Minutes
CIAM FAI RC-Soaring Technical Meeting
March 27, 2009

Present:		
Tomas Bartovsky	**CZE**	**RC-Soaring Subcommittee chairman, CIAM delegate**
Antonis Papadopoulos	**GRE**	**RC-Soaring Subcommittee member, CIAM delegate**
Terry Edmonds	**USA**	**RC-Soaring Subcommittee member**
Ralf Decker	**GER**	**RC-Soaring Subcommittee member**
Robert Herzog	**BEL**	**RC-Soaring Subcommittee member**
Ernest Mattiussi	**LUX**	**RC-Soaring Subcommittee member**
Rudolf Schaub	**SUI**	**RC-Soaring Subcommittee member**
Paolo Panfilo	**ITA**	**RC-Soaring Subcommittee member**
Serdar Sualp	**TUR**	**RC-Soaring Subcommittee member**
Regnar Petersen	**DEN**	**CIAM delegate**
Carles Aymat	**SPA**	**CIAM delegate**
Bengt Hindgreen	**SWE**	**Alt. CIAM delegate**
Clive Needham	**GBR**	**Alt. CIAM delegate**
Raymond Pavan	**LUX**	**Observer**
Paulette Hallaeux	**BEL**	**Observer**
Rolf Palsson	**SWE**	**Observer**
Guy Revel	**FRA**	**Observer**

Note: The RC Soaring Subcommittee voting took place between 22th February and 13th March 3009

Decisions:

11.3 ABR, Section 4C

c) Annex 1.1 GER World Championship class for F3F
T/M: in favour 11 / against 1 / abstained 1 **recommended by T/M**

11.7 F3-RC Soaring
Class F3B

a) 5.3.1.3.c) GER 10 kHz spacing instead of 20 kHz
S/C: in favour 12 / against 0 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

b) 5.3.1.3.e) GER Marking of exchangeable parts
S/C: in favour 9 / against 3 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

c) 5.3.1.3.g) GER 3 frequencies instead of 2
S/C: in favour 9 / against 3 / abstained 0 recommended by S/C
T/M: in favour 10 / against 1 / abstained 2 **recommended by T/M**

d) 5.3.1.4. GER 2 helpers at pulleys (withdraw in favour of E)
to be withdrawn in favour of e)

e) 5.3.1.4. UK 2 helpers at pulleys (reworded proposal of Germany)
S/C: in favour 10 / against 2 / abstained 0 recommended by S/C
Amended by the T/M: **A maximum of two (2) more helpers are permitted to be utilised only at the turn-around pulleys to cover all wind directions.** ~~After release of the model, these helpers must guide the towline(s) during the re-winding of the winch to prevent damage to other towlines.~~
T/M: **unanimously recommended by T/M**

f) 5.3.1.7.b) BEL 300 points instead of 100 points for loss of part
5.3.1.7.e) BEL 300 points instead of 1000 points for corruption of pulley
5.3.1.7.f) BEL 300 points instead of 1000 points for corruption of winch
offered to withdraw

g) 5.3.1.8.b) GER Groups for speed task with possibility of inverted order
S/C: in favour 11 / against 1 / abstained 0 recommended by S/C
Amended at T/M: **It is preferable for the organizer to orientate the starting order for task C at the inverted ranking calculated out of the results of all tasks flown until that moment. For the first round the starting order for task C should be always identical with the starting order of task A. The organiser can alternately use the task A starting order in subsequent task C rounds.**
T/M: in favour 10 / against 3 / abstained 0 **recommended by T/M**

h) 5.3.1.8.b) UK Groups for speed task
S/C: in favour 3 / against 9 / abstained 0 not recommended by S/C
T/M: **not recommended by T/M**

i) 5.3.1.9.d) BEL Immediately inform the competitor
S/C: in favour 10 / against 2 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

j) 5.3.1.10.b) BEL Penalty for each contact
S/C: in favour 1 / against 11 / abstained 0 not recommended by S/C
T/M: **not recommended by T/M**

k) 5.3.1.10.b) GER 100 and 300 points for contact in safety area
S/C: in favour 8 / against 4 / abstained 0
Amended by T/M: b) After release of the model aircraft from the hand of the competitor or helper, any contact of the model aircraft with any object (earth, car, stick, plant, tow-line, etc) ~~or person~~ within the safety area will be penalised by 300 points, except in the circumstances described in paragraph 5.3.1.5 b) items 1, 2, 3, and 5, and in the case of a line break at the moment of release of the model aircraft. **The contact with a person within the safety area will be penalised by 1000 points**. The number of contacts during one ~~flight~~ **attempt** does not matter (maximum one penalty for one ~~flight~~ **attempt**). The penalty will be a deduction of 300 **or 1000** points from the competitor's final score and shall be listed on the score sheet of the round in which the ~~contact occurred~~ **penalisation was applied**.
T/M: **unanimously recommended by T/M**
To be effective immediately

l) 5.3.2.2.l) GER Voltage and current at measuring must be displayed
S/C: in favour 12 / against 0 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

m) 5.3.2.2.p) BEL 300 points instead of 1000 points for bad winch
S/C: in favour 2 / against 10 / abstained 0 not recommended by S/C
T/M: **not recommended by T/M**

n) 5.3.2.2.p) GER "Applied" instead of "occurred"
S/C: in favour 8 / against 4 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

o) 5.3.2.2.q) GER Procedure of rewinding the tow line
S/C: in favour 7 / against 4 / abstained 1
Amended by T/M: q) After release of the model aircraft from the towline, the towline ~~should~~ **must** be rewound without delay by operating the winch, until the parachute ~~(or pennant) is approximately 10 metres above the ground~~ **arrives at the turnaround device. During this procedure the towline should be guided by a helper to avoid damage of other competitors' towlines. The towline must be provided with a measure to prevent at being drawn down through the towline pulley, eg. a stopper or a metal ring.** Then, the ~~parachute~~ **towline(s)** ~~should~~ **must** be retrieved by hand to the winch. A winch must not be operated when the towline is lying on the ground and across other towlines or strikes another towline during launching
T/M: **unanimously recommended by T/M**

p) 5.3.2.2.f) UK Allow charging battery at launch line
S/C: in favour 3 / against 9 / abstained 0 not recommended by S/C
T/M: in favour 2 / against 10 / abstained 1 **not recommended by T/M**

q) 5.3.2.4.c) GER Any part crossing base A or B
S/C: in favour 10 / against 1 / abstained 1 recommended by S/C
T/M: **unanimously recommended by T/M**

r) 5.3.2.5.d) GER Parallelism of planes and any part of the glider crossing
S/C: in favour 10 / against 1 / abstained 1 recommended by S/C
T/M: **unanimously recommended by T/M**

s) 5.3.2.4.f) GER Landing beyond the safety plane.
S/C: in favour 8 / against 4 / abstained 0 recommended by S/C
T/M: **no decision, report to the S/C**

t) 5.3.2.4.g) GER Only "g)" instead of "f)" **connected with s)**
separate voting has no sense

u) 5.3.2.4.d) UK 5 sighting devices at base A
S/C: in favour 2 / against 10 / abstained 0 not recommended by S/C
T/M: **not recommended by T/M**

v) 5.3.2.5 d) UK No delay between pulses activating the audio signal allowed.
S/C: in favour 6 / against 5 / abstained 1
T/M: in favour 1 / against 9 / abstained3 **not recommended by T/M**

w) 5.3.2.5.h) BEL 300 points instead of 1000 points for crossing the safety plane
S/C: in favour 1 / against 11 / abstained 0 not recommended by S/C
T/M: **not recommended by T/M**

x) 5.3.2.5.h) GER Safety plane must be orthogonal to base A
S/C: in favour 7 / against 5 / abstained 0
Amended by T/M: h)During task C the timed flight shall take place to one side of the safety ~~line~~ **plane**, whilst all judges / time keepers shall remain on the other side of the safety ~~line~~ **plane**. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc.
The flight will be penalised with ~~1000~~ 300 points, when sighted by means of an optical aid, the safety ~~line~~ **plane** is crossed by any part of the model aircraft. **The instrument used to check the crossing of the vertical safety plane must also assure that the safety plane is orthogonal to Base A and Base B**.
The penalty of ~~1000~~ 300 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.
T/M: in favour 11 / against 1 / abstained 1 voted after y), **recommended by T/M**

y) 5.3.2.5.h) GER 200 points instead of 1000 points for crossing the safety plane
S/C: in favour 7 / against 5 / abstained 0
Amended by T/M: h) During task C the timed flight shall take place to one side of the safety plane, whilst all judges / time keepers shall remain on the other side of the safety plane. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc.
The flight will be penalised with ~~1000~~ **300** points, when sighted by means of an optical aid, the safety plane is crossed by any part of the model aircraft.
The penalty of ~~1000~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation occurred.
T/M: in favour 11/ against 2 / abstained 0 voted before x), **recommended by T/M**

z) 5.3.2.5 h) UK 300 points instead of 1000 points for crossing the safety plane
S/C: in favour 2 / against 10 / abstained 0 not recommended by S/C
T/M: not recommended by T/M

Class F3J

aa) 5.6.10.10 CZE Moving the sentence dealing with corrected score
T/M: in favour / against / abstained simple clarification, **unanimously recommended by the T/M**

ab) 5.6.10.11 CZE Add the sentence dealing with corrected score
T/M: in favour / against / abstained connected with aa)

Class F3K

ac) 5.7.6.2. GER Landing and catching amendments
S/C: in favour 11 / against 1 / abstained 0 recommended by S/C
Amended by the T/M: (a) At least one part of the model glider at rest, touches the start and landing field ~~(or any ground based object within the start and landing field).~~ ***or overlaps the start and landing field when viewed from directly above (this provision includes any ground based object within the start and landing field, as well as the tape marking the boundary of the landing field).***
(b) The competitor (or his helper) touches the airborne model glider for the first time, while standing on the ground with both feet inside the starting and landing field.

~~*The competitor (or his helper) catches their airborne model and at the point of catching, the competitor is standing with both feet inside the start and landing field. If a competitor attempts to catch their model and the model comes to rest fully outside of the start and landing field, this is not regarded a valid landing*~~**.**
T/M: **unanimously recommended by T/M**

ad) 5.7.7. GER Truncation of time to seconds
S/C: in favour 10 / against 2 / abstained 0 recommended by S/C
Amended by T/M: ***The flight time is measured in full seconds. Rounding up is not applied.***
T/M: **unanimously recommended by T/M**

ae) 5.7.11.3. GER Exception for task C concerning retrieving the glider
S/C: in favour 11 / against 1 / abstained 0 recommended by S/C
T/M: **unanimously recommended by T/M**

af) 5.7.11. NED Delete tasks D (Increasing time by 15 s) and E (Poker)
S/C: in favour 3 / against 9 / abstained 0 not recommended by S/C
Amended by the T/M: Add a new task called task I(Four longest flights).
• Four longest flights.
Each competitor has an unlimited number of flights. Only the best four flights will be added together. The maximum accounted single flight time is 150 seconds. Working time is 10 minutes.
T/M: : in favour 11 / against 1 / abstained 1 **recommended by T/M**

ag) 5.7.11. NED Replace D and E by "four longest flights" and "three and five minutes flights"
S/C: in favour 3 / against 9 / abstained 0 not recommended by S/C
Amended by the T/M: Add a new task called task J(Three and five minute flights, any order).
: **• Three and five minute flights, any order.**
During the working time, each competitor has an unlimited number of flights. He has to achieve two flights each of a different target duration. The target flight times are 180 and 300 seconds in any order. Thus the competitor's two longest flights flown in the working time are assigned to the two target times, so that his longest flight is assigned to the 300 seconds target and his 2nd longest flight to the 180 seconds target. Flight seconds over the target seconds are not taken into account. Working time is 10 minutes
T/M: in favour 9 / against 1 / abstained 4 **recommended by T/M**

) 5.7.2.6 USA Allow ballast outside
S/C: in favour 4 / against 8 / abstained 0
T/M: in favour 6/ against 4 / abstained 3 not recommended by T/M

Recorded by Tomas Bartovsky