Fédération Aéronautique Internationale

Minutes

of the Plenary Meeting of the
FAI Aeromodelling Commission

held in Lausanne, Switzerland
on 23 & 24 March 2007

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

MINUTES OF THE CIAM PLENARY MEETING 2007

held at the Olympic Museum - Lausanne (Switzerland)
on Friday 23 March & Saturday 24 March 2007

Present:

In the chair:	**Mr Sandy Pimenoff (Finland)**	**President of CIAM**
	Mr Dave Brown (USA)	1st Vice-President / Delegate
	Mr Gerhard Woebbeking (Germany)	2nd Vice-President / Delegate
	Mr Andras Ree (Hungary)	3rd Vice-President / Delegate
	Mr Massimo Semoli (Italy)	Secretary / Delegate
	Mrs Jo Halman (UK)	Technical Secretary
	Mr. Hartmut Siegmann (Germany)	Assistant to the Secretary
	Mr Ian Kaynes (UK)	F1 Sub-Committee Chairman FF World Cup Co-Ordinator
	Dr Laird Jackson (USA)	F2 Sub-Committee Chairman
	Mr Bob Skinner (South Africa)	Delegate, F3A Sub-Committee Chairman
	Mr Tomas Bartovsky (Czech Republic)	Delegate, F3B/J Sub-Committee Chairman and F3B/J World Cup Co-0rdinator
	Mr Horace Hagen (USA)	F3C Sub-Committee Chairman
	Mr Bob Brown (USA)	F3D Sub-Committee Chairman
	Mr Narve Jensen (Norway)	Delegate, F4 Sub-Committee Chairman
	Mr Emil Giezendanner (Switzerland)	F5 Sub-Committee Chairman
	Mr Srdjan Pelagic (Serbia)	Delegate, Space models Sub-Committee Chairman

ARGENTINA	Mr Mario KORMAN	Voting representative
AUSTRALIA	Mr Ivan CHISELETT	Delegate
AUSTRIA	Mr Wilhelm KAMP	Alternate delegate
	Mr Klaus W SALZER	Observer
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate delegate
	Mr Alex GOOSSENS	Observer
	Mr Paulette HALLEUX	Observer
	Mr Guido MICHIELS	Observer
	Mr PROOT	Observer
BULGARIA	Mr Valentin SAVOV	Alternate delegate
CANADA	Mr Jack HUMPHREYS	Delegate
CROATIA	Mr Zoran LULIC	Delegate
CZECH REPUBLIC	Mr Ivan HOREJSI	Observer
	Mr Bohumil VOTYPKA	Observer
FINLAND	Mr Erkki ARIMA	Delegate
FRANCE	Mr Bruno DELOR	Delegate
	Mr Bernard BOUTILLIER	Alternate delegate
	Mr Pierre CHAUSSEBOURG	Observer

cont/…

FRANCE .../cont	Mr Laurence PERRET	Observer
	Mr Pierre PIGNOT	Observer
GERMANY	Mr Ralf DECKER	Delegate
	Mr Michael RAMEL	Alternate Delegate
	Mr Norbert HUBNER	Observer
	Mr Uwe KEHNEN	Observer
	Mr Alexander WUNSCHHEIM	Observer
GREECE	Mr Antonis PAPADOPOULOS	Delegate
KAZAKHSTAN	Mr Mikhail YASHINSKI	Delegate
IRELAND	Mr Joe DIBLE	Delegate
ITALY	Mr Claudio BOGNOLO	Observer
KUWAIT	Mr Salah AL-JEMAZ	Delegate
LATVIA	Mr Karlis PLOCINS	Delegate
LUXEMBURG	Mr Ernest MATTIUSSI	Delegate
	Mr Raymond PAVAN	Alternate delegate
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Rob METKEMEIJER	Alternate delegate
	Mr Frits VAN LAAR	Observer
	Mr Henny VAN LOON	Observer
	Mr Anselmo ZERI	Observer
NEW ZEALAND	Mr Martin DILLY	Delegate
POLAND	Mr Mark SZUFA	Delegate
	Mr Rui FERREIRA	Observer
PORTUGAL	Mr Emanuel FERNANDES	Alternate Delegate
ROMANIA	Mr Mikhail ZANCIU	Delegate
	Mr Marius CONU	Alternate Delegate
	Mr Ioan BREZEANU	Observer
RUSSIA	Mr Alexei KORYAPIN	Voting representative
	Mr Andrey PONOMARENKO	Observer
	Mr Dmitriy SHATALOV	Observer
SERBIA	Mr Ljubomir RADOSAVLJEVIC	Observer
SLOVAK REPUBLIC	Mr Marian JORIK	Alternate Delegate, World Cup Space Models Coordinator
	Mr Pavol BARBARIC	Observer
SPAIN	Mr Carles AYMAT	Delegate
	Mr Jose Antonio LEJARZA REMENTERIA	Observer
	Mrs Neuss MISSE	Observer
	Mr Antonio ROJAS RAMOS	Observer
	Mr Jose Miguel Vicente ROJAS	Observer
	Mrs Esther ROURA	Observer
SWEDEN	Mr Bengt-Olof SAMUELSSON	Delegate
	Mr Carl-Otto STRANDH	Observer
SWITZERLAND	Mr Rolf GIRSBERGER	Delegate
	Mr Peter GERMANN	Alternate Delegate
	Mr Kurt SAGER	Observer
	Mr Bernhard SCHADEN	Observer
	Mr Rudolf SCHAUB	Observer
	Mr Andy SWEETLAND	Observer
TURKEY	Mr Tamer EKINCI	Delegate

UNITED KINGDOM	Mr Jim ANDREWS	Delegate
	Mr Mike COLLING	Observer
	Mr Robin GOWLER	Observer
	Mr J Trevor GREY	Observer
	Mr Peter HALMAN	Observer
	Mr Clive NEEDHAM	Observer
	Mr George SHERING	Observer
UKRAINE	Mr Victor STAMOV Mr Volodymyz POSTZYGGH	Free Flight World Ch. Organiser Observer
USA	Mr George BATIUK	Observer
	Mr Terry EDMONDS	Observer
	Mr Bill LEE	Observer
	Mr Steve NEU	Observer
FAI	Mr Max BISHOP	FAI Secretary General
	Mr Jean Marc BADAN	FAI Promotional Manager
	Ms Cosette MAST	FAI Executive Secretary
	Ms Christine ROUSSON	FAI Administrative Secretary
CIAM MEDIA CONSULTANT	Mr Guy REVEL	

Proxies: None

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the Plenary Meeting on 23rd March at 09.15 and welcomed the Bureau members, the Delegates and Observers. It was confirmed that the following Technical Meetings would take place: F1, F2 (Interim) F3A, F3B, F3C, F3D, F5 (Interim), Education.

The number of representatives attending each Technical Meeting was established as:

F1 – 18; F2 – 13; F3A – 13; F3B – 16; F3C – 7; F3D – 5; F5 – 7; Education – 7.

The meeting rooms were allocated in three rooms (Winter Games, Athens, Turin) and the auditorium.

2. DECLARATION OF CONFLICTS OF INTEREST (ANNEX 1)

No conflicts of interest were declared.

3. MINUTES OF THE MARCH 2006 BUREAU & PLENARY MEETINGS AND OF THE DECEMBER 2006 BUREAU MEETING

3.1. 2006 March Bureau

3.1.1. Corrections

There were no corrections.

3.1.2. Approval

The Plenary Meeting approved the 2006 March Bureau Minutes.

3.1.3. Matters Arising

There were no Matters Arising.

3.2. **2006 Plenary**

3.2.1. Corrections

(1) on page 23 at item b) the proposal "4.3.12 Judges & Timekeepers" b).should show the amended rule and so the clause "**The stopwatches may be replaced or complemented by a computerised timing system of equal or better accuracy.**" should be added to the end of the rule.

(2) on page 25 at item b) the proposal "5.L.1.3 General Characteristics of a Large Aerobatic R/C Power Model Aircraft" the formula should read "**(D x s)*0.9 - 0.5 <= d <= (D x s)*1.1 + 0.5."**

The Technical Secretary said that she will not publish a further edition of the 2007 F3A Volume of the Sporting Code with this amendment but will place a notice on the CIAM Website and notify the NACs by email of the correct formula. The 2008 Sporting Code will be amended accordingly.

3.2.2. Approval

With these corrections the Meeting approved the 2006 Plenary Minutes

3.2.3. Matters Arising

There were no Matters Arising.

3.3. **2006 December Bureau**

3.3.1. Corrections

During the 22nd March 2007 Bureau meeting, the following corrections to the Minutes were noted:

(1) At item 12.2 delete "A, B, C" to read "F2 – will hold an interim meeting."

(2) At item 4.1, 4th paragraph delete "member of the FAI Jury" and insert "Contest Director"

(3) At item 4.7 (SM) i) (Add a new first sentence): "There was a written report." ii) (At the end of the second paragraph add): "It was made clear that despite these problems, the organisers had made great efforts for the Championships with magnificent ceremonies, splendid official receptions and a memorable banquet."

3.3.2. Approval

The Plenary Meeting approved the 2006 December Bureau Minutes

3.3.3. Matters Arising

There were no Matters Arising.

4. MINUTES OF THE MARCH 2007 BUREAU MEETING

The Minutes of the 22nd March 2007 Bureau meeting were distributed. Final approval will take place at the next meeting.

5. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

The secret nominations for the Officers of the Bureau and the Sub-Committee Chairmen took place on the afternoon of Friday 23rd March. The FAI Secretary General explained a

cont/…

…/cont

new nomination procedure: each Delegate will receive a form with all the posts for nominations. Delegates may nominate up to three people for the three Vice President posts and, if an election is necessary, each post will be voted upon in turn.

Where more than one nominee for a post accepted the nomination, a secret ballot took place on Saturday 24th March.

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

5.1. **CIAM Officers**

President	**Mr Sandy Pimenoff**, Mr Bob Skinner (still in the F3A Technical Meeting), Mr Dave Brown (declined), Dr Andras Ree (declined), Mrs Jo Halman (not eligible). Mr Pimenoff reminded the Plenary Meeting that it was his intention not to stand for re-election in 2008.

1st, 2nd, 3rd Vice President

Nominees:	D Brown, B Delor (declined), M Dilly (declined), H Hagen (ineligible), R Pavan (declined), B Skinner, A Ree, G Woebbeking.
1st Vice President	**D Brown**, B Skinner, A Ree (declined), G Woebbeking (declined).
2nd Vice President	**B Skinner**, A Ree (declined), G Woebbeking
3rd Vice President	A Ree, **G Woebbeking**
Secretary	**M Semoli**
Technical Secretary	**J Halman**
Assistant Secretary	**H Siegmann**

The Plenary Meeting granted power to the Bureau to appoint a suitable Treasurer.

5.2. **Subcommittee Chairmen**

F1	Free Flight	**I Kaynes**
F2	Control Line	**D Jackson**
		Mr Jackson will stand down at the end of this term of Chairmanship and has been privileged to be the Chairman of an exceptional Sub-Committee.
F3A	RC Aerobatics	**B Skinner**
F3BJ	RC Soaring	**T Bartovsky**
F3C	RC Helicopter	**H Hagen**
F3D	RC Pylon	**B Brown**, R Metkemeijer (declined)

There were no objections to the following Sub-Committee Chairmen being re-confirmed in post.

F4BC	CL/RC Scale	**N Jensen**
F5	RC Electric	**E Giezendanner**
F7	RC Lighter-than-Air	**M Prevotat** (appointed by the Bureau)
Space Models		**S Pelagic**
Education		**G Woebbeking**

cont/…

…/cont

6. REPORTS

6.1. 2006 FAI General Conference, by the FAI Secretary General, Max Bishop

The General Conference was held in Santiago.

Kuwait, Armenia, Mongolia, Montenegro were welcomed as new members.

Board members were elected: Lee Jonghoon, Korea (sky diver); Mike Heuer, USA (aerobatics), Willi Arpagaus, SUI.

Contract signed with Red Bull air races and races will take place in a number of countries. FAI Delegate monitors the safety of these races and the FAI logo features on the website and a licence fee is payable so this can be considered as the first major sponsor.

World Air Games was launched in association with TSE Consulting and FAI was fortunate to receive expressions of interest: Turin, Odense, Moscow, Melbourne & the London area

The FAI Secretary General brought greetings from Mr Pierre Portmann, FAI President, who follows the Commission's affairs closely and appreciates the invitations he receives to the events and who was pleased to attend the Space Model World Championships in Baikonur this year.

6.2. 2006 CASI Meeting, by CIAM President, Sandy Pimenoff

The only decision was that CASI will not change. President Pimenoff was elected as Honorary President of CASI.

6.3. 2006 World Championships, Jury Chairmen (ANNEX 2)

6.3.1. F1A, F1B, F1P Juniors in Germany: Ian Kaynes

Well run Championship with good weather and good outcomes.

6.3.2. F1D Seniors and Juniors in Romania: Emil Giezendanner

Well organised Championship in the salt mines at Slanik.

6.3.3. F2A, F2B, F2C, F2D Seniors and Juniors in Spain: Gerhard Woebbeking

Very good Championships in good weather.

6.3.4. F3J Seniors and Juniors in Slovakia: Tomas Bartovský

Another successful Championship.

6.3.5. F4B, F4C in Sweden: Narve Jensen

Very well organised Championship with mainly good weather.

6.3.6. F5B, F5D in Romania: Sandy Pimenoff

Speeds of F5D Model Aircraft not reduced despite the change in rules devised to slow the model aircraft down. This still needs to be worked upon.

6.3.7. Space Models Seniors and Juniors in Russia: Srdjan Pelagic

This was a spectacular Championship with 25 counties and was held in the home of real space exploration.

6.4. 2006 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)

Written report.

cont/…

…/cont

6.5. 2006 Subcommittee Chairmen (ANNEX 3)

6.5.1. Free Flight: Ian Kaynes

Written report.

6.5.2. Control Line: Laird Jackson

Written report.

6.5.3. R/C Aerobatics: Bob Skinner

Written report. Mr Skinner emphasised the increased activity in the Far East and possibly a north-south Championships.

6.5.4. R/C Gliders: Tomas Bartovský

Written report.

6.5.5. R/C Helicopters: Horace Hagen

Written report.

6.5.6. R/C Pylon: Bob Brown

Written report. Additionally, the F3D Sub-committee had worked with , Mr. Metkemeijer and the new rules, if accepted by the Plenary Meeting, will make for safer & quieter F5D. So far 13 counties had pre-registered for the 2007 WCh.

6.5.7. Scale: Narve Jensen

Written report.

6.5.8. R/C Electric: Emil Giezendanner

Written report.

6.5.9. Space Models: Srdjan Pelagic

Written report. There had been a remarkable increase of 37% entries and now there will be the first Asian CCh this year.

6.5.10. Education: Gerhard Woebbeking

Mr Woebbeking had visited the Education Commission of FAI for the second time and will attend this year too.

6.6. 2006 World Cups, by World Cup Coordinators (ANNEX 4)

6.6.1. Free Flight: Ian Kaynes

During 2006, there had been 58 competitions and 6,634 scored participants. The details and results are in the written report.

6.6.2. Control Line: Jean Paul Perret

Very successful with a small increase in some of the classes.

6.6.3. Thermal Soaring and Duration Gliders: Tomas Bartovský

The volunteer co-ordinator did not perform properly and the results are still not sent in time, the final report arrived after the November deadline. In F3J the World Cup was very successful and Mr. Bartovsky will be World Cup Co-ordinator for 2007.

6.6.4. R/C Electric: Emil Giezendanner

No World cup in World Championship year, but will be run again in 2008.

6.6.5. Space Models: Marian Jorik

Written report.

6.6.6. Space Models International Ranking Report: Srdjan Pelagic

Written report.

6.7. **2006 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

The five trophies donated by the Ukraine were presented this year. The F1E Individual European and F2D European Challenge Trophies were declared missing during last 2006 Bureau meetings. Mr Chaussebourg said that the F1E trophy was normally awarded in 2006. The F2D European Challenge Trophy despite an investigation it was not located. It was awarded in 2003. The Secretary was instructed to try one more time to locate the trophy and if this was unsuccessful, then a replacement trophy would have to be instituted.

6.8. **Aeromodelling Fund - Budget 2007, by 3rd Vice President Andras Ree (ANNEX 3)**

Reimbursements and all payments will now be made in Euros, and the newest form must be used.

Payment may now be made by credit card by Visa or MasterCard and the form will be on the Forms page of the CIAM website. Low values will attract low charges but high values will have higher charges than, perhaps, the bank transfer system and all bank charges must be paid by the remitter. Hard copy form has to be used and fax it to the FAI office. Mr. Pimenoff thanked the Treasurer for the good work.

6.9. **CIAM Flyer, by the Editor, Emil Giezendanner**

Hard copies of the newest CIAM Flyer were distributed at this meeting. It will be possible to download it from the CIAM website.

The President thanked Mr Peter Keim for his invaluable work on the CIAM History, a continuation of the work of Mr. Tony Aarts. This Plenary meeting will be added to the record.

6.10. **World Air Games, by CIAM President, Sandy Pimenoff.**

A comprehensive report on this subject was presented by the FAI Secretary General who explained that the process was moving towards the end of Phase 1 and confirmed that there were five bids: Turin, Odense, Moscow, Melbourne & the London area. All the bids were from commercial companies or special consortiums and only the Moscow bid was from a National Airsports Control (NAC). It is not known how many of these will go forward to Phase 2 but it is hoped that there will be three who will undergo an Olympic style selection at the Olympic Museum on 1st June.

The new World Air Games format is intended to be a two-year cycle and most of the Commission Presidents have supported this. Bidding for the 2011 World Air Games will begin at the next General Conference.

The Media Consultant, Mr Guy Revel, reported that there is every possibility that all three of the F6 classes will be held. All events must be of limited duration and be attractive to spectators with few, but very high quality, competitors. The NZL Delegate, supported the AUS & UK Delegates, commented that it is difficult to offer assistance or advice when the NACs are not involved at the bidding stage.

Mr Pimenoff said that we all understand that such an event cannot be run without the support of the National Airsports Control and the bidders may be good at organising events but they still need the specific detail from the actual airsports involved. The FAI Secretary General completely rejected the notion that the FAI was encouraging bids from consortiums that had not involved the appropriate NACs and expressed surprise that these NACs knew nothing about the venture and expected that the bidders would work with the NACs in the early stages.

Mr Pimenoff responded, that whichever organiser is awarded the 2009 WAG then support will be necessary from each airsport involved.

7. 2006 PRIZEGIVING CEREMONIES.

The Prizegiving Ceremonies for the
2006 World Cup awards for classes F1A, F1A junior, F1B, F1C, F1E, F1E junior, F2A, F2B, F2C, F2D, F3B, F3J, S4A, S6A, S7, S8E/P and S9A,
The 2006 F1E Continental Championships Awards
The F2C World Championship Junior Medals
were held on Friday, 23 March, 2007, at 16.30
in the Auditorium of the Olympic Museum.

8. PLENARY MEETING VOTING PROCEDURE

The President explained that the decisions will be taken with the absolute majority of the voting delegates (in favour, against and abstentions). Not voting delegates will declare it for each voting.

9. AWARDS BY THE PLENARY MEETING OF FAI-CIAM MEDALS AND DIPLOMAS (ANNEX 6)

The number of delegates at the Plenary meeting was established as 35.

The FAI Secretary General reminded the meeting that if any of the nominees was in the room then he must leave during the reading of supporting statements and voting

Invited by the President, the relevant Delegates supported the nominees for all the awards with short statements.

Alphonse Penaud Diploma

Nominees:	Radojica Katanic (Serbia)
	Popescu Marian (Romania)
	Pavel Fencl (Czech Republic)
Awarded:	**Pavel Fencl (Czech Republic)** at the second secret ballot

Andrei Tupolev Diploma

No nomination had been received

Antonov Diploma

Awarded:	**Daniel Petcu (Romania)**

Frank Ehling Diploma

Nominees:	Otto Hints (Romania)
	Ottar Stensboel (Norway)
	Jordan Kovacevic (Serbia)
Awarded:	**Otto Hints (Romania)** at the second secret ballot

Andrei Tupolev Medal

Awarded:	**Popa Aurel (Romania).**

FAI Aeromodelling Gold Medal

Nominees:	Miroslav Sulc (Slovak Republic)
	Tze Law Chan (Singapore)
	G Harry Stine (USA)
	Jiri Havel (Czech Republic)
	Antonis Papadopoulos (Greece)
Awarded:	**Antonis Papadopoulos (Greece**) at the third secret ballot

10. **JUDGES AND SUBCOMMITTEES LISTS**

These lists are now only recommendations and the Bureau has decided to exclude them from the Plenary Agenda.

The Plenary Minutes continue on the next page with the Sporting Code Proposals.

11. SPORTING CODE PROPOSALS.

Voting was established as 35 with no proxies.

In the case of rule implementation earlier than 01/01/08, or in the case of application as local rules at World or Continental Championships, the Technical Secretary will place a Technical Notice on the home page of the CIAM website and email notification will be sent by the FAI to all NACs and to the appropriate 2007 Championship organisers who will be required to include the Plenary approved rules in the Championship Bulletins.

11.1 Bureau Proposals Volume ABR, Section 4A & 4B

Section 4A

A.2 Procedure for CIAM Plenary Meetings

a) A.2.1

Add a new second paragraph as follows:

The Technical Meeting of the Education Subcommittee should be scheduled in such a way that it does not interfere with attendance at that meeting by other Subcommittee members.

Withdrawn by the Bureau.

A.3 Bureau

b) A.3.2.b & A.3.2.c

Amend the paragraph as follows:

b) The control of organisation of World **and Continental** Championships;

c) The approval of World **and Continental** Championships juries and judges;

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

c) A.3.2.c

Amend the paragraph as follows:

The approval of World Championships **J**uries and **J**udges **including the Range Safety Officer (RSO) at Space Modelling Championships.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

d) A.3.7

Add a new paragraph at ***A.3.7*** *entitled* ***Publication of Emergency Safety Notices & Safety Rules***

A.3.7 Publication of Emergency Safety Notices & Safety Rules

A.3.7.1 Publication of Emergency Safety Notices

a. NACs shall be informed of any safety notice by email within five days of the end of the Plenary meeting or the agreement of a majority of the CIAM Bureau in the case of safety notices that need to be generated between Plenary meetings.

b) Any safety notice shall appear on the CIAM homepage of the FAI website within five days of the end of the Plenary meeting or the Bureau decision to issue such a notice taken between Plenary meetings.

c) All safety notices shall be the responsibility of the Technical Secretary who may liaise with the appropriate Sub-Committee Chairman regarding the formulation of any such notice.

d) It will be the responsibility of the CIAM Technical Secretary, or in his absence, the CIAM Secretary, to liaise with the FAI office as necessary regarding the formal promulgation of any safety notice.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

e) A.3.7.2

Add a new sub-paragraph ***A.3.7.2 Emergency Safety Rules***

A.3.7.2 Emergency Safety Rules

a. See A.3.7.1 a & b.

b. New or amended safety rules shall be effective one calendar month from the end of the Plenary meeting of that year or for the next CIAM approved competition, in the category affected, whichever is the sooner.

c. Any amended or new safety rule(s) shall appear in the Organiser Bulletins of the appropriate Championship(s) being held that year.

d) All safety rules shall be the responsibility of the Technical Secretary who shall liaise with the appropriate Sub-Committee Chairman regarding specific safety rule(s).

e. See A.3.7.1.d

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

f) A.9 Contest Calendar

A.9.1.

Amend the structure of the paragraphs and add text as shown:

Requests for contests to be put on the FAI International Contest Calendar must be received by the FAI Office no later than the 15 November, with the name, address, telephone, fax etc. of a contact person for additional information. The form to be used is shown in Annex 2 of this section.

cont/...

…/cont

All applications for contests must be accompanied by a fee to CIAM. The amount of this fee is determined annually by CIAM as defined in paragraph A.13.1. **Payment may be made by credit card or bank transfer but in any case, the remitter pays all card or bank charges.** If the fee is not received by 15 November, the contest will be deleted from the calendar.

Open International contests may be requested for approval in between CIAM meetings, if submitted at least three months in advance to the FAI Office with copies to the CIAM President and Technical Secretary. Open International applications received by the FAI office later than 15 November will not be eligible for inclusion in a World Cup for the following year.

Sanction fees and documents for World and Continental Championships **and World cup competitions** must be received by the FAI by 15 November **of the year preceding the Championships or World Cup competition.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

Section 4B

g) B.5 Organisation of International Contests
B.6 Contest Information and Entry Fees

Re-structure the paragraphs, insert some paragraph titles, add or delete text as shown, and re-number subsequent paragraphs appropriately.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

B.5.1. Organisation

Add a title to B.5.1

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

h) B.5.2. Local Rules

Re-number from B.5.3

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

i) B.5.3 Entry Forms

Re-locate paragraphs to do with entry forms and give a paragraph title and number and add and delete text as follows.

~~For open international contests,~~ **E**ntry forms must include **sections for**:

Name - First name - Date of Birth **(Juniors only)** - Postal address - Nationality - FAI Licence **Number** - Class(es) entered.

For World and Continental Championships, entry forms must be supplied by the organisers.

For Open Internationals an entry form must be supplied to any competitor requesting one from the organiser's contact details published on the FAI Contest Calendar.

The organiser must acknowledge receipt of the entry form and entry fee.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

j) B.5.4. Results

Re-locate from B.6.5, give a paragraph title and number and add and delete text to the first and last paragraphs as follows.

Results must be despatched to the FAI and NACs taking part in the event within a month. For events included in a World Cup, the results must be despatched to the relevant World Cup ~~organiser~~ **Co-ordinator** within a month.

Results submitted to the FAI or World Cup ~~organiser~~ **Co-ordinator** must be in electronic form to allow for publication on the official FAI website.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

k) B.6. ORGANISATION OF WORLD AND CONTINENTAL CHAMPIONSHIPS EVENTS

Re-locate from B.5.2 and add text to the title.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

l) B.6.1 Bids to the CIAM

Re-number from B.5.2., add a title and separate the paragraphs for clarity; add and delete text as follows:

The CIAM will decide which event shall be held as a World Championship and Continental Championship and to which NAC shall be delegated the responsibility for the organisation of this event. Bids to host Championships may be submitted at any time in advance of a chosen year.

The firm acceptance of a bid will normally be made by vote of the CIAM Plenary meeting two years in advance of the year of the proposed Championships. In exceptional circumstances, the decision for awarding World and Continental Championships may be taken more than two years in advance of the year of the proposed Championships, providing a request is made by November 15 and published in the Agenda of the following Plenary Meeting.

In order to be eligible for selection, all bids must include the ~~full~~ details **required** in ~~the Guide at~~ Annex A1 to Section 4a **except for Jury and Judges names**. In the event that no acceptable bid is available two years in advance, the decision may be postponed to the Plenary meeting in the year before the Championship. If no bid is accepted at that meeting, the Plenary Meeting may exceptionally delegate the decision to the CIAM Bureau meeting at the end of that year.

This is the latest time at which the decision can be made to proceed with a Championship for the following year.

Before the ~~end of August~~ **15th November latest** of the ~~previous~~ year **prior to the Championships**, the dates and place of the Championship should be presented to the FAI office for publishing on the FAI website.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

m) B.7. CONTEST INFORMATION AND ENTRY FEES

Re-number from B.6 and existing subsequent paragraphs B.7-B.19 require re-numbering, too.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

n) B.7.1. Information

Re-number from B.6.1, add a paragraph title and amend the paragraph as follows and re-locate the final paragraph to B.5.3:

A first memorandum of information **(Bulletin 1)** and entry forms must be despatched to the NACs, also to Jury members and judges, **after the Bureau meeting at which Bulletin 0 was presented and approved and** at least three months before the contest. ~~For open international contests, entry forms supplied by the organisers must include:~~

~~Name - First name - Date of Birth (Juniors only) - Postal address - Nationality - FAI Licence - Class(es) entered.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

o) B.7.2. Entry Fees

Re-number from B.6.2., add a paragraph title, add and delete text, and split the very long paragraph as shown for clarity:

The entry fee will consist of an obligatory fee to be paid by all competitors and team managers and an optional fee that covers accommodation and food.

The organiser may specify a closing date for the receipt of fees. Entries received after this date may be subject to a penalty fee or may be refused by the organiser.

If an obligatory fee is required for official helpers and official supporters it must not exceed 20% of the obligatory fee for competitors.

Accredited representatives of the media shall not be required to pay an entry fee.

Items contributing to the calculation of the Basic Entry Fee are (applicable depending on local circumstances):

- **c**ontest site - rent and cost ~~for preparing~~ **of preparation**; ~~and organisational costs~~;
- organisational costs - ~~consist of~~ meetings/travel of organising committee; rent or purchase, if not already available, of contest equipment such as timing devices, lap counters, sighting apparatus, processing equipment, score board, walkie-talkies, frequency control equipment, score sheets, flags, flag poles, etc. Cost of instruction and briefing session of contest officials and Jury, licences and permits (PTT, local authorities); station**e**ry, postage (information bulletins, correspondence); rent of tents. The cost of any Official opening ceremony. ~~must be included in the items to be taken into account when calculating the basic entry fee~~.
- In the event **that** a person is serving in more than one position (team manager, competitor, helper, mechanic, etc), he will be charged only one fee**:** that which represents the highest fee of **the** ~~those~~ positions to be served. If ~~on~~ **at** the same event, there is a senior and junior classification, any junior competitor may be a member of the senior team as well. In that case this competitor is required to pay only the entry fee for the junior's class.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

p) **B.7.3 Sponsorship**

Re-number from B.6.3, add a paragraph title and amend the paragraph as follows:

It might be possible to obtain a sponsor for one or more of the above items. This will result in a lower basic fee, therefore sponsoring is highly recommended. However, sponsoring can only be taken into account if it is absolutely ~~sure~~ **certain** that it will be obtained, otherwise a loss can be expected. Sponsoring negotiations should start as early as **is** practical.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

q) **B.7.4. Additional Fees**

Re-number from B.6.4, add a title and amend the paragraph as follows:

Separate additional fees will be offered at choice for: lodging **(**hotel and camping**)**; food (banquet not included) and banquet (and possible other additional events).

Maximum fee = basic fee + lodging (hotel) + food + banquet.

The maximum possible fee is 600 Euro for seven nights, except for events which require a large number of judges or more than seven nights.

For World Championship events that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant.

The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. **Using the international standard of stars (*)** accommodation **to two stars (**) or equivalent is sufficient.** ~~of acceptable middle class standard will be sufficient~~. ~~There is no need for any luxury. The same applies to the food.~~

Details of an ~~All~~ awarded offer~~s~~ must be submitted **in Bulletin 0, via the FAI office**, by November 15th to the relevant Sub-committee Chairman and the CIAM Secretary for review of the fee structure prior to consideration at the **following** Bureau Meeting..

~~The offers~~ **Bulletin 0** must contain a clear explanation of the **hotel, food & banquet costs per person per day in Euros.** ~~total costs in Euro to the participants.~~.

Bulletin 0, after approval and including any corrections required by the Bureau meeting, shall be issued as Bulletin 1 by the organiser to the appropriate NACS as specified in B.7.1 or earlier if possible.

Amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

Additional Bureau Proposals

r) **A.3.4**

Replace paragraph A.3.4 entirely as shown.

The Assistant Secretary shall support the activities of the Secretary and Technical Secretary. In particular he shall take the Minutes of the Bureau and Plenary Meetings, contribute to the definition and formal

cont/…

…/cont

issue of such Minutes and support or perform the activities that the Secretary delegates to him. The Assistant Secretary must not, in any case, directly approach individual members of the FAI office or Bureau, or the Sub-committee Chairmen but must work through the Secretary and the Technical Secretary.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

s) <u>Naming of Championships</u>

The President explained the rationale behind the naming protocol suggestion contained in the Bureau Minutes of the previous day and that any Championship title must begin with "FAI", have the year at the end and the words "World" or "European" and "Championships must be kept together. The FAI Secretary General referred the Plenary Meeting to the FAI document "Naming of Championships". He will provide the document to the Sub-Committee Chairmen for reference.

Referred to the Sub-Committees for action and presentation to the December Bureau Meeting.

11.2 Volume ABR, Section 4B

(General Rules for International Contests – page 29)

a) B.7.4 Free Flight Subcommittee

Paragraph 1.

Remove the following sentence:

~~For Free Flight models, the flying schedule is F1A, F1B and F1C.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

b) B.8.1 Free Flight Subcommittee

Amend as follows:

Starting positions are indicated by markers, spaced at least 10 meters apart along the starting line. In the case of F1A, the helpers shall launch the model at this pole. Each country and the reigning champion, if not a member of his national team, is allotted a starting position for the first round by draw. In each successive round, all countries **<u>move a defined number</u>** of ~~three~~ starting positions along the line in the same direction; upon reaching the end of the line, a country takes its next position at the other end of the line. **<u>The number of starting positions to be moved is established by dividing the number of starting poles by the number of official flights, the result to be rounded up to the next whole number above.</u>** Each competitor in the fly-off is allotted a starting position by draw for each fly-off round. Spectators are not allowed within 25 m from the starting line.

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08. (Note: the wording was clarified in the preparation of the Plenary Minutes.)

cont/…

c) B.8.1 Free Flight Subcommittee

Add the following sentence to the end of paragraph B.8.1 paragraph 2, after "Spectators are not allowed within 25 m from the starting line"

During the rounds test flying is not allowed near the starting line or upwind of the starting line. The Organiser shall specify an area to be used for test flying during the rounds.

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

d) B.8.1 Free Flight Subcommittee

Paragraph 3. Amend 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**.

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

e) B.12 Great Britain

Add new paragraph to B.12.

B.12.3 Prohibition of Thermal Detection Devices

All mechanical, electronic and other devices that are used to detect the presence of thermal activity are prohibited on the flight line and within 800 metres of the designated line. A single streamer per competitor for the indication of wind direction is allowed. The streamer is not to exceed 2 metres in length and may not be flown higher than 2 metres above the ground.

The devices prohibited will be:

All electronic meters/recorders that indicate and or record changes in wind speed or temperature.

Bubble generating machines

Streamers other than provided for within the rule

Natural materials such as "fluffies" the airborne seeds of bull rushes

Any other devices that augment the natural ability of the flyers to detect thermal activity

A wind speed meter shall be provided by the organiser to ensure that the wind speed limitation rule can be applied. This equipment must be retained by the Contest Director and use of such equipment by any other person on the flight line or within 800 metres shall not be permitted.

Unrestricted use of wind speed meters is allowed for F1E where the knowledge of wind speed is integral to the class.

Rejected by the Plenary Meeting: For 3; Against 21; Abstentions 3; Not Voting 7.

f) B.15 Processing of model aircraft — Free Flight Subcommittee

Amend as follows:

A sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model **(except for indoor models)**. An example of how to fill out and handle the Model Specification Certification Sticker is shown at Annex B.1.b..

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

11.3 Volume ABR, Section 4C, Part One

(General Regulations for Model Aircraft – page 52)

a) 1.2 General Characteristics of Model Aircraft — Scale Subcommittee

Add one line for turbines after Electric Motors and add turbines to be excepted from noise check, page 52:

Electric Motors power source max. no load voltage 72 volts

Maximum total thrust of turbines 25kg (250 Newton)

Noise limits do not apply to model aircraft with electric motors **or equipped with turbines**.

Amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

b) 1.3.1. Free Flight Category F1 - Free Flight — Russia

Remove last sentence:

This is a flight during which there exists no physical connection between the model aircraft and the competitor or his helper. Radio control functions are allowed only when specifically stated in the rules for the relevant class. ~~Closed loop control systems with active sensors and operating aerodynamic flight controls are not allowed, except for steering in F1E~~**.**

Rejected unanimously by the Plenary Meeting.

11.4 Section 4C Volume F1 – Free Flight

F1A Gliders

a) 3.1.2 Characteristics of Gliders F1A **Russia**

Note: This proposal is from the 2006 Deferred Section

Amend 3.1.2 as follows.

Maximum length of launching cable loaded by 5 kg …… **40 m**

Rejected by the Plenary Meeting: For 1; Against 25; Abstentions 2; Not Voting 5.

b) 3.1.7 Duration of Flights **Free Flight Subcommittee**

Amend paragraph 2 as follows:

In the event of ~~exceptional meteorological conditions or glider recovery problems~~ **glider recovery problems or to suit meteorological conditions** 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.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

F1B Extensible Motors

c) 3.2.2 Characteristics of Model Aircraft with Extensible Motors **Russia**

Note: This proposal is from the 2006 Deferred Section

Amend as follows.

Minimum weight of model aircraft less motor(s) ……**205 g**

Maximum weight of motor(s) lubricated……**.25 g**

Rejected by the Plenary Meeting: For 1; Against 25; Abstentions 2; Not Voting 5.

d) 3.2.7 Duration of Flights **Free Flight Subcommittee**

Amend as follows:

In the event of ~~exceptional meteorological conditions or model aircraft recovery problems~~ **model aircraft recovery problems or to suit meteorological conditions** 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.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

F1C Piston Motors

e) 3.3.2 Characteristics of Model Aircraft with Piston Motors **Russia**

Note: This proposal is from the 2006 Deferred Section

Amend 3.3.2 as follows.

Maximum duration of motor run: …**4 seconds** from release of model.

Rejected by the Plenary Meeting: For 1; Against 26; Abstentions 1; Not Voting 6.

f) 3.3.7 Duration of Flights **Free Flight Subcommittee**

Amend as follows:

In the event of ~~exceptional meteorological conditions or model aircraft recovery problems~~ **model aircraft recovery problems or to suit meteorological conditions** 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.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

g) 3.4.7.e Steering **Great Britain**

Note: *it was agreed at the December Bureau meeting that this proposal may be included on the agenda for the Plenary Meeting 2007.*

Update the current rule for appointment of a substitute steerer by replacing the entire paragraph.

The decision to steer is the responsibility of the competitor and must be done by him. A physically handicapped competitor must arrange for a substitute with the contest officials

In the case of poor sight, a medical doctor's affidavit certifying that the competitor's corrected vision is **inadequate can be submitted under the following conditions:**

a) The better eye's vision is no less than 6/12 (metres).

or

b) The results of a binocular vision test show that the competitor's binocular vision is either medium or non-existent.

Submission of this affidavit to the contest organiser or event director will permit the competitor to appoint a substitute steerer.

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

h) 3.H.2 Characteristics of Gliders F1H **Germany**

Page 17, replace by:

~~Minimum weight .....220 g~~

Minimum loading 12 g/dm2

Withdrawn by Germany,

i) 3.J.2 Characteristics of Model Aircraft with Piston Type Motors
Free Flight Subcommittee

Amend as follows:

Maximum duration of motor run……~~7~~ **5** seconds from release of model

Approved by the Plenary Meeting: For 23 Against 0; Abstentions 1; Not Voting 9. Effective 01/01/08.

j) 3.P.2 Characteristics of Model Aircraft with Piston Type Motors
Free Flight Subcommittee

Amend as follows:

Maximum duration of motor run…… ~~10~~ **7** seconds from release of model

Approved by the Plenary Meeting: For 24 Against 0; Abstentions 0; Not Voting 10. Effective 01/01/08.

l) 3.P.2 Characteristics of Model Aircraft with Piston Type Motors **Germany**

Add minimum diameter paragraph, page 24:

Minimum diameter of the propeller(s) .....180 mm

Withdrawn by Germany.

k) 3.Q.2 Characteristics **Free Flight Subcommittee**

Add at end of this paragraph:

F1Q models may use radio control only for irreversible actions to restrict the flight, that is motor stop and/or dethermalisation. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

l) Annex 1, Rules for World Cup Events, 1. Classes **Germany**

Paragraph 1 Addition, page 28:

The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1E, F1Q, F1A Junior, F1B Junior**, F1P Junior** and F1E Junior. **In F1C events, F1P models may be flown to the F1P class rules alongside the F1C models and be included in the F1C World Cup (and also for F1P Junior for junior fliers).**

Amended at the F1 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

11.5 Section 4C Volume F2 – Control Line

F2A Speed

a) 4.1.6 Line Test **Great Britain**

Add a new second paragraph

4.1.6. Line Tests (to be made before each attempt for an official flight)

The radius is measured from the axis of the pivot on the pylon, to the axis of the propeller. Where two propellers are employed, the axis of symmetry is taken as the reference for measurement.

A load sufficient only to remove the slack from the lines shall be applied during the line length check.

A load test shall be applied to the assembled control handle, lines and model aircraft equal to 50 times the weight of the model aircraft and this test shall be applied separately to the safety strap when attached to the competitor's wrist.

In each case the pull shall be applied three (3) times, slowly increasing to maximum load and releasing rapidly. The pull test should be made on the handle grip, not near the point of attachment of the lines (see sketch).

The diameter of the lines shall be checked at random distances on at least three points along the length of each line.

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

b) 4.1.10 Definition of an Official flight **Great Britain**

Change paragraph 4.1.10 as shown

4.1.10 Definition of an Official Flight

The flight is official when the ~~timekeepers start the watches~~ **timing commences.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

c) 4.1.13 Starting of Timing **Great Britain**

Change paragraph 4.1.13 as shown

The timing commences officially when the competitor has placed his handle in the pylon fork and the model aircraft having made 2 complete circuits again passes the **electronic sensor, or the** height marker on the edge of the circuit directly opposite the timekeepers.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

d) 4.1.16 Number of Timekeepers and Judges **Great Britain**

Change paragraph 4.1.16 as shown:

c) For World and Continental Championships, a senior judge ~~will~~ **shall** be appointed to supervise the conduct of the timekeepers and judges. The senior judge ~~will~~ **shall** be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

e) 4.1.17 Classification **Great Britain**

Change paragraph 4.1.17 b) ii) as shown.

b) ii) In the case of an optical electronic system, the senior speed judge ~~should~~ **shall** check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system ~~should~~ **shall** be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), **or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail,** the competitor ~~should~~ **shall** be given a replacement attempt. If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used. If an uncertainty in excess of 12/100 seconds remains, then the competitor has the choice of choosing the slowest recorded speed or being allowed a replacement attempt. His decision must be given to the Circle Marshal without delay, and is irrevocable. **Replacement attempts shall be scheduled to take place within one hour of the original attempt.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

F2B Aerobatics

f) 4.2.1 Definition of an Aerobatic Model Aircraft **F2 Subcommittee**

Amend as follows, page 10:

Powered control line aerobatic model aircraft **as per SC. Vol. ABR.06 Paragraph 1.3.2.,** in which all aerodynamic surfaces **remain fixed during flight** (except for the propeller plus that/those surface/s used to control the flight path). ~~remain fixed during flight.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

g) 4.2.10 Scoring **F2 Subcommittee**

Amend the Note related to flip-over on landing, page 15:

Note: if the model aircraft flips over **or noses-down** during the ground rollout phase points may be awarded for the landing manoeuvre if in the opinion of the judges, the flip over **or nosing-down** was due to adverse

wind conditions, or poor ground surface conditions affecting what could otherwise have been predicted as the model aircraft's normal ground roll after touching down.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

h) 4.2.10 Scoring **F2 Subcommittee**

Re-insert the conditions of when the mark 0 (zero) point should be awarded. List starts on page 14 and goes on page 15:

All judges shall award a mark 0 (zero) for:

- Manoeuvres omitted or not attempted at all.

- Manoeuvres started but not completed.

- Manoeuvres with an incorrect number of repeat figures (either too few or too many).

cont/…

…/cont

- Manoeuvres flown out of the sequence.

- Manoeuvres flown without a minimum of 11/2 laps interval after the previous manoeuvre.

- Manoeuvres performed after the maximum flight time of 7 minutes has elapsed.

When a manoeuvre is omitted or not attempted…

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

i) 4.2.12 Classification F2 Subcommittee

Clarify the result rounding procedure, page 16-17:

a.) (...) The result will be rounded down **(to the nearest lower 1/00th)** to two decimal places to produce the competitor's final score per official flight.

c.)(...) The final placing of the finalists will be processed as follows: each competitor's two highest fly-off round scores shall be added together and the resulting total shall then be divided by two. The result shall be rounded down to two decimal ~~points~~ **places**. In case of ties…

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

j) 4.2.13 Starting Procedure F2 Subcommittee

Replace all of 4.2.13 with the following text, Page 17:

a) Each competitor shall be allowed 3 minutes preparation time to enter the circle, to place his model aircraft at the selected starting position, to position the judges and to prepare his motor(s) for starting.

b) The competitor may choose to start, warm up and stop his motor(s) during the preparation time, and he must inform the timekeeper if it is his intention to do so.

c) Immediately after the preparation time he shall be allowed a 7 minutes flight time in which to complete his manoeuvres.

d) The preparation time shall start when the competitor is officially called to perform his contest flight

e) The timekeeper shall signal the beginning of the preparation time to the competitor and the judges.

f) The preparation time shall end and the Flight time shall start when:

i) The timekeeper registers that the 3 minutes preparation time has elapsed.

ii) The competitor gives a clear hand signal to the timekeeper, indicating that he is ready to start his motor(s).

iii) The competitor starts his motor(s) without giving a clear signal to the timekeeper.

iv) The competitor starts his motor(s) for warm up without receiving permission from the timekeeper.

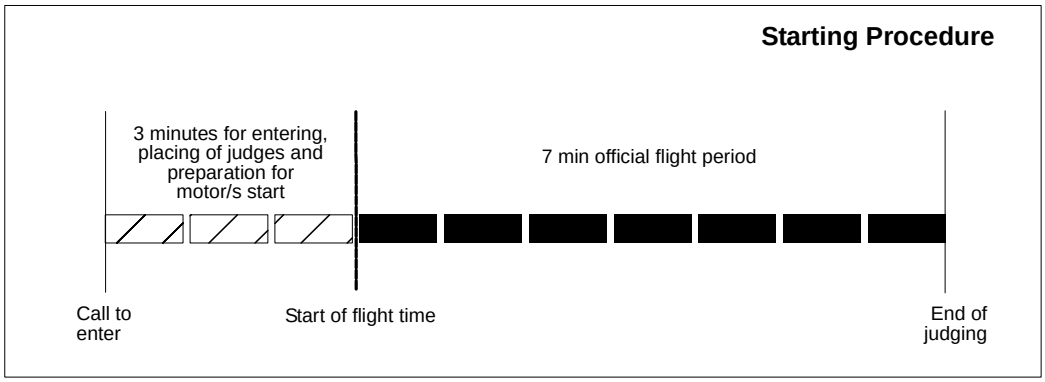
g) The timekeeper shall signal to the competitor and the judges when the flight time starts. If no hand signal is given by the competitor prior to starting his motor(s), or he starts his warm up without receiving permission, then the timekeeper shall notify the judges of this.

cont/…

h) The timing of an official flight shall stop the moment that the model aircraft has come to a full stop at the end of the ground roll that completes the Landing Manoeuvre.

i) The competitor shall remove his model aircraft, lines and handle from the flight circle immediately after he has completed his flight.

Replace diagram with the one below/overleaf (file format .wmf):



Amended at the F2 Technical Meeting, further amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

k) 4.2.14 Execution and Sequence of Manoeuvres F2 Subcommittee

Clarify the intervening laps (between each manoeuvre), page 18:

Every competitor shall leave at least 11/2 laps ~~plus~~ **(including** the recommended entry and exit procedure detailed for each manoeuvre) to create a pause period between the end of one manoeuvre and the start of the next. The **level portion of the 1**1/2 intervening laps shall be flown at a height of between 1 and 3 metres. Judges shall not however officially observe any of these pause periods but instead shall use this time to enter the score awarded for the previous manoeuvre onto the competitor's score sheet before the next manoeuvre is started.

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

l) 4.2.15.4. Reverse wing-over manoeuvre F2 Subcommittee

Amend as follows, page 20:

b.) The first "vertical" climb and dive segment: the model aircraft should turn sharply into a "vertical" climb and should then maintain a "straight line" climb that is at right angles to the ground. It should pass ~~directly~~ over the flyer's head (...)

d) The second "vertical" climb and dive segment: the model aircraft should turn sharply into a "vertical" climb and should then maintain a "straight line" climb that is at right angles to the ground. The model aircraft should pass ~~directly~~ over the flyer's head (...)

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

m) 4.2.15.16.j Four-leaf clover manoeuvre F2 Subcommittee

Amend as follows, page 28:

j) End of manoeuvre: at the end of the last "vertical" climb, as the model aircraft passes through a point ~~directly~~ above the centre of the circle.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

n) 4.2.15.17 Landing Manoeuvre **F2 Subcommittee**

Clarify power-off definition, page 28:

g) Start of manoeuvre: as the model aircraft leaves a height of 1.5 metres, plus/minus 30 cm, and with the motor/s **and propeller/s stopped** ~~(gliding flight)~~

h.) The descent segment: the model aircraft should fly for 1 full gliding lap ~~(power off condition~~ **with the motor/s and propeller/s stopped)**, measured from the start of the descent at the 1.5 metres plus/minus 30 cm height, until the point of touchdown.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

o) 4.2.4 Line Test **F2 Subcommittee**

Adjust time frame for pull test, page 11:

b. Not less than ~~20~~ **15** minutes and not more than ~~1 hour~~ **30 minutes** before every contest flight a test load of 10 times…

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

p) 4.2.4 Line Test **F2 Subcommittee**

Add new subparagraph c.) and re-number subsequent paragraph, page 11:

c.) It will be considered an attempt if the competitor fails to make his model aircraft available for the pull test within the given time frame in paragraph 4.2.4.b.

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

q) 4.2.7.d Contest Flights **F2 Subcommittee**

Amend as follows 4.2.7.d.i, page 13:

i) the competitor did not pass through the entrance to the contest flight circle within ~~2~~ **3** minutes of being officially called to perform a contest flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

r) 4.2.7.d Contest Flights **F2 Subcommittee**

Add new subparagraph iv) to paragraph 4.2.7.d, page 13:

iv) or if competitor fails to make his model aircraft available for the pull test in the ready boxes within the time frame given.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

s) 4.2.7.h Contest Flights **F2 Subcommittee**

Amend as follows 4.2.7.h, page 13:

A re-flight shall be offered to a competitor if in the opinion of the ~~Circle Marshall~~ **Head Judge.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

t) 4.2.9 Definition and Number of Helpers **F2 Subcommittee**

Amend as follows 4.2.9, page 14:

Each competitor is entitled to ~~two~~ **three** helpers for each contest flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

F2C Team Race

u) 4.3.5 Controls – Technical Verification Great Britain

Change paragraph 4.3.5 as shown, page 29:

a) Line Length: The radius of the flight circle is 15,92 m. It is measured, **with a line tolerance of -0mm/+25mm** from the axis of the control handle to the axis of the propeller for a single motor model aircraft and to the axis of symmetry for a multi-motor model aircraft. **A load sufficient to remove only the slack from the lines be applied during the line length check.**

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

F2D Combat

v) 4.4.5, 4.4.6, 4.4.12, 4.4.15 F2 Subcommittee

Add the following paragraph to section 4.4.5 immediately prior to "Note":

An effective engine shut-off device will be compulsory.

Amended at the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/09.

Note: The F2 Sub-committee recognises the seriousness of the situation. It will conduct F2D shut-off device tests beginning July 2007 and produce recommendations to the Bureau meeting of December 2007 for inclusion on the Plenary Agenda for March 2008.

The three further rules in this proposal 4.4.6, 4.4.12, 4.4.15 were withdrawn pending these recommendations.

F2 Annexes

w) Annex 4A – Class F2A Judges' Guide Great Britain

Change the 8th bullet point & insert two new bullet points as shown, page 43:

Draw for Flying Order

It is recommended that the draw should be arranged so that competitors fly at five minute intervals.

The draw should be arranged so that competitors from one nation are not required to fly within fifteen minutes of each other.

After the draw has taken place, it should be split into three equal groups, A, B and C.

For round one, group A flies first, followed by group B and then group C.

For round two, group B flies first, followed by group C and then group A.

For round three, group C flies first, followed by group A and then group B.

There should be a ten minute break at the end of each hour of flying.

Re-flights **(second attempts)** should take place at the end of each round.

Replacement attempts may take place at the end of the group in which the attempt was scheduled, or in the scheduled ten minute break at the end of each hour of flying.

Replacement attempts and second attempts shall be taken in the original draw order.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

x) Annex 4A - Class F2A Judges' Guide **Great Britain**

Change the 3rd bullet point & insert a new bullet point as shown, page 44:

4.1.13 Start of Timing

The chief timekeeper should determine when the pilot has placed his handle in the pylon - NOT the judge who is observing the conduct of the pilot.

The chief timekeeper must call when the pilot has placed his handle in the pylon.

For manual timekeeping ~~H~~**h**e will call "two" when, after the pilot has placed his handle in the pylon, the model aircraft first passes the height marker. ~~H~~e will then call "one" as the model aircraft again passes the height marker.

The timekeepers start timing the next time the model aircraft passes the height marker.

The timekeepers should preferably be positioned one behind the other, not side by side.

When an electronic timing system is used, the chief timekeeper will initiate the primary timing device when he observes that the pilot has placed his handle in the pylon. As he does so he will call "in" and the backup timekeeper will immediately initiate the backup system.

The judge who is observing the pilot must call if the pilot removes the handle from the pylon.

The timekeepers and circle judges must use the official practice session to train in their individual and collective duties.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

y) Annex 4E –Control Line Organisers' Guide **Great Britain**

Change paragraph 6.5.1.6 as shown, page 63:

6.5.1.6. Just outside the entrance there shall be a line control ~~square~~ **area** fenced off with a low fence or a rope. In this ~~square~~ **area** the line length ~~15,92~~ **17.69m** will be marked by marks firmly fixed to the ground. The marks should preferably be of the edge type, and the edges not wider than 2 mm.

Insert a new paragraph 6.5.1.14 as shown

6.5.1.14 When a duplex electronic timing system is used, the sensors shall be placed in a shaded area facing away from the sun. Care should be taken to ensure that no moving shadows cross the sight path of the sensors.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

z) Annex 4E – Control Line Organisers' Guide **F2 Subcommittee**

Replace all of 6.5.2. (6.5.2.1 – 6.5.2.5) with the following, page 67:

6.5.2.1Contest organisers shall provide a site with one or more Contest Flight Circle/s that are horizontal within plus/minus 30 cm across the entire diameter of each circle. Contest Flight Circles shall also be flat and have smooth and ridge-free surfaces. If surfaced in asphalt, concrete, or similar hard material, the surface should be dust-free (that is: not packed gravel or sand, nor paved or tiled with openings between the paving material). Hard surfaces should, as a minimum, provide sufficient hard area to include at least the whole of the pilot's circle plus a "ring" for model aircraft to use during Take-off and Landing (see

cont/…

…/cont

diagram below). During contest flying all grass, soil, etc, lying between these 2 areas shall be kept short enough and level so as not to interfere with control lines when model aircraft are Taking-off and Landing.

6.5.2.2 If Contest Flight Circle/s are wholly grass (or similar), the same requirements as in paragraph a) above shall apply, and also, the centre (pilot's) circle and Take-off and Landing area should have an underlying surface which is free from any bumps and/or holes. The standard required shall be better than that of a typical local sports field (a football field for example), and should be as close as possible to a high quality, level, well-tended and well-drained domestic lawn. The length of grass shall be kept to a maximum of 2.5 cm over the complete Contest Flight Circle during contest flying.

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

6.5.2.4 The use of "Ready Box"/es is recommended at all contests. These should be clearly marked, segregated from general access by barriers, and be large enough to contain a model aircraft with full-length lines attached. Ideally three such Ready Boxes should be provided if the site is large enough. It is also recommended that one "Exit Box" is also provided. This should be positioned on the opposite side of the Contest Flight Circle to the Ready Box/es, of a similar size to the Ready Box/es, and similarly marked and segregated.

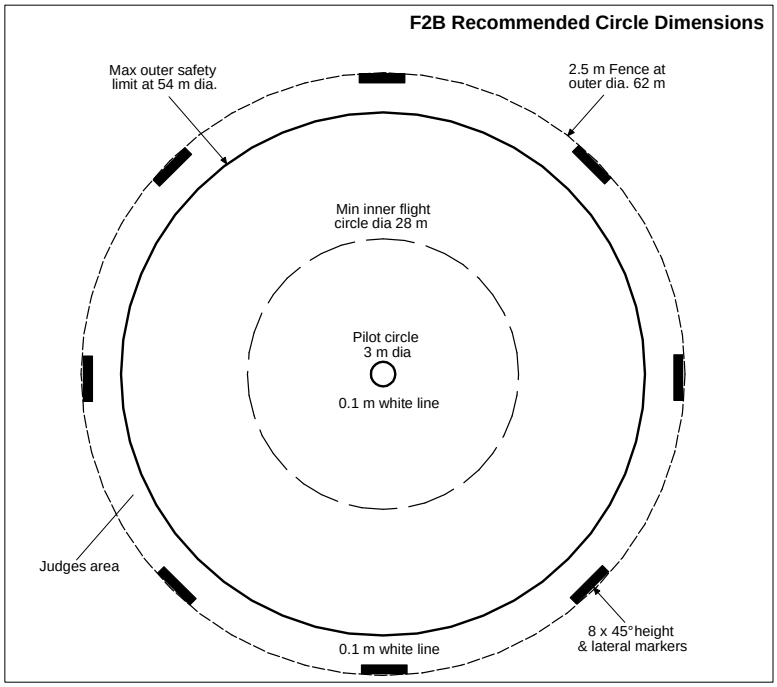
6.5.2.5 At World and Continental Championships and other limited international contests, organisers shall also provide Practice Circle/s. These shall be located at the contest site itself, but in any event shall not require more than 30 minutes of normal travelling time to reach from the contest site. Organisers should provide a minimum of one Practice Circle for every 50 registered contestants. All Practice Circles shall be freely open and available for use by all contestants for at least the duration of the contest, plus also for a suitable time before the start of the contest. All Practice Circles should be as close as possible to the standard and maintenance conditions set out at paragraphs a) and/or b) above; but except for the marking of the centre of the centre (pilot's) circle and the outside diameter circle, the marking of circles as described at paragraph c) above shall not be required. However if the Practice Circle/s site is open to public access then organisers shall also erect suitable safety barrier/s and warning signs in the local language.

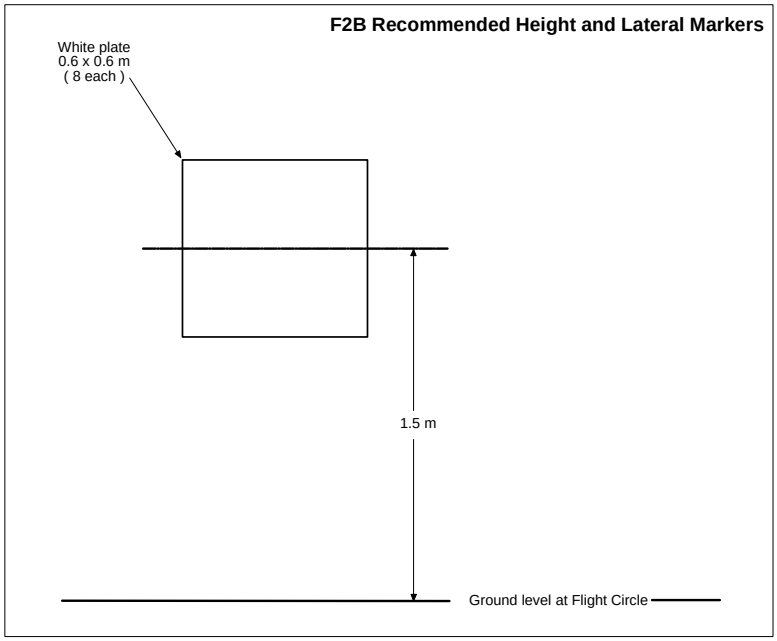
Approved unanimously by the Plenary Meeting. Effective 01/01/08.

…/cont

aa) Annex 4E – Organisers' Guide **F2 Subcommittee**

Amended Appendix I & new Appendix III
Remove Aerobatics Circle from APPENDIX I diagram.
and
Add new APPENDIX III, page 74:





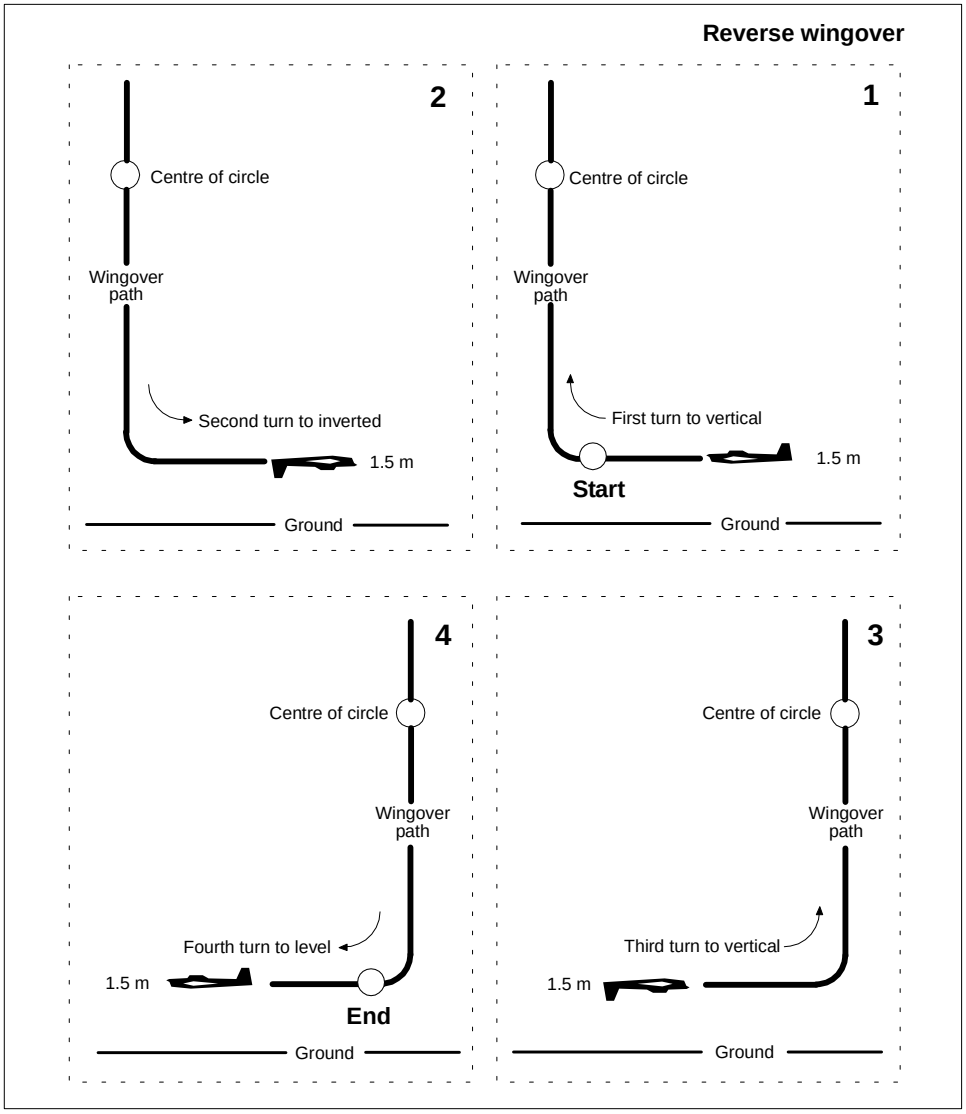
Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

ab) Annex 4h – F2B Manoeuvre Diagrams **F2 Subcommittee**

4H.2. Reverse Wingover (4.2.15.4)

*Replace diagram with the one below (file format *.wmf), page 7:*

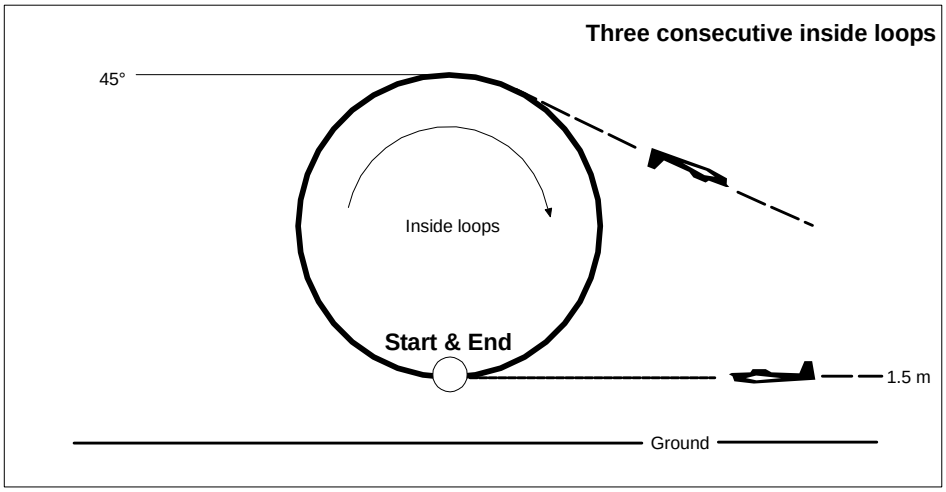


Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

4H.3. Three Consecutive Inside Loops (4.2.15.5)

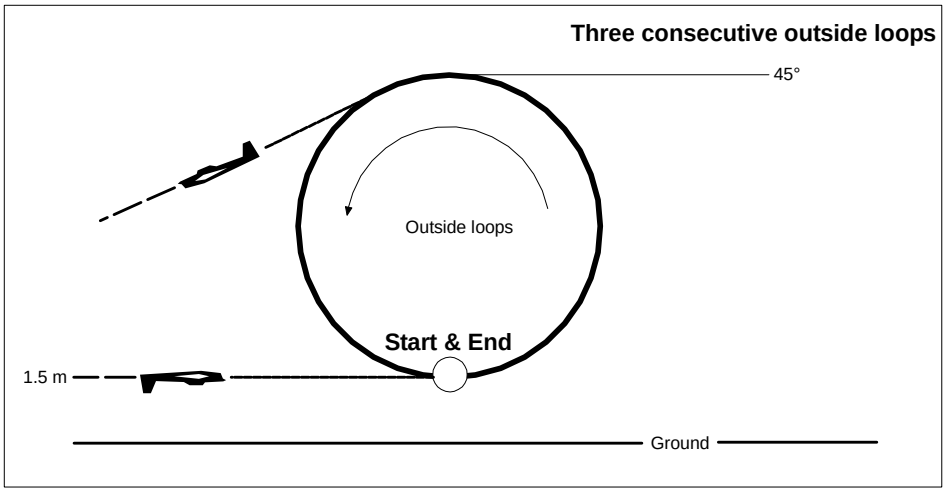
*Replace diagram with the one below (file format *.wmf), page 8:*



Approved unanimously by the Plenary Meeting. Effective 01/01/08.

4H.5. Three Consecutive Outside Loops (4.2.15.7)

*Replace diagram with the one below (file format *.wmf), page 9:*

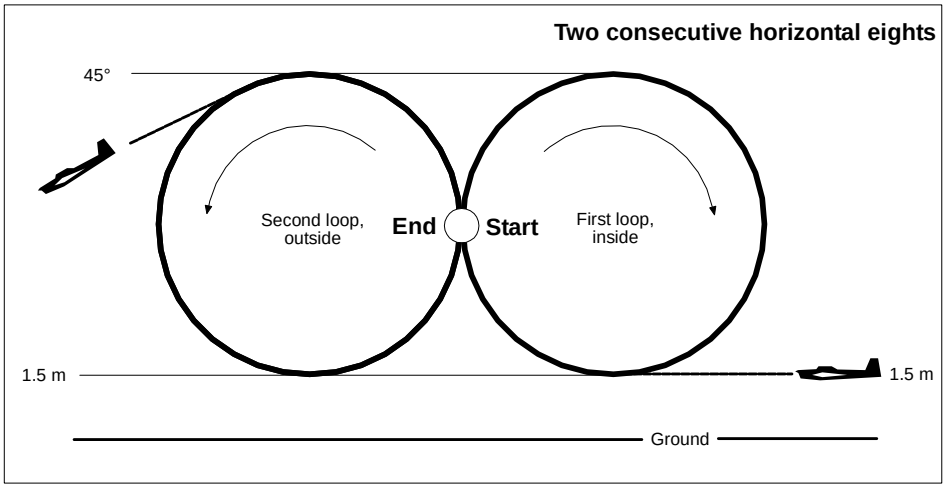


Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

4H.9. Two consecutive horizontal eight (4.2.15.11)

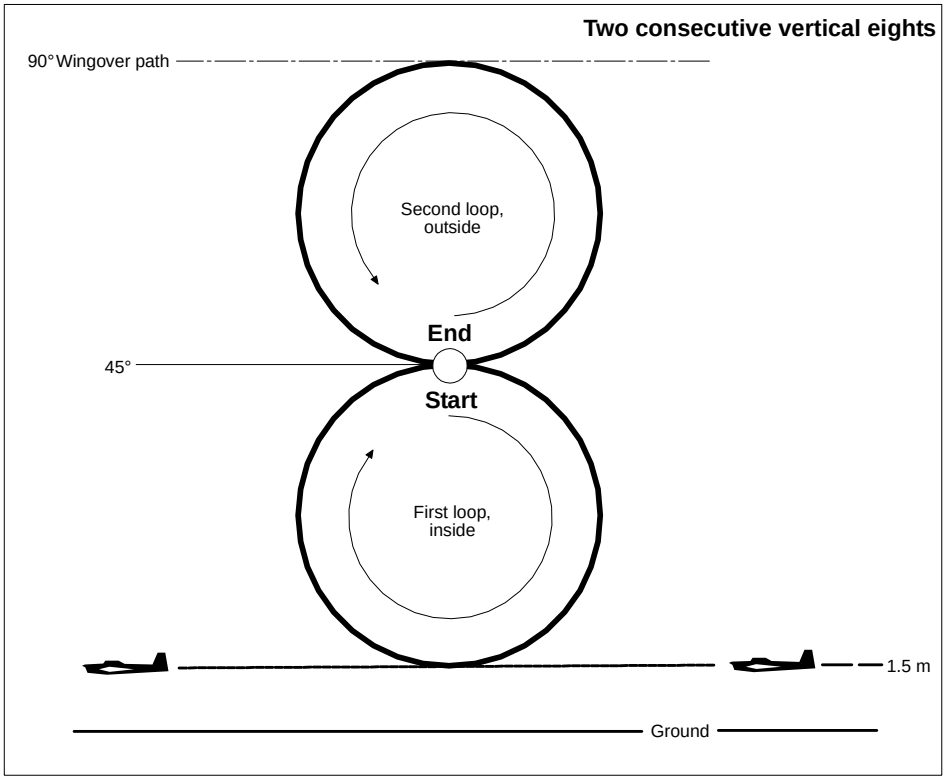
*Replace diagram with the one below (file format *.wmf), page 11:*



Approved unanimously by the Plenary Meeting. Effective 01/01/08.

4H.11. Two Consecutive Vertical Eight (4.2.15.13)

*Replace diagram with the one below (file format *.wmf), page 12:*



Approved unanimously by the Plenary Meeting. Effective 01/01/08.

11.6 Section 4C Volume F3A – RC Aerobatics

a) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models **Switzerland**

Amend third line of the paragraph as follows, page 7:

Maximum total weight……..~~5 kg~~ **6 kg** without fuel

Rejected by the Plenary Meeting: For 9; Against 11; Abstentions 3; Not Voting 9.

b) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models **F3A Subcommittee**

Amend complete paragraph 5.1.2 as follows, page 7:

Maximum overall span ~~2 m~~ **2 000mm**

Maximum overall length ~~2 m~~ **2 000mm**

Maximum total dry weight, with batteries ~~5kg~~ 5 000g ~~without fuel~~

A tolerance of 1.00% will be allowed for possible inconsistencies in measurement instruments for size, weight, and voltage.

~~Power~~ **Propulsion** source limitations: Any suitable ~~power~~ **propulsion** source may be utilised except those requiring solid **expendable** propellants, gaseous **fuels (at room temperature and atmospheric pressure)**, or liquefied gaseous fuels. Electric-powered model aircraft are limited to a maximum of **42.56** volts for the propulsion circuit, **measured less load, and prior to flight while the competitor is in the ready box.**

Paragraph B.3.1. of Section 4b (Builder of Model aircraft) is not applicable to class F3A.

The maximum **sound/**noise level **of the model aircraft and its propulsion source** will be 94**.00** dB(A) measured at 3m from the centre line of the model aircraft with the model aircraft placed on the ground over concrete or macadam, **grass, or bare earth** at the ~~flying site~~ **flight line.**

The tolerance of the sound/noise level measurement is the specified tolerance of the manufacturer of the measuring instrument.

With the **propulsion source/**motor running at full power, measurement will be taken 90 degrees ~~to the flight path~~ on the right hand side **with** ~~and downwind from~~ the **nose of the** model aircraft **pointing into the wind.** The **Class 1 SLM (Sound Level Meter)** microphone will be placed on a stand 30 cm above the ground in line with the **propulsion source/**motor.

Other than the helper restraining the model aircraft and the sound steward, no **sound** ~~noise~~ reflecting **or sound absorbing** objects **or persons,** shall be nearer than 3m to the model aircraft or **the** microphone. The **sound/**noise measurement will be made **immediately** prior to each flight.

The sound test area must be located in a position that does not create a safety hazard to officials and other competitors. In the event **of** a model aircraft ~~fails~~ **failing** the **sound/**noise test, no indication **of the result or the reading** shall be given to the ~~pilot~~ **competitor**, and/or his team, or the judges and both the transmitter and the model aircraft shall be impounded by the flight line official immediately following the flight. No modification or

cont/…

…/cont

adjustment to the model aircraft shall be permitted (other than refuelling **or battery recharging). The competitor and his equipment shall remain under supervision of the flight line director.** The model aircraft shall be retested **within 30-minutes** by a second sound/noise steward using a second **Sound Level Meter**, ~~noise meter~~ and in the event that the model aircraft fails the retest, the score for the preceding flight shall be zero. **The score for the flight may be tabulated but not made public until the result of the retest is communicated to the tabulators.**

The flight time will be interrupted while the **sound/**noise **test** ~~check~~ at the flying site is being made. The competitor shall not be delayed more than 30 seconds for the **sound/**noise **test** ~~check~~.

Radio equipment shall be of the open loop type (i.e. no electronic feedback from the model aircraft to the ground). Auto-pilot control utilising inertia, gravity or any type of terrestrial reference is prohibited. Automatic control sequencing (pre-programming) or automatic control timing devices are prohibited.

Example: Permitted:

1. Control rate devices that are manually switched by the pilot.
2. Any type of button or lever, **switch or dial** control that is initiated or **activated** and terminated by the **competitor** ~~pilot.~~
3. Manually operated switches **or programmable options** to couple **and mix** control functions.

Not permitted:

1. Snap **roll** buttons with automatic timing mode.
2. Pre-programming devices to automatically perform a series of commands.
3. Auto-pilots **or gyros** for automatic wing levelling or other stabilisation of the model aircraft.
4. Propeller pitch change with automatic timing mode.
5. Any type of voice recognition system.
6. **Conditions, switches, throttle curves, or any other mechanical or electronic device that will prevent or limit maximum power or rpm of the motor or propulsion device during the sound/noise test.**
7. Any type of learning function involving manoeuvre to manoeuvre or flight to flight analysis.

Amended at the F3A Technical Meeting and approved by the Plenary Meeting: For 27; Against 0; Abstentions 0; Not Voting 6.

cont/…

c) 5.1.3 Definition and Number of Helpers F3A Subcommittee

Amend as follows complete paragraph 5.1.3, page 8:

A helper may be a Team Manager**, his assistant,** another competitor or an officially registered supporter. Each **competitor** ~~pilot~~ 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 ~~The second,~~ **either a** helper**, or the team manager, or his assistant, 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. Except for communication between the caller and the competitor, no other performance-enhancing communication with helpers is permitted during the flight.**

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

d) 5.1.4 Number of flights F3A Subcommittee

Amend as follows, page 8:

Competitors have the right to the same number of preliminary, semi-final, or finals flights. Only completed rounds will be counted. **Only when all competitors in the preliminary, semi-final, and final rounds, have had the opportunity to complete the same number of rounds, can the results of the rain-interrupted competition (or other delay) be determined.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

e) 5.1.5 Definition of an Attempt F3A Subcommittee

Modify wording of paragraph regarding definition of an attempt, page 8:

There is an attempt when the competitor is given permission to start. Note: If the model aircraft fails to start its take-off run ~~motor fails to start~~ within the three minutes allowed, the competitor **must be instructed to** immediately make room for the next competitor. If the motor**/propulsion device** stops after the take-off has begun, **the attempt will be deemed complete**~~. but before the model aircraft is airborne, it may be restarted within the 3-minute starting period.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

f) 5.1.6 Number of Attempts F3A Subcommittee

Modify wording of paragraph regarding number of attempts, page 8:

Each competitor is entitled to one attempt for each official flight. Note: An attempt can be repeated at the contest director's discretion only when for any unforeseen reason ~~outside~~ **beyond** the control of the competitor the model aircraft fails to start (e.g. there is radio interference).

Similarly, in a flight that is interrupted by any circumstance beyond the control of the competitor, the competitor is entitled to a **reflight, with the entire schedule being flown and judged,** ~~refly~~ but only the manoeuvre

…/cont

cont/…

affected and the unscored manoeuvres that follow will be **tabulated.** ~~judged.~~ **This reflight should take place within 30 minutes, in front of the same set of judges, or be the first flight after the judges' break, or, if it involves a protest, as soon as the jury has deliberated and communicated the outcome of the protest to the contest director. The result of the reflight will be final.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

g) 5.1.8 Marking — Czech Republic

To change in first sentence of the paragraph the mark increments from whole numbers to 0.5 increments, page 8:

Each manoeuvre may be awarded, in ~~whole number~~ **0.5** increments, between 10 and 0 by each of the judges during the flight.

Withdrawn by the Czech Republic.

h) 5.1.8 Marking — F3A Subcommittee

Amend complete paragraph 5.1.8 as follows, page 8:

Each manoeuvre may be awarded marks, in whole numbers ~~increments~~, between 10 and 0, by each of the judges during the flight. **During tabulation**, these marks are multiplied by a coefficient **(K-factor)** which varies with the difficulty of the manoeuvre, **usually from one to five.** Any manoeuvre not completed, **or flown out of sequence with the stated manoeuvre on the judge's score sheet,** shall be scored zero (0). **Zero scores need not be unanimous, except in cases where an entirely wrong manoeuvre was performed. Judges must confer after the flight in these cases, bringing it to the attention of the flight line director/contest director on site.** Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason outside the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the "Not Observed" (N.O.) mark. In this case, **the scoring tabulators will enter** the judge's mark for that particular manoeuvre ~~will be~~ **as** the average of the numerical marks given by the other judges, **rounded to the nearest whole number.**

Centre manoeuvres should be performed in the centre of the manoeuvring area, while turn around manoeuvres should not extend past a line 60 degrees left and right of centre. Vertical height should not exceed 60 degrees. Also, manoeuvres should be performed along a line of flight approximately 150m in front of the ~~pilot~~ **competitor's position.** Infractions of this rule will be cause for downgrading by each judge individually and in proportion to the degree of infraction. **Exceptions to this rule are for the rolling circle manoeuvres, which of necessity may deviate from the 150m line of flight.**

The manoeuvring area **shall** ~~will~~ be clearly marked with white **(or contrasting colour to the background)** vertical poles, **approximately** ~~a minimum of~~ 100 mm in diameter and **approximately** ~~a minimum of~~ 4m high, placed on centre, and 60 degrees each side of centre on a line 150m in front of the **competitor's position** ~~pilots.~~ Flags, streamers, or boards ~~and/or streamers~~ of contrasting colour **to the background**, should be mounted on the poles to improve visibility. White (or contrasting) lines, originating at the

cont/…

…/cont

~~pilot's~~ **competitor's** position and extending outward at least 50m **shall** ~~will~~ also be used to mark the centre and extreme limits (60 degrees left and right of centre) of the manoeuvring zone. **No** audible and visual signals to indicate violations of the manoeuvring zone **must be used.** ~~are not to be employed.~~

The judges shall be seated not more than 10m, and not less than 7m behind the ~~pilot's~~ **competitor's** position (the apex of the 60 degree lines) and within an area described by the extension of the 60 degree lines to the rear of the ~~pilot~~ **competitor. The judges must be seated abreast, usually separated by 2m, with scribes or score secretaries separating them. The judges' line is also the zero line, and any part of a manoeuvre performed behind this line, will result in a zero score for that manoeuvre.**

If a model aircraft is in the opinion of the judges unsafe or being flown in an unsafe manner, they may **bring this to the attention of the flight line director, who may** instruct the pilot to land.

At the conclusion of the flight, each judge ~~will~~ **must** independently consider if the in-flight noise**/nuisance** level of the model aircraft is too noisy/**loud.** If a majority of the judges consider the **in-flight sound level of the** model aircraft too noisy/**loud,** the flight score will be penalized **by** 10 points for each ~~counting~~ judge **on that panel during the flight. If, during a flight, the sound level of the model aircraft increases perceptibly as a result of an equipment malfunction, or of a condition initiated by the competitor, the flight line director may request a sound re-test. If an equipment malfunction during the flight (like mechanical failure of the exhaust/muffler system) causes excessive noise, the flight line director may request the competitor to land his model aircraft, and scoring will cease from the point of malfunction.**

The **individual manoeuvre** scores given by each judge for each competitor ~~shall~~ **must** be made public at the end of each round of competition. **The team manager must be afforded the opportunity to check that the scores on each judge's score sheet corresponds to the tabulated scores (to avoid data capture errors). The score board must be located in a prominent position at the flight line, in full view of the competitors and the public.**

All preliminary flight results before the completion of a round must be ranked alphabetically, or by country, or by contestant number, but not in order of performance or placing.

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

i) 5.1.9 Classification F3A Subcommittee

Amend complete paragraph 5.1.9 as follows, page 9:

For World and Continental Championships, each competitor will have four preliminary **(Schedule P)** flights, with the best three **normalised scores** counting to determine the **preliminary ranking** ~~team placing~~. All scores, preliminary, semi-final and final, will be normalised to 1000 points as described below. The top one third, but not more than 30 competitors, will then have two additional semi-final flights flying the known finals schedule. The total of the best three preliminary flights (normalised again to 1000 points) will count as one score along with the two semi-finals scores to

cont/…

…/cont

provide three scores, the best two to count for semi-finals classification. The top ten competitors of the semi-finals **of a World or Continental Championship where there was an entry of more than 40 competitors,** will then have four additional flights to determine the individual winner. **For a World or Continental Championship with less than 40 competitors, the top five competitors will advance to the finals.** Two final flights will be the current known finals schedule **(F)** and two will be unknown schedules (two different schedules, **UK1 and UK2**) (see **5.5** ~~Annex F~~) ~~flown one time each~~. The known and unknown schedules **must** ~~should~~ be flown in alternating sequence, **starting with the known finals schedule (F).** The best score from the known schedule will be combined with the best score from the unknown schedules for final classification. In the case of a tie the semi-final score will be used to decide the higher classification.

The team classification is established at the end of the competition (after the finals) 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 case of a tie, the best individual placing decides the team ranking.

For World and Continental Championships, the scores for all rounds, preliminary, semi-finals and finals, will be computed using the Tarasov-Bauer-Long (TBL) statistical averaging scoring system. Only computer tabulation systems containing the TBL algorithm and judge analysis programs **that have been** ~~and~~ approved by the CIAM Bureau can be used at World and Continental Championships. All scores for each round, preliminary, semi-final and finals, will then be normalised as follows. When all competitors have flown in front of a particular group of judges (i.e. a round) the highest score shall be awarded 1000 points. The remaining scores for that group of judges are then normalised to a percentage of the 1000 points in the ratio of actual score over winner's score.

$$\text{Points}_X = \frac{S_X}{S_W} \times 1000$$

Points_X = points awarded to competitor X

S_X = score of competitor X

S_W = score of winner of round.

Note 1: Final and semi-final flights to determine the individual winner are **usually** only required for World and Continental Championships. For **open international events, national championships, and domestic competitions,** ~~smaller contests~~ the total of the three best preliminary flights may be used to determine the individual winner and team placing. **Further flights of Schedule F may be planned, depending on local conditions and time available.**

Organisers of Open International and National events may schedule more, or less than four preliminary rounds/flights, depending on local conditions and time available. In such cases, at least one round/flight should always be able to be discarded to determine the final results.

In the event of adverse weather conditions where no further flying is possible, the preliminary classification may be determined as follows:

cont/…

…/cont

One round/flight completed by each competitor: round/flight to count

Two rounds/flights completed by each competitor: best round/flight to count

Three rounds/flights completed by each competitor: best two rounds/flights to count

Four rounds/flights completed by each competitor: best three rounds/flights to count.

Note 2: The TBL **score tabulation** system can only be applied for events with at least 10 competitors and 5 judges. For those smaller events that are not scored with the TBL system, the high and low scores for each manoeuvre will be discarded if four or more judges are used.

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

j) 5.1.10. Judging F3A Subcommittee

Amend complete paragraph 5.1.10 as follows, page 9,10:

For World Championships, the organiser must appoint four panels of five judges each (a total of twenty judges). The judges must be of different nationalities and must be selected from a current list of **FAI** International Judges. Those selected must reflect the approximate geographical distribution of teams participating in the previous World Championship, with the final list approved by the CIAM Bureau. At least one third, but not more than two thirds of the judges must not have judged at the previous World Championship. Judge assignment to the four panels will be by random draw. **For a World Championship with fewer than 72 competitors, and for a Continental Championship with an entry of more than 40 competitors, the organiser must appoint two panels of five judges each (a total of ten judges). The judges must be of different nationalities and must be selected from a current list of FAI International Judges. Judge assignment to the two panels will be by random draw.**

For Continental Championships with less than 30 competitors, the organiser must appoint a single panel of five judges, with the same selection criteria as above.

The invited judges **for a World or Continental Championship** must have had **a reasonable amount of** F3A judging experience **of both current P and F schedules,** ~~within the previous twelve months~~, and must submit a résumé of his/her judging experience to the organiser **during the nomination process.** ~~when accepting the invitation to judge at a World Championship.~~ The organiser must in turn submit the résumés to the CIAM Bureau along with the judges' list for approval.

For World Championships with fewer than 72 competitors, **and for a Continental Championship with an entry of more than 30 competitors,** two panels of five judges may be used for the preliminary and semi-final rounds, and one panel of ten judges for the final rounds. **For a Continental Championship with less than 40 competitors, one panel of five judges may be used for preliminary, semi-final, and final rounds. When a panel of four or more judges is used, and the TBL statistical averaging scoring system is not used, the high and low score for each manoeuvre will be discarded.**

cont/…

…/cont

For the semi-final rounds of a World Championship, the judges will be arranged in two groups of ten judges. Assignment to the two groups will be by random draw.

For the final rounds of a World Championship **(with more than 72 competitors)** the twenty judges will be arranged in three groups; a left hand group of **five** ~~six~~ judges, a centre group of **ten** ~~eight~~ judges, and a right hand group of **five** ~~six~~ judges. The centre group of ten judges will judge only the centre manoeuvres, and the left and right hand groups of judges will judge all the turn-around manoeuvres. Judge assignments to the three groups will be by random draw for rounds one and two (one known and one unknown round) with a second draw for rounds three and four, except a judge will not serve in the same group as the previous draw.

For each competitor the score from the three groups (following TBL computation) will be combined for a total score for the flight.

Before every World and Continental Championship, there shall be a briefing for the judges, followed by training flights by non-competitors. The purpose of the briefing and training sessions for judges will be to ensure the same interpretation of the Sporting Code. The briefing session is not an opportunity to change rules. Also, warm-up flights for ~~the~~ each panel of judges ~~should~~ must be flown by non-competitors before the first official preliminary flight each day. For the semi-finals the two highest placing non-semi-finalists, (one at each site, in the case of a World Championship) and for the finals the highest placing two non-finalists should be awarded the honour of performing the warm-up flights. If these competitors are not available, the next lower ranking competitors may be asked to perform the warm-up flights. Warm-up flights should be judged but under no circumstances should they be tabulated. Any deviations from the above procedures must be stated in advance by the organizers and must have prior approval by the CIAM or the CIAM Bureau.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

k) 5.1.11 Organisation for Radio Controlled Aerobatics Contests

F3A Subcommittee

Amend complete paragraph 5.1.11 as follows, page 10:

For transmitter and frequency control see Section 4b, Para. B.8.

The draw for flight order will be done for each flight line, ~~except when possible,~~ **so that frequencies are separated with two competitors in between** ~~will not follow frequency~~. ~~nor~~ Team **members will not be drawn to fly directly after each other.** ~~follow team member~~. ~~Also~~ Team members on separate flight lines will be separated by at least two competitors. **Competitor identification numbers will only be assigned after this flight order draw, by pilot group, and in numerical ascending order.**

For flights two, three and four of the preliminary rounds, the flight order, will start 1/4, 1/2 and 3/4 down the flight order respectively. **Organisers must take care to avoid a flight draw which will cause competitors to fly at approximately the same time each day.**

The flight order for the first semi-finals round will also be by random draw. The second semi-finals flight will start 1/2 down the semi-finals flight order.

cont/…

…/cont

The flight order for the first round of the finals will be established by a random draw as above. The flight order for flights two, three and four will start 1/4, 1/2 and 3/4 down the finals flight order.

Competitors must be called **by a flight line official** at least five minutes before they are required to occupy the starting area. If ~~his~~ **the** frequency is clear, the competitor **or his team manager will be allowed to withdraw** ~~his~~ **the** transmitter from the transmitter impound. The competitor **and his helpers** then occupy ~~when he occupies~~ the starting area so that **a radio check can be performed to verify the correct functioning of the radio control equipment.** ~~he can perform a radio check.~~

If there is a frequency conflict, ~~he~~ **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 will **audibly** notify the competitor when the minute is finished and immediately start timing the 3-minutes starting time, ~~which is also the start of the 10-minute flight 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.

Engines/motors may not be started, unless the competitor has been instructed by a flight line official to do so. Deliberate starts at the flight line during official flying to check the engine/motor, will be subject to disqualification from that round. No public address or commentary should be made during flights.

During the flight the competitor **and his helper/caller (if required)** must stay in the ~~proximity of the judges~~ **designated position in front of the judges, at the convergence of the ground markings,** and under the supervision of the flight line director. **The competitor must wear or display his identification/start number.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

l) 5.1.12 Execution of Manoeuvres F3A Subcommittee

Amend complete paragraph 5.1.12 as follows, page 10:

The manoeuvres must be executed during an uninterrupted flight, in the order in which they are listed **on the score sheet/score card.** The competitor may make only one attempt at each manoeuvre during the flight. The ~~pilot~~ **competitor** has **eight** minutes to **complete the flight, timing to start when the flight line official gives the signal to the competitor to start and** ~~start his /motor~~ **and ending when the model aircraft first touches the runway after completing the flight.** ~~and ten minutes to complete his flight, both the three minutes and the ten minutes to start when the competitor is given permission to start his motor~~

The model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the competitor **must be instructed by the flight line director to** immediately land his model aircraft. ~~must be landed immediately.~~ **Usually, the judges will be able to determine when a part has been dropped from the model aircraft. They should bring this to the attention of the flight line director on site.**

cont/…

…/cont

The flight ends when the **model aircraft touches the ground after the flight.** Scoring will cease with the expiration of the **eight** ~~ten~~ minute time limit**, except for the in-flight sound score, which is done after the flight is completed, irrespective of the time**.

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

m) 5.1.13 Schedule of Manoeuvres F3A Subcommittee

Replace entire paragraph 5.1.13 at page 10-13 with new manoeuvre schedules

See Agenda ANNEX 7 F3A Manoeuvre Schedules

5.1.13. Schedule of Manoeuvres

For ~~2004-2005,~~ **2008-2009**, Schedule ~~P-05~~ **P-09** will be flown in the preliminaries. Schedule ~~F-05~~ **F-09** will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.

For ~~2006-2007,~~ **2010-2011,** Schedule ~~P-07~~ **P-11** will be flown in the preliminaries. Schedule ~~F-07~~ **F-11** will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.

For the description of the manoeuvres, judging notes, and Aresti diagrams, see **5.2. For** the Judges' Guide, see **5.3.** ~~is at Annex 5B~~.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

Annex 5A

n) Annex 5A Description of Manoeuvres F3A Subcommittee

Amend paragraph as shown and re-number Annex 5A as new 5.2:

5.2 General Criteria

The shape of all manoeuvres is judged on the flight path of a model aircraft, and manoeuvres must start and finish in straight and level upright or inverted flight of **recognisable distance**. Centre manoeuvres must start and finish on the same heading, while turn-around manoeuvres must finish on a heading 180 degrees to entry. When appropriate, entry and exit of centre manoeuvres must be at the same altitude, unless specified otherwise. Positioning adjustments in altitude are allowed in turn-around manoeuvres.

All manoeuvres which have more than one loop or parts of loops must have the loops and parts of loops the same diameter and in the case of consecutive loops, in the same place. Similarly, all manoeuvres that have more than one continuous roll must have the same roll rate. All manoeuvres that have more than one point roll, must have the same roll rate, and the points must be of equal duration. Where there is a combination of continuous rolls and point rolls within a manoeuvre, the roll rate for the point rolls does not necessarily have to be the same as the roll rate for the continuous rolls. All consecutive rolls (continuous and/or point rolls, **or a combination**) on a horizontal line must be at the same altitude and heading.

All manoeuvres with rolls, part rolls, point rolls, or snap-rolls, or combinations of same, must have lines of equal length before and after the rolls or combinations, except when specified otherwise. Barrels rolls and axial rolls instead of specified snap rolls must be scored zero. Spiral dives instead of specified spins must be scored zero. Snap-roll entries to spins must be

cont/…

…/cont

scored zero. Wing-overs instead of stall turns must be scored zero.

Any violation of the above will be reason for downgrading**. This is** in addition to the downgrades for deviations from the manoeuvre descriptions and the judging notes in **5.2** ~~Annex 5A~~, the Judges Guide **5.3** ~~(Annex 5B)~~ and any official **sub-committee-approved** judge training material. Note that these lists are not all-inclusive.

Manoeuvre descriptions for P-09, P-11, F-09, and F-11 will follow if the manoeuvre schedules are approved by Plenary meeting.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

o) Annex 5A Description of Manoeuvres F3A Subcommittee

Insert Aresti drawings for new manoeuvre schedules P-09, P-11, F-09, F-11 and Aresti explanations in new paragraph 5.2. No text changes.

See Agenda ANNEX 7 F3A Manoeuvre Diagrams

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

p) Annex 5B Aerobatics Judges' Guide F3A Subcommittee

Substitute entire Judges' Guide with new and re-number Annex 5B as 5.3, with sub-paragraph sequential numbering as indicated.

See Agenda ANNEX 7 RC Aerobatics Judges Guide

Add a new second paragraph.

5.3.7.6 Spins …Forcing the model aircraft to spin from a high angle of attack with down (or up) elevator, should be downgraded by 4 or 5 points. Judges must carefully…

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

q) Annex 5G Unknown Manoeuvre Schedules for Finals Flights F3A Subcommittee

Replace Annex 5G with new and re-number Annex 5G as 5.4 and sub-paragraph sequential numbering.

See Agenda ANNEX 7 F3A Unknown Manoeuvre Schedules

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

r) 5.5 F3A World Cup F3A Subcommittee

New World Cup section

See Agenda ANNEX 7 F3A World Cup Rules

Amend paragraph b) as shown below

3. Contests

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).

Amended at the F3A Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

s) Annex 5L – 5.L.1.3 General Characteristics of large RC Aerobatic Power Model Aircraft Czech Republic

Delete the wording of sub-paragraph d) and replace it by proposed new wording:

~~d) – All dimensions may be checked. A tolerance of +/- 10% is allowed.~~

d) Measuring to confirm the semi-scale appearance of the model Control measuring could be performed by jury only on the base of the official protest of any competing pilot against of the scale appearance of any single model in the given contest. Only following points can be measured, allowed tolerances are +/- 10%:

Plan view:

A - Wing span (base to calculate the scale)

B - Wing depth on the root

C - Wing depth on the tip

D - Elevator span

E - Elevator depth on the root

F - Elevator depth on the tip

G - Maximum width of the fuselage

Side view:

H - Fuselage length over all

I - Maximum height of the fuselage

J - Height of the fin + rudder

K - Maximum depth of the rudder

L - Distance between wing and horizontal stabilizer (*)

M - Allocation of the wing (**)

N - Allocation of the horizontal stabilizer (**)

(*) - Measured from the wing root leading edge to the root horizontal stabilizer leading edge

(**) - Measured from wing (or stabilizer) root front tip to the nearest upper contour of the fuselage

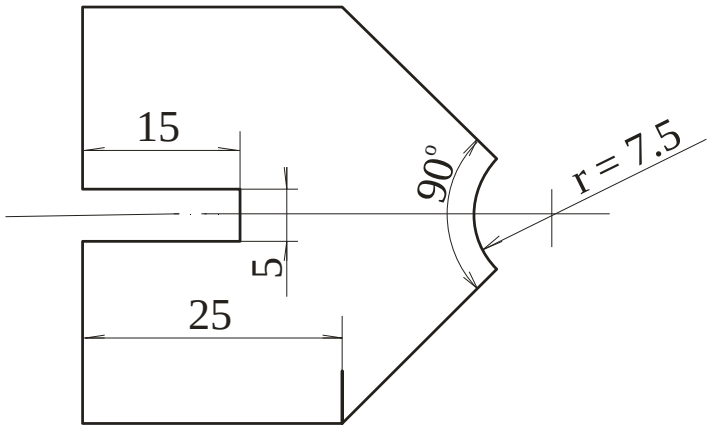
Withdrawn by the Czech Republic.

11.7 Section 4C Volume F3BJ – RC Soaring

F3B Thermal Soaring Gliders

a) 5.3.1.3 Characteristics of RC Gliders F3B RC Soaring Subcommittee

Exchange the drawing and pertinent legend:



F3B nose and tow hook template.

Amended at the F3B Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

b) 5.3.1.7 Cancellation of a Flight and Disqualification Germany

Amend paragraph b) as follows:

b) The flight in progress is annulled if the model aircraft loses any part during the launch or the **<u>whole</u>** flight ~~time~~. ~~The losing of a part during landing (i.e. in contact with the ground) is not taken into account.~~

Withdrawn by Germany

c) 5.3.1.7 Cancellation of a Flight and Disqualification Germany

Amend paragraph b) as follows:

~~b) The flight in progress is annulled if the model aircraft loses any part during the launch or the flight time. The losing of a part during landing (i.e. in contact with the ground) is not taken into account.~~

b) The flight in progress **<u>will be penalised with 100 points if the model aircraft loses any part during the launch or the whole flight. The losing of a part in a collision with another model aircraft or during landing (i.e. in contact with the ground)</u>** ~~is~~ **<u>is not taken in account. The penalty of 100 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.</u>**

Amended by the F3B Technical Meeting and approved by the Plenary Meeting: For 26; Against 0; Abstentions 1; Not Voting 5. Effective. <u>01/07/07</u>.

cont/…

d) 5.3.1.7 Cancellation of a Flight and Disqualification Germany

Amend paragraph e) as follows:

e) The upwind turn around 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 1000 points. 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.**

Approved unanimously by the Plenary Meeting. Effective 01/07/07.

e) 5.3.1.7 Cancellation of a Flight and Disqualification Germany

Replace paragraph f) as follows:

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 1000 points. 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.**

Approved unanimously by the Plenary Meeting. Effective 01/07/07.

f) 5.3.1.8 Organisation of Starts Germany

Amend paragraph b) as follows:

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 i**n a group**. ~~For task C (speed) a group may consist of a minimum of eight competitors or all competitors.~~ **For task C (speed) the starting order is identical with 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 is identical with the starting order of task A.**

Rejected by the Plenary Meeting: For 8; Against 11; Abstentions 3; Not Voting 12.

g) 5.3.1.8 Organisation of Starts RC Soaring Subcommittee

Add to the third sentence the words:

b) (...) **in a group.**

Unanimously approved by the Plenary Meeting. Effective 01/01/08.

h) 5.3.1.8 Organisation of Starts Germany

Amend paragraph c) as follows:

c) The result of a group is annulled if only one competitor ~~is not entitled to a new working time. In this case,~~ **has a valid result. In this case,** the group will fly again and the result will be the official result.

Unanimously approved by the Plenary Meeting. Effective 01/01/08.

cont/…

i) 5.3.10 Safety Rules **Belgium**

Add following paragraph at the end of 5.3.1.10 as follows:

In the case the line breaks at the moment of the release of the model by its launcher, and the model subsequently lands in the area of the winch lines, the 100 points penalty is not applicable.

Withdrawn by Belgium.

j) 5.3.1.10 Safety Rules **Germany**

Amend paragraph b) as follows:

b) Except in the circumstances described in paragraph 5.3.1.5 b) items 1, 2, 3, and 5, **or in the case of a line break at the moment of release of the model aircraft,** after the release of the model aircraft from the hand of the ~~pilot~~ **competitor** or helper, **any** the contact of the model aircraft with any object (earth, car, stick, plant, **tow-**line, etc) or ~~a~~ person within the safety area will be penalised **by 300 points**. The number of contacts during one flight does not matter (maximum one penalty 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.

Amended at the F3B Technical Meeting and unanimously approved by the Plenary Meeting. Effective WCh 07. Technical Secretary note on website etc.

k) 5.3.2.2 Launching **Germany**

Amend paragraph c) as follows:

c) The winch shall be fitted with a single starter motor. The starter motor must come from serial production. It is allowed to fit the arbour of the rotor with ball or needle roller bearings at each end. The drum must be driven directly by the motor. Any further change of the original motor will lead to disqualification according to paragraph B.18.1. The drum must have a fixed diameter.~~ and the width between winch drum flanges shall be 75 mm minimum.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

l) 5.3.2.2 Launching **Belgium**

Replace paragraph h) as follows:

h) **The internal resistance of the motor must be at least 18.0 milliohms. The allowed resistance may be obtained by adding a fixed resistor(s) to the motor. The design must not allow an easy change of the total resistance at the launch line (e.g. by shorting the resistor, or resistors) except opening and closing the circuit. Resistance measurement shall be made at ambient temperature corrected to 20℃ us ing the formula**

R(20℃) = R(T)/(1+0.003 x (T – 20℃)

Withdrawn by Belgium

cont/…

m) 5.3.2.2 Launching **Germany**

Amend paragraph k) to read:

k) For the test a digital voltage-measuring instrument (accuracy less or equal **to** 1%) is used, which enables the measurement of the voltage of the battery and the output voltage from the I/U-transducer 300 ms (+-30 ms) after the current to the winch is applied. The transducer for measuring the current may be a clamp transducer (range 0-600 or 0-1000A, accuracy less or equal **to** 2%) or a calibrated resistor (0.1 mΩ, accuracy less or equal **to** 0.5%) in the negative path of the circuit. The resistance is calculated with the formula:

Measurement with clamp transducer

$R_{tot} = 1000 \times U_b/I_{300}$

Measurement with shunt

$R_{tot} = (1000 \times U_b/I_{300}) - 0.1$

R_{tot} in mΩ , U_b in V, I_{300} in A

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

n) 5.3.2.2 Launching **Germany**

Replace paragraph l) as follows:

~~l) One measurement will be taken. If the result of the first measurement is more than the limit and less than 1.3 times the limit then the winch is declared as being in accordance with the rules. If not, three more measurements will be made and the resistance of the complete circuit is the average of three consecutive measurements.~~

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 respective results.

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

Approved by the Plenary Meeting: For 26; Against 1; Abstentions 0; Not Voting 5. Effective 01/07/07.

o) 5.3.2.2 Launching **Belgium**

Amend paragraph n) as follows:

n) The organiser must appoint at least two processing officials, who will process ~~at random the resistance of at least 20% of~~ **the** winches ~~during the official contest time~~ **with a single measuring apparatus, or several measuring apparatus proven to produce reproducible results within a tolerance of 0.5 %.**

Amended at the F3B Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/07/07.

cont/…

p) 5.3.2.2 Launching **Germany**

Replace paragraph o) as follows:

~~o) There must be a quick release mechanism on the power lead to the battery in order to remove power from the motor in an emergency. (Connections to the battery must be removable without the need for tools).~~

o) For safety reasons there must be two solenoid switches in a serial arrangement in the high current circuit. Each of these solenoid switches must be operated by a separate hand operated pushbutton. To check the right function of the solenoid switches the two pushbuttons must be operated separately one after the other; if the winch can be operated only by one pushbutton, than the solenoid switch of the other pushbutton sticks and must be changed.

Rejected by the Plenary Meeting: For 1; Against 23; Abstentions 1; Not Voting 7.

q) 5.3.2.2 Launching **Germany**

Replace paragraph p) as follows:

~~p) The penalty for using a winch-equipment not in accordance with the rules results in zero score for the competitor for the task flown before the test.~~

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.

Approved unanimously by the Plenary Meeting. Effective 01/07/07.

r) 5.3.2.2 Launching **Belgium**

Add new paragraph:

s) In the case of Continental and World Championships, a maximum of six winches and six batteries may be used during the competition by any complete team (3 pilots). Interchanging among winches and batteries while keeping compliance with the minimum resistance rule is totally under the responsibility of the team.

Amended by the F3B Technical Committee and approved by the Plenary Meeting: For 23; Against 4; Abstentions 0; Not Voting 5. Effective 01/01/08.

s) 5.3.2.5 Task C - Speed **Germany**

Amend paragraph h) as follows:

h) During task C the timed flight shall take place to one side of the safety line, whilst all judges / time keepers shall remain on the other side of the safety line. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc.

~~The flight is annulled if, when sighted by means of an optical aid, the safety line is crossed by any part of the model aircraft.~~

The flight will be penalised with 1000 points, when sighted by means of an optical aid, the safety line is crossed by any part of the model aircraft. The penalty of 1000 points will be a deduction from the

cont/…

…/cont

competitor's final score and shall be listed on the score sheet of the round in which the penalisation occurred.

Amended by the Plenary Meeting and approved by the Plenary Meeting: For 24; Against 1; Abstentions 0; Not Voting 7. Effective 01/07/07.

t) 5.3.2.8 Classification **Germany**

Amend as follows:

If only five rounds are flown, the competitor's classification is determined by the sum of all Total Scores for each round. ~~For each task, which is flown more than five times, the lowest Partial Score is omitted from the sum of all Partial Scores.~~ I**f more than five complete rounds are flown the lowest partial score of each task is omitted from the sum of all partial scores.**

To decide the winner when there is a tie, the two (or all who have the equal score) competitors will fly an additional round (three tasks).

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

u) Class F3K RC Hand Launch Gliders **Germany**

Replace the whole of the current F3K (Provisional) rules with those specified in Agenda ANNEX 7 F3K

Amended at the F3B Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08.

v) Class F3K (Provisional) - RC Hand Launch Gliders **Germany**

Change from provisional to official rules:

~~PROVISIONAL RULES~~

CLASS F3K - RADIO CONTROLLED HAND LAUNCH GLIDERS

Approved by the Plenary Meeting: For 31; Against 1; Abstentions 0; Not Voting 1. Effective 01/01/08.

11.8 Section 4C Volume F3C – RC Helicopter

a) 5.4.11 Classification **F3C Subcommittee**

Replace third sentence 5.4.11, page 9:

~~The results of the best three preliminary rounds for the top 15 (normalised to 500 points) will count as one score.~~

The normalised results of the preliminary rounds for the top 15 pilots will count as one score by dropping the lowest scoring round, adding the remaining rounds together, and dividing the resulting total by the number of counting preliminary rounds.

Approved unanimously by the Plenary Meeting. Effective 01/01/08 but with application as a local rule at the July 2007 World Championships.

b) 5.4.11 Classification **F3C Subcommittee**

Replace first sentence of second paragraph 5.4.11, page 9:

~~Only completed flights, where all manoeuvres are flown in the right order and without infringement of the judges' line, will be counted.~~

Incomplete flights, where one or more manoeuvres receive a zero score, or where the judges' line is infringed, will not be counted.

Approved unanimously by the Plenary Meeting. However, with the approval of proposal d) by Plenary, this rule amendment became redundant.

c) 5.4.11 Classification **F3C Subcommittee**

Replace first sentence of second paragraph 5.4.11, page 9:

~~Only completed flights, where all manoeuvres are flown in the right order and without infringement of the judges' line, will be counted.~~

Incomplete flights, where two or more consecutive manoeuvres (which must include the final manoeuvre - autorotation) receive a zero score, or where the judges' line is infringed, will not be counted.

Withdrawn by the F3C Sub-Committee

d) 5.4.11 Classification **F3C Subcommittee**

Amend as follows, page 9:

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

The normalised results of the preliminary rounds for the top 15 pilots will count as one score by dropping the lowest scoring round, adding the remaining rounds together, and dividing the resulting total by the number of counting preliminary rounds. This score, plus the three fly-off scores, provide four normalised 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 team classification will be determined by counting all completed preliminary rounds and dropping the lowest.

cont/…

…/cont

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 and dropping the lowest.

All scores for each round will be normalised by awarding 500 points to the average scoring **of the best 20%** flights. The remaining scores are then normalised to a percentage of the 500 points as follows:

$$\text{Points}_{(X)} = \frac{\text{Score}_{(X)} \times \text{Total}_{(A)}}{\text{Score}_{(A)}} \times 500$$

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

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

Score (A) = Total sum of the scores of ~~all~~ **the best 20% (Total $_{(A)}$)** flights

$\text{Total}_{(A)}$ = **20% of the** total number of pilots **at the start of the competition (rounded up in case of an odd number) or a maximum of 12.**

~~Only completed flights, where all manoeuvres are flown in the right order and without infringement of the judges' line, will be counted.~~ **The number Total (A) stays unchanged during the competition, either for preliminary or Fly-Off rounds and regardless of dropouts during the competition.** When ~~multiple~~ **two** flight lines are used the scores will be normalised for each flight line and each day **separately. In that case Total (A) is replaced by one half of Total (A) (rounded up in case of an odd number) only for the preliminary rounds.**

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

Amended at the F3C Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08 with application as a local rule in the July 2007 World Championships.

e) 5.4.13 Organisation **F3C Subcommittee**

Add new sub-paragraph, page 10:

INTERRUPTION OF A COMPETITION

If the wind component perpendicular to the flight line exceeds 8m/s for a minimum of 20 seconds during a flight, the competition must be interrupted.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

f) Annex 5D - 5D.4 Schedule C **F3C Subcommittee**

Modify Manoeuvre C10, page 19:

As the model crosses the plane again but downwind it ~~performs a quick 180° pirouette and enters a backward~~ **enters another** descending 180° turn toward the pilot and lands.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

cont/…

g) Annex 5F - F3N Freestyle (Provisional) F3C Subcommittee

Replace original F3N (2004) with new (2006) manoeuvre schedule.

See ANNEX 7 F3N

Approved unanimously by the Plenary Meeting. Effective from the day that the Plenary Minutes are officially published.

11.9 Section 4C Volume F3D – RC Pylon Racing

a) Volume F3D **Netherlands**

Replace the existing Volume by the proposed new Volume shown in Agenda ANNEX 7 F3D Rules.

Approved **in principle** by the Plenary Meeting: For 8; Against 3; Abstentions 1; Not Voting 21 and referred to the F3D Sub-committee for further work. The finalised proposal is required to be presented to the December 2007 Bureau meeting for inclusion on the 2008 Plenary Meeting agenda.

b) 5.2.1. Definition of RC Pylon Racing Model Aircraft **Czech Republic**

Delete the last sentence of the second paragraph about the need to justify the unusual or unconventional features of the model. Second paragraph of 5.2.1, page 7:

The model aircraft must be of conventional design with forward wing and an aft empennage with the general lines of a full size aircraft. ~~Unusual or unconventional features must be justified with three view drawings or photographs of similar features used on full size aircraft.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

11.10 Section 4C Volume F4 – SCALE MODEL AIRCRAFT

a) 6.1.3 Competition Programme **Norway**

Instruction: Add to the end of the fourth paragraph, page 9:

If there are more than 40 competitors by official closing date (...) Under these circumstances the R/C event will commence with static judging. Flight judging will commence once the first 10 models have been statically assessed. **In this case all competitors shall have their static judging done before their first flight.**

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

11.11 Section 4C Volume F5 – RC Electric Flight

F5B Electric Powered Motor Gliders

a) 5.5.4.1 Definition **F5 Subcommittee**

Amend as follows 5.5.4.1.b), page 12:

b) Model Aircraft specifications:

Minimum weight without battery ……~~900 g~~ **1000 g**

Type of battery……~~NiCd or NiMH~~ **Lithium Polymer**

~~Maximum size of (only) cylindrical cells.24 mm diameter, 45 mm length (including pole)~~

Maximum number of **only serial** cells ~~16~~ **6**
(Cells in parallel are not permitted.)

Maximum weight of battery pack 450 – 600 g

Limitation of energy by an electronic limiter that stops the motor 1750 watt-min (maximum)

Amended by the F5 Technical Meeting and approved by the Plenary Meeting: For 17; Against 2; Abstentions 1; Not Voting 13. Effective 01/01/08..

b) 5.5.2.2 and 5.5.4.1 **Germany**

Amend 5.5.2.2.a) as follows, page 8:

5.5.2.2 Cancelling of a Flight and Disqualification

a) If the pilot uses a model aircraft, **type of battery, max. number of cells, max. number of battery packs** not confirming (...)

Amend as follows 5.5.4.1.b), page 12:

5.5.4.1 Definition

b) Model aircraft specifications:

Type of battery: NiCd, NiMH, **Li-Polymer**

For NiCd and NiMH only: max. No. of cells 14; Maximum size of (only) cylindrical (...)

For Li- Polymer max. 4 serial – max 2 parallel;

min. weight 450 grams, max. weight 600 grams

Additionally for all cell types a watt limiter has to be used, set to 1750 watt-min.

Withdrawn by Germany

c) 5.5.4.1 Definition **Switzerland**

Amend as follows 5.5.4.1.b), page 12:

b) Model aircraft specifications:

Minimum weight without battery ……~~900 g~~ **1'000 g**

Type of battery……..……~~NiCd or NiMH~~ **Lithium Polymer Cells**

cont/…

…/cont

Maximum size of ~~(only) cylindrical cells.24 mm diameter, 45 mm length (including pole)~~ **600 g**

Maximum number of cells in row ……~~16~~ **4 S**

Power limitation by an electronic logger……max 1750 Watt-min

Withdrawn by Switzerland

d) 5.5.4.1 Definition Great Britain

Amend as follows 5.5.4.1.b), page 12:

b) Model aircraft specifications:

~~Type of battery NiCd or NiMH~~

~~Maximum size of (only) cylindrical cells. 24 mm diameter, 45 mm length (including pole)~~

~~Maximum number of cells 16~~

Type of battery - NiMH or LiPo
Maximum 10 cylindrical NiMH cells up to 24mm diameter, 45mm length (including pole)
Maximum 600gms of Lithium Polymer cells.
Maximum battery energy allowed per flight - 1750 watt minutes

Withdrawn by Great Britain

e) 5.5.4.1 Definition FRANCE

Amend as follows 5.5.4.1.b), page 12:

Minimum weight without battery ~~900 g~~ **1000 g**

Max energy for one flight 1750 Watt-min

Type of battery ~~NiCd or~~ NiMH **or LiPo**

NiMH : Maximum number of cells ~~16~~ **14**

Maximum size of (only) cylindrical cells.24 mm diameter, 45 mm length (including pole)

LiPo : Number of cells : 4 or 5

Maximum weight 700 g Minimum weight 400 g

Maximum 1 battery / 2 round

Minimum surface 26.66 dm2

Maximum surface loading 75 g/dm2

Withdrawn by France

f) 5.5.4.1 Definition F5 Subcommittee

Add new paragraph 5.5.4.1.d), page 12:

d) Maximum number of battery packs to enter the contest: 1 pack per 2 rounds;
1 pack for reflights.

Amended at the F5 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/07/07.

cont/…

g) 5.5.4.1 Definition Switzerland

Add new paragraph 5.5.4.1.d), page 12:

d) The competitor must use not more then 1 battery pack for 3 flights. One additional pack is reserved for reflights. As soon as the flight has ended, the competitor must immediately return his battery pack to the official transmitter impound.

Withdrawn by Switzerland

h) 5.5.4.1 Definition Germany

Add new paragraph 5.5.4.1.d), page 12:

d) The number of battery packs is limited for the contest and therefore the battery packs have to be marked and checked by the organizer before the contest. The number of batteries is independent from the use of a second "B"-Model.

At least two rounds in individual order have to be flown with one battery pack. A reflight counts as an additional round. E.G. "Normal weekend competitions" with 4 rounds: 2 battery packs are allowed plus an additional one for one or two reflights. It is of course allowed to fly more than two rounds with one battery. pack. The two rounds flown by one pack can be randomly. E.G. Pack1: round 1 and 2 or round 1 and round 3 etc. The correct use of the batteries has to be checked at least by chance.

In the case that it turns out during the contest that one ore more rounds can not be flown e.g. bad weather, the allowed amount of batteries at the beginning of the contest is unchanged. In this case no pilot has an disadvantage because all pilots can use the same amount of batteries.

Withdrawn by Germany

F5D Electric Powered Pylon Racing

i) 5.5.6.2 Technical Specifications & 5.5.6.9 Scoring F5 Subcommittee

Amend as follows 5.5.6.2 b), page 19.

b) Battery

Battery Type: **NiMH or Li-Polymer.**

- **The battery technology used must be either 1 (NiMH) or 2 (Li-Polymer), as shown below,**
- **It must be declared by the competitor at the beginning of the contest.**
- **Changing the battery technology after this declaration will mean disqualification from the entire contest.**

1) ~~NiCd or~~ NiMH

The battery is limited by either weight or **the** number of cells **and dimensions:**

- Maximum weight**:** 425 g
- **The weight of battery includes** ~~including~~ soldering, insulations, cables and connectors.

cont/…

…/cont

or

- Maximum number of only cylindrical cells**:** 7
- Maximum diameter: 24 mm
- Maximum length (including pole): 45 mm

2) Li-Polymer

The battery is limited by weight, the number of cells in serial connection only and the total number of batteries.

- **Weight: 275 g**
- **The weight of battery includes soldering, insulation, cables and connectors.**
- **Number of cells in serial connection: up to 5(S) (Cells in parallel are not permitted.)**
- **A competitor is permitted a maximum of 4 battery packs for a single contest.**

The maximum average power within a 60 second period shall be 800 W.

The electric power has to be logged during flight. The logging device has to be placed in the electric circuit between the battery and motor controller. The pilot has to provide technical equipment to analyse the log with a resolution of minimum 10 Watt and minimum 2 logs per second (log frequency ≥ 2 Hz).

Add new paragraph 5.5.6.9.d; re-number subsequent paragraphs, page 21:

d) If a Li-Polymer battery is used then the electric power log has to be checked by an official. The average power analysis may be taken arbitrarily at any flight time in the log. Any 60 sec period in the log has to be within the limit. Exceeding the electric power limit by 5,0% is scored as one infringement (cut); exceeding by more than 5,0% means disqualification from that heat.

Amended at the F5 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/08

j) 5.5.6.2 Technical Specifications Great Britain

Amend paragraph b) as follows, page 19:

~~Battery is limited by either weight or number of cells.~~ **Battery is limited by weight.**

Withdrawn by Great Britain

k) 5.5.6.3 Safety Rules F5 Subcommittee

Amend paragraph c), page 19 as follows:

c) All officials on the race course and all competitors must wear a crash helmet ~~with a chin strap.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

l) 5.5.6.5 Helper/Caller **F5 Subcommittee**

Amend as follows, page 20:

5.5.6.5 Helper~~/Caller~~

a) All competitors must be accompanied by **only one** helper (caller~~/mechanic~~) for reasons of safety. The **helper** ~~caller~~ can be the team manager, another competitor from the same team, or a third party. The pilot or **helper** ~~mechanic~~ of one team may act as helper in one or more other teams.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

m) 5.5.6.7 Starting Procedure **F5 Subcommittee**

Amend the paragraph as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

n) 5.5.6.9 Scoring **F5 Subcommittee**

Amend the paragraph as follows if m) is passed by Plenary:

b) The flight of each model aircraft shall be timed with electronic stopwatch or timing device measuring to at least 1/10 second by a lap counter/timekeeper. ~~Timing shall start when the model aircraft crosses the start/finish line for the first time.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

Additional F5 Technical Meeting proposal

o) 5.5.6.7

d) After **the** Starting Flag has dropped, any contact between ~~two~~ model aircraft~~s~~ shall **be** considered as **a** collision and~~s~~ the model aircraft~~s~~ involved must **leave the pylon course flight path immediately and land as soon as possible**. The **C**ontest **D**irector is required to give such competitors a secon**d** opportunity to record a score in that round, provided that in his opinion the aircraft ~~is~~ **are** still airworthy or the competitor**s have** ~~an~~ airworthy **reserve** model aircraft. **If a competitor fails to stop racing immediately after the collision , he will be disqualified from that round**.

Approved unanimously by the Plenary Meeting. Effective 01/01/08.

Note: There are no proposals for Volumes F6, Airsport Promotion Classes, F7 Lighter-than-Air models, Space Models or Education.

12. **WORLD AND CONTINENTAL CHAMPIONSHIPS 2008 – 2011**

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2008	F1A, F1B, F1P Juniors	Poland (withdrawn) Ukraine (firm)	UKRAINE
	F1D (Seniors and Juniors)		SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)		FRANCE
	F3J (Seniors and Juniors)		TURKEY
	F4B, F4C, F4B JUNIORS		POLAND
	F5B, F5D		UKRAINE
	SPACE MODELS (Seniors and Juniors)		SPAIN
	F3P	Belgium (Not accepted: provisional class)	

F3P are still provisional rules and do not have Championship status. The BEL Delegate requested that this be “fast-tracked”. Mr Skinner needs reports from the contests to enable the F3A Sub-committee to make recommendations to Plenary. A consequence of Championship status will be fewer entries as each country is limited to three people. If F3P retains the provisional rules and non-Championship status then it will attract many more entries than a Championship can. The President reminded the meeting that CIAM does have a saturation point regarding the number of Championships.

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	F1A, F1B, F1C	Serbia (firm) Croatia (firm) Bulgaria (firm) Slovenia (firm)	CROATIA
	F1E (Seniors and Juniors)	Germany (firm) Romania (firm)	GERMANY
	F3A	Poland (withdrawn) Portugal (firm)	PORTUGAL
	F3B	Czech Republic (withdrawn) Ukraine (tentative)	
	F3C	Italy (withdrawn) USA (firm)	USA
	F3D	Germany (firm) Sweden (withdrawn)	GERMANY

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1P Juniors	Romania (firm) Slovakia (withdrawn)	
	F1D (Seniors and Juniors)	Romania (firm) Serbia (firm)	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm) Serbia (firm) Spain (firm)	
	F3J (Seniors and Juniors)	Czech Republic (firm) France (tentative) Hungary (firm)	
	F4B, F4C	Czech Republic (firm) Poland (firm)	
	F5B, F5D	USA (tentative)	
	SPACE MODELS (Seniors and Juniors)	Poland (firm) Serbia (firm)	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1C	Bulgaria (firm) Poland (firm) Serbia (firm)	
	F1E (Seniors and Juniors)	Slovakia (firm)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Italy (firm)	
	F3D	Offers invited	

cont overleaf…/ Continental Championships

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2008	F1A, F1B, F1C		BULGARIA
	F1E (Seniors and Juniors)		GERMANY
	F3A		ITALY
	F3B	Offers invited	
	F3C		FRANCE
	F3D	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3A Asian-Oceanic	Chinese Taipei (firm)	

2008 F3A Asian-Oceanic Continental Championship will be awarded by the Bureau.

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	F1A, F1B, F1P Juniors	Romania (firm) Serbia (firm) Ukraine (firm) Bulgaria (firm) Slovenia (firm)	ROMANIA
	F1D (Seniors and Juniors)	Serbia (firm)	SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Poland (withdrawn) Serbia (firm)	SERBIA
	F3J (Seniors and Juniors)	Poland (firm)	POLAND
	F4B, F4C	Norway (firm)	NORWAY
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Serbia (firm) Ukraine (withdrawn)	SERBIA

cont overleaf…/ 2010

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1C	Serbia (firm) Turkey (tentative)	
	F1E (Seniors and Juniors)	Romania (firm)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Romania (firm)	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	

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

13. **ANY OTHER BUSINESS**

WAG 2009

The very latest time for a bid for 2009 is the Plenary Meeting 2008 and that is one year later that the Sporting Code time table.

Mr Revel reminded all organisers in 2009 to have alternative dates in case of any clashes with the WAG.

Mr Bartovsky (CZE) reminded the meeting that 2008 needs to be used to select competitors for the 2009 WAG. Competitions must be organised for the pilots and the NACs should enter these F6 comps into the 2008 Contest Calendar.

Mr Revel suggested that there should be a committee to help the NACs and to advise on selection procedures.

Mr Revel was appointed as Chairman of that Working Group and he will identify the other members outside the meeting and the Working Group will be set up by 1st June.

14. **NEXT CIAM MEETINGS**

Unanimously approved by the Plenary Meeting.
Bureau Meeting in 2007: Friday 30th November & Saturday 1st December
Plenary Meeting in 2008: Thursday 27th March; Friday & Saturday 28th & 29th March.

The President closed the meeting at 17.25.

ANNEXES TO THE AGENDA OF THE 2007 CIAM PLENARY MEETING

ANNEX FILE NAME	**ANNEX CONTENT**
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-l)	2006 Championship Reports
ANNEX 3 (a-j)	2006 Subcommittees' ,Technical Secretary & Treasurer Reports
ANNEX 4 (a-f)	2006 World Cup Reports
ANNEX 5 (a-d)	2006 Trophy Report
ANNEX 6 (a-f)	FAI-CIAM Medals & Diplomas: Awarded Forms
ANNEX 7a - F3A Manoeuvre Schedules	F3A Manoeuvre Schedules
ANNEX 7b - F3A Manoeuvre Diagrams	F3A Manoeuvre Diagrams
ANNEX 7c - RC Aerobatics Judges Guide	RC Aerobatics Judges Guide
ANNEX 7d - F3A Unknown Manoeuvre Schedules	F3A Unknown Manoeuvre Schedules
ANNEX 7e - F3A World Cup Rules	F3A World Cup Rules
ANNEX 7f - F3B Winch Wiring Circuit	F3B Winch Wiring Circuit
ANNEX 7g - F3K Amended	Class F3K - Replacement Section (Vol. F3BJ)
ANNEX 7h - F3N	Class F3N - Manoeuvre Schedule
ANNEX 7i - F3D Rules	Class F3D - Replacement Volume
ANNEX 7j - F3D Comments	Class F3D - Replacement Volume Comments
ANNEX 7k - F3D Analysis	F3D Safety Analysis

cont overleaf…/ Deferred Section

DEFERRED SECTION

This section contains all proposals received by the FAI Office according to rules A.6 and A.7, that were not eligible to be voted on at the 2007 Plenary Meeting: rule A.12 applies. They are placed here for information and discussion and will be placed on the next appropriate Plenary Meeting agenda.

DEF a) SC General Section - 5.2.2.3 Unsporting behaviour

F3A Subcommittee

General Section, Chapter 5, Complaints, Penalties, Disqualifications, and Protests. Add second paragraph below existing paragraph.

Any conscious effort by a competitor, or a team member or supporter directly involved with a national team, to influence, intimidate, or threaten contest officials or other competitors or teams, with the intent of gaining an advantage over other competitors or teams, irrespective if this occurs directly before, during, or directly after the sporting event, shall be considered unsporting behaviour, and may result in disqualification of the individual or the team from the championship.

Reason(s): Recent experiences during world and continental championships, have had isolated incidences where competitors, team managers, and supporters/helpers have exhibited intimidating and threatening behaviour, with the intent of gaining an unfair competitive advantage. The addition of this paragraph will help to prevent this behaviour and renew an awareness of the consequences.

F2 Control Line

DEF b) Annex 4D – Control Line World Cup Rules **Russia**

4D.3 Contests

Add at the end of the sentence, page 61:

a) a maximum of two contests in each class may be selected for any one country ***with its territory including less than 3 hour zones.***

Reason(s): To encourage large countries, such as USA, China, Russia, etc. to organize a greater number of World Cup events for competitors to be able to participate in World Cup events with no need to cover great distances in order to promote sports aeromodelling developing in a widely spread scale.

Supporting Data: Such addition has already been approved by the Spacemodelling Sub-Committee for the Spacemodelling World Cup Rules, which will be effective from January 1, 2007.

cont/…

DEF c) 4.4.4 Competitor **Russia**

Amend as follows:

The ~~pilot~~ **crew consisting of one pilot and one mechanic**, who shall be the entrant and known as the competitor, may employ a maximum of ~~two mechanics~~ **one helper** in any one heat. (In exceptional circumstances of wet or extremely windy weather, an additional helper may be used as a streamer holder and must perform no other function for the duration of that combat period).

For World and Continental Championships, the helpers, a maximum of ~~six~~ **three** other than team members or the team manager (or assistant team manager), must be registered for no more than one national team, from the beginning of the competition throughout to the end. During active combat periods, the pilot and his mechanic~~(s)~~ **and his helper** must wear protective headgear fitted with an effective retaining strap.

Reason(s): Success in a bout to a great extent depends on the actions of the mechanic concerned. The majority of pilots participate in competitions jointly with their regular mechanics. These mechanics are worthy of being awarded just as their pilots. Safety: The fourth member of the crew is to be removed from the starting site for the period of an active combat.

DEF d) 4.4.9 Method of Starting **Russia**

Add new paragraph i):

i) If a model aircraft flies away with or without lines, the heat shall continue, as if the model aircraft has landed (see 4.4.11.f and 4.4.15.n).

Reason(s): To cancel an attempt in the event of a model aircraft fly-away.

DEF e) 4.4.10 Termination of the Contest **Russia**

Amend paragraph c) as follows:

c) The Circle Marshal shall signal both pilots to fly level and anti-clockwise and to cease combat when both streamer strings have been cut. If one pilot has only the string remaining he may request the circle marshal instruct both pilots to fly level and anti-clockwise and to cease combat. This decision may not be reversed, ~~once made~~ **while his model is flying. If the pilot's model lands and then flies up, he can ask the Circle Marshal once more to draw the models apart, or to permit the pilots to resume the combat after the signal to combat is given: 4.4.9.h .**

Reason(s): Safety. This will allow the pilot to be more sure in deciding to reject the combat and will prevent his opponent from provoking him for cutting the lines of the models.

DEF f) 4.4.15 r) Cancellation of the Flight **Russia**

Amend as follows:

r) if the model aircraft lands with no streamer string~~ and the streamer retaining device is missing or bent~~, but not as a result of a mid-air collision;

Reason(s): A streamer attachment device should keep a streamer safely in all conditions of a bout, except mid-air collisions of models. If a model lands without a string and this happens not as a result of a mid-air collision, the competitor –violator shall be withdrawn from the bout not depending on whether the streamer attachment device is damaged or not.

DEF g) 4.4.16 Classification **Russia**

Amend as follows:

j) Previous opponents and competitors of the same nationality shall be drawn apart if possible with competitors of the same nationality to fly against each other only if there are no remaining opponents Defending champions, not members of their national team, ~~are considered as individuals not possessing any specific nationality~~ **shall be drawn apart with their team members in just the same way, as if they were members of their national team.**

Reason(s): This will exclude the team's pressing on the reigning champion to sacrifice his individual classification to the benefit of a team classification.

F3J Thermal Duration Gliders

DEF h) 5.6.1.3 Characteristics of RC Gliders F3J **Germany**

Amend paragraph 5.6.1.3.f as follows:

f) For the sake of randomness for the starting order among the successive rounds, each competitor must enter **(three)** different frequencies with 20kHz minimum spacing. **The organizer is entitled to use any of these three frequencies for setting the flight matrices. Once the competitor is given one of these three frequencies he must not change to another frequency during the whole preliminary rounds in any case other than reflights. In case of a reflight** ~~. T~~ **t**he competitor can be called to use either of these **three** frequencies **for only this reflight,** so long as the call is made at least ½ hour prior to the beginning of **the reflight** in written form to the pilot (or team manager when applicable)

Reason(s): Safety. To avoid crashes of models and to set the safety level as high as possible not changing frequencies is the more reasonable way than penalizing a pilot for having forgotten to change his frequency.

Several Incidents due to that issue occurred in the recent years especially during Continental - and World Championships, which showed the necessity of not having the pilots to change frequency during the preliminary rounds of the contest. Flight paths of models out of control because operated with the wrong frequency for it has not been changed are not predictable and the possibility of a crashing model into the competitors or visitor spectator area is way too dangerous.

DEF i) 5.6.10 Scoring **Germany**

Amend 5.6.10.5 as follows, page 19:

5.6.10.5 A landing bonus will be awarded in accordance to the distance from the landing spot marked by the organisers according to the following tabulation:

Distance from Spot (meters) up to m	Points
~~1~~	~~100~~
~~2~~	~~95~~
0,2	**100**
0,4	**99**
0,6	**98**
0,8	**97**

cont/…

…/cont

1,0	**96**
1,2	**95**
1,4	**94**
1,6	**93**
1,8	**92**
2	**91**
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	50
12	45
13	40
14	35
15	30
over 15	0

Reason(s): Dividing the inner two meters of the 15m concentric landing zone leads to more appropriate separation of the results. Timing tenth of a second but rewarding the landing meter wise - and thereby in steps of five points – occurs not to be equalized level of fight and landing credit. The more precision needed for a 20cm-wise landing task leads towards less speed needed for a proper approach.

DEF j) 5.6.10 Scoring **Belgium**

Add following sentence to 5.6.10.5, page 19:

No landing points are awarded if the model remains stuck in the ground and the tail of the model is not touching the ground after coming to rest. No landing points are awarded if the model ends up inverted after landing.

Reason(s): Return to the essence of landing a model. Landing a glider nearly vertically into the ground should not be awarded with bonus points for craftsmanship.

F4 Scale Model Aircraft

DEF k) 6.1.4 Judges **SCALE Subcommittee**

Instruction: First paragraph, add to the end, page 9:

The organiser of a Scale C/L World or Continental Championship (F4B) shall appoint five judges, of whom three will be nominated to do the static judging, but all five will judge the flying once static judging is complete. **If the number of entries by the official closing date is less than 20, the organisers only need to appoint three judges to do both static and flying.**

Reason(s): To reduce organiser's cost when the number of entry is very low.

DEF l) 6.1.4 Judges **SCALE Subcommittee**

Instruction: First paragraph, add to the end, page 9:

The organiser of Scale R/C World or Continental Championship (F4C) shall appoint three (or six for two panels) judges to do static judging, plus a separate panel of five to judge the flying. **If the number of entries by the official closing date is less than 20, the organisers only need to appoint three judges to do the flight judging.**

Reason(s): To reduce organiser's cost when the number of entry is very low.

DEF m) 6.3.1 General Characteristics **SCALE Subcommittee**

Instruction: Replace the turbine power 10kg (100 Newton) with the new limit of 15kg (150 Newton), page 18:

Maximum weight of the complete model aircraft without fuel in flying condition including any dummy pilot: 15kg (150 Newton)

Motive Power:

b) The maximum thrust for a turbine engine shall be ~~10kg. (100 Newton)~~**15kg (150 Newton)**

Reason(s): The Power limit of the turbines was not raised at the same time as the maximum weight was raised from 10 to 15kg and a model of a modern jet need to have a power to weight ratio of 1:1 to perform scale manoeuvres.

F5B Electric Powered Motor Gliders

DEF n) 5.5.4.1 Definition **Germany**

Amend as follows 5.5.4.1.c), page 12:

c) Starting order for world and continental championships: the starting order

Starting order for other competitions: Pending on the number of pilots and planned rounds the organizer may try to divide the random starting order of the first round by the number of planned rounds to fly and shift the starting order accordingly. E.g. 24 pilots, 4 rounds. Starting order 1st round: 1….24; starting order 2nd round: 7….24, 1…6; starting order 3rd round: 13….24, 1….12 and so on.

Reason(s): The regulation for world or continental championships is too complicated for regular "weekend" competitions. However it should be tried to mix the starting order somewhat to reduce the weather impact pending on the local situation.

---oOo---