposal a) (F3A) & c) (F3M) in this section with the same reasons.

f

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.**

Reason: **Urgent Clarification.** Almost every 2.4 GHz system transmits automatically status data back to the transmitter. These data are signal strength of the receiver, receiver battery voltage. The transmission of this status data can not be switched off on almost every 2.4 GHz system.

As the rule was written the intention was to forbid the transmission of for example the actual height (vario), speed of the plane, in general: flight data of all kind.

To have information about the signal strength of the received signal is a safety issue and should be allowed.

The rule at the moment forbids most of the new innovative 2.4 GHz systems.

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.**

Reason: **Safety.** If only one slotted pole shoe is used nobody can see in the case of an emergency which one is slotted and which one is not slotted.

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.

Reason: **Urgent Clarification.** A recent evolution in the identification procedure is generating problems. It imposes to wait for a return signal given by the contest management after a call of his identification mark by the pilot, in order to be allowed to launch the model during the working time. This implies that the pilot has no longer full control on the use of his allotted working time.

Confusion in this signalling procedure provoked a protest during the last World Championship in the Czech Republic. The consequences of this confusion were decisive on the first and second place in the overall ranking. As mentioned in the existing text, it is the responsibility of the contest management to identify the

model(s). If the local signalling apparatus does not allow identifying the models before the start of the working time, it is the organiser's responsibility to arrange identification in a different way. But in no case should the procedure interfere with the free use of the complete working time.

Identification of each model by the judges at bases A and B is simple to accomplish before the start of the working time. With the cooperation of all, the identification of 5 or 6 models takes less than 30 seconds. The impact on the duration of a round remains negligible.

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~~.

Reason: **Urgent Clarification.** The experiences at some competitions have shown, that it is always possible to fly only with visual (optical) signals, but sometimes it is very difficult till impossible to fly only with audio (acoustical) signals. The reason is that mostly electronically produced audio signals are used; they have mostly an equal loudness and differ not very much, especially when some of these signals sound at the same time. If there is a combination of electronically produced signals and a buzzer, a horn or an electrical bell, then we have no equal treatment for all competitors because it is much easier to identify a buzzer, a horn or an electrical bell. Visual signals like headlamps in addition with different colours can be identified very clearly by everybody.

If an audiovisual system is used it is practice that every pilot has a helper who looks on the optical signal. In the future the primary system should be a visual system; this system can be combined with an acoustical system, but if the visual system fails the competitor can claim a reflight.

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).

Reason: **Urgent Clarification.** The wording “anywhere” is not precise enough.

cont/...

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.**

Reason: This is exactly the same amendment as for proposal a) (F3B) in this section with the same reasons.

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.

Reason: F3J competitions in recent years are run with way more accuracy and expertise than at the date this rule was invented. Pilots flying and tactical skills as well as their equipment reached better efficiency by far. In most of the 2 day events on international level 6 preliminary rounds are flown. Under normal or even “good” weather conditions this leads to very little differences in the scores as well as to more risky flying. Pilots knowing they will be able to discard a bad score in the end are taking much more risk. With the worst result being discarded the differences in scores are getting tighter. The only way to get a greater variation of scores in these conditions is to set the limit of rounds flown until the worst score will be discarded higher.

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.

b) Contact with an object within the defined safety area (including the launch corridor) will be penalised by deduction of 200 points from the competitor's final score.

c) Contact with a person within the defined safety area (including the launch corridor) will be penalised by disqualification of the pilot from the competition.

d) For each attempt only one penalty can be given, If a person and at the same attempt an object is touched the disqualification is applied.

cont/...

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

f) If necessary the organiser may define a part of the airspace as safety space. In such case he must appoint at least one judge who observes the border (vertical plane) by a sighting device. This judge must warn the pilot if his glider crosses the border. If the glider doesn't leave the safety space within 10 seconds a penalty of 200 points is given.

Reason: The present 3 meter level is very difficult to judge and causes often discussions and even protests. The safety space was already applied as local rule.

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.**

Reason: There is no serious reason for limiting the number of attempts. Any new attempt means shorter time space for flying, therefore the competitor is automatically penalised by repeating any attempt. Beginners are often stressed by the present limit.

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 neutralization 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.

Reason: In fly-off rounds the only way of handling a reflight is to re-fly the whole group (and thereby round). This mostly leads to a disadvantage for competitors claiming a reflight for all others already might have a valid and good score so that they can do the reflight taking higher risk getting even a better score. Lots of reflights are given due to events happening in the phase of launching. By neutralizing the group within the first 30 seconds there will be no disadvantage by scores for competitors who would have needed to claim a reflight. Even by neutralizing the group and not waiting until the ongoing working time is finished the organizer can save time.

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.

Reason: For a better view of the model under difficult conditions, e.g. flying far away, the common practise of F3K pilots is to follow their model after launching it to better see the reactions of the model. The current rule is not precise where the pilot should be, outside or inside the start- and landing field. The additional explanation shall clarify where the pilot has to stand when landing the model in the start- and landing field.

Volume F3 Helicopter begins overleaf

11.8 Section 4C Volume F3 - Helicopter

F3C Helicopter

a) **5.4.3. General Characteristics** **F3 Helicopter Subcommittee**

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.

Reason: Recent advancements in electric power systems for radio controlled helicopters have allowed a number of pilots to experiment with separately powered tail rotors. This results in an unfair advantage over traditional systems where the tail rotor is driven exclusively by the main rotor. The advantage is most significant during the autorotation manoeuvre where all of the main rotor energy can now be used to make a soft landing. The F3C S/C did not foresee this development when the present code was written and consequently there are no rules against such systems.

The F3C S/C plans to study the development of these new systems. It is imperative that this clarification be implemented 1. January 2010 to prevent major protests at upcoming Continental and World Championships.

F3N Helicopter

b) **F3N** **F3 Helicopter Subcommittee**

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.

Reason: The F3N competition class is the fastest growing category especially for our young competitors. If we follow the normal lengthy procedure for raising the event status we run a serious risk of losing our young competitors and our image as forward thinking leaders in international aeromodelling.

Supporting Data: Since 2003 international competitions using the provisional F3N rules in VOLUME F3 Helicopters have been organized in Munich, Germany. The statistics for these events are as follows:

2003: Participants = 22
2004: Participants = 21
2005: Participants = 17
2006: Participants = 27
2007: Participants = 35
2008: Participants = 40
2009: Participants = 45

Volume F3 Pylon Racing begins overleaf

11.9 Section 4C Volume F3 – Pylon Racing
--

F3R (New Class)

a) **F3R**

Germany

See Agenda Annex 7h for the rules.

Reason: The class Q500 is in the meantime very popular and in most countries of the world flown at national contests and in Europe as an European contest.

Some countries used the AMA 428 rule with some differences. The definition of the model itself is very close in all countries. The boundary conditions which are different are consolidated in this proposal.

Volume 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~~ **70 N (Newtons)** ~~(except a model aircraft of a prototype using more than one motor which shall not exceed 7 kg).~~

Remark: To be effective immediately

Reason: Control Line modellers have often problems with not to exceed the weight 6 kg /60 N/. The maximum weight 7 kg /70 N/ is enough for their model aircraft.

The weight of the models shall not depends of used number of motors as in the rules of F4C class.

Adaptation to SI System; The basic unity of the weight in SI System is N /Newton/ not kg /kilogram/.

Supporting Data: The weight of a complete model aircraft of prototype /F4B class/ is often closely to 6 kg or slightly exceed 6 kg. These models are automatically out of the rules.

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.** *cont*

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): -

Reason: 1. Clarification of any likely intervention by the Chief Flight Judge regarding the declaration of non-aerobatic status.

Note: In view of the consequential changes, the opportunity is also taken to correct grammatical errors and to ensure consistent terminology.

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.

Reason: 1. The current declaration is subject to abuse and does not provide sufficient detail for the Static Judges to fully assess Craftsmanship.

2. The requirement for endorsement of the declaration places additional responsibility on the competitors NAC to verify the accuracy of the information given.

3. Additional information is required on the declaration to enable the judges to assess originality of the design.

4. The judges must be able to question the competitor regarding design and construction in order to clarify any inconsistency between what is stated on the declaration and what is known to be commercially available.

cont

5. Additional clarification of the requirement for competitors to provide supporting evidence when components made by someone other than the competitor have been modified.

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.

Reason: The increase in availability of accurate kits, plans, and commercially manufactured major airframe components is discriminating unfairly against the wholly original 'scratch built' model.

This proposal introduces an "Assessment of Originality" for F4C which is applied as a percentage deduction of the static marks awarded under judging for Fidelity to Scale and Craftsmanship.

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.~~

Reason: 1. With the improvement in miniaturisation of these devices their presence in a model can only be discovered by destroying the model. These devices can be disabled electronically such that their use in the model is virtually impossible to detect if the model control function is scrutinised,.

2. It is unfair to the honest competitors that those who are dishonest and cheat can gain an advantage.

Note. This proposal produces a consequential change to the existing Competitor's Declaration (Annex 6E.1)

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	

cont/...

Reason: To get more of the scoring points on the manoeuvres and less on the “Realism in Flight” part after the flight is completed.

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		
c) Smoothness of flight.....	K = 7 <u>11</u>		
d) Choice of options	K = 4		
Total K Factor	K = 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~~ **Flight Score Sheet (Annex 6E.3).**

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.

Reason: 1. The concept of a score for the competitors Choice of Options has proven to be highly contentious for several years. Despite several attempts to revise or clarify the Judges Guide, including a reduction in the K-factor to lessen the impact on the total flight score and the advice of a default mark, which has proved

divisive, the rule continues to be misinterpreted and inconsistently applied.

2. This proposal removes this unpopular concept and increases the K-factor for smoothness of flight

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.

Reason: Adding more “non-aerobatic” manoeuvres.

i) 6.3.7 Optional Demonstrations Norway

(2 of 2 proposals)

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

Reason: Adding more “non-aerobatic” manoeuvres.

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 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.)~~

cont

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 **Flight Score Sheet (Annex 6E.3)** and any manoeuvre flown out of order will be marked zero.

Reason: 1. Commensurate with the deletion of the Choice of Options score (change to 6.3.6) it becomes necessary to restrict options A, N, R, S, T and W to those subjects which are certified as non-aerobatic.

2. For clarification.

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 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.

Reason: 1. A formalised flight score sheet will ensure that all the essential information required by the flight judges is recorded on an agreed standardised format.

2. To simplify and assist the competitor to compile his flight schedule.

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.**

Reasons: Clarification and formalisation of the static score review process

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.

Reason: 1. The increase in availability of accurate kits, plans, and commercially manufactured major airframe components is discriminating unfairly against the wholly original 'scratch built' model. This addition to the Judges Guide is essential following the introduction of the Assessment of Originality.

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.**

Reason: 1. Corrections or changes of scores must be traceable

2. Clarification

3. Not all 'manoeuvres' are 'figures' whereas the reverse is true !

4. Correction - A missing dummy pilot does not result in a zero score but a total flight score reduction of 10% (Page 50 note 2 refers)

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.

cont

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

Reason: Change of paragraph title to reflect paragraph text – scale models fly “manoeuvres” not “Demonstrations” and unnecessary duplication of rule 6.3.7

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**

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.

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. *cont*

~~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.~~

Reason: 1. Deletion of unnecessary duplication and clarification of existing wording.

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.~~

Reason: A result of deleting “Choice of Options”.

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

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).

Reason: This item have not been working as we wanted, hence delete the para

- 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.

“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.

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. *cont*

Reason: The additional manoeuvres are all part of the Cuban Eight family and need to be in the rulebook to avoid any discussions at the flight line.

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.

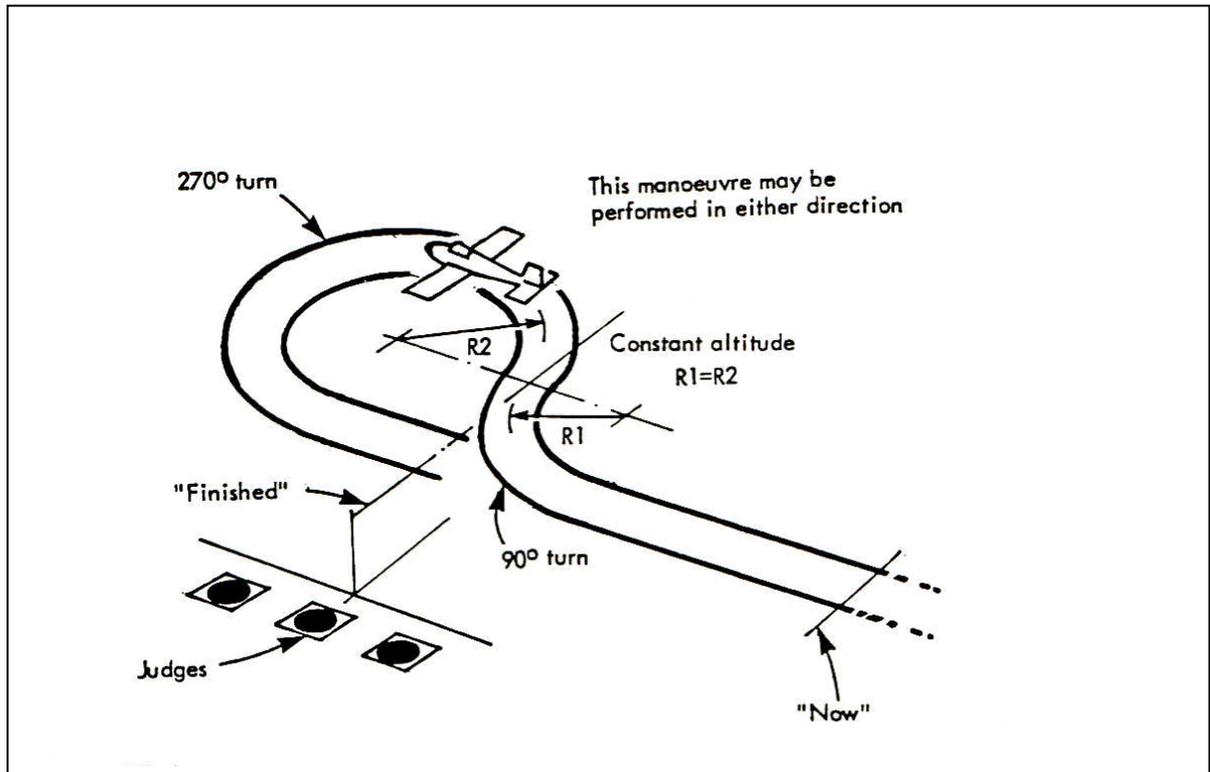
Note: See overleaf for the drawing

Reason: This additional manoeuvre is only for “non-aerobatic” types and they have limited options and we want to increase manoeuvres available to them.

cont/...

.../cont

Z. Procedure Turn



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.

Reasons:

1. The existing Competitor's Declaration form is subject to abuse and does not provide sufficient detail for the Judges to determine the design origin of the model.
2. The existing Competitor's Declaration makes no provision for commercially made components which have been modified by the competitor.
3. Competitors in International competition represent their Country - Endorsement of the Competitor's Declaration by the builders NAC will make the NAC complicit in any dishonest declaration.

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.

Reasons: To ensure that all the essential information required by the static judges is recorded on an agreed standardised format.

- w) **Annex 6E.3** **United Kingdom**
Consequential change from F4C proposals g) & k)
Insert a new document, the Flight Score Sheet shown at Agenda Annex 7k.

Reasons: 1. To ensure that all the essential information required by the flight judges is recorded on an agreed standardised format.
2. To simplify and assist the competitor to compile his flight schedule.

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.

Reason: To clarify what is needed.

- 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.

Reason: To clarify the text so that there is no question of the intention of the paragraph.

cont

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 quality	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.

Reason: Amending the scoring to be more up to date. The outline part is just to make sure the model qualify as a scale model aircraft, the model aircraft does not need to be built by the competitor. The judging time has been found to be too short to be fair and experience has shown that 5 additional minutes is sufficient.

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

Reason: To clarify

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.**

Reason: Almost every 2.4 GHz system transmits automatically status data back to the transmitter. These data are signal strength of the receiver, receiver battery voltage. The transmission of this status data can not be switched off on almost every 2.4 GHz system.

As the rule was written the intention was to forbid the transmission of for example the actual height (vario), speed of the plane, in general: flight data of all kind.

To have information about the signal strength of the received signal is a safety issue and should be allowed.

The rule at the moment forbids most of the new innovative 2.4 GHz systems.

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.

Reason: According to 5.5.6.3 all officials must stay a minimum distance of 45 m outside the course. By allowing the starter to signal the start of the race by acoustic or light signal instead of using a flag he must no longer be located inside the racing course.

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.**

Reason: Adaptation of the rules to common way competitions are carried out.

cont/...

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.

Reason: See the reason at item b) above

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.

Reason: Launching towards pylon number 1 allows a better score. In consequence pilots prefer launching towards pylon number 1 even if the wind direction is opposite. For reason of safety launches with tail wind should be avoided. This addition guarantees all competitors in one heat launch against the wind and in the same direction.

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 stops disqualifies the model aircraft for that flight except as a result of a collision when Para. 5.5.6.7, d applies.

Reason: See the reason at item b) above

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.

Reasons:

- 1st A new glider class with only the duration task for beginners can bring us new blood in the F5B scene.
- 2nd The market brings a huge number of electric gliders suited for duration but not for distance flying.
- 3rd The organisation of electric duration competition is easy.
- 4th Duration task can be flown in groups and need not so long time.

Supporting Data: These rules follows the F5B rules 5.5.4.6 duration and landing task.

Volume F6 Airsports Promotion begins overleaf

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: ~~4.80 m~~ **2 m**

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

Maximum nominal engine thrust: ~~150 N~~

Reason: Nominal thrust cannot be easily checked. A thrust limit is not necessary for aircraft that fly freestyle, do not rely on speed and are limited in flight space. A weight limit is not necessary when size is limited. as increasing weight is a disadvantage for this class. Same wingspan limit as propeller-driven F3A aircraft allows easier comparison.

Excess thrust with limited size means more weight and higher wing loading, both features detrimental to good freestyle performance.

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~~

Reason: Heavier aircraft reduces performance. So there is no point in setting limits that competitors want to stay within anyway to be competitive. Multiple gyros are an advantage for hovering manoeuvres only, which are not part of freestyle schedules.

There is no need to process characteristics limits that, when exceeded, are detrimental to the model performance. New electronic stabilisation systems replace mechanical systems with benefit and may include multiple gyros without providing undue advantage for freestyle flying.

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~~

Reason: Increasing the length doesn't bring any advantage for freestyle aerobatics; heavier aircraft reduce performance. So there is no point in setting limits that competitors want to stay within anyway to be competitive.

Replacing “overall span” with “wingspan” makes clear that outside attachments, such as smoke cartridge mounting devices are not considered as a part of the wing and are permitted outside the wing itself.

It proves unnecessary to set a maximum length since all high performance F6A

planes are shorter than related F3A planes to gain in manoeuvrability, Increasing the maximum weight makes gasoline engines practical without resorting to expensive, high-tech structural components and reduces the overall operating costs.

Suppressing unnecessary limitations makes processing easier.

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 ...

Reason: The number of qualified competitors for any subsequent round is best left up to the organiser, according to the number of competitors and time available.

When time constraints are not too tight and the total number of competitors may be easily managed, reducing the initial competitors number by 20 % proves too much in many cases.

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.

Reason: Suppressing half points by doubling the marks value makes computing easier and quicker when done by hand.

It is important to produce and display scores as soon as possible after each flight is completed. By typing full points and no decimals it is easily possible to save time.

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.**

Reason: Error correction and makes the sentence in line with normal practice.. The 60-second delay does not start at the moment the competitor is allowed to start his engine, but at the moment the Field Marshall gives permission to start.

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, highest and lowest score have to be discarded. For local contests at least 3 judges are allowed and all 3 scores shall be taken into account.**

Reason: This change is important to eliminate the bias of judges

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, highest and lowest score have to be discarded. For local contests at least 3 judges are allowed and all 3 scores shall be taken into account.**

Reason: This change is important to eliminate the bias of judges

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.

Reason: Suppressing half points by doubling the marks value makes computing easier and quicker when done by hand. It is important to produce and display scores as soon as possible after each flight is completed. By typing full points and no decimals it is easily possible to save time.

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 ...

Reason: Add sub-paragraph numbers for better orientation when reading the Code.

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.**

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 results in zero for the flight.**

Reason: Add specification based on current practice.

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.**

Reason: With the present arrangement of the flying field the pilots often launch in only one corner of the launching and landing area. Such practice is dangerous and resulted in injuries. This proposal separates the pilots one from each other.

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.

Reason: Clarification

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.

Reason: Experience showed that the organiser needs to modify the flying in groups according to the number of competitors and other conditions.

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.

Reason: This change is connected with the new fly-off task. It also solves the problem of a tie.

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 groupinterval 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.

Reason: The last WAG proved that a task for fly-off rounds with unpredictable time duration brings difficulties for the organiser. The new task could be as interesting as the present one and offer a fixed time duration. The added paragraphs (6.4.8.4 and

6.4.8.5) reflect the proven current practice.

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.

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 a 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.

Reason: Racing is spectacular, but very high speeds make races difficult to follow and bring safety problems for spectators who must be kept at a distance.

The proposed format combines racing with aerobatics so as to reduce the speed and level out any power advantage. Large models are easily visible and the man-on-man format makes results easily understandable.

The class is intended to add racing to the aeromodelling competition classes submitted to WAG organisers and can be flown locally on most model fields with modest organisational requirements.

cont/...

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>

Reason: Recent competitions suggest that more accent must be placed on the artistic value of the flights, as opposed to demonstration flights where music, if any, has no relationship with the manoeuvres being flown .

In the course of 2009 competitions, some new competitors flew their flight show routines meant to be spectacular and with an element of perceived risk and simply added some background music with no relationship with the figures being flown. This must be discouraged by insisting more on the basic and primary artistic element of this competition class.

CIAM Technical Secretary's note: the Annex F6A-1 & Annex F6B-1 score sheets will require substantial amendment to accommodate these changes. A consequential change is required to the last sentence of paragraphs 6.1.8.2 & 6.2.11.1.2.

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 his 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 (.../...)

Reason: None given.

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.

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).

Reason: The WAG international ranking and selection system had not been yet written in the Sporting Code. The ranking and selection system decided in 2007 and used through 2008 was not yet introduced in the Sporting Code. The proposed system is based on the one used for WAG 2009 with a few improvements based on experience gathered from the 2008 WAG selection contests and feedback from WAG 2009..

Volume F7 Aerostats begins overleaf

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.

Reason: To allow a better management of the flight schedules and scoring.

Supporting Data: During the 2009 French Championship, several competitors waited for an excessive time before starting their attempt and therefore induced disturbances in the organisation of the contest. To avoid wrong calculations for scoring.

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.

cont/...

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

Reason: To avoid contact of the basket with the container as this could be considered as scoring and to get scoring based on the marker only.

F7B (New Class)

c) F7B - Airships

F7 Sub-committee

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

Reason: To enrich the FAI Aeromodelling disciplines, and to facilitate an international sportive competition in this growing branch of aeromodelling.

Volume S Space Modelling begins overleaf

11.14

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.~~

Reason: Tumble recovery was put in the rules at the very beginning of spacemodelling and never was applied. Now it is completely meaningless and should be deleted from the rules.

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.

Reason: To clarify definition of the gliding portion in order to improve flying characteristics. The original wording allowed abuse of the rule by instead of launching boost gliders to launch normal duration space model with a small sheet of styrofoam launched from the model at the top of trajectory, that instead of having a smooth glide path while returning to ground was floating, but staying a long time in the air contradictory to the spirit of this class and the rule. This change shall eliminate such situations.

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 Airports 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.**

Reason: Clarification of engine testing in World and Continental Championships and elimination of needs for such testing in FAI 2nd Class events, that is practically not feasible because increased expenses and necessary special sophisticated equipment, very qualified testing personnel and time for testing.

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.

Reason: Total impulse of the space models engine are subjected to ambient temperature's changes. A tolerance of 0% / - 10 % is very tight. It requires special solid propellants and remarkably increases prices of the engines that make them less available especially to junior competitors. Therefore a wider tolerance is proposed to solve this problem.

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.

Reason: Launching procedure in the rules is "old fashioned" and is not applicable any more because development of spacemodelling. Space models are very different in size, weight, complexity and steering at the time being, so unique definition of safe distance is not applicable any more. Also in World and Continental

Championships there are two zones with up to 25 launching sites in each, so separate electrical launching means must be used for each launching site and a single interlock key is not in use for years, but it did not decrease safety. Count down of minimum 5 second shall stay.

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.

Reason: A new judging element - subclass “Radio controlled gliding decent” shall be introduced in Annex 1- Scale Space Models Judges Guide to encourage scale model builders and competitors to fly Space Shuttle and similar spacecrafts.

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.**

Reason: In some occasions limited dimensions of the flying field, strong wind or strong thermals may cause loss of models in case of harmful radio interferences. Also with high power engines models fly very high. That is sometimes an advantage, but also may be a reason for more interference. Flying with a reduced total impulse shall require more practice for high performance flights, but also because of cheaper engines shall reduce costs of participation in this class and make it available to much more space modellers.

cont/...

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 Misfires	Subtract 15 points for each engine that fails to ignite. (0 or minus)	_____
<u>RC gliding decent</u>	<u>Stabile gliding, realism of gliding descent of the prototype and safe landing without damage</u>	(0 -50) _____
Recovery	<u>Single stage model - Recovery device deployment (1parachute – 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.**) _____

Reason: A new judging element - subclass “Radio controlled gliding descent” is introduced in Annex 1- Scale Space Models Judges Guide to encourage scale model builders and competitors to fly Space Shuttle and similar spacecrafts. Also a clarification is made in subclass “Recovery” for more precise judging of flight characteristics.

Supporting Data: Only a clarification is made in “Recovery” by explicitly specifying points for parachutes and streamers as given in Annex 2 - Space Models Judges and Organizers Guide to make judges work easier and more precise.

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.

Reason: This proposal is a clarification that tends to prevent some space scale modellers to be awarded with points that they do not deserve, which is a kind of cheating that allows a not precise wording of the rules. Approval of this proposal shall remove such an opportunity and shall make judging of flight characteristics more objective.

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.

Reason: It is necessary to give basic instructions to the organizers in relation of the organisation of altitude events by use of electronic altimeters that are new devices for this purpose.

12. **WORLD AND CONTINENTAL CHAMPIONSHIPS 2011 – 2014**

VERY IMPORTANT: Each NAC/country/delegate presenting a bid prior to voting for the award of championships, may make a presentation of the championship organisation, lasting a **MAXIMUM of 3 minutes** only. Bidders are encouraged to distribute important information prior to the meeting, to enable delegates to study the contents of the bid, so that they may make informed decisions at the meeting.

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1C		ARGENTINA
	F1E (Seniors and Juniors)		SERBIA
	F3A		USA
	F3B		CHINA
	F3C		ITALY
	F3D		AUSTRALIA
	F3K (Seniors and Juniors)		SWEDEN

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1P Juniors	Slovenia (tentative) Bulgaria (firm)	
	F1D (Seniors and Juniors)	Romania (firm)	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	China (tentative) Bulgaria (firm)	
	F3J (Seniors and Juniors)	Croatia (firm) South Africa (firm) USA (tentative)	
	F4C	China (firm) Spain (firm) UK (tentative)	
	F5B, F5D	Romania (firm)	
	SPACE MODELS (Seniors and Juniors)	Bulgaria (firm) Slovakia (firm)	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1C	Slovenia (firm)	
	F1E (Seniors and Juniors)	Romania (firm) Slovakia (tentative)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Poland (firm)	
	F3D	Sweden (firm)	
	F3K	China (firm) France (firm)	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2014	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	China (firm)	
	F3J (Seniors and Juniors)	Poland (firm)	
	F4C	China (tentative)	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Offers invited	

Continental Championships begin overleaf

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1P Juniors		SLOVENIA
	F1D (Seniors and Juniors)		SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)		POLAND
	F3J (Seniors and Juniors)		SLOVENIA
	F4C		ROMANIA
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)		ROMANIA

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1C	Romania (firm) Serbia (firm) Slovenia (firm) Italy (tentative)	
	F1E (Seniors and Juniors)	Romania (firm) Serbia (firm)	
	F3A	France (firm)	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K	France (tentative)	

Continental Championships continued overleaf.../2013

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
	F3J (Seniors and Juniors)	Offers invited	
	F4B, F4C	Offers invited	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Bulgaria (firm)	

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2014	F1A, F1B, F1C	Offers invited	
	F1E (Seniors and Juniors)	Offers invited	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K	Offers invited	

13. ANY OTHER BUSINESS

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

14.1. CIAM Officers

President
 1st Vice President
 2nd Vice President
 3rd Vice President
 Secretary
 Technical Secretary

14.2. **Subcommittee Chairmen**

- F2 Control Line
- F4 CL/RC Scale
- F5 RC Electric
- F7 RC Aerostats
- S Space Models Education

15. **NEXT CIAM MEETINGS**

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ANNEXES TO THE AGENDA OF THE 2010 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-f)	2009 Championship Reports
ANNEX 3 (a-m)	2009 Subcommittee Reports, Technical Secretary, Treasurer & F6 WG Reports
ANNEX 4 (a-f)	2009 World Cup Reports
ANNEX 5 (a-d)	2009 Trophy Reports
ANNEX 6 (a-j)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a S-C F2B 4.2.15.3-4.2.15.417 (1 of 2)	Agenda Item 11.5 h) Manoeuvre Descriptions
ANNEX 7b S-C F2B 4.2.15.3-4.2.15.417 (2 of 2)	Agenda Item 11.5 h) Manoeuvre Diagrams
ANNEX 7c S-C F2D 4.4	Agenda Item 11.5 l) F2D Combat Rules
ANNEX 7d SUI F2 Annex 4D.4 World Cup (1 of 2)	Agenda Item 11.5 n) F2 World Cup Rules
ANNEX 7e SUI F2 Annex 4D.4 World Cup (2 of 2)	Agenda Item 11.5 m) F2 World Cup Rules
ANNEX 7f S-C F2E Annex 4F	Agenda Item 11.5 aa) F2E Combat Rules
ANNEX 7g S-C F2D Judges Guide	Agenda Item 11.5 ab) F2D Judges Guide
ANNEX 7h GER F3R New Class	Agenda Item 11.9 b) F3R New Pylon Class
ANNEX 7i GBR F4C Annex 6E.1	Agenda Item 11.10 u) F4 Competitor's Declaration Form
ANNEX 7j GBR F4C Annex 6E.2	Agenda Item 11.10 v) F4 Static Score Sheet
ANNEX 7k GBR F4C Annex 6E.3	Agenda Item 11.10 w) Flight Score Sheet
ANNEX 7l S-C F7B New class	Agenda item 11.13 c) F7B New Airships Class

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