



*Fédération
Aéronautique
Internationale*

Agenda

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

To be held in **Lausanne, Switzerland**
on **27 & 28 March 2009**

issue 2

*Avenue Mon-Repos 24
CH-1005 Lausanne
(Switzerland)
Tél.: +41(0) 21/345.10.70
Fax: +41(0) 21/345.10.77
E-mail: sec@fai.org
Web: www.fai.org*

AGENDA

CIAM PLENARY MEETING 2009

to be held at the Olympic Museum - Lausanne (Switzerland)
on Friday 27 March & Saturday 28 March 2009, at 09.15

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

According to the rules, and after confirmation at the 2008 CIAM December Bureau Meeting by the relevant Subcommittee Chairmen, the following scheduled Technical Meetings will be held: F1, F3A, F3B, F3C, Education. No interim Technical Meeting will be held.

The Technical Meetings will take place in the meeting rooms and in the Auditorium of the Olympic Museum.

2. DECLARATION OF CONFLICTS OF INTEREST

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

3. MINUTES OF THE MARCH 2008 BUREAU & PLENARY MEETINGS AND OF THE DECEMBER 2008 BUREAU MEETING

3.1. 2008 March Bureau

3.1.1. Corrections

3.1.2. Approval

3.1.3. Matters Arising

3.2. 2008 Plenary

3.2.1. Corrections

3.2.2. Approval

3.2.3. Matters Arising.

3.3. 2008 December Bureau

3.3.1. Corrections

3.3.2. Approval

3.3.3. Matters Arising

4. MINUTES OF THE march 2009 BUREAU MEETING

Distribution and comments of the March 2009 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

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

5.3. Subcommittee Chairmen to be confirmed

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

6. REPORTS

6.1. 2008 FAI General Conference, by the FAI Secretary General, Max Bishop

6.2. 2008 CASI Meeting, by CIAM President, Bob Skinner

6.3. 2008 World Championships, Jury Chairmen (ANNEX 2)

- 6.3.1. F1A, F1B, F1P Juniors Free Flight. Ukraine. (28 July to 3 August). Gerhard Woebbeking
- 6.3.2. F1D Indoor Seniors and Juniors. Serbia. (17 to 22 August). Gerhard Woebbeking
- 6.3.3. F2A, F2B, F2C, F2D Control Line Sen & Jnr. France. (28 July to 4 August). Andras Ree
- 6.3.4. F3J Gliders Seniors and Juniors. Turkey. (29 June to 6 July). Tomas Bartovsky
- 6.3.5. F4B Scale Seniors and Juniors, F4C Scale. Poland. (11 to 20 July). Narve Jensen
- 6.3.6. F5B, F5D Electric. Ukraine. (14 to 21 September). Sandy Pimenoff
- 6.3.7. S Spacemodelling Juniors and Seniors. Spain. (22 to 28 August). Srdjan Pelagic

6.4. 2008 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)

6.5. 2008 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: Bob Skinner;
- 6.5.4. R/C Gliders: Tomas Bartovsky;
- 6.5.5. R/C Helicopters: Horace Hagen;
- 6.5.6. R/C Pylon: Bob Brown;
- 6.5.7. Scale: Narve Jensen;
- 6.5.8. R/C Electric: Emil Giezendanner;
- 6.5.9. Aerostats: Marcel Prevotat
- 6.5.10. Space Models: Srdjan Pelagic;
- 6.5.11. Education: Gerhard Woebbeking.

6.6. 2008 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 Bartovsky
- 6.6.5. Space Models: Srdjan Pelagic

- 6.7. **2008 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**
- 6.8. **Aeromodelling Fund- Budget 2009, by the Treasurer, Andras Ree (ANNEX 3)**
- 6.9. **CIAM Flyer, by the Editor, Emil Giezendanner**
- 6.10. **World Air Games, by Guy Revel (ANNEX 3)**

7. 2008 PRESENTATION OF WORLD CUP AWARDS CEREMONY

**INVITATION TO THE
PRESENTATION CEREMONY FOR**

The 2008 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, S4B, S6B, S7, S8E/P and S9B,

will be held on Friday, 27 March, 2009, 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 MEDALS AND DIPLOMAS (ANNEX 6)

Alphonse Penaud Diploma

Peter Halman (Great Britain)

David Hobby (Australia)

Luis Parramon (Spain)

Pascal Surugue & George Surugue (France)

Andrei Tupolev Diploma

Luis Parramon (Spain)

Antonov Diploma

No candidates

Frank Ehling Diploma

No candidates

Andrei Tupolev Medal

Ivan Treger (Slovakia)

FAI Aeromodelling Gold Medal

Martin Dilly (New Zealand)

Jiri Havel (Czech Republic)

Pierre Pignot (France)

Sandy Pimenoff (Finland)

Harry Stine (USA)

Miroslav Sulc (Slovakia)

Special Diploma Award to Maynard Hill, USA.

- 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 12 (2008 Edition)*)

A.2 Procedure for **CIAM** Plenary Meetings

- a) **A.2.1.1** **Canada**

Insert new paragraph A.2.1.1

Voting at the Plenary Meeting for Sporting Code proposals shall be by simple majority. Simple majority is understood to mean that if more votes are cast for a proposal than against the proposal, the proposal is carried, regardless of the number of abstentions.

Reason: With the diversity of interests within CIAM it is rare that a majority of delegates will have an interest in a specific proposal. Simple majority voting will allow a proposal to be decided by those interested in the proposal. Section 5.5.6 of the FAI bylaws clearly gives the right to individual commissions to conduct their voting procedures as they see fit: “5.5.6. Unless otherwise specified in Commissions' Internal Regulations, decisions shall be taken on an absolute majority vote.”!

- b) **A.2.2** **Bureau**

Insert a new paragraph at A.2.2 and re-number the subsequent paragraphs:

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

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

An example:

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

Reason: This voting has been in use at Plenary Meetings for many years and accommodates those Delegates that have no interest in the particular proposal and, more importantly, negates the impact of abstentions that can affect the outcome. This Bureau proposal means that the current CIAM voting procedure will appear in the Sporting Code for easy reference.

c) A.14 Change from Provisional to Official Rules **F1 Subcommittee**

Instruction: Delete the whole of A.14 and amend A.15 to compensate

~~A.14. — CHANGE FROM PROVISIONAL TO OFFICIAL RULES~~

~~A.14.1. Before being considered for adoption by the CIAM as official FAI rules, provisional rules must first have been used in at least five international contests, involving a total of at least five FAI member countries (but not necessarily five countries per contest).~~

~~A.14.2 Where there is great demand for a class, the Plenary Meeting may decide to waive the conditions contained in paragraph A.14.1 and adopt the provisional rules as official rules, effective from the following January.~~

Reason: See the reason for the next item.

d) A.15 Eligibility for World and Continental Championships **F1 Subcommittee**

Instruction: Amend as follows

A.15.1. Before they can be considered by the CIAM for use in World and/or Continental Championships, there must be a minimum period of two years from the time the rules were ~~made official~~ **accepted by CIAM** during which at least two international contests were held, each with a minimum of five FAI member nations participating. Also, reports from the Chairman of the Jury in each contest must be sent to the appropriate Sub-committee Chairman for the latter's recommendation to the CIAM.

A.15.2 Where there is great demand for a class, the Plenary Meeting may decide to waive the conditions contained in paragraph A.15.1 and adopt ~~in cases where the conditions in A.14.1 have been waived, the rules may be considered eligible for use in World and/or Continental Championships~~ **from the following January.**

Reason: The distinction between provisional and official rules has become blurred with the option of fast track acceptance of rules introduced by A.14.2. It is confusing to maintain the provisional and official classification of classes and would be removed by the deletion of A.14 and appropriate rewording of A.15. With A.14 has been deleted the modified A.15 and later paragraphs of ABR would be renumbered. The list of classes eligible for World and Continental Championships remains the definition of classes accepted for Championships and this would not be changed by the simplified description introduced by this proposal.

e) Annex A.2c Nomination Form International Judges **France**

Add lines for category F3M and category F3P.

Reasons: Clarification of the list of Model Aircraft classes concerned by nomination form for Aeromodelling International FAI Judges.

Panel of judges are also necessary for F3M and F3P classes. It is appropriate to separate F3A/F5A, F3M and F3P categories because some judges could not be interested to judge some of those classes or could consider they don't have sufficient qualifications or experience to do that at an international level.

f) Annex A.2d Nomination Form Candidates for Subcommittees France

(1) Modify the last sentence page 22 as follows :

"The National Airsport Control of __ wishes to nominate the persons listed on the other side of this form for consideration by the elected Chairmen of Technical Sub-Committees as technical experts in **for** the following categories of aeromodelling **Technical Sub-Committees**".

(2) Modify the first column of the table on page 23 as follows :

See the Agenda Annex 7a FRA ABR Annex A.2d

Reasons: (1) It is more appropriate that a technical expert is attached to a Technical Sub-Committee and not only to one category or class when a Sub-Committee covers several classes. (2) The list of Technical Sub-Committees (except the Education Sub-Committee) corresponds to the titles of the Volumes of the FAI Sporting Code, Section 4 - Aeromodelling;

The F7 Technical Subcommittee (Lighter-Than-Air Model Aircraft) should be included.

Remarks : this proposal does not affect Volume ABR. There may not be a need for an F6 Technical Subcommittee for Airsports Promotion Classes but it might be appropriate to define a relationship for the F6A & F6B classes with the F3 RC Aerobatics Subcommittee and for F6D with the F3 RC Soaring Subcommittee.

Volume ABR, section 4B begins overleaf

- b) **B.2.4 General Rules for International Contests** **F6 Working Group**
Add a new paragraph B.2.4. & re-number the following paragraph.

B.2.4. World Air Games

These are limited international contests in which the competitors are selected by the respective Air Sport Commissions on the basis of International Ranking Lists and/or previous championship result. These contests are for individual classification only.

Reason: World Air Games were not defined in Section 4

- c) **B.3.4 Age Classification for the Contest** **France**
Add a new paragraph b and re-number existing paragraphs b & c

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

Reason: Actually, at F1D Championships, a junior competitor cannot be simultaneously a member of a national junior team and of a national senior team. But when he is a member of a senior team, and flies at the same site and by the same time as other juniors, there is no reason to discard junior(s) from the junior classification as far as the junior team is not complete.

- d) **B.3.5 National Teams for World and Continental Championships** **France**
Amend 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.

cont/...

e) **B.4 Contest Officials**

F1 Subcommittee

Amend B.4.4 as follows:

In the case of other international events, the Jury must include at least one CIAM delegate or a person approved by his NAC. The other two members can be delegated by the NAC of the organising country. Members of the Jury must be from at least two different nations.

The Jury must be announced before the start of the event.

~~Members of the Jury may not compete in the event except~~ When the competition 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. The alternate members must be chosen so that at all times the Jury meets nationality and language rules

For competitions which involve a single category, one or two jury members may be nominated from the competitors. An alternate jury member must also be nominated for each competitor jury member, to serve on the jury when considering any protest involving that competitor jury member. The members must be chosen so that at all time the Jury meets the nationality and language rules.

Reason: For single category events such as F1D or F1E it is a considerable burden to meet the jury requirements with 3 non-flying people. This reduces the expense by giving the opportunity to use the experience of selected competitors

f) **ABR B.5.3**

Bureau

Insert a new paragraph B.5.3 and re-number the subsequent paragraphs.

B.5.3. For open international competitions, including World Cups, the Organiser must limit the number of entries so that the competition can be finished within the allotted time. The maximum number of entries must be stated in the event notification. The entries shall be accepted by the Organiser in order of receipt until the limit is reached and the entry is closed. Late entrants must be notified that their entry has not been accepted.

Reason: The organiser has a responsibility not to accept so many entries that the event cannot be finished in the allotted time with the consequence that the partial results are void.

cont/...

g) **B.5.5 FUEL**

Bureau

Insert a new paragraph at B.5.5

Standard Fuel

When a standard FAI fuel is specified, the fuel that the organisers shall supply for practice and for the competition shall be of the same constituents, mixed in a single batch.

Standard fuels which are used for competition flights shall be part of the entry fee. Practice fuel supplied by the organiser to the competitors shall be charged at cost.

The standard FAI fuel for practice must be requested in advance (at the time of entry).

Non-Standard Fuel

The organisers shall make available for cost, up to 20 litres of fuel (~~5 litres for F1C~~) per competitor for practice flying and for use in competitions. The fuel, **or constituents**, must be requested in advance (at the time of entry) from the list below:

~~The competitor shall specify the constituents to be purchased on his behalf.~~

~~Competitors in F3A may select fuel only from the following types:~~

80% methanol 20% castor oil

70% methanol 10% nitromethane 20% castor oil

80% methanol 20% synthetic oil

70% methanol 10% nitromethane 20% synthetic oil.

Reason: The current wording of the rule in Annex B.3 is difficult to understand so the sentences have been restructured and logically located. Additional text has been added to ensure that there is no difference between practice and competition fuel. The anomaly between classes for paying for practice and/or competition fuel has been resolved.

Consequential Changes: F1: amend in the Organiser's Guide 3.A2.4.5 & F2: delete F2D rule 4.4.5

h) **B.9 Free Flight**

F1 Subcommittee

Amend B.9.1 as follows:

In Free Flight contests for class F1E, provide a starting line facing the wind with, on both ends, one perpendicular parallel line following the slope. The timekeepers have to remain behind the starting line whereas the competitor can launch his model in any position on the slope between the parallel lines and below the starting line. **In F1E Championships each country and the reigning champion, if not a member of this national team, is allotted a pair of timekeepers for the first round by draw. In successive rounds all countries change timekeepers by moving one down the list of timekeepers. In other F1E competitions timekeepers are allocated to competitors in the order in which they arrive at the starting line, the organisers may define a working time during which the timekeepers remain available to each flyer.**

Reason: To require the application of the usual systems used for timekeeping at F1E international events.

i) **B.11. Radio Control**

Bureau

Amend the first paragraph of B.11.2 as follows:

B.11.2 Each day, before the start of the competition, all transmitters on the competition site to be used in the contest for that day must be impounded and kept under the supervision of a special official. **Transmitters that are not impounded during the specified period(s), may not be used in the competition for that day, but must be retained by the officials in the pound for safety reasons. Similarly, 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. Failure to withdraw a transmitter, by mistake or inadvertence, for whatever reason, will result in a reduction of 2% of the score of the competitor's next flight. Spread spectrum transmitters are not subject to this restriction but may be impounded if the Organisers so require.**

This **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). ~~Flight line officials must watch the competitor(s) to prevent him (them) from switching on the transmitter(s) before the flight line director has given permission to do so.~~ Using a frequency differing from that assigned by the organiser in the starting list, except if the contest director allows the change in advance, is considered unauthorised transmission. The transmitter frequency must be displayed on the outside of the transmitter ~~or plug-in module or frequency switch.~~ Also, frequency synthesised transmitters must be designed to display the current frequency and to change to another frequency without RF transmission.

Reason: At a number of recent events, competitors and team managers failed to follow accepted procedures. This necessitates the institution of a penalty for non-compliance.

j) **B.11. Radio Control**

France

Amend the first paragraph of B.11.2 as follows:

B.11.2. Each day, before the start of the competition, all transmitters on the competition site to be used in the contest for that day must be impounded **during the specified period** and kept under the supervision of a special official. This official 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). Flight line officials must watch the competitor(s) to prevent him (them) from switching on the transmitter(s) before the flight director has given permission to do so. Using a frequency differing from that assigned by the organiser in the starting list, except if the contest director allows the change in advance, is considered unauthorised transmission. **Each day, no more than one hour after the end of the competition, all transmitters must be withdrawn from the impound. Pilots whose transmitter has not been impounded do not fly that day. Pilots who forget to withdraw their transmitter do not fly the next day.**

Reason: At recent events we have had protests because the rule was not clear

cont/...

k) B.16 Processing of Model Aircraft F3 Aerobatics Subcommittee

Amend B.16.1 as follows:

Class F2A, F2B, F3A, F3C, F5B, F3G, **F3M** Two (2) only

Class F3D, F2C, F3B, F3J, F5D, F3F, **F3P** Three (3) only

Reason: Two new classes were added to the Sporting Code, but the number of model aircraft eligible for entry were not specified.

l) B.16 Processing of Model Aircraft United Kingdom

Amend B.16.6 as follows:

A sticker, also provided by the FAI, or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor **and Scale** model aircraft).

Reason: For Scale model aircraft, this requirement is unnecessary. The Specification Certificate already expressly exempts Scale models from this requirement.

m) B.16 Processing of Model Aircraft United Kingdom

Amend B.16.11 as follows:

For categories F2 **and** F3 (except F3A) ~~and F4~~, all piston motors which might be used

Reason: marking of F4 model engines is not necessary. The Specification Certificate does not carry this as an item for checking by the Organisers.

Volume ABR, Section 4C begins overleaf

11.3 Volume ABR, Section 4C, Part One

(General Regulations for Model Aircraft – page 54 (2008 Edition))

a) **1.1. General Definition for Model Aircraft** **F1 Subcommittee**

In the new definition passed by the 2008 Plenary meeting amend as follows:

~~Free flight model aircraft must be launched by the flyer and must not be controlled during the flight other than to terminate the flight~~

Free flight model aircraft must be launched by the flyer and must not be controlled **by the flyer** during the flight other than **to stop the motor or** to terminate the flight

Reason: The simple definition of free flight can be mis-interpreted because it could be seen to ban any form of control during the flight, including timer controlled functions. This is solved by inserting the words “by the flyer” to indicate that the ban on control refers to direct control by the flyer. This also prevents other forms of direct control, such as holding a hand near to an indoor model.

The words “to stop the motor” are added for compatibility with the rules which allow F1C and F1Q to use radio control for motor stop.

b) **1.3 2 Category F2 – Control Line Circular Flight** **France**

Add a second paragraph as follows:

A safety strap connecting the competitor’s wrist to the control handle must be provided by the competitor and used during all flight. A pull test shall be applied separately to the safety strap when attached to the competitor’s wrist. This pull test will be applied according to each class specification concerning the lines’ pull test.

Reason: Safety. The pilots should never be in a position to release the handle during flight. The mandatory use of safety strap has been positive for years in classes F2A and F2D. Classes F2B and F2C should apply the same regulation.

c) **Annex 1.1. World championship events for model aircraft** **Germany**

(i) Change F3F class from Provisional to Official and recognise as World Championships for model aircraft / Seniors and Juniors

(ii) Add class F3F (Radio Control Slope Soaring) to the list of official FAI classes and events which are recognised as World Championships

Amend the paragraphs as follows:

ANNEX 1.1

WORLD CHAMPIONSHIP EVENTS FOR MODEL AIRCRAFT

The following events are recognised as world championships for model aircraft (2001):

1. FF category:

a) F1A Gliders

b) F1B Model aircraft with extensible motors

cont/...

- c) F1C Model aircraft with piston motors
- d) F1D Indoor model aircraft
- e) F1E Gliders with automatic steering

2. CL category:

- a) F2A Speed model aircraft
- b) F2B Aerobatic model aircraft
- c) F2C Team racing model aircraft
- d) F2D Combat model aircraft

3. RC category:

- a) F3A Radio controlled aerobatic model aircraft
- b) F3B Radio controlled thermal soaring gliders
- c) F3C Radio controlled helicopters
- d) F3D Radio controlled pylon racing model aircraft
- e) F3J Radio controlled thermal duration gliders
- f) F5B Radio controlled electric powered gliders
- g) F5D Radio controlled electric powered pylon racers
- h) F3K Radio controlled hand launch gliders

i) F3F Radio controlled slope soaring

4. Scale category:

- a) F4B Control line model aircraft
- b) F4C Radio controlled model aircraft

5. Free Flight Junior category:

- a) F1A Gliders
- b) F1B Model aircraft with extensible motors
- c) F1D Indoor model aircraft
- d) F1E Gliders with automatic steering
- e) F1P Model aircraft with piston motors

6. CL Junior category:

- a) F2A Speed model aircraft
- b) F2B Aerobatic model aircraft
- c) F2C Team racing model aircraft
- d) F2D Combat model aircraft

7. RC Junior category:

- a) F3J Radio controlled thermal duration gliders
- b) F3K Radio controlled hand launch gliders

8. Scale Junior category:

- a) F4B Control line model aircraft

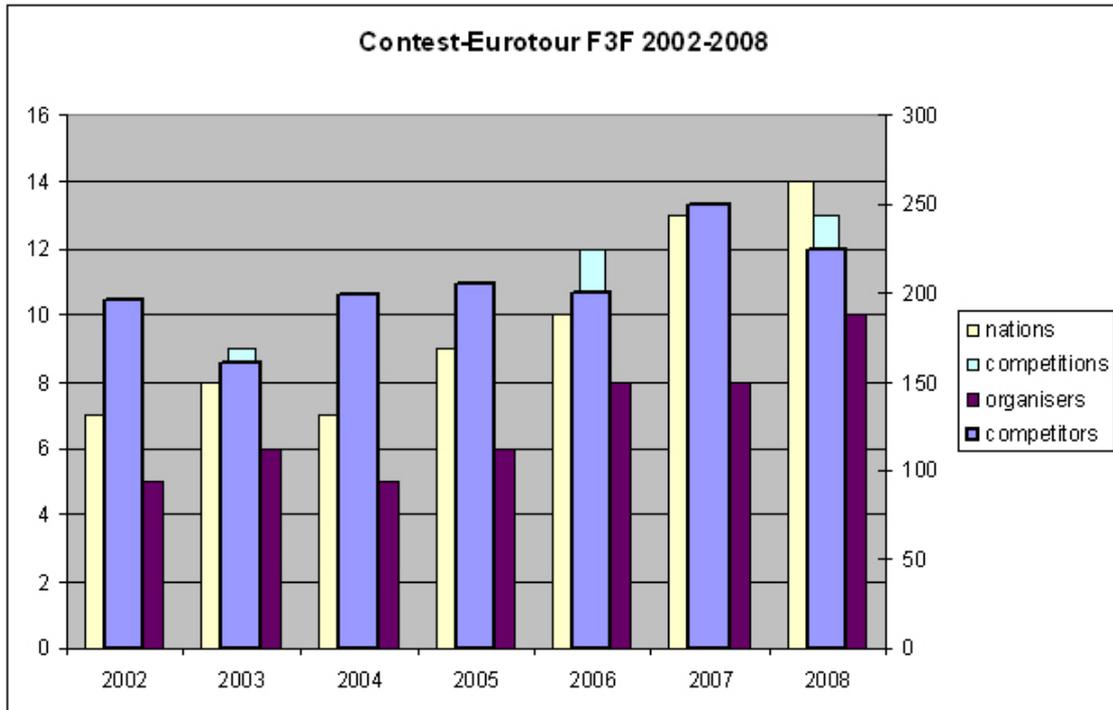
Reason: F3F fulfils the conditions ABR paragraphs A.14. and 15.

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 the nineties the class F3F was registered as provisional class at the FAI. *cont/...*

The Viking Races, organized since 1989 and the largest and most prominent F3F competitions world wide, 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. Since that time F3F 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. Eg the number of participants in Contest-Eurotour competitions rose from 190 in 2002 to over 250 in 2007. 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.



Volume F1 – Free Flight begins overleaf

11.4 Section 4C Volume F1 - Free Flight

Free Flight Outdoor & Indoor

a) All Classes **F1 Subcommittee**

Amend paragraphs as follows:

In all paragraphs of volume F1 except the definitions (3.2.1, 3.3.1, etc) change ~~model aircraft~~ to **model**.

Reason: The Sporting Code wording simply used the word “model” until an administrator change in 2001 introduced the words “model aircraft” in some places (or “glider” in F1A and F1H). In many places, e.g. 3.2.5 and 3.2.6, “model aircraft” is used in some places and “model” in other. It is proposed that the original wording be restored for simplification and less cumbersome expression. The complete volume F1 covers free flight MODEL AIRCRAFT so there can be no confusion that the word “model” does not refer to “model aircraft” – it is understood not to refer to model cars or fashion models, etc. To further clarify this the “model aircraft” will be retained in the definition of each class.

Free Flight Outdoor

F1A

b) 3.1.2, 3.2.2 Characteristics of gliders F1A (& F1B) **France**

Amend the last paragraph as follows:

~~F1A models may use radio control only for irreversible actions to restrict the flight (dethermalisation). Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.~~

Any type of radio control device on board of the glider is forbidden during the competition flights.

Reason: Use of radio control in competition is against the spirit of FREE flight.
How to check in the future that there is no modification of the trimming during the flight?

c) 3.1.5 Definition of an Unsuccessful Attempt **Netherlands**

Amend the paragraphs as follows:

~~3.1.5. f) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Reason: this rule is allowing the repetition of the flight for situations that should be under the control of the pilot and should be mastered by him.

Additionally, for F1A the rule is misused in combination with RDT in order to get a reflight in case of mistake in the launching procedure.

d) 3.1.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

3.1.5.

f) The duration of the flight is less than **10** (~~20~~) seconds.

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Reason: the repetition is allowed only in very limited cases of catastrophic events at launch; abuses or misuses of the rule (f.i. via RDT in case of very bad launch) are impossible, given the short time available for reaction by the pilot and descent of the model.

e) 3.1.5 Definition of an Unsuccessful Attempt Netherlands

Replace paragraph (f) as follows:

3.1.5.

f) The duration of the flight is less than 20 seconds and the flight was not terminated by de-thermalising.

Reason: This proposal reverses a change made in 2006. To allow an attempt for a model which lands on DT within 20 seconds has given a potential advantage to the use of radio DT by bringing the model down after a bad launch. The exclusion of models landing on DT from the attempt rule makes the opportunities more even for competitors with and without radio DT.

f) 3.1.7, 3.2.7, 3.3.7 Duration of Flights (F1A, F1B, F1C) Austria

Add a new sentence at the end of 3.1.7, 3.2.7 & 3.3.7

Flight durations in excess of 3 minutes shall only be used to resolve ties.

Reason: This is a return to the so-called “Supermax” rule of previous years. This was better because:

- The current rule forces everybody to try to fly longer and farther leading to extreme waiting periods on the flight line
- A single lucky flight allows the pilot to overtake competitors with a solid string of maxes
- The current rule prefers extreme developments (flappers etc) thus frustrating beginners at a time when they are too few anyway
- Many organizers set the long flight at times of – at least partly - thermal activity in direct contradiction to 3.1.7 (3) of the existing rule
- Some even ignore the provision of a 4-min-limit in the last sentence of the existing text in 3.1.7.
- One of the reasons for deleting the Supermax was the “complication in scoring”. This is silly in the time of computers, ready-made programs are available at no cost.

F1B

g) 3.2.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

3.2.5. ~~b) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Reason: this rule is allowing the repetition of the flight for situations that should be under the control of the pilot and should be mastered by him.

Additionally, for F1A the rule is misused in combination with RDT in order to get a reflight in case of mistake in the launching procedure.

h) 3.2.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

b) The duration of the flight is less than **10** (~~20~~) seconds.

Reason: the repetition is allowed only in very limited cases of catastrophic events at launch; abuses or misuses of the rule (f.i. via RDT in case of very bad launch) are impossible, given the short time available for reaction by the pilot and descent of the model.

F1C

i) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C France

Amend the last paragraph as follows and add a further paragraph:

F1C models may use radio control only for irreversible actions to restrict the flight, that is motor stop or ~~dethermalisation~~. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.-

F1C models may use radio control only for irreversible actions to restrict the flight, that is only applicable motor stop. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.-

Reason: Use of radio control in competition is against the spirit of FREE flight.

How to check in the future that there is no modification of the trimming during the flight?

cont/...

j) 3.3.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

3.3.5. ~~c) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Reason: this rule is allowing the repetition of the flight for situations that should be under the control of the pilot and should be mastered by him.

Additionally, for F1A the rule is misused in combination with RDT in order to get a reflight in case of mistake in the launching procedure.

k) 3.3.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

c) The duration of the flight is less than **10** (~~20~~) seconds.

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Reason: the repetition is allowed only in very limited cases of catastrophic events at launch; abuses or misuses of the rule (f.i. via RDT in case of very bad launch) are impossible, given the short time available for reaction by the pilot and descent of the model.

F1E

l) 3.5.1 Definition F1 Subcommittee

Amend the paragraph as follows:

~~The glider can be equipped with a steering device, which cannot be controlled by the competitor during flight.~~

The glider can be equipped with a steering device, which may use a direction sensor and measurement of flight time. The steering device must not use any measurement of geographical location and must not be controlled by the competitor during flight.

Reason: To prohibit the use of navigation systems like GPS. This is compatible with the conclusions on the Autonomous Flight Working Group report to the 2008 CIAM Plenary meeting. The WG report included this change to the F1E definition but it was not listed explicitly in the changes which were then passed unanimously by the Plenary meeting.

m) 3.5.11 Launching Germany

Amend the paragraph as follows:

a) Launching is by hand, the competitor standing on the ground (**jumping allowed**)

Reason: To correspond to the launching rules for F1B, F1C, F1G, F1J, F1K, F1P and F1Q

F1G

n) **3.G.7 Duration of Flights** **F1 Subcommittee**

Amend the paragraph as follows:

The maximum duration to be taken for each official flight is to be two minutes. In the event of ~~exceptional~~ **model recovery problems or to suit** meteorological conditions ~~or model recovery problems~~, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

Note: The same change to be applied to 3.G.7, 3.H.7, 3.J.7, 3.K.7, 3.P.7.

Reason: To allow more freedom to change the maximum to suit the weather. Already this item has been reworded for F1A F1B F1C, passed by Plenary meeting 2007, and this change extends the same wording to the other classes listed.

F1P

o) **F1P** **F1 Subcommittee**

Correct the class status:

Change class F1P from Provisional to Official.

Reason: The Plenary meeting has agreed to the use of F1P as the Junior free flight power model category and it has already been included in 6 World and Continental Championships. However, the required change from provisional to official has not been recorded.

p) **3.P.2 Characteristics** **F1 Subcommittee**

Amend the sentence as follows:

Only one change may be made to the wing or **horizontal** tail incidence or camber during the flight before dethermalising.

Reason: The original wording was said to be open to misunderstanding by the American terminology under which the tail surfaces are called horizontal tail and vertical tail. In 2003 the Free Flight Technical Meeting proposed to Plenary a clarification of the F1P definition. While recorded in the minutes of that meeting it never appeared in the Plenary meeting minutes and so has not been included in the Sporting Code.

q) **3.P.8 Classification** **F1 Subcommittee**

Replace entirely with the following:

a)The total time for each competitor for each of the official flights defined in 3.P.3. is taken for the final classification. This total time achieved is also used to determine team classification.

cont/...

b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be five minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. The time of the additional flights shall not be included in the final figures of the classification for teams; they are for the purpose of determining the individual placing.

c) Starting positions will be decided by a draw for each fly-off. The organiser will establish a 10 minute period during which all fly-off competitors must start their engines and launch their model. Within these 10 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.P.5.

d) If for meteorological reasons or poor visibility or model recovery problems, a fly-off must be postponed to be flown in the morning, it will be flown as early as daylight and visibility permit in order to avoid thermal activity. The maximum duration of the first flight will be a minimum of ten minutes.

e) In the event of exceptional meteorological conditions or model recovery problems, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round. The maximum duration of the motor run is 7 seconds.

Reason: This makes this rule equivalent to the other classes used for Championships events (F1A B C) including confirmation of the same method for team classification and the same options for morning flyoff (d) and change of maximum (e). The flyoff increment is changed from one minute to two minutes, coming into line with these other classes.

F1Q

r) 3.Q.3 Number of Flights

F1 Subcommittee

Replace the existing text as follows:

~~7.~~

a) Each competitor is entitled to seven official flights.

b) Each competitor is entitled to one official flight in each round of the event. The duration of the rounds must be announced in advance and may not be less than 30 minutes or greater than 90 minutes.

Reason: Clarification to define running the class in rounds like other classes.

cont/...

Free Flight Indoor

s) **F1D 3.4.9 Timing of Flights**

F1 Subcommittee

Amend the note to this paragraph as follows:

Note: In this case, the timekeepers shall continue to time the flight for ten seconds after translational movement has ceased. Should the model remain in contact with the building or its contents after 10 seconds, timing will cease and the 10 seconds will be subtracted from the flight time. Should the aircraft release itself from contact with the building in less than 10 seconds, timing will continue normally.

Reason: To clarify that the period when the model is stationary is not part of the flight, and does not count for consideration of collision rules, etc.

t) **1R Indoor Micro35 Model Aircraft**

France

Insert an entirely new class as follows:

CLASS F1R - INDOOR MICRO35 MODEL AIRCRAFT

3.R.1. Definition

Model aircraft which can only be flown in an enclosed space and which are powered by extensible motors and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence.

3.R.2. Characteristics of Indoor Model Aircraft F1R

Maximum wingspan of the monoplane model aircraft : 350 mm,

3.R.3. Number of Flights

The competitor shall be allowed 6 flights of which the two best flights will be taken for classification.

3.R.4 Definition of an Official Flight: See Section 4c para 3.4.4.

3.R.5. Number of Models: See Section 4c, para 3.4.5.

3.R.6. Collision Rule: See Section 4c, para 3.4.6.

3.R.7. Steering : See Section 4c, para 3.4.7.

3.R.8. Timing of Flights: See Section 4c, para 3.4.9.

3.R.9. Number of Helpers: See Section 4c, para 3.4.10.

3.R.10 Launching : See Section 4c, para 3.4.11.

3.R.11 Ceiling Height Categories: See Section 4c, para 3.4.12.

Reason: Major indoor free flight countries practised this category, generally, is in the international contests calendar. This new provisional event is to harmonize the differences between national rules.

Volume F2 Control Line begins overleaf

11.5 Section 4C Volume F2 - Control Line

F2A Speed

a) **4.1.16 Number of Timekeepers and Judges** **United Kingdom**

Amend paragraph a) as shown:

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. For World and Continental Championships ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **there must be two electronic systems. 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.

b) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.

c) 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: Clarification - the clarifications are to make very clear that two electronic systems are mandatory for World & European Championships. It is necessary to designate primary and secondary systems so that the speeds for classification are always taken from the primary system unless it has failed in some way, in which case they are then taken from the secondary system.

b) **4.1.17 Classification** **United Kingdom**

See Agenda Annex 7b GBR F2A 4.1.17

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

Amend the title and paragraph as shown and re-number existing 4.1.18 to 4.1.19 and amend the title.

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: To clarify that team classification refers to national teams & to make a single grammatical correction.

F2D & F2E Combat

- d **4.4.5 & 4F.5 (Annex 4F) Characteristics of a Combat Model Aircraft** **United Kingdom**

Change as follows:

Add a new final paragraph as shown to paragraphs 4.4.5 & 4.F.5:

No carbon fibre may be used in the construction or repair of Combat model aircraft.

Reason: This is a safety measure aimed at preventing injury. Composite structures reinforced with carbon fibres are liable to split into sharp pieces following collisions or crashes. These pieces can easily cause puncture wounds to pitmen during combat bouts or to members of the public who may use the same grassed areas for other sporting or leisure activities. The rule is proposed now, as an urgent safety measure, and in order to stop the inevitable move to all combat models being made with carbon composite structures. The rule should come into force wef 1st January 2010.

F2 Annexes

Annex 4D CONTROL LINE WORLD CUP RULES

- e **4D.3 Contests** **F2 Subcommittee**

Amend as follows:

Contests included in the World Cup must appear on the FAI Contest Calendar and be run according to the FAI Sporting Code. The contests to be counted for a World Cup in a particular year are to be nominated at the CIAM Bureau Meeting at the end of the preceding year and are to be indicated on the FAI Contest Calendar. The selection of the contests for each class should be according to the following guidelines:

- a) a maximum of two contests in each class may be selected for any one country **unless the particular country extends over three or more time zones, when two competitions may be organised and held within each time zone.**
- b) each competitor (team in F2C) may count only one competition from each country in Europe (taking the better score for any European country in which he has scored in two competitions). **When two competitions per time zone have been organised and held within a time zone, the better score per time zone counts.**

Reason: To increase the number of World Cup competitions in countries that span over more than three time zones. These rules will be in line with those already in use for the Space Models World Cup.

Annex 4J F2G SPEED

- f) **J.16 Classification** **United Kingdom**
See Agenda Annex 7c GBR F2 Annex J – F2G

Volume F3 Aerobatics begins overleaf

11.6 Section 4C Volume F3 - RC Aerobatics

F3A

a) **5.1.3 Definition and Number of Helpers** **F3 Aerobatics Subcommittee**

Add new sentence as follows:

A helper may be a Team Manager, another competitor, or an officially registered supporter. Each competitor is permitted one helper (usually the caller) during the flight. Two helpers may be present and assist during the starting of the motor(s). One person, either a helper, or the team manager, or the caller, may place the model aircraft for take-off and retrieve the model aircraft following the landing. In exceptional circumstances, another helper may join the competitor and caller/helper during the flight, but only to hold a sun-shield as protection from direct sunlight. These protection devices must not interfere with the judges' vision of the manoeuvres. **Competitors with a handicap requiring an additional helper and/or caller or other assistance, must request permission with full details, with their entry, from the organiser of a championship. This additional assistance must be provided by the competitor, must not give him an unfair advantage over other competitors, and must not unduly delay or interfere with the running of the competition.** Except for communication between the caller and the competitor, no other performance-enhancing communication with helpers is permitted during the flight.

Reason: To cater for competitors with a physical disability.

b) **5.1.5 Definition of an Attempt** **F3 Aerobatics Subcommittee**

Delete the first sentence of the note as follows:

There is an attempt when the competitor is given permission to start.

—~~Note: If the model aircraft fails to start its take-off run within the three minutes allowed, the competitor must be instructed to immediately make room for the next competitor.~~ If the propulsion device stops after the take-off has begun, the attempt will be deemed complete.

Reason: The procedure is now covered elsewhere.

c) **5.1.10 Judging** **F3 Aerobatics Subcommittee**

Add new paragraph after current paragraph six.

For other international events on the FAI calendar, the organiser must appoint a panel of not less than four judges.

Reason: Several recent international R/C Aerobatic competitions were held with only three and sometimes only two judges, which does not yield a good result.

cont/...

d) **5.1.11 Organisation for Radio Controlled Aerobatics Contests**
F3 Aerobatics Subcommittee

Modify the 8th paragraph and add a new 9th paragraph.

If the frequency is clear the competitor or his team manager will be allowed to collect the transmitter from the transmitter pound. The competitor and his helper(s) then occupy the starting area so that a radio check can be performed to verify the correct functioning of the radio control equipment. If there is a frequency conflict, the competitor must be allowed a maximum of one minute for a radio check before the start of the 3 minute starting time. The ~~timer~~ **time keeper** will audibly notify the competitor when the minute is finished and immediately start timing the 3-minutes starting time. Electronic timing displays must be able to be interrupted for the sound/noise test.

~~The starting time ceases when the model aircraft commences its take-off roll. The timing device is re-started when the model aircraft commences its take-off roll, and time will stop when the model aircraft first touches the runway after completion of the flight. The total flight time allowed is 8 minutes.~~

A competitor is allowed eight (8) minutes for each flight. The timing of a flight starts when the contest director, or timekeeper, gives an instruction to the competitor to start. The timing device/clock will be interrupted when the contest director or sound steward is ready to take the sound measurement. Helpers who place the model aircraft, must ensure that the model aircraft is placed in the correct position, as instructed by the officials. When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, and the timing device will be re-activated to continue the timing process. Before the timing device/clock reaches the 3-minute mark, the model aircraft must show a deliberate forward movement for the take-off (throttle advanced). If the model aircraft does not roll forward deliberately before/at the 3-minute-mark, the contest director/time keeper will advise the competitor and helper that the flight may not proceed. The flight shall score zero points. Under normal circumstances, the clock/timing device continues to run, and when reaching the 8-minute mark, the contest director/time keeper will advise the competitor, helper, and the judges, and judging/scoring will stop at that point. The clock will be stopped when the wheels of the model aircraft touch the ground for landing, as proof to the competitor of the recorded time.

No penalty is assigned to the competitor if the expiry of the 8-minute timing period occurs after the last manoeuvre, but before the landing. Thus, the wheels of the model aircraft may touch the ground after the 8-minute mark, with no penalty to the competitor.

The competitor may not start his model aircraft unless he has been instructed by a flight line official to do so. Deliberate starts at the flight line during official flying to check the propulsion device will be subject to disqualification from that round. No public address or commentary should be made during flights.

Reason: The current paragraphs are poorly written and have lead to conflicting interpretations of the time limit.

cont/...

e) 5.1.11 Organisation for Radio Controlled Aerobatics Contests France

Amend the first paragraph as follows:

For transmitter and frequency control see section 4b, para. B.8. **4B, para. B.11.**

Reason: Correction of a referencing error.

f) 5.1.12 Execution of Manoeuvres F3 Aerobatics Subcommittee

Add one word in the second sentence.

The competitor may make only one attempt at each **scored** manoeuvre during the flight.

Reason: Current wording implies that take-off is included, and since it is not a scored manoeuvre, this needs to be clarified.

g) 5.1.13 Schedule of Manoeuvres F3 Aerobatics Subcommittee

Correct a manoeuvre name in the Semi- Finals, and Finals Schedule F-09

K-Factor

4. **Push-pull-pull** ~~Pull-push-pull~~ humpty bump, 2/4-pt roll up, 1/2 roll down 3

Reason: With the previous proposal of new manoeuvre schedules, an unforced manoeuvre name error occurred

F3 Aerobatics Annexes

Annex 5L: F3M – Large R/C Aerobatics

h) F3M – Large R/C Aerobatics France

Amend the class status

Delete : NEW PROVISIONAL CLASS

Reasons: The class meets the requirements to become an official FAI Rule.

The F3M category meets the A.14.1 criterion : six FAI contest involving competitors from eight nations while the minimum is 5 contests and 5 nations.

The F3M category meets the A.14.2 criterion : eleven international contests in nine countries, each of them involving pilots from several countries (eleven overall) should be considered as "a great demand".

i) 5L 1.3 General Characteristics of a large R/C Aerobatic Power Model Aircraft France

Add the following characteristic in paragraph 5L. 1.3. after "Maximum flying weight without fuel20 kg" :

Maximum engine capacity : 210cm³

Reason: for safety purpose, it is appropriate to limit the capacity of the engine. 210cm³ seems to be a convenient and maximum acceptable value regarding to the maximum flying weight of the model without fuel (20 kg).

Annex 5M: F3P Indoor R/C Aerobatic Power Model Aircraft

j) 5.M.1.13 Schedules of Manoeuvres Belgium

F3P-AP and F3P-AF, add an option for low ceiling hall and amend manoeuvre AP.07 as follows (this also corrects a mistake in the 2008 Annex 7e of 2008 minutes compared to the minutes of the 2008 Aerobatics technical meeting):

AP 07 Half square loop from top, with ~~two~~ **one** half-roll-s- down, (turn-around manoeuvre). Pull to a vertical down-line, perform ~~two~~ **one** half roll-s, and push to inverted flight. Exit inverted.

Option for practice hall with ceiling less than 12m height (free of any kind of obstacle) :

Half square loop from top, with half-roll on exit (turn-around manoeuvre). Pull to a vertical down-line, pull to horizontal and perform a half-roll, exit inverted.

Reason: See item I)

k) 5.M.1.13 Schedules of Manoeuvres Belgium

Amend manoeuvre AP.12 as follows :

One-turn spin (Centre manoeuvre). From level flight, reduce flying speed until the model stalls. Perform a one-turn spin, then recover to level flight. Exit level.

Option for practice hall ceiling less than 12m height (free of any kind of obstacle) :

45° down-line with positive snap-roll. From level flight, push to a 45° down-line, perform a positive snap-roll in centre of the line, pull to horizontal. Exit upright.

Reason: See item I)

l) 5.M.1.13 Schedules of Manoeuvres Belgium

Amend manoeuvre AF.06 as follows :

One-turn inverted spin (Centre manoeuvre). From inverted flight reduce flying speed until the model stalls. Perform a one-turn inverted spin, then recover into inverted flight. Exit inverted.

Option for practice hall ceiling less than 12m height (free of any kind of obstacle) :

45° down-line with negative snap-roll. From inverted flight, pull to a 45° down-line, perform a negative snap-roll in centre of the line, push to horizontal. Exit inverted.

Reasons: After giving a try to the new schedules, manoeuvres AP.07, AP.12, AF.06 appear impossible to perform in a low ceiling hall. If the ceiling is lower than about 12 metres, it becomes impossible to perform a straight line after the spins as required by the sporting code for that manoeuvre. For the square loop with half-roll,

if the speed is too low, the ailerons don't have enough efficiency to perform the half-roll and if the speed is high enough the plane hits the floor.

Supporting data :Modified Aresti diagrams in pdf format.

See Agenda Annex7d BEL Annex 5M – F3P (1) AP & Agenda Annex 7e BEL Annex 5M – F3P (2) AF

m) **5.M.1.13 Schedules of Manoeuvres**

Netherlands

In the 2008 March Plenary meeting of CIAM new schedules of manoeuvres were adopted for the F3P class for the Preliminaries and Finals. (P- and F- programs). These programs will appear in the 2009 Sporting Code, which is not available at the moment of composing this proposal.

The following Manoeuvres are to be replaced:

P- Program:

~~AP05. Half Circle Inverted (Turn-around manoeuvre)~~

AP05. Top Hat from top with ¼ Rolls (Turn-around manoeuvre)

~~AP11. Half Square Loop (Turn-around manoeuvre)~~

AP11. Humpty Bump with Half Roll in first vertical (Turn-around manoeuvre)

~~AP12. One Turn Spin (Centre manoeuvre)~~

AP12. Six points of a four point Roll (Centre manoeuvre)

F- Program:

~~AF02. Square Loop on Corner with 2 half rolls (Centre manoeuvre)~~

AF02. Square Loop with 2 half rolls in vertical lines (Centre manoeuvre)

~~AF05. Half Square Loop with Half Roll (Turn-around manoeuvre)~~

AF05. Humpty Bump with Full Roll in first vertical (Turn-around manoeuvre)

~~AF06. One Turn of Inverted Spin (Centre Manoeuvre)~~

AF06. Six points of a four point Roll (Centre manoeuvre)

~~AF11. Half Circle (Turn-around manoeuvre)~~

AF11. Half square Loop (Turn-around manoeuvre)

~~AF12. 45 degree downline with 2-Point Roll (Centre manoeuvre)~~

AF12. One and a half negative Snap Roll (Centre manoeuvre)

Reasons: After the programs were adopted by the CIAM, several tests were performed by several international pilots to fly the programs. It appeared that::

1. In the (European) Sport Halls where F3P competitions are held, the ceiling heights are limited. Therefore it is NOT possible to perform "spin" manoeuvres. This will result in a poor manoeuvre or crash, which is unsafe.

2. It appears to be that in many of the Sport Halls where F3P competitions are held, at the left- and right side walls, all kind of obstacles are present on the ceiling. Examples are Basketball and Gymnastic attributes. These objects limit the

possibility to fly stretched manoeuvres at the upper level along the side walls. These amendments on the programs were tested at the 2008 F3P International Mons contest in Belgium and were accepted by the French, German, Dutch and Russian pilots as to solve the problems.

Supporting Data: Aresti attached.

See Agenda Annex 7f NED Annex 5M – F3P (1) AP & Agenda Annex 7g NED Annex 5M – F3P (2) AF

Annex F3A World Cup

n) Annex 5N.3 b

France

Amend subparagraph b) as indicated below.

b) each competitor may count only one competition from each country **in Europe** (taking the better score for any **European** country in which he has scored in two competitions).

Reason: To allow to enlarge the World Cup in all continents.

Volume F3 Soaring begins overleaf

11.7 Section 4C Volume F3 - RC Soaring

F3B Thermal Soaring

a) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph c):

c) The radio shall be able to operate simultaneously with other equipment at ~~20 kHz~~
10 kHz spacing below 50 MHz and 20 kHz spacing above 50 MHz.

Reason: Radio control systems operating with 10 kHz frequency spacing are standard. With 10 kHz spacing it is much easier to generate a starting order fulfilling the desired criteria, for instance avoiding flying against the same pilots in the distance task. Radios with 2.4 GHz will be helpful in the future, but they are not yet widely spread.

b) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph e):

e) The competitor may use **a maximum of three (3)** model aircraft in the contest.
All exchangeable parts (wing, fuselage, tail planes) must be marked uniquely and in a way that doesn't allow replication of this mark on additional parts.

Reason: With current CNC techniques it may easily be achieved to build models with identical outline but different airfoils. Without markings it is not possible to recognize whether parts with different airfoils are used for the different tasks. The procedure in SC4.ABR.B.16. is too demanding to be used at Cat. II events.

c) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph g):

g) For the sake of randomness of the starting order among the successive rounds, each competitor must enter ~~two~~ **three (3)** different frequencies, ~~spaced at 20 kHz minimum~~. The competitor can be called to use any of these frequencies during the contest, so long as the call is made at least 1/2 hour prior to the beginning of a round and in written form to the affected team manager

Reason: A basic prerequisite for the generation of an optimal starting order fulfilling the desired criterion of randomness is the availability of sufficient frequencies. This can be achieved much better when each competitor enters three of them. To fix a minimum spacing in this paragraph is superfluous.

cont/...

d) **5.3.1.4 Competitors and Helpers** **Germany**

Change the number of helpers and add a sentence to the end of the paragraph:

The competitor must operate his radio equipment personally. Each competitor is permitted four (4) **respectively five (5)** helpers, including the team manager, who must not give any turning signals near **Base B** during tasks B and C.

One (1) of these helpers should guide the towline(s) after it's release from the model during rewinding on to the upwind turnaround to prevent damage of other towlines.

In case of two launch directions one (1) helper should also be positioned in the second direction, if used. For this purpose a fifth (5.) helper may be incorporated. In both cases only three (3) helpers including team manager should be standing at the pilot.

Reason: A helper at every used turnaround device is necessary to prevent damage of other competitors' lines upon rewinding the towline to the upwind turnaround, especially at a cross wind situation.

e) **5.3.1.4 Competitors and Helpers** **United Kingdom**

Change the paragraph as follows:

The competitor must operate his radio equipment personally. Each competitor is permitted **up to three (3) helpers at the winch line** including the Team Manager who must not give any turning signals near base B during tasks B and C.

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.

Reason: In case of variable winds, a helper at both turn-round pulleys helps to prevent damage to other competitor's towlines during the rewinding of the towline to the winch.

Note: this is a re-wording in clearer English of the excellent proposal submitted by Germany.

f) **5.3.1.7 Cancellation of a Flight and Disqualification** **Belgium**

In paragraph 5.3.1.7.b), e) & f) amend the penalty points to read :

b) The flight in progress will be penalised with ~~400~~ **300** points if the model aircraft loses any part either during the launch or the flight. The loss of any part in a collision with another model aircraft or during landing (ie in contact with the ground) is not taken into account. The penalty of ~~400~~ **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.

e) The upwind turnaround device must be fixed safely to the ground. If the pulley comes loose from its mounting support or the turn around device is torn out of the ground, the competitor shall be given a penalty of ~~4000~~ **300** points. The penalty of ~~4000~~ **300** points will be a deduction from the from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

cont/...

f) The winch must be fixed safely to the ground. If the winch is torn out of the ground or rotating parts of the winch are separated (excluding parts of the tow-line) the flight is penalised with ~~4000~~ **300** points. The penalty of ~~4000~~ **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.

Reason: Belgium is in favour of harmonizing all penalties to 300 points. Even if safety infringements could lead to different damages, it would be convenient for the organisers and pilots to harmonize the penalties. Between 100 and 1000 points, 300 points appears a good compromise. Moreover, each infringement must be penalised even if more than one infringement occurs in a slot defined around one working time.

g) 5.3.1.8.b Organisation of Starts

Germany

Add last sentence of sub-paragraph b):

b) The composition of the groups must be changed every round in order to have different combinations of competitors. For task A (duration), there must be a minimum of five competitors in a group. For task B (distance) there must be a minimum of three competitors in a group. For-task C (speed) a group may consist of a minimum of eight competitors or all competitors.

It is up to 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.

Reasons: At the very beginning of F3B there was no group scoring at any task. Nowadays we have group scoring for all tasks, but this is just a good solution for task A (duration) and task B (distance). Group scoring for task C (speed) does not really help reducing the influence of the weather changing in short time intervals, but it might be a good idea under conditions with intervals of strong rain and intervals without rain. Under these circumstances it is advisable to divide all competitors in groups to be announced before the start of the task.

When the weather conditions are stable (no interruption expected) the only way to reduce the weather influence (not to eliminate the weather influence like in task A and task B) is to fly task C in the ranking of the competition currently at that moment. The weather influence on the classification is reduced because the directly competing pilots fly among each other. An inverted order improves interest.

This system is well used at nearly all competitions in Europe during the last years. To have in addition the possibility to fly speed in the starting order of task A for all rounds, helps organizers having difficulties while generating a starting order according to the actual ranking in due time, or in case of unexpected, perhaps technical problems.

cont/...

h) 5.3.1.8 United Kingdom

Replace the last sentence of sub-paragraph b) as follows:

For task C (Speed) the competitors shall be divided into groups. For each round the groups shall be in the same order and composition as those in task A (duration). In the case of the final round, the task may be flown as one group either in the reverse order of the competitors' current scores or in a matrix order. In the case of rain, or unforeseen interruptions at any time during the group, then the whole group shall be re-flown.

Reason: Multiple group scoring reduces the influence of the effects of weather as the time scale for each group is far less than flying the whole entry as one group. This task may already take 2/3 hours to complete. At certain times of the day, such as early in the morning or late in the day, conditions will generally change with reduced or increased wind speed and lift. If a system of flying in reverse ranking were used instead, it could easily be that the top rank competitors would enjoy the best conditions to the disadvantage of the lower ranked competitors or vice versa. Further, by flying in groups and using the matrix, it is much easier to keep apart competitors of the same team

By establishing the size of the groups before the start of the first task in the first round, the groups will be fair ones giving equal opportunity to each competitor. Not permitting modification of the size of any group maintains the fairness by preventing any group size to be changed to the benefit of some competitors and to the detriment of others during the course of the competition.

i) 5.3.1.9 Organisation of contests Belgium

Add a new subparagraph d) to read :

d) The contest director must inform without delay the competitor and/or his team manager about any decision taken, e.g. in the case of a re-fly, a penalty, etc.

Reason: It happens too often that the competitor takes knowledge of a decision of the contest director at the end of the contest

j) 5.3.1.10 Safety Rules Belgium

Amend paragraph b as follows:

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 number of contacts during one flight does not matter (maximum one penalty for one flight).~~ **The number of contacts during one flight does matter (as many penalties as the number of infringements for one flight).** The penalty will be a deduction of 300 points from the competitor's final score and shall be listed on the score sheet of the round in which the contact occurred.

Reason: Belgium is in favour of harmonizing all penalties to 300 points. Even if safety infringements could lead to different damages, it would be convenient for the organisers and pilots to harmonize the penalties. Between 100 and 1000 points, 300 points appears a good compromise. Moreover,

each infringement must be penalised even if more than one infringement occurs in a slot defined around one working time.

k) 5.3.1.10. Safety Rules **Germany**

Change penalty points and wording in sub paragraph b) :

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~~ **100** 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 300 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~~ **100 or 300** 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.**

Reason: The compromise with 300 points penalty for both infractions doesn't meet the requirements. We should distinguish between hitting an object and hitting a person within the safety-area. Hitting an object should be penalised with 100 points, how it was in the past, hitting a person is more severe and should be penalised with 300 points. The word "flight" must be changed to "attempt" because a competitor has an unlimited number of attempts and during each of these attempts he may hit an object or hit a person.

Same wording for the same procedure.

l) 5.3.2.2. Launching **Germany**

Add a sentence to sub-paragraph l):

l) A first measurement is taken in order to check the correct functioning of the measuring equipment and is discarded.

Three subsequent measurements should be made with an interval of at least two minutes after the previous test or launch. The total resistance of the winch equipment is the average of these three **(3)** respective results.

Voltage and current must be displayed to be able to calculate the total resistance by hand. If the total resistance is calculated automatically then it must be shown simultaneously with the voltage and current values.

The winch equipment is declared as being in accordance with the rules if its total resistance is at least 23 mΩ.

Reason: To guess straightaway whether the winch is in accordance with the rule or not, the values of voltage and current must be known. When a clamp ampere meter is used it is very important to know that there is no zero-point offset.

m) 5.3.2.2 Launching **Belgium**

Amend paragraph p) to read :

p) The flight is penalised with ~~4000~~ **300** points if the winch is not in accordance with the rules; this is valid for the flight before the test. The penalty of ~~4000~~ **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.

Reason: Belgium is in favour of harmonizing all penalties to 300 points. Even if safety infringements could lead to different damages, it would be convenient for the organisers and pilots to harmonize the penalties. Between 100 and 1000 points, 300 points appears a good compromise. Moreover, each infringement must be penalised even if more than one infringement occurs in a slot defined around one working time.

n) **5.3.2.2. Launching** **Germany**

Amend paragraph p) to read :

p) The flight is penalised with 1000 points if the winch is not in accordance with the rules; this is valid for the flight before the test. The penalty of 1000 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~~ **was applied**.

Reason: Same wording for the same procedure.

o) **5.3.2.2. Launching** **Germany**

Change sub-paragraph q):

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**. 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

Reason: For reasons of safety and to avoid damaging of other competitors' towlines a helper must guide the line until the parachute has reached the turnaround device.

p) **5.3.2.2. Launching** **United Kingdom**

In sub-paragraph f) delete the first sentence and replace with:

The battery may be charged on the winch line, but only by means of another battery of similar size and capacity. Any charger used must have an automatic cut-off to prevent over charging and risk of explosion.

Reason: Modern chargers are now capable of charging lead acid batteries without risk of explosion. The work load of teams would be reduced by not having to remove batteries to the pit area for charging.

cont/...

q) **5.3.2.4. Task B Distance** **Germany**

Change a word in sub-paragraph c) and add the last sentence:

c) An audio 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 ~~the nose~~ **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.**

Reasons: The speed of the models is nowadays very high and the turns are extremely close. The helpers at the sighting device are not able to decide which part of the model aircraft has crossed the base; to take the nose of the model aircraft as a reference is not realistic.

In some cases pilots got a re-flight, because the helpers have given a signal but the model hadn't crossed the base; this shows how close the model aircrafts turn nowadays.

If in the case of a protest a helper is ask "Are you sure that the nose of the model has crossed the base?" and the answer is "I only know that any part of the model has crossed the base" it's causing problems.

The wording should be equal to the wording when a model aircraft crosses the safety-plane.

To use an audiovisual system is at the moment state of the art, but when one part of this system fails it should not automatically result in a re-flight.

r) **5.3.2.4. Task B Distance** **Germany**

Add a sentence to sub-paragraph d) and change two words:

d) An audio system announces to the competitor when the 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.** The signal is given when ~~the nose~~ **any part** of the model aircraft crosses the base. The source of the signal (horn, loudspeaker) must not be further then 30 m away from the intersection of base A and the safety ~~line~~ **plane**.

Reasons: The wording should be the same like for task B distance.

The needs concerning the instruments used to check the crossing of the vertical planes should be mentioned as well. The speed of the models is nowadays very high and the turns are extremely close. The helpers at the sighting device are not able to decide which part of the model aircraft has crossed the base; to take the nose of the model aircraft as a reference is not realistic.

In some cases pilots got a re-flight, because the helpers have given a signal but the model hadn't crossed the base; this shows how close the model aircrafts turn nowadays. If in the case of a protest a helper is ask "Are you sure that the nose of the model has crossed the base?" and the answer is "I only know that any part of the model has crossed the base" it's causing problems.

The exact wording is safety plane instead of safety line.

- s) **5.3.2.4. Task B Distance** **Germany**

Insert sub-paragraph f):

f) After having completed the task, the model aircraft must land in the landing area beyond the safety plane.

Reasons: For years now it is an unwritten law that because of safety reasons the model aircrafts have to land in the area beyond the safety plane. It should be written in the rulebook as well.

The exact wording is safety plane instead of safety line.

- t) **5.3.2.4. Task B Distance** **Germany**

Change sub-paragraph f) to sub-paragraph g):

g) A classification based on decreasing number of total flown legs during the flight time will be compiled, and points given as described in 5.3.2.6., thus establishing the "Partial Score B".

Reason: A new paragraph f) causes the existing para f) to be re-numbered.

- u) **5.3.2.4 Task B Distance** **United Kingdom**

In sub paragraph d) delete the last sentence and replace as follows:

~~The competitor must stay within a distance of 10 m either side of base A during the timed flight.~~

The organisers may select at random up to 5 sighting devices belonging to the competitors and place them near to base A.

Reason: At competitions with large entries this rule is impossible to enforce because of the large number of the competitors' own sighting devices placed in the winch area. Permitting only five sighting devices that may be utilised by any competitor would reduce the long line taken up by the sighting devices in the winch area as the numbers currently prevent some competitors getting close to Base A.

- v) **5.3.2.5. Task C - Speed** **United Kingdom**

In sub-paragraph d), add a second paragraph as follows:

If a multi-task device is used to signal when a part of the model aircraft has passed base A or B, then there should be no delay between the pulses necessary for the device to activate the audio signal.

Reason: With model aircraft travelling at up to+ 50 meters/second any delay, however small, results in the aircraft travelling further past the bases than necessary.

cont/...

w) **5.3.2.5 Task C – Speed**

Belgium

In paragraph h), replace twice “1000 points” by “300 points” to read :

The flight will be penalised with ~~4000~~ **300** points, when sighted by means of an optical aid, the safety line is crossed by any part of the model aircraft. The penalty of ~~4000~~ **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.

Reason: Belgium is in favour of harmonizing all penalties to 300 points. Even if safety infringements could lead to different damages, it would be convenient for the organisers and pilots to harmonize the penalties. Between 100 and 1000 points, 300 points appears a good compromise. Moreover, each infringement must be penalised even if more than one infringement occurs in a slot defined around one working time.

x) **5.3.2.5. Task C - Speed**

Germany

Change sub-paragraph h)

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 ~~4000~~ **200** 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 ~~4000~~ **200** 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.

Reasons: The exact wording is safety plane instead of safety line

It is necessary to specify the instrument which is used to check the crossing of the vertical safety plane, because at many competitions the used optical aid is not suitable to penalize a competitor at all, independent of the height of the penalty.

cont/...

y) **5.3.2.5.h Task C - Speed**

Germany

Change sub-paragraph h)

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 ~~4000~~ **200** points, when sighted by means of an optical aid, the safety plane is crossed by any part of the model aircraft.

The penalty of ~~4000~~ **200** 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.

Reason: At the technical-meeting march 2007 we decided in the subcommittee with a big majority that 100 points penalty are enough for this infraction of the rule. In the plenary meeting the Belgium delegate Albert Herzog started a discussion to increase the penalty up to 1000 points. We are sure that most of the delegates or subcommittee members of the other classes didn't know that this penalty is a part of a newly introduced "penalty-system" and that these penalties can not be deleted; they are a deduction of the final score.

In the past, during a competition with more than 5 rounds, the pilot had no notable disadvantage with one deleted round because of his zero-score; nowadays he loses 1000 points. That means we have extremely increased the penalty; this was never the intension.

On the other hand the sighting devices to control the safety-line are mostly very simple at nearly all competitions; the equipments don't allow to decide whether the model aircraft has crossed the safety-plane or not, "with any part". With a penalty of 1000 points the precision of the sighting device must be very much higher than the precision of the sighting devices at Base A and base B, but this is impossible in practise.

The experience of the last two years has shown, that 100 points penalty are perhaps not high enough; therefore we propose to reduce the penalty to 200 points.

Supporting Data: It is necessary to specify what "means of an optical aid" is. Please see the proposal for 5.3.2.5 Task C – Speed.

cont/...

z) 5.3.2.5. Task C - Speed United Kingdom

In sub-paragraph h), delete the second paragraph and replace with the following text:

If, when sighted by optical means, any part of the model crosses the safety line, the flight shall be penalised by 300 points.

When the flight time for the completed task is entered on the score sheet, it shall be noted as carrying a penalty and the penalty shall be applied to the competitor's final score.

For incomplete tasks a where any part of the model aircraft had crossed the safety line then a zero score shall be applied plus the penalty of 300 points.

Any score carrying a penalty may be used as a discard score but the penalty will still be applied to the competitor's final score.

Reasons: The current rule of a 1000 point penalty is equal to the maximum score that a competitor may achieve for the task and is, thus, very harsh. A more appropriate penalty would be a 300 points deduction, especially as any penalty is applied to the competitor's final score and may not be discarded.

Further, the new rule makes it very clear that even if a model aircraft crosses the safety line during the successful attempt, a flight time score should be recorded and not a zero score plus a penalty. A zero score plus penalty is reserved only for incomplete flights during which the model aircraft crossed the safety line.

F3J Thermal Duration Gliders

aa) 5.6.10.10 Czech Republic

Delete the last sentence of paragraph 5.6.10.10

5.6.10.10. The competitor who achieves the highest aggregate of points comprising of flight points plus landing bonus points minus penalty points will be the group winner and will be awarded a corrected score of one thousand points for that group. ~~The corrected score shall be recorded to one decimal place.~~

Reason:

Urgent clarification.

ab) 5.6.10.11 Czech Republic

Add a new sentence to paragraph 5.6.10.11

5.6.10.11. The remaining competitors in the group will be awarded a corrected score based on their percentage of the group winner's total score before correction (i.e. normalised for that group) calculated from their own total score as follows:

Competitor's own score multiplied by 1000

Highest points total scored in the group before correction

The corrected score shall be recorded (truncated) to one place after the decimal point

Reason:

Urgent clarification.

F3K Hand Launch Gliders

ac) 5.7.6.2 Valid landing

Germany

Replace and add the wording

Landing is considered valid, if:

(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 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.

Reason: Clarification of the rule

ad) 5.7.7 Flight time

Germany

Additional text

The flight time is measured from the moment the model glider leaves the hands of the competitor (or his start helper) until a landing of the model glider as defined in 5.7.6. or the working time expires.

The flight time is measured in full seconds truncating tenths of a second. Rounding up or down is not applied.

The flight time is official if:

The launch happened from inside the start and landing field and the landing is valid according

to 5.7.6., and the launch happened within the working time of the task.

This means that if the airplane is launched before the beginning of the working time then that flight receives a zero score.

In those tasks, where maximum or target flight times are specified, the flight time is scored up to this maximum or target flight time only.

Reason: Clarification

ae) 5.7.11.3 Task C (All up, last down, seconds):

Germany

Addition to the rule

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the organiser's acoustic signal. The maximum measured flight time is 180 seconds. The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not cont/...

from the acoustic signal. Launching a model glider more than 3 seconds after the acoustic signal will result in a zero score for the flight.

The number of launches (3 to 5) must be announced by the organiser before the contest begins.

The preparation time between attempts is limited to 60 seconds after the 30 seconds landing window. During this time the competitor may retrieve or change his model glider or do repairs. **If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving the outside landed model glider back to the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.**

The flight times of all attempts of each competitor will be added together and will be normalised to calculate the final score for this task.

No working time is necessary.

Example: Competitor A: 45+50+35 s = 130 s = 812.50 points
Competitor B: 50+50+60 s = 160 s = 1000.00points
Competitor C: 30+80+40 s = 150 s = 937.50 points

Reason: Clarification of the rule.

According to the present rule a model which lands outside the start and landing field has to be retrieved before the next start. In the special flying task C this may take too much time. All the other pilots of the flying group remain waiting while one pilot retrieves his model. With the proposed extension the pilot concerned may use his spare model and the group can be started within short time for the next flight.

af) 5.7.11.4 Task D (Increasing time by 15 seconds) Netherlands

Replace the existing Task D with a new task called Task D (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.

Reasons: At existing task D (Increasing time by 15 seconds) a small difference in flight time can have a major impact on the flight score of the competitor.

Example task D:

A competitor achieves the last flight (target flight time 120 seconds) only 119 seconds. Assuming another competitor in the same group achieves the 120 seconds, the competitor will be "rewarded" with 771 points. If the same competitor in the same group made 120 seconds this effort was rewarded with 1000 points. So, 1 second difference in flight time can result in a difference of 229 scoring points.

Therefore, task D has a large "luck factor" and the accuracy of the time keeper can have a large influence on the final result of the contest.

It is noted that at all other tasks the scoring is proportional with the flight time.

cont/...

ag) **5.7.11.5 Task E (Poker – variable target time)** **Netherlands**

Replace the existing Task E with a new task called Task E (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 longer than the target seconds are not taken into account. Working time is 10 minutes

Reasons: At existing task E (Poker – variable target time) a small difference in flight time can have a major impact on the flight score of the competitor.

Therefore, task E has a large “luck factor” and the accuracy of the time keeper can have a large influence on the final result of the contest.

It is noted that at all other tasks the scoring is proportional with the flight time.

Volume F3 Helicopter begins overleaf

11.8 Section 4C Volume F3 - Helicopter

F3C Helicopter

- a) **5.4.3. General Characteristics** **F3 Helicopter Subcommittee**
Amend paragraph a)

a) WEIGHT: The weight of the model (~~without~~ **with** fuel / with batteries) must not exceed 6.00 kg.

Reason: To ensure fairness to all models regardless of propulsion method.

- b) **5.4.3. General Characteristics** **Netherlands**
Change the text as shown below.

a) WEIGHT: The weight of the model aircraft (~~without fuel / with batteries~~) **(without fuel / without batteries)** must not exceed ~~6 kg~~ **6,00 kg**

Reason: Maximum weight without fuel or without batteries (for electric helicopters) is more fair. 6,00 kg instead of 6 kg is a clarification.

- c) 5.4.3. General Characteristics United Kingdom
Amend paragraph a) as follows:

a) WEIGHT: The weight of the model aircraft (~~without~~ **with** fuel **or** ~~with~~ batteries) must not exceed ~~6~~ **6.5** kg.

Reason: The proposed amendment to para a) is to eliminate the inequality between internal combustion (ic) and electric powered helicopters in the current rules where ic helicopters have a maximum weight *without fuel* and the electric powered helicopters have a maximum weight *including batteries*. The increase of 0.5 kg in the maximum weight will balance the maximum weight realistically for both ic and electric powered helicopters.

For technical reasons, the next item begins overleaf

d) **5.4.3. General Characteristics** **F3 Helicopter Subcommittee**
Amend paragraph b as follows)

b) ~~MOTOR: Maximum piston engine displacement: 15ccm two cycle
20 ccm four cycle
25 ccm gasoline only~~

b) ENGINE/MOTOR: No restrictions

Reason: With the introduction of electric power systems there is no longer a need for restrictions. Lifting the restrictions also allows further developments in IC engines and R/C Helicopters.

Supporting data: The displacement restriction was lifted many years ago in the F3A category and has resulted in significant IC engine developments.

e) **5.4.3. General Characteristics** **Netherlands**
Amend the last line of paragraph b)

Electric motors are limited to a maximum no load voltage of 42- **51** volts for the propulsion circuit.

Reason: Changing the voltage to 51 volts makes an electric helicopter more competitive to piston engines and will increase maximum flight time.

f) **5.4.3. GENERAL CHARACTERISTICS** **F3 Helicopter Subcommittee**
Add new sub paragraph e) FUEL:

e) FUEL: At Continental and World Championships competitors must use methanol based fuel of the "LOW SMOKE" type. In case of complaints from a majority of the judges the pilot has to use a different fuel for the next round, or get approval from the organiser before the next flight. The organiser must be able to provide a fuel that is compliant.

Reason: We must reduce exposure of our FAI judges to smoke and unburned oil. We must also improve our public image as good citizens who appreciate the environment. Several fuel manufacturers are now producing "Low Smoke" fuel and we must encourage additional manufacturers to do the same.

At the 2006 European F3C Championship a strong crosswind blowing toward the judges existed for the entire competition. During the hovering manoeuvres the judges were exposed to severe smoke and unburned oil. Some of the spectators were overheard saying that we were causing severe pollution. At Continental and World Championships we have more than 40 competitors (flights) on each flight line each day which results in significant exposure to smoke for the FAI judges.

g) **5.4.9 definition of an official flight** **United Kingdom**
Amend the first paragraph & paragraph c) as follows:

There is an official flight when the competitor is officially called. The flight may be repeated ~~at the Contest Director's discretion when~~ **if**, for any unforeseen reason
cont/...

outside the control of the competitor, the model aircraft fails to make a start such as:

a) The flight cannot safely be made within the allowed time limit.

b) The competitor can prove that the flight was hindered by outside interference.

c) Judging was impossible for reasons beyond the control of the competitor (model aircraft, engine, or radio failures are not considered to be outside the control of the competitor). In such cases the flight ~~may~~ **shall** be repeated as close to the published flight time as possible. ~~immediately after the attempt, during the same round or at the end of the round, at the discretion of the Contest Director.~~

Reasons

The proposed amendment to both paragraphs is to remove the discretion of the Contest Director. Express discretion should not be a part of formal rules.

The proposed amendment to paragraph c) is to remove uncertainty from the timing of a second attempt and to prevent disruption to the flight order times at 5.4.12.

h) 5.4.11 Classification

France

Modification of the paragraph 5.4.11. Classification regarding the team classification (World and Continental Championships).

After the completion of four official (preliminary) rounds, the best three scores will be used to determine the **placings** ~~team standings~~. The top 15 of all competitors then compete in three fly-off rounds to determine the final individual classification.

The results of the best three preliminary rounds (normalised to 1000 points) will count as one score. This score, plus the three fly-off scores provide four scores with the best three to count for the final individual classification.

The fly-offs to determine the individual classification are only required for Continental and World Championships.

If the competition is interrupted during the preliminary rounds, the final **individual** ~~team~~ classification will be determined by counting all completed preliminary rounds and dropping the lowest.

If the competition is interrupted during the fly-off rounds, the final individual classification will be determined by counting all completed fly-off rounds plus the results from the preliminary rounds.

All scores for each round will be normalised by awarding 1000 points to the highest scoring flight.

The remaining scores are then normalised to a percentage of the 1000 points in the ratio of actual score over the score of the winner of the round. If only one round is possible then the classification will be based on that one round.

For example:

$Points_{(X)} = Score_{(X)} \text{ divided by } Score_{(W)} \text{ multiplied by } 1000$

Where $Points_{(X)} = \text{Points awarded to competitor X}$

$Score_{(X)} = \text{Score of competitor X}$

$Score_{(W)} = \text{Score of winner of the round}$

cont/...

Ties for any of the first three places will be broken by counting the highest throwaway score. If the tie still stands then a "sudden death" fly-off must take place within one hour.

The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation. Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams, ahead of two-competitor teams, which in turn are ranked ahead of one competitor teams. In the case of a tie, the best individual placing decides the team ranking.

Reason: The objective of the fly-off rounds is to settle between the top 15 competitors after the preliminary rounds. So, it is more logical to establish the team classification after the fly-off flights as already in all classes with final flights (F2B, F2C, F3A,). In those conditions, it is more appropriate (as done in F3A) to use the numerical final placing for the team classification rather than sum of scores.

i) 5.4.12 United Kingdom

Re-structure and standardise the sub-paragraphs, as shown; to add paragraph numbers to structure the first sub-paragraph in line with the following ones; to add a new first paragraph to the Flight Order sub-paragraph:

a) TRANSMITTER & FREQUENCY CONTROL

See VOLUME ABR, Section 4b, Paragraph B.11.

b) FLIGHT ORDER

The flight order must be published with official flight times for each competitor and including judges' breaks and meal breaks. Neither the published flight order nor the flight times may be changed and the flight times must be adhered to as closely as possible and no flight time shall run earlier than published without prior agreement between the pilot or his team manager and the organiser.

(i) Preliminary Rounds

The flight orderthird quarter of the initial order.

(ii) Fly-Off Rounds

The flight order for the first fly-off round will be established by a random draw, **taking into account that frequency will not follow frequency and team member will not follow team member of the same team.** The flight order third of the initial order.

c) PREPARATION TIME

A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A).

A competitor must be called at least 5 minutes before he is required to enter the start circle. When the previous competitor's flight time reaches 6 minutes the flight line director ~~can~~ **may** give the signal to start the engine. The 5 minute interval.

cont/...

d) FLIGHT TIME

The flight time of 11 minutes manoeuvre(s) will be scored zero.

e) RESTRICTIONS

After starting the..... terminated.

f) INTERRUPTION OF A COMPETITION

In extraordinary weather conditions or if the wind component perpendicular to the flight line exceeds 8ms/s for a minimum of 20 seconds during a flight, the competition must be interrupted. The flight will be repeated and the competition continued as soon as the wind subsides below the criterion. If the wind does not subside before the round is completed, the entire round will be dropped. The determination will be made by the organiser with concurrence of the FAI Jury.

Reasons: Paragraph a) to correct the cross-reference.

Paragraph b): to prevent the organisers from changing the published flight order and to make mandatory published flight times so that the pilot may know when to present himself ready for calling to the start circle (paragraph "Preparation Time"). Additionally to make it easier to distinguish between the draw for flight order, and to standardise the criteria, for the preliminary rounds and the fly-off rounds

Paragraph c): to relocate an existing sentence to a more appropriate place in the sub-paragraph.

Paragraph f): to give the same instructions and resolution for "extraordinary weather" as are given for "[excessive] wind speed" as extraordinary weather can affect the round in the same way as can excessive wind speed.

j) 5.4.13 Organisation

France

Correction of an error.

Transmitter & frequency control (see volume ABR, section ~~4b, paragraph B.10.~~ **4B, paragraph. B.11.**

k) F3 C Annexes 5D & 5E

F3 Helicopter Subcommittee

*Remove specification that Motor/Engine must be off during all Autorotations.
Instead, specify that IC engine power must be reduced to idle.*

Reason: With the introduction of electric power systems it is almost impossible for the judges to verify that the motor has been shut off. In addition, it is much safer if the IC engines' power is reduced to idle.

Annex 5D - F3C Manoeuvre Descriptions and Diagrams

l) Manoeuvre Schedules P & D

F3 Helicopter Subcommittee

Replace the manoeuvre schedules "A" and "B" with "P" and "D" in Agenda Annex 7h S-C F3C Manoeuvres (1) P & Agenda Annex 7i S-C F3C Manoeuvres (2) F

cont/...

m) Manoeuvre Schedule D and New Schedules A, B, C

Switzerland

(i) Replace Schedule C Finals (2008-2009) with Schedule D Finals 2010-2011) in Agenda Annex 7j SUI F3C Manoeuvres (1) D

(ii) Replace Schedules A, B and C (2006-2009) with new Schedules A, B and C (2010-2013) in Agenda Annex 7k SUI F3C Manoeuvres (2) A, B, C

n) Manoeuvre Schedules A & B

Sweden

Replace Schedule A (2008-2009) & Schedule C (2008-2009) with Schedules A & B in Agenda Annex 7l SWE F3C Manoeuvres (1) A & Agenda Annex 7m SWE F3C Manoeuvres (2) B

F3N R/C Helicopter Freestyle

o) Annex 5 F

F3 Helicopter Subcommittee

Instruction: Replace the whole class with the rules in Agenda Annex 7n S-C Annex 5F – F3N

Volume F4 Scale begins overleaf

11.9 Section 4C Volume F4 - Scale

a) **6.1.4 Judges** **F4 Subcommittee**

Add to paragraph 3 as follows:

For Continental Championships with less than 40 competitors in the class, the organisers are allowed to use two set of two static judges instead of one set of three judges to speed up static judging. **When using two sets of two static judges, the tabulation will make up a third dummy judge out of the average of the two judges' scoring to get the proper balance between static and flight scores.**

Reason: The balance between static and flight points are supposed to be 50-50 and the flight is scored by three judges, high and low of five judges removed.

b) **6.1.6.Remarks** **F4 Subcommittee**

Amend paragraph i) as follows:

i) Any model aircraft that, in the opinion of the **Chief Judges** or the ~~Contest~~ Flight Line Director, appears to be noisy in flight will have to submit to a noise check after that flight. Turbine powered model aircraft are exempt from such noise checks. For details see sections 6.2.1 (F4B) and 6.3.2 (F4C). The organiser must provide all competitors with the possibility to conduct noise checks prior to the competition if competitors so request.

Reason: To allow only those present at the flight line in a controlling position to be the ones allowed to demand a noise test and to avoid noise test requested for political reasons from people not present at the flight line and correcting a misprint.

c) **6.1.9 Documentation**

6.1.9.4

F4 Subcommittee

Add the text to sub paragraph 6.1.9.4.e.

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 pre-made parts, it is the competitor's responsibility to prove the modification and that this 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.

Reason: As more and more pre-made components are coming on the market, we need to change the burden of proof from the judges to the competitor.

cont/...

d) 6.1.12 Organisation of Scale Events **United Kingdom**

Amend the third paragraph to read as below

The flight order of the competitors will not be changed unless, in the case of R/C events, the organisers need to do so to avoid frequency clashes. **Sufficient flexibility in frequency sequencing must be provided to allow a competitor to make use of his transmitter, at the latest, by the time he enters the No. 1 ready box.** There shall be no substitution of one team member's slot for another team member's.

Reason: To permit sufficient time for a competitor to prepare and check his model for flight.

e) 6A.1.10 Static Judging **Czech Republic**

...10.2 & ...10.3

Reorder the renumbered paragraphs 6A 1.10.2. Colour and 6A 1.10.3. Markings as follows:

"Markings": 6A 1.10.2-**3**.

"Colour": 6A 1.10.3-**2**.

Reason:

To unify the order of paragraphs with the rule 6.1.10.:
6.1.10.

1. Scale Accuracy
2. Colour
3. Markings
4. Surface texture and realism
5. Craftsmanship
6. Scale detail

f) 6C.3.6.2 Straight Flight **Norway**

Delete the complete paragraph, (text, diagram & error list) and renumber the rest of 6C.3.6. as appropriate.

Reason: The manoeuvre is not mandatory anymore and another straight flight is described in the optional part of the rules.

Volume F5 Electric begins overleaf

11.10 Section 4C Volume **F5 - Electric**

General Rules

a) 5.5.1.5 Energy Limiter F5 Subcommittee

Add a new paragraph at 5.5.1.5

5.5.1.5 Procedure for Limiter Checking

1. General procedure of Limiter checking follows point B.16. in the Section 4B, General Rules for International Contests.

2. The check is carried out immediately after landing. All limiters/loggers be tested using the same method.

3. The organizer have to check if the limiter is correctly connected to RX, LiPo pack and ESC, no any kind of "jumper" in the RX cable or on the Current sensor must be present.

4. The limiter in each model should be provided with cables and 6 mm connectors, so that it can easily be checked in series with the checking system. In case where the limiter device has other t5. types of connectors the competitor will provide adapters to match the 6 mm connectors used by the organizers.

5. JR/Futaba connectors should be provided on the limiter, or adapters, so that the receiver output and ESC input connections can be made to the tester.

6. A variable current load should be used, simulating as far as possible a typical flight

7. The organiser uses SM UniLog or similar devices as energy counters for measurements in each category.

8. There is a measuring tolerances of 2% of the limitations as given in the rules.

9. If the competitor will check his limiters prior to and during the contest he must provide a fully charged lithium battery as a power source.

Reason: Clarification for checking by the organiser

b) **5.5.4.5 Distance Task**

USA

Amend as follows:

a) This task begins when the model aircraft releases hand-launched and ends after 200 seconds. Time of release is to be taken by one timekeeper.

This task must be carried out with at least two climbs with motor running however no more than ten climbs with the motor running are allowed. No points will be awarded for the legs completed after an eleventh or more climb with motor running.

The competitor has to decide how much time he will use for each climb (motor run) and how much for gliding.

b) ~~Starting and stopping the motor must be announced to his timekeepers;~~

cont/...

c) When after stopping the motor the model aircraft first crosses the Base A in the direction of Base B, ~~the timekeeper starts counting the legs~~ **counting of the legs**

starts. The model aircraft must complete as many legs as possible from the starting point Base A to the Base B and return;

d) Restarting the motor stops counting the legs, as does the expiration of the 200 seconds.

e) A audio signal announces to the competitor when his model aircraft crosses the Base A **and base B.** ~~flagman or audio system is used to signal crossing of Base B.~~ 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 plane must assure the parallelism of such planes. During the scoring in this task, flying with any part of the model aircraft on the forbidden side of the safety plane will give ZERO points for the whole flight, distance and duration.

f) The competitor, his helper(s) and the team manager must remain at Base A until the distance part of his flight is completed. Nobody, ~~other than the flagman~~ **other than the base B signal operator**, may stay in the B line and give signals.

g) Every completed leg will be awarded 10 points. When the model aircraft fails to complete at least one leg after either of the first two climbs, 30 points will be deducted from the score of this task; After 200 seconds of this task, which will be indicated by an audio signal, the duration task begins immediately.

Reason: Make wording reflect actual practices.

Paragraph b) is not needed because this function is handled by electronic means.

c) 5.5.4.6 Duration and Landing Task

USA

Amend as follows:

a) This task must be completed within 600 seconds from the moment the audio signal is given;

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

c) The duration task ~~gliding time timekeeper (1) starts his stopwatch every time the motor is switched off.~~ score keeping device keeps track of the motor run time as well as the glide time. ~~Gliding time ends either when the motor is switched on again or~~ Duration task scoring ends when the model aircraft comes to rest after landing. ~~The competitor must announce the switching on and switching off of his motor to the timekeeper with the word "ON" and "OFF";~~

d) Duration time is cumulative and one point will be awarded for each full second the model

aircraft is gliding with the motor off.

e) One point will be deducted for each full second flown in excess of 600 seconds;

f) 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;

g) No additional points will be awarded if the landing occurs more than 630 seconds after beginning of this task (as per 5.5.4.6.a)).

Reason: Make wording reflect actual practices

11.11 Section 4C Volume F6 – Airsports Promotion

F6A Artistic Aerobatics

a) 6.1.2 General characteristics of Radio Controlled Artistic Aerobatics Airplanes F6 Working Group

Delete lines 2 & 3

Maximum overall span 2 m

~~Maximum overall length 2 m~~

~~Maximum total weight 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.

Supporting data: All high performance F6A planes are shorter than related F3A planes to gain in manoeuvrability. Good freestyle performance is dependent upon a low wing loading. Any excess weight downgrades performance, so that setting a maximum weight is not needed.

Suppressing unnecessary limitations makes processing easier.

b) 6.1.2. General characteristics of Radio Controlled Artistic Aerobatics Airplanes

Belgium

Replace weight in line 3

Maximum total weight:~~5~~ 6 kg without fuel

Reason: The wing span (2m) and length (2m) of the aircraft are the same as the ones found in F3A category but the more spectacular manoeuvres F6A ask for better servo control, more powerful engines and more robust structure; the 5 kg limit is considered too low by some proficient pilots.

c) 6.1.2.2 Jet-powered aircraft

F6 Working Group

Amend as shown

~~Minimum~~ Maximum overall wing span: ~~1.80 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.

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

d) 6.1.2.3 Helicopter F6 Working Group

Delete weight and gyro references

~~Maximum total weight 6 kg without fuel~~

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

Reason: Heavier aircraft reduce 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.

Supporting data: 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.

e) **6.1.4.3 Number of rounds**

F6 Working Group

Amend present paragraph as shown:

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.

Supporting data: 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.

f) **6.1.5 Definition of an attempt**

Belgium

Amend time in the note at the end of the paragraph,

There is an attempt when the competitor is given permission to start.

Note: If the competitor fails to take off (lift off) within the ~~60~~ **240** seconds allowed, he must immediately make room for the next competitor.

Reason: Thanks to the proposed overlap between successive competitor's time slots, the extension to 4 minutes of the motor starting time does not change the overall time between successive official flights.

In F3A, the 3 minutes time slot allowed to start the engine is considered short by some pilots; as the engines used in many F6A models are similar; the F6A rule should be the same.

60 seconds is an impossible target to start a Jet engine allowed for the F6A category (7 min allowed in F4C, e.g.). After some discussion with jet pilots, 4 minutes (240 seconds) seems a reasonable time slot to start any kind of engine and complete the whole process, either automatic or manual.

The sound of an engine starting and running at low rpm should not disturb the flight in progress. The overlap in the timing allows the pilot to manage the starting time the way he needs to. Starting the engine and allowing it to warm-up is an important factor to perform any kind of manoeuvre as soon as the model takes off.

Warm-up could be important even with electric propulsion.

g) **6.1.8.2 Qualification and Finals flights**

F6 Working Group

Amend first and last sentences as shown. Amend Score Sheet and related sentences in Judging Guide accordingly.

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.

Supporting data: 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.

h) 6.1.11.2 Timing procedures

F6 Working Group

Amend paragraph sentence as shown.

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. 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.

Corrects an error and makes the sentence in line with normal practice.

i) 6.1.11.2

Belgium

Amend the time In the second sentence

Once allowed to enter the flight area and with permission from the Field Marshall, the competitor or his helper may start his engine(s). 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~~ **240** seconds after the moment permission has been given to start the engine(s). **To allow for a fast rotation of pilots, a competitor can be allowed to start his engine in a ready box while the previous pilot is starting his flight.**

Reason: Thanks to the proposed overlap between successive competitor's time slots, the extension to 4 minutes of the motor starting time does not change the overall time between successive official flights.

In F3A, the 3 minutes time slot allowed to start the engine is considered short by some pilots; as the engines used in many F6A models are similar; the F6A rule should be the same.

60 seconds is an impossible target to start a Jet engine allowed for the F6A category (7 min allowed in F4C, e.g.). *cont/...*

After some discussion with jet pilots, 4 minutes (240 seconds) seems a reasonable time slot to start any kind of engine and complete the whole process, either automatic or manual.

The sound of an engine starting and running at low rpm should not disturb the flight in progress.

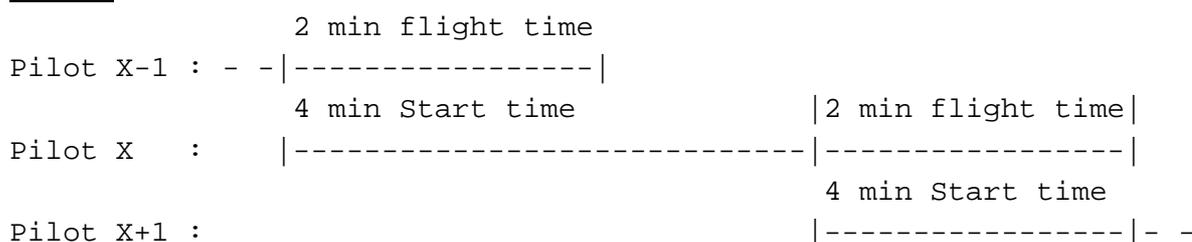
The overlap in the timing allows the pilot to manage the starting time the way he needs to.

Starting the engine and allowing it to warm-up is an important factor to perform any kind of manoeuvre as soon as the model takes off.

Warm-up could be important even with electric propulsion.

Supporting data:

TIMING



- j) **Annex F62** **F6 Working Group**
Introduce an Annex F6-2 describing the World Air Games competitors selection system

CIAM Sporting Code, Volume F6, Annex 2

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 being 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.

cont/...

The Jury shall report to the organiser's NAC and to the CIAM within 7 days and include the full detailed results with competitors 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 $R=k*N/P^X$ else $R=k*N_{max}/P^X$

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

N_{max} 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)

World Air Games 2011

The WAG 2011 selection period shall begin May 1st, 2009

cont/...

Reason: The WAG international ranking and selection system needs to be written in the Sporting Code.

Supporting data:

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.

**k) F6A Annex 4 & F6B Annex 4
4.3 Time Schedule**

F6 Working Group

Amend paragraph as shown.

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 may 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: In-line with normal practice to enable a fast turn-around.

Supporting data:

Experience has shown that, provided the next competitor stays in a properly thought out designated area, he may start and adjust his engine without disturbing the previous competitor. This procedure allows minimal idle time between flights without negative effect.

F6B Aeromusicals

l) 6.2.11.1.2 Judging

F6 Working Group

Amend first and second sentences as shown. Amend Score Sheet and related sentences in Judging Guide accordingly.

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.

Supporting data: 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.

cont/...

F6D Hand Thrown Gliders

m) 6.4.1

F6 Working Group

Re-number as shown:

6.4.1.1 A contest where RC gliders must be hand thrown to altitude. The organiser must provide a sufficient number of timekeepers in order to allow enough simultaneous flights at all time. In principle, each competitor is allowed one helper who should not become physically involved in the flight. Handicapped persons may ask their helpers for assistance at launching and retrieving (catching) their glider.

6.4.1.2 The organiser should provide a transmitter impound where all transmitters are kept in custody while not in use during a flight or the corresponding preparation time.

Reason: Improved writing

n) 6.4.2

F6 Working Group

Amend and re-number as shown:

6.4.2. Definition of hand thrown gliders

6.4.2.1 Motorless model aircraft, with the following limitations.

Wingspan max 1500 mm

Weight max 600 g

Radius of the nose, minimum 5 mm in all orientations (see F3B nose definition for measurement technique).

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. **Electronic devices allowing feedback either to the model receiver or the 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.**

6.4.2.4 The competitor may at any times change his model aircraft as long as they conform to the specifications and are operated at the assigned frequency.

6.4.2.5 Each competitor must provide five frequencies on which his model aircraft may be operated, and the organiser may assign any of these frequencies for the duration of any round or the complete contest.

Reason: Adds precisions based on current practice.

NB: "Unless a spread spectrum modulation system is used" was added at the beginning of the 6.4.2.5 sentence at the 2008 Plenary Meeting and appears in the 2009 Code – Technical Secretary.

cont/...

o) 6.4.3 Definition of the flying field **F6 Working Group**

Re-number as shown:

6.4.3.1 The flying field should be reasonably level and large enough to allow several model aircraft to fly simultaneously. The main source of lift should not be slope lift. The organiser must define the launching and landing area before the start of the contest and all launching and landings should happen within this area. Any launch or landing outside this area is scored zero for the flight.

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.

Reason: Improved writing

p) 6.4.5 Flight time **F6 Working Group**

Re-number as shown and add new text at the end of the paragraphs:

6.4.5.1 The flight time is measured:

At task 1 from the moment the glider leaves the hands of the competitor

At task 2 from the end of the launching interval

6.4.5.2 The flight time is measured to the moment the glider comes to rest on the ground or ground based object or the competitor catches the glider by hand or the working time expires. One point will be awarded for each full second the glider is flying, up to the given maximum flight time One point will be deducted for each full second flown in excess of given maximum flight time.

6.4.5.3 The flight time is official if the launching happens from inside the launching and landing area and the landing happens inside this area.

6.4.5.4. 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: Improved writing

q) 6.4.6 Organisation of rounds **F6 Working Group**

Re-number and amend as shown:

6.4.6.1 The competitors are arranged in groups. A group should be a minimum of 5 pilots. The contest is organised in qualifying, semi-final and fly-off rounds.

6.4.6.2 At qualifying rounds the task 1 and 2 is flown. The start and end of the working time are announced with a sound-signalling device. The results are normalised within each group, 1000 points being the basis for the winner of the group.

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, proceed to semi-final according to their normalised results. In case of tie at last proceeding places a draw decides.

6.4.6.4 At semi-final the pilots fly task 2 in three groups (or two groups if the number of qualified pilots is less than 15).

cont/...

6.4.6.5 To the final (fly-off) group the best pilot from each semi-final group proceeds. Other pilots proceed to final according to their normalised results. In case of tie at last proceeding places, the pilot with better result from qualifying round proceeds.

6.4.6.6 For each round, the competitors receive 2 minutes preparation time, as announced by the organiser. During the preparation 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 count down can be started earlier.

Reason: Improved writing

- r) **6.4.7 Fly-off** **F6 Working Group**
Move the last paragraph of 6.4.6. into a new paragraph 6.4.7. and amend as shown.

6.4.7 Fly-off

At fly-off eight pilots fly in one group. All pilots with non zero score proceed to the following round. Usually the number of pilots is reduced by one at each consecutive round, so that at the last round only two pilots compete for the total winner. If in any round all pilots get zero or maximum score the round is repeated

Reason: Improved writing. Last sentences from 6.4.6. are moved to more pertinent paragraphs.

- s) **6.4.8 Total winner** **F6 Working Group**
With the new paragraph 6.4.7. this and subsequent paragraphs need to be renumbered.

6.4.8. Total winner

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.

Reason: Improved writing.

- t) **6.4.9 Tasks** **F6 Working Group**
Re-number paragraph and amend as shown and add a new paragraph at the end:

6.4.9.1. Task 1 "Last flight":

During the working time, the competitor may launch the glider an undefined number of times, but only the last flight is taken into account to determine the final result. The length of the flight is limited to 5 minutes. Any additional release of the glider annuls the proceeding timing. When the competitor announces that he has completed his last flight (his official flight for this task), he must leave the launching and landing area, together with his timekeeper.

Working time - 7 minutes.

cont/...

6.4.9.2. Task 2 "All up":

All competitors of a group must launch their gliders simultaneously, within 3 seconds. The signal for launching comprises from three short beeps each second and a continuous tone lasting three seconds. During continuous tone the glider has to leave the hand of the pilot. Releasing the glider earlier or later results in zero score for this flight. Maximum flight time is 3 minutes. Each flight time of the 3 attempts of each competitor is to be added up and will be normalised to obtain the final score for this task.

Example:

Competitor A:	45+50+36 s = 131 s =	812.75 points
Competitor B:	50+50+60 s = 160 s =	1000.00 points
Competitor C:	30+80+40 s = 150 s =	937.50 points

6.4.9.3. Task for fly-off rounds

All competitors of a group must launch their model aircraft simultaneously, within a three second period. The signal for launching comprises a three second countdown with a single beep for each of those three seconds and a continuous tone lasting three seconds. During the continuous tone the model aircraft has to leave the hand of the pilot. Releasing of the model earlier or later results in zero score for this flight. Maximum flight time is 3 minutes.

When the first model lands or at three minutes flight time a thirty seconds interval starts. All models must land within these thirty seconds.

The pilot whose model landed first receives a zero score or a pilot who released his model before or after the three seconds interval for launching or whose model landed outside the landing area or landed after the thirty seconds interval receives a zero score too.

6.4.9.4. If final flights end repeatedly with equal maximum scores, the contest director may decide to break the tie by awarding a zero score to the competitor landing last past the 3-minute time. In such a case, the decision must be announced before the flight preceding the decision application.

Reason: roved writing. Adds a way to break ties when needed.

Volume S Space Modelling begins overleaf

11.12 Section 4C Volume S – Space Modelling

Part Four General Rules for International Contests

a) **4.6.5** **USA**

Add a new paragraph as shown below

4.6.5 When a flight is disqualified, scoring should continue and all data should be recorded. The recorded data will only be used if the disqualification ruling is reversed.

Reason: In international competitions, different cultures compete and many local interpretations and translations of the FAI rules interact. Resolving disputes over the application of the FAI rules is the duty of the FAI Jury. If scoring data is not recorded on a flight whose disqualification is challenged, there is no practical result of a successful appeal. Therefore, flight data should be recorded on every flight, including disqualifications.

b) **4.9.2 Electronic or Radar Tracking** **Space Modelling Subcommittee**

Replace the whole text of paragraph 4.9.2. with that submitted below.

4.9.2.1 Electronic altitude measurements

4.9.2.1.1 Electronic altimeter carrying requirements and application

Electronic altimeter carried in a space model shall be completely enclosed and contained within the model, so to be removable. It shall not be capable of separating from the model in flight.

Electronic altimeter shall fulfil the following technical specifications:

- **Must use barometric measurement technique,**
- **Records as the flight altitude, the difference between peak altitude achieved and the altitude of the pad from which it was launched,**
- **Data readout resolution of 1 meter or better,**
- **Measurement accuracy 2 percent of recorded altitude or 2 meters, whichever is greater,**
- **Data sampling rate of 10 samples per second or greater,**
- **Data readout of peak altitude by audio or visual means directly from the altimeter, with no external device needed,**
- **Capable of being zeroed of all previous flight data before flight.**

Technical specifications of this equipment and required container shall be announced in the local rules for each altitude contest.

All electronic altimeters shall be impounded before beginning of the event, kept safe by an official and checked and calibrated by the judges or a qualified calibrating team equipped with relevant electronic equipment.

Competitors shall take checked and calibrated electronic altimeters from the pound and mount them on the model in controlled by judges. The competitor shall return electronic altimeter to the judges in shortest possible time for readout data and recheck or recalibration if the judges found that appropriate.

cont/...

4.9.2.1.2. Radar altitude measurements

Subjected to the radar equipment to be used for radar altitude measurements, the organizer of the event shall announce special request for the type of reflective surface or responders to be used in particular event.

Reason: Remarkable technological improvement by introducing electronic altitude measurements in space models altitude classes which shall encourage development of these classes and increase number of events, make competitions much cheaper and more interesting to public and media.

Technical Secretary's note: This proposal was properly submitted on the 2008 Plenary Agenda and was amended in the Spacemodelling Technical Meeting that year but a misunderstanding prevented it from being clearly voted on in the Plenary Meeting.

12. WORLD AND CONTINENTAL CHAMPIONSHIPS 2010 – 2013

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1P Juniors		ROMANIA
	F1D (Seniors and Juniors)		SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)		HUNGARY
	F3J (Seniors and Juniors)		FRANCE
	F4B, F4C		POLAND
	F5B, F5D	Offers Invited	
	SPACE MODELS (Seniors and Juniors)		SERBIA

World Championships continued overleaf.../2011

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1C	Bulgaria (firm) Poland (firm) Serbia (firm) Argentina (firm)	
	F1E (Seniors and Juniors)	Slovakia (firm) Serbia (firm)	
	F3A	USA (firm) Italy (firm)	
	F3B	Spain (tentative)	
	F3C	Italy (firm)	
	F3D	Australia (firm)	
	F3K (Seniors and Juniors) <small>F3K was awarded Championship status at the 2008 Plenary Meeting</small>	Sweden (firm) Croatia (tentative) Germany (firm)	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Romania (firm)	
	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)	Offers invited	

World Championships continued overleaf.../ 2013

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1C	Argentina (firm) Slovenia (firm)	
	F1E (Seniors and Juniors)	Offers invited	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1C		TURKEY
	F1E (Seniors and Juniors)		ROMANIA
	F3A		AUSTRIA
	F3B	Offers invited	
	F3C		ROMANIA
	F3D	Ukraine (tentative)	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K F3K was awarded Championship status at the 2008 Plenary Meeting	Offers invited	

Continental Championships continued overleaf.../2011

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1P Juniors	Poland (firm) Bulgaria (firm) Slovenia (firm)	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Poland (firm)	
	F3J (Seniors and Juniors)	Romania (firm) Slovakia (firm) Hungary (firm) Slovenia (firm)	
	F4B, F4C	Offers invited	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Romania (firm) Bulgaria (firm)	

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1C	Romania (firm) Serbia (firm) Slovenia (firm)	
	F1E (Seniors and Juniors)	Romania (firm) Serbia (firm)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K F3K was awarded Championship status at the 2008 Plenary Meeting	Offers invited	

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)	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

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

15. NEXT CIAM MEETINGS

The list of Agenda Annexes appears overleaf

ANNEXES TO THE AGENDA OF THE 2009 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-m)	2008 Championship Reports
ANNEX 3 (a-n)	2008 Subcommittee Reports, Technical Secretary, Treasurer & F6 WG Reports
ANNEX 4 (a-e)	2008 World Cup Reports
ANNEX 5 (a-d)	2008 Trophy Reports
ANNEX 6 (a-d)	FAI-CIAM Medals & Diplomas: Nominee Forms
ANNEX 7a FRA ABR Annex A.2d	Agenda Item 11.1 f) Nomination Form for Subcommittees
ANNEX 7b GBR F2A 4.1.17	Agenda Item 11.5 b) F2A Speed
ANNEX 7c GBR F2 Annex J – F2G	Agenda Item 11.5 f) F2G Speed
ANNEX 7d BEL Annex 5M – F3P (1) AP	Agenda Item 11.6 j), k), Annex 5M – F3P
ANNEX 7e BEL Annex 5M – F3P (2) AF	Agenda Item 11.6 l) Annex 5M – F3P
ANNEX 7f NED Annex 5M – F3P (1) AP	Agenda Item 11.6 m) Annex 5M – F3P
ANNEX 7g NED Annex 5M – F3P (2) AF	Agenda Item 11.6 m) Annex 5M – F3P
ANNEX 7h S-C F3C Manoeuvres (1) P	Agenda Item 11.8 l) F3C Manoeuvres Schedule Preliminary
ANNEX 7i S-C F3C Manoeuvres (2) D	Agenda Item 11.8 l) F3C Manoeuvres Schedule Finals
ANNEX 7j SUI F3C Manoeuvres (1) A,B,C	Agenda Item 11.8 m) F3C Manoeuvres Schedule
ANNEX 7k SUI F3C Manoeuvres (2) D	Agenda Item 11.8 m) F3C Manoeuvres Schedule
ANNEX 7l SWE F3C Manoeuvres (1) A	Agenda Item 11.8 n) F3C Manoeuvres Schedule Preliminary
ANNEX 7m SWE F3C Manoeuvres (2) B	Agenda Item 11.8 n) F3C Manoeuvres Schedule Finals
ANNEX 7n S-C Annex 5F – F3N	Agenda Item 11.8 o) Annex 5F – F3N

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