Fédération
Aéronautique
Internationale

Minutes

of the Annual Meeting of the
FAI Aeromodelling Commission

held in Lausanne, Switzerland
on 24 and 25 March 2006

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MINUTES OF THE PLENARY MEETING

held at the Olympic Museum - Lausanne (Switzerland)
on March 24 (Friday) and 25 (Saturday) 2006, at 9.15 hours

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Were present:

In the Chair:	Mr. Sandy PIMENOFF	President of CIAM (Finland)
	Mr. Dave BROWN	1st CIAM Vice President/Delegate (USA)
	Mr. Gerhard WOEBBEKING	2nd CIAM Vice President (Germany), Chairman Education Subcommittee
	Mr. Andras REE	3rd CIAM Vice President/Delegate (Hungary)
	Ms Jo HALMAN	Technical Secretary (United Kingdom)
	Mr. Luca GIALANELLA	Secretary/Delegate (Italy)
	Mr. Pierre CHAUSSEBOURG	Assistant to the Secretary (France)
	Mr. Ian KAYNES	Chairman Free Flight Subcommittee and World Cup Coordinator (United Kingdom)
	Mr. Laird JACKSON	Chairman Control Line Subcommittee (USA)
	Mr. Bob SKINNER	Delegate, Chairman F3A Subcommittee (South Africa)
	Mr. Tomas BARTOVSKY	Delegate, Chairman F3B/J Subcommittee and World Cup Coordinator (Czech Republic)
	Mr. Horace HAGEN	Chairman F3C Subcommittee (USA)
	Mr. Bob BROWN	Chairman F3D Subcommittee (USA)
	Mr. Narve JENSEN	Delegate, Chairman Scale Subcommittee (Norway)
	Mr. Emil GIEZENDANNER	Chairman Electric Subcommittee, World Cup Coordinator and CIAM Flyer editor (Switzerland)
	Mr. Srdjan PELAGIC	Delegate, Chairman Space Models Subcommittee (Serbia and Montenegro)

ARGENTINA	Mr. Mario KORMAN	Observer
AUSTRALIA	Mr. Ivan CHISELETT	Delegate
AUSTRIA	Mr. Wilhelm KAMP	Voting representative
BELGIUM	Mr. Cenny BREEMAN	Alternate delegate
	Mr. Alex GOOSSENS	Observer
BULGARIA	Mr. Valentin SAVOV	Observer
CANADA	Mr. Jack HUMPHREYS	Delegate
CHINA	Mr. Jiancheng ZHU	Alternate Delegate
	Mr. Yang YO XIN	Observer
CROATIA	Mr. Zoran LULIC	Delegate

CZECH REPUBLIC	Ing. Ivan HOREJSI	Observer
	Mr. Evgen SOUCEK	Observer
	Mr. Bohumil VOTYPKA	Observer
FINLAND	Mr. Matti JYLLILA	Delegate
FRANCE	Mr. Bruno DELOR	Delegate
	Mr. Jean Paul PERRET	F2 World Cup Coordinator
	Mr. Pierre PIGNOT	Observer
	Mr. Marcel PREVOTAT	Chairman F7 (Lighter than Air) Subcommittee
	Mr. Roland SURUGUE	Observer
GERMANY	Mr. Michael RAMEL	Alternate Delegate
	Mr. Ralf DECKER	Observer
	Mr. Norbert HUBNER	Observer
	Mr. Philip KOLB	Observer
	Mr. Olivier MIESBACH	Observer
GREECE	Mr. Antonis PAPADOPOULOS	Delegate
KAZAKHSTAN	Mr. Mikhail YASHINSKI	Voting representative
IRELAND	Capt. Joe DIBLE	Delegate
ITALY	Mr. Massimo SEMOLI	Alternate Delegate
	Mr. Claudio BOGNOLO	Observer
	Mr. Adolfo PERACCHI	Observer
JAPAN	Mr. Senji WATANABE	Delegate
LUXEMBURG	Mr. Ernest MATTIUSSI	Delegate
	Mr. Raymond PAVAN	Alternate delegate
NETHERLANDS	Mr. Peter KEIM	Delegate
	Mr. Gerhard RUTTEN	Observer
	Mr. Hans VISSER	Observer
	Mr. Anselmo ZERI	Observer
	Mr. Peter ZWEERS	Observer
NEW ZEALAND	Mr. Martin DILLY	Delegate
POLAND	Mr. Pawel WLODARCZYK	Delegate
	Mrs. Dorota WLODARCZYK	Alternate Delegate
PORTUGAL	Mr. Joao LOUREIRO de SOUSA	Delegate
	Mr. Emanuel FERNANDES	Alternate Delegate
ROMANIA	Mr. Mikhail ZANCIU	Delegate
	Mr. Marius CONU	Alternate Delegate
RUSSIA	Mr. Oleg KRASNOV	Delegate
	Mr. Andrey PONOMARENKO	Observer
	Mr. Dmitriy SHATALOV	Observer
	Mr. Alexandar ZAGORODNY	Observer
SERBIA AND MONTENEGRO	Mr. Djordje VULETIC	Observer
SLOVAK REPUBLIC	Mr. Miroslav SULC	Delegate
	Mr. Marian JORIK	Alternate Delegate, World Cup Space Models Coordinator
SPAIN	Mr. Carles AYMAT	Delegate

	Mrs. Yolanda GARCIA De FUENTES	Alternate Delegate
	Mr. Neuss MISSE	Observer
	Mr. Antonio ROJAS RAMOS	Observer
	Mr. Jordi ROURA FONT	Observer
	Mrs. Esther ROURA	Observer
SWEDEN	Mr. Bengt-Olof SAMUELSSON	Delegate
	Mr. Peter KALLOFF	Alternate delegate
SWITZERLAND	Mr. Rolf GIRSBERGER	Delegate
	Mr. Peter GUTKNECHT	Observer
	Mr. Kurt SAGER	Observer
	Mr. Andy SWEETLAND	Observer
	Mr. Peter GERMANN	Observer
TURKEY	Mr. Tamer EKINCI	Delegate
	Mr. Semin KIZILTOPRAK	Observer
	Mr. Serdar SUALP	Observer
UNITED KINGDOM	Mr. Jim ANDREWS	Delegate
	Mr. Mike COLLING	Observer
	Mr. Mike GOLDBY	Observer
	Mr. Peter HALMAN	Observer
	Mr. Stuart LODGE	Observer
	Mr. George SHERING	Observer
UKRAINE	Mr. Victor STAMOV	Voting representative
USA	Mr. Stan ALEXANDER	Observer
	Mr. George BATIUK	Observer
	Mr. Terry EDMONDS	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	

Proxy: Estonia to Finland.

The Agenda was defined as follows:

1) PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS.

The President opened the Plenary Meeting on 24th March at 9.15 hours and welcomed the Bureau members, the Delegates and Observers. It was confirmed that Technical Meetings of the F1, F3J, F4, F5, Space and Education would take place. The number of representatives attending each Technical Meeting was as follows: F1: 16; F3J: 13; F4: 12; F5: 4; Space: 10; Education: 6. The meetings took place in three rooms and the Auditorium.

The President explained that the whole morning was allocated to Technical Meetings and that the Plenary Meeting would re-convene at 14.00 hours in the auditorium.

2) DECLARATION OF CONFLICTS OF INTEREST.

According to the FAI Code of Ethics (***ANNEX 1***).

3) DEPARTED FRIENDS.

One minute of silence was observed in memory of Frank Zaic and Helmut Ziegler, well known aeromodellers around the world.

4) MINUTES OF THE MARCH 2005 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2005 BUREAU MEETING.

4.1 For Approval.

The Minutes of the March 2005 Bureau and Plenary Meetings and of the December 2005 Bureau Meeting were unanimously approved as circulated.

4.2 Matters Arising

There were no matters arising.

5) NOMINATION 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 24th March. Mr Max Bishop, the FAI Secretary General, explained the nomination procedure. If more than one nominee accepted, then a secret ballot would take place on Saturday 25th March.

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

BUREAU OFFICERS

President	**S Pimenoff (elected)**; Dave Brown (declined); A Ree (declined).
1st Vice President	D Brown; L Gialanella (declined); A Ree; B Skinner.
2nd Vice President	P Chaussebourg (declined); A Ree (declined); **G Woebbeking.**
3rd Vice President	D Brown (declined); M Conu (declined); R Girsberger (declined); B Skinner (declined); **A Ree.**
Secretary	Mrs J Halman (declined); **M Semoli;** B O Samuelsson (declined); A Ree (declined); Mrs D Wlodarczyk (declined).

Technical Secretary	**Mrs J Halman (elected)**; M Semoli (declined).
Assistant Secretary	P Chaussebourg (declined); B Delor (declined); **H Siegmann.**

Subcommittee Chairmen

Chairman F1 Subcommittee	**I Kaynes**
Chairman F2 Subcommittee	L Jackson; B O Samuelsson
Chairman F3A Subcommittee	**B Skinner**
Chairman F3B/J Subcommittee	**T Bartovsky**
Chairman F3C Subcomittee	**H Hagen**
Chairman F3D Subcommittee	**B Brown**
Chairman F4B/C Subcommittee	**N Jensen;** M Goldby (declined)
Chairman F5 Subcommittee	**E Giezendanner**
Chairman Space Subcommittee	S Pelagic; M Jorik
Chairman Education Subcommittee	**G Woebbeking**

6) REPORTS.

A. 2005 FAI General Conference and FAI Centenary, by the FAI Secretary General, Max Bishop.

Mr Bishop reported on the 2005 General Conference, hosted in Paris in October, and FAI Centennial celebrations, among which the Air show in Lausanne in August. The Centenary was a very successful event. <High Flyers>, the FAI Centennial book, was presented and is now available.

B. 2005 CASI Meeting, by CIAM and CASI President, Sandy Pimenoff.

The CASI Meeting dealt with procedure concerning individuals who change the NAC they represent. For all these cases, the following decision was taken: if an individual has represented a National team in one year, he/she may not represent another NAC during the next two calendar years: if it happens in 2005, he will be allowed to change from January 1st 2008. The CASI discussed the future of the CASI itself: CASI president Sandy Pimenoff proposed to create a Working Group to plan the future and to make the work more efficient. Mr Pimenoff was elected CASI Honorary President. He will chair this Working Group.

C. 2005 World Championships, by Jury Chairmen *(ANNEX 2)*.

- F1A, F1B, F1C in Argentina: Pierre Chaussebourg
- F1E Seniors and Juniors in Slovakia: Andras Ree
- F3A in France: Bob Skinner
- F3B in Finland: Sandy Pimenoff
- F3C in Spain: Horace Hagen
- F3D in France: Bob Brown

Written reports had been submitted and circulated previously. No questions were presented.

D. 2005 Subcommittees and CIAM Technical Secretary reports *(ANNEX 3)*.

- CIAM Technical Secretary, by Jo Halman;
- Free Flight, by Ian Kaynes;
- Control Line, by Laird Jackson;
- R/C Aerobatics, by Bob Skinner;
- R/C Gliders, by Tomas Bartovsky;
- R/C Helicopters, by Horace Hagen;
- R/C Pylon, by Bob Brown;
- Scale, by Narve Jensen;
- R/C Electric, by Emil Giezendanner;
- Space Models, by Srdjan Pelagic;
- Education, by Gerhard Woebbeking.

Written reports had been submitted and circulated previously. No questions were presented.

E. 2005 World Cups, by World Cup Coordinators *(ANNEX 4)*.

- Free Flight, by Ian Kaynes;
- Control Line, by Jean Paul Perret;
- Thermal Soaring and Duration Gliders, by Tomas Bartovsky;

- R/C Electric, by Emil Giezendanner.
- Space Models, by Marian Jorik.

Written reports had been submitted and circulated previously. No questions were presented.

F. 2005 World Cups and past aeromodelling Gold Medal winners prizegiving ceremonies.

THE 2005 WORLD CUPS
AND PAST AEROMODELLING GOLD MEDAL
WINNERS PRIZEGIVING CEREMONIES

The past aeromodelling Gold Medal winners and 2005 World Cups awards ceremonies for classes F1A, F1A junior, F1B, F1C, F1E, F1E junior, F2A, F2B, F2C, F2D, F3B, F3J, F5B, F5D, S4B, S6B, S7, S8E/P and S9B were held on Friday, March 24, at 16.30 hours in the Auditorium of the Olympic Museum.
The Gold Medal winners are: 1988 Peter Freebrey (UK); 1989 Howard R. Khun (USA); 1990 not awarded; 1991 Pierre Chaussebourg (Fra); 1992 Karlis Plocins (Lat); 1993 Otakar Saffek (Cze); 1994 Vernon Hunt (UK); 1995 Pawel Wlodarczyk (Pol) ; 1996 Huang Yongliang (China); 1997 Ian Kaynes (UK); 1998 A.L. Tony Aarts (Ned); 1999 Radoslav Cizek (Cze); 2000 Helmut K. Ziegler (Svi); 2001 Srdjan Pelagic (Yug); 2002 Frank Zaic (USA); 2003 Tomas Bartovsky (Cze); 2004 Laurie Barr (UK).

G. 2005 Trophy Report, by CIAM Secretary, Luca Gialanella *(ANNEX 5).*

A written report was distributed.
The CIAM Secretary, Luca Gialanella, presented the new five trophies donated by Ukraine. The list of trophies: Oleg Antonov (Memorial Challenge Trophy), F1A European Champion, donated by Antonov Design Bureau in honour of Centenary of his birth; Nikolay Babynin (Memorial Challenge Trophy), F1B European Champion, donated by Avionika group of companies; Ukraine Challenge Trophy, F1A Team European Champion, donated by Alexander Marakhovsky; Ukraine Challenge Trophy, F1B Team European Champion, donated by ASAvia (aviation association assistance); Ukraine Challenge Trophy, F1C Team European Champion, donated by Evgeny Verbitsky. All these trophies will be awarded for the first time at the 2006 Free Flight European Championships in Ukraine. Donors will be thanked by letter.
It was decided to repair the F3A Individual World Champion <King of the Belgians Trophy>.
A letter of thanks will be sent to Serge Delabarde, donor of the F1A Junior Trophy.
The Secretary will investigate to find the F2D European Challenge Trophy.

The organizers were reminded to download from the website the relevant form and to send it to the FAI Office and to the CIAM Secretary when receiving the trophy. It was decided that the Secretary will coordinate the task of publishing all trophies on the FAI website,

H. Sporting Code Section 4, by CIAM Technical Secretary, Jo Halman.

A written report had been circulated. All 2006 Volumes have been published on the FAI website. Minor changes for Volumes F3A and F5, and for the F2B section. The 2007 Draft Code is ready for correction. President Pimenoff noted that the Code is in better shape than in the past, and expressed sincere thanks to Jo Halman for her work.

7) GENERAL ITEMS.

A. Voting Procedure. Statement by CIAM President, Sandy Pimenoff.

The President explained the voting procedure: an absolute majority is necessary for any proposal to be approved. An absolute majority is one half of all voters plus at least one. People who vote "Not Voting" are not included in the voting group. The President requested that if any Delegate had no interest in the outcome of any vote then he or she should choose the "Not Voting" option.

B. Judges and Subcommittees Lists.

The President again stressed that these lists are only advisory. They are presented by NACs as recommendations, but the Bureau/Subcommittee Chairmen are not bound by them.

C. FAI-CIAM Medals and Diplomas awarded by the Plenary Meeting:

(a) FAI Aeromodelling Gold Medal
- Matti JYLLILA (Finland)

(b) Alphonse Penaud Diploma
- Christophe PAYSANT LE ROUX (France)

(c) Antonov Diploma
- Bernard HUNT (United Kingdom)

(d) Frank Ehling Diploma
- Andrija DUCAK (Serbia and Montenegro)

(e) Andrei Tupolev Diploma
- Christopher CALLOW (Australia)

(f) Andrei Tupolev Medal
- Hiroki ITO (Japan)

D. Aeromodelling Fund - Budget 2007, by CIAM Treasurer, Andras Ree.

The 3rd Vice President and Treasurer, Dr Ree, presented the 2007 Budget. New items are the Continental Championship Medals.

The 2007 Budget was unanimously approved by the Plenary Meeting.

E. World Air Games, by CIAM President, Sandy Pimenoff.
This project has not been abandoned and is now in the hands of the FAI Executive board.

F. CIAM Flyer, by the Editor, Emil Giezendanner.

The editor, Emil Giezendanner, presented the 2005 Report: some newsletters of the CIAM Flyer were also available. He urged the Subcommittee Chairmen to provide information and news for the CIAM Flyer.

8) SPORTING CODE PROPOSALS.

BUREAU PROPOSALS

VOLUMES F1, F2, F3A, F3BJ, F3C, F3D, F4, F5, SPACE MODELS

a) "Rule Freeze For This Volume" statement
Add a new paragraph at the end:
Provisional classes are not subject to this restriction.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

VOLUME ABR
General Rules for CIAM Activities
Section 4A - CIAM Internal Regulations

a) A.12. Effective Date of Rule Changes

Modify A.12 as follows, move second paragraph to the end and delete the chart:

In all classes, ~~the four year rule~~ **a period of two years** for no changes to model aircraft / space model specifications, manoeuvre schedules and competition rules will be strictly enforced, but in step with the World Championship cycle of each ~~category~~ **class**. ~~The classes with World Championships in even years will use 2000 as a starting point: the rules decided on in 2000 will be in force in 01, 02, 03, and 04. Any amendments decided on in 04 will be implemented starting in 05, a year before the World Championships in 06, and remain in effect 06, 07, 08, after which a new four year cycle begins. For classes with World Championships in odd years 2001 will be the starting point.~~ The rules may ~~then~~ be amended ~~the next time in 05, to come into effect 06,~~ **in** the year ~~before the following~~ **of a** World Championship, and ~~so on~~ **any change will become effective the next January**.

The only exceptions allowed to the ~~four year rule freeze~~ **procedure above** are genuine and urgent safety matters, indispensable rule clarifications and noise rulings.

Under normal circumstances, in step with the ~~four year cycle of~~ rule change procedure, a Technical Meeting ~~will~~ **may** be held at the Plenary meeting each year there is a World Championship in that **class**. ~~category (see chart of the World Championships below).~~ In case of emergency, safety proposals or issues considered urgent by the Subcommittee Chairman, the Chairman is entitled to schedule an interim meeting.

All proposals are first to be carefully scrutinised by the Chairmen of the relevant subcommittees who will check them for validity before presenting them to the Bureau. It will be the Chairman's duty to point out any ambiguities or lack of conformity with CIAM requirements in the proposal, as well as any effects it may have on other regulations. **Apart from the exceptions stated above** ~~below~~, **proposals will only be accepted on Plenary agendas in years for which Technical Meetings are entitled to be held. This shall apply to official classes only.**

~~The chart illustrating the four year rule cycle appears on the following page.~~

Approved by the Plenary Meeting: 19 for, 14 against, 1 abstention, 0 not voting. Effective date: 01/01/2007 for those classes having World Championships in 2007; 01/01/2008 for those classes having World Championships in 2008.

b) A.14. Change from Provisional to Official Rules

Add a new paragraph at A.14.2:

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

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) A.15. Eligibility for World **and/or Continental** Championships

Amend A.15.1. and add a new Paragraph at a.15.2

A.15.1. Before they can be considered by the CIAM for use in world **and/or continental** championships, there must be a minimum period of two years from the time the rules were made official during which at least two international contests were held, each with a minimum of five FAI member nations participating. Also, reports from the chairman of the jury in each contest must be sent to the appropriate subcommittee chairman for the latter's recommendation to the CIAM.

A.15.2 In cases where the conditions in A.14.1 have been waived, the rules may be considered eligible for use in world and/or continental championships from, and including, the year in which they became effective.

Approved by the Plenary Meeting: 28 for, 2 against, 5 abstention, 0 not voting. It was stressed that it will be the responsability of the Bureau not adding more Championships to the schedule.

Section 4B - General Rules for International Contests

a) B.2.5 World and Continental Championships

New B.2.5. Re-number the existing B.2.5, B.2.6 & B.2.7 to B.2.6, B.2.7 & B.2.8

The number of classes in one World or Continental Championship is limited to five (5) for ~~both~~ Seniors and five (5) for Juniors.

Amended by the Bureau and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) B.14. Classification and Awards at World and Continental Championships

Amend B.14.1 Individual classification as shown: add a new paragraph b) and re-number the subsequent paragraphs.

a) In each contest category **at a World Championship,** an FAI medal and diploma will be awarded to the competitors in the first, second and third places.

b) In each contest category **at a Continental Championship,** ~~an FAI~~ **a CIAM medal** and **FAI** diploma will be awarded to the competitors in the first, second and third places.

c) If there is a Challenge Trophy, this is awarded to the NAC of the winning competitor for custody until the following championship.

d) The winner earns the title of World Champion **or Continental Champion** in the category.

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

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

~~f) the cost for the individual meals will be borne by the organising NAC.~~

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

Bureau agreed that CIAM individual medals would be awarded at 2006 Continental Championships.

c) B.14.2 International Team Classification

Amend B.14.2 as shown, ***add new paragraphs c) & d)*** *and re-number the subsequent paragraphs.*

a) The international team classification is established by adding the scores of the three team members of the team together (in the case of F2A, F2B, F2D the three best scoring members or in the case of F2C the three best scoring teams). In the case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.

b) **For World Championships** gold, silver and bronze team medals, produced by the FAI to a smaller size than the standard FAI medals, will be awarded to the first, second and third place team members and team managers. The cost is to be borne by the organising NAC.

c) For Continental Championships gold, silver and bronze team medals, produced by CIAM, will be awarded to the first, second and place team members and team managers. ~~**The cost is to be borne by the organising NAC.**~~

d) When F2 teams consist of four competitors or, in the case of F2C, four pairs of competitors (ref B.3.5) then all the team members in first, second and third place will be awarded medals.

e) In each class a diploma will be awarded by the FAI to each member including the team manager of the teams in first, second and third places.

f) If there is a Challenge Trophy, this will be awarded to the NAC of the winning team for custody until the following Championship.

Amended by Bureau and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

Bureau agreed that CIAM team medals would be awarded at 2006 Continental Championships.

Section 4C
Part Two Records

a) 2.1 World Class Records.

Add a new paragraph 2.1.5. as follows:

2.1.5 Claimants shall refer to the FAI Sporting Code General Section 2.3 and Chapters 6 & 7 as well as the whole of this Part Two - Records section of Volume ABR Section 4C".

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

2.2. General Specifications of Model Aircraft for Record Attempts

a) *New 2.2.5. & 2.2.6. and re-number subsequent paragraphs.*

2.2.5. Controlling the Model

For radio controlled model aircraft or gliders in F3 or F5 record attempts, the pilot must be in direct control of the model aircraft via a transmitter for the whole of the flight.

2.2.6. Sight of the Model

For radio controlled model aircraft or gliders in F3 or F5 record attempts, the model aircraft must be in the pilot's sight for the whole of the flight other than for momentary periods.

Approved by the Plenary Meeting: 26 for, 1 against, 1 abstention, 3 not voting.

2.4. Special Rules for Distance Records in a Straight Line

a) 2.4.2. Measurement of Distance

Amend paragraphs 3 & 4 as follows:.

Distances up to 50 km ~~will~~ **may** be measured on an official map of a scale at least 1:100.000.

Distances up to 500 km ~~will~~ **may** be measured on an official map at least 1.200.000 in Gauss/Krieger system.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

2.10. Special Rules for Autonomous Flight Records

a) *Add new section 2.10 Special rules for Autonomous Flight Records*

and renumber continuing text (Existing 2.10 and 2.11 will become 2.11 and 2.12).

2.10 – Special rules for Autonomous Flight Records

2.10.1 Open autonomous records, flight classification F8 may be set in each of the seven classifications found in Table I. Control of the model aircraft in flight classification F8 may be accomplished by the use of navigational aids such as Global Navigation Satellite Systems (GNSS) acting in conjunction with an on-board auto pilot system. Direct control through the use of a pilot operated transmitter may be utilised during stages of the flight, but is not mandatory.

2.10.2 All specifications and rules found in Volume ABR, Section 4C - Model Aircraft, Part One - General Regulations for Model Aircraft & Part Two – Records, shall be adhered to with the following exceptions:

a) The model aircraft need not be manoeuvred by direct pilot input, via a transmitter, during part or all of the flight.

b) The model aircraft need not remain within visual contact of a pilot or official observers.

2.10.3 Record attempts involving flights originating and/or terminating in a country other than that of the claimant's organising NAC, shall adhere to the requirements found in the Sporting Code General Section, item 6.4, Administration of Records.

2.10.4 Claimants of autonomous records that employ any direct control of the model aircraft by use of a transmitter operated by a pilot may not claim additional records for the flight in any other F3 or F5 classification.

Unanimously approved by the Plenary Meeting.

"The Technical Secretary will examine the dossiers of previously ratified records in the F3 and F5 categories to establish how many records will need to be moved to the Autonomous categories.

2.10. Dossier of a record attempt

a) *Re-number as 2.11. Dossier of a record attempt and amend as follows:*

2.11.1 A dossier must be submitted to the FAI …….

(a) Change the sub-paragraph numbering from 1-5 to a-e.

(b) Add a new paragraph d) and re-number subsequent paragraphs to e) & f).

2.10.1.d Certification that the record has been recognised as a national record by the claimant's NAC.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

Note: There will be a consequential change in Table III with a new line 2 and the other lines re-numbered. Action by the Technical Secretary for 2007 Code.

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Sporting Code Proposals

VOLUME ABR
General Rules for CIAM Activities

Section 4B – General Rules for International Contests

a) B.3.4. Age Classification for the Contest – RUSSIA

Amend as follows:

A competitor is considered to be a junior up to and including the calendar year in which he attains the age of ~~18~~ **21**. All other competitors are classed as Seniors.

Not approved by the Plenary Meeting: 5 for, 26 against, 1 abstention, 0 not voting.

b) B.13.1. Interruption of the Contest - GERMANY

Amend as follows:

e) For F3A, F5A, F3C, F4C, **F3D and F5D** contests the sun is in the manoeuvring area.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) B.15. Processing of Model Aircraft – FREE FLIGHT SUBCOMMITTEE

Amend B.15.8 as follows:

B.15.8. Except for indoor and scale, each model shall carry a model identification code (letters and/or numbers) and this must be recorded on the model specification certificate. The identification code is to appear on each part of the model aircraft (wing(s), tail, front and rear fuselage if detachable) so that the individual parts of a competitor's different models may be separately identified ~~(except indoor and scale)~~. The letters and/or numbers must be at least 10 mm high and clearly visible. The identification code of the nominated models will be recorded on the score card.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

d) B.15. Processing of Model Aircraft – FREE FLIGHT SUBCOMMITTEE

Amend B.15.9 as follows:

~~Indoor model aircraft must bear an identity colour unique to the competitor within his team. Such colour marks must be made with ink or other essentially indelible chemical. All model aircraft must be marked before the contest.~~

Indoor free flight duration models must be processed before each flight to confirm that the model meets the dimensional and weight requirements of the class. Rubber motors are to be weighed before or after each flight to confirm that these are within the specification.

Amended at the FF Technical Meeting, accepted by the FF Sub-committee and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

e) ANNEX 1.1. – World Championship Events for Model Aircraft - RUSSIA

Add the following line:

5. Free Flight Junior category:
a) F1A Gliders
b) F1B Model aircraft with extensible motors
c) F1D Indoor model aircraft
d) F1E Gliders with automatic steering
e) F1P Model aircraft with piston motors
f) F1C Model aircraft with piston motors

Unanimously rejected by the Plenary Meeting.

VOLUME F1 – FREE FLIGHT
Section 4c - Model Aircraft

Part Three - Technical Regulations For Free Flight Contests

3.1. CLASS F1A - Gliders

a) 3.1.5. Definition of an Unsuccessful Attempt - GERMANY

Amend paragraph f) as follows:

<~~The duration of the flight is less than 20 seconds and the flight was not terminated by dethermalising~~
The duration of the flight is less than 20 seconds>.

Approved by the Plenary Meeting: 27 for, 2 against, 1 abstention, 3 not voting. Effective 01/01/2007.

Plenary Meeting approved to apply this rule as local rule for the 2006 European Championships and 2006 Junior World Championships: 26 for, 2 against, 0 abstention, 3 not voting.

3.2. CLASS F1B – Model Aircraft with extensible motors

a) 3.2.5. Definition of an Unsuccessful Attempt - GERMANY

Amend paragraph b) as follows:

<~~The flight duration is less than 20 seconds and the flight was not terminated by dethermalising~~

The duration of the flight is less than 20 seconds>.

Unanimously approved by the Plenary Meeting: effective 01/01/2007. Plenary Meeting unanimously approved to apply this rule as local rule for the 2006 European Championships and 2006 Junior World Championships.

3.3. CLASS F1C – Model Aircraft with piston motors

a) 3.3.5. Definition of an Unsuccessful Attempt - GERMANY

Amend paragraph c) as follows:

<~~The duration of the flight is less than 20 seconds and the flight was not terminated by dethermalising~~

The duration of the flight is less than 20 seconds>.

Unanimously approved by the Plenary Meeting: effective 01/01/2007. Plenary Meeting unanimously approved to apply this rule as local rule for the 2006 European Championships and 2006 Junior World Championships.

3.4. CLASS F1D – Indoor Model Aircraft

a) 3.4.3. Number of Flights - SUBCOMMITTEE

Amend the whole paragraph as follows:

<The competitor shall be allowed 6 flights of which the best 2 flights will be taken for classification. **If the organisers specify rounds for the competition then the competitor is entitled to one official flight in each round. The duration of rounds must be announced in advance>.**

Unanimously approved by the Plenary Meeting: effective 01/01/2007.

b) 3.4.6. Collision Rule - SUBCOMMITTEE

Amend the whole paragraph as follows:

<In the event of a collision between two model aircraft in flight, each competitor must choose, in the time span between the incident and two minutes following the termination of his flight, either to retain the time of flight as an official time, or to have a reflight. The reflight must be flown before **his** next official flight>**.**

Amended at the FF Technical Meeting, accepted by the FF Sub-committee and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) 3.4.7. Steering - SUBCOMMITTEE

Amend the whole paragraph f) as follows:

f) It is the timekeeper's responsibility to observe the use of the steering equipment, and to warn the competitor if he is likely to endanger other model aircraft. If other models are fouled by the steerer, the fouled competitor has the choice of a reflight, which, if **this choice** is taken, is his score for that round. He must exercise his choice to the timekeepers no later than two minutes after termination of his flight. If he chooses to restart **and if the competition is in rounds, the reflight must be launched during the same round as the flight in which the fouling occurred or during the following round.**

The proposal was withdrawn.

3.P. - CLASS F1P Model Aircraft With Piston Motors (Provisional Rules)

a) 3.P.2. Characteristics of Model Aicraft with Piston Type Motors - GERMANY

Add the following sentence after "Fuel constituents are not restricted":

Engine to be run only with the competitor wearing ear protection.

The proposal was withdrawn.

b) 3.P.5. Definition of an Unsuccessful Attempt - GERMANY

Amend the paragraph b) as follows:

b) "The motor run exceeds ~~10~~ **7** seconds from the release of the model"

The proposal was withdrawn.

3.Q. CLASS F1Q Electric Power Model Aircraft (Provisional Rules)

a) 3.Q.2. Characteristics – FRANCE

Add in paragraph 3.Q.2. the following characteristics :

Minimum projected wing surface area	**32 dm^2**
Maximum projected wing surface area	**34 dm^2**
Minimum total weight (including batteries)	**500g**

Amend as follows:

Maximum duration of motor run up to ~~25~~ **20 seconds**

The proposal was withdrawn.

ANNEX 1 – RULES FOR WORLD CUP EVENTS. Free Flight World Cup

a) Paragraph 1. Classes - GERMANY

i) *Add <Class F1Q> in the paragraph as to read:*

The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1E, **F1Q**, F1A Junior, F1E Junior"

Unanimously approved by the Plenary Meeting: effective 01/01/2007.

ii) Amend the paragraph as follows:

The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1E, F1A Junior**, F1B Junior** and F1E Junior.

Unanimously approved by the Plenary Meeting: effective 01/01/2007.

VOLUME F2 - CONTROL LINE
Section 4c - Model Aircraft

Part Four - Technical Regulations for Control Line Contests

4.1. CLASS F2A – Speed Model Aicraft

a) 4.1.16. Number of Timekeepers and Judges - FRANCE

Modify the whole sub-paragraph b) as follows:

b) A speed judge shall be responsible for observing the conduct of the pilot and the altitude of the flight. In the case of World and Continental Championships, two speed judges are required.

The proposal was referred back to the Subcommittee.

4.3. CLASS F2C – Team Racing Model Aircraft

a) 4.3.9. Warnings-Elimination - FRANCE

Add as follows at the end of sub-paragraph g):

g) …, or with the centre line of the model aircraft inside the flight circle, or does not keep the model aircraft in contact with the ground by at least one point."

The proposal was referred back to the Subcommittee.

Delete as follows at the end of sub-paragraph t):

~~**t) …… and l.**~~

The paragraph will read: t) If the mechanic does not act according to 4.3.7. k)

Unanimously approved by the Plenary Meeting: effective 01/01/2007.

b) 4.3.12. Judges and Timekeepers - FRANCE

Change as follows the whole sub-paragraphs b) and c):

b) **Three timekeepers, each equipped with a lap counter and an electronic stopwatch registering at least 1/100th second, with a timing capacity of at least 15 minutes will be allotted to each tean.**

Amended by the F2 Sub-committee, accepted and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) The time retained is the average of the registered time, made up to the next upper 1/10th second. ~~A maximum tolerance of 0,18 seconds is allowed between watches. Any single watch exceeding this tolerance shall not be counted in the average.~~

In the case of two timekeepers, if the two stopwatch times differ by more than 0.3 seconds or if one timekeeper reports that he made a mistake, the team then has the choice of keeping the less good (or remaining) stopwatch time, or to be allowed a reflight.

In the case of three timekeepers,

i) If one of the stopwatch times differs from the closer of the other two by more than 0.3 seconds, or the timekeeper reports that he made a mistake, the average time shall be calculated from the other two stopwatch times.

ii) If two stopwatch times differ by more than 0.3 seconds from the middle one, or two officials report a mistake, the team then has the choice of keeping the middle (or remaining) stopwatch time, or to be allowed a reflight.

When a choice is given to a team, his decision must be taken without delay and is irrevocable.

The proposal was referred back to the Subcommittee.

****

VOLUME F3A – RADIO CONTROL AEROBATICS

ANNEX 5L.
CLASS F3M – Large Aerobatic RC Model Aircraft (Provisional Rules)

a) 5.L.1.3 General Characteristics of a Large R/C Aerobatic Power Model Aircraft - FRANCE

Amend as follows:

~~For Power source limitations, Noise rule, and Radio Equipment: See 5.1.2"~~

For Power source limitations, and Radio Equipment: See 5.1.2"

The maximum noise level will be 94 dB(A) measured at 7 m from the centre line of the model aircraft with the model aircraft placed on the ground over concrete or macadam at the flying site. With the motor running at full power measurement will be taken 90 degrees to the flight path on the right hand side and downwind from the model aircraft. The microphone will be placed on a stand 30 cm above the ground in line with the motor. No noise reflecting objects shall be nearer than 7 m to the model aircraft or microphone. The noise measurement will be made prior to each flight. If a concrete or macadam surface is not available then the measurement may be taken over bare earth or very short grass in which case the maximum noise level will be 92 dB(A). In the event a model aircraft fails the noise test, no indication shall be given to the pilot, 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 adjustment to the model aircraft

shall be permitted (other than refueling). The model aircraft shall be retested by a second noise steward using a second noise meter and in the event that the model aircraft fails the retest, the score for the preceding flight shall be zero.
The flight time will be interrupted while the noise check at the flying site is being made. The competitor shall not be delayed more than 30 seconds for the noise check.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 5.L.1.3 General Characteristics of a Large Aerobatic R/C Power Model Aircraft - FRANCE

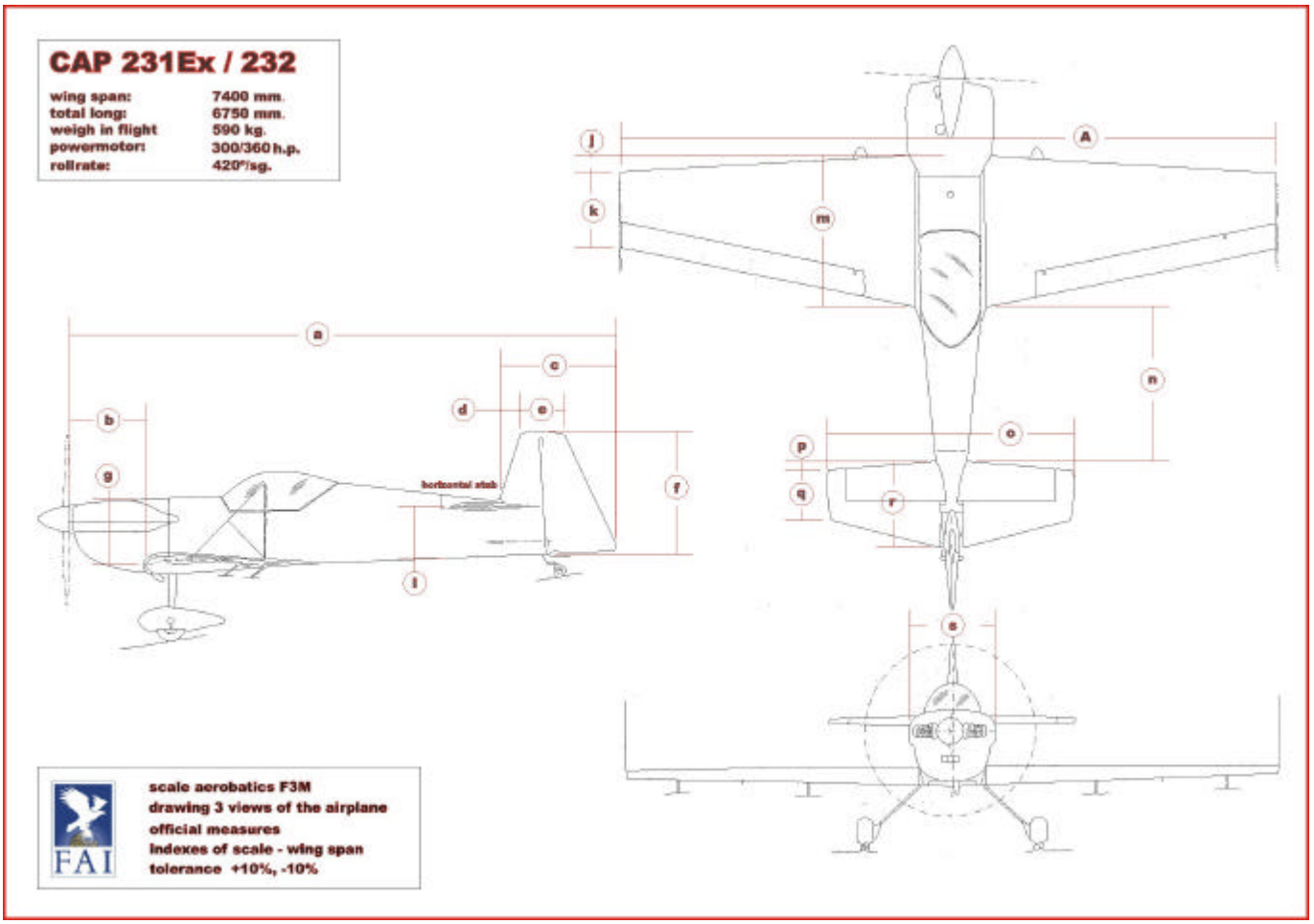
Change paragraph d) as follows:

d) ~~<All dimensions may be checked. A tolerance of 10% is allowed~~

Dimensions described on the following drawing can be measured. A Tolerance is allowed as followed :

D is the full size measure in cm, s is scale, d is model measure in cm :

(D x s)*1.1 -0.5 <= d <= (D x s)*1.1 + 0.5



Amended by the Plenary, agreed by the F3A Sub-committee and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) 5.L.1.9 Marking - FRANCE

Amend the paragraph as follows:

Vertical height should not exceed ~~60~~ **70** degrees."

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

d) 5.L.1.14 Schedule of manoeuvres - FRANCE

Add at the end of the paragraph b):

Known and unknown schedules must use patterns according to the full size FAI Aresti catalogue.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

The F3A Sub-Committee Chairman made the following statement given to him by the FAI General Secretary: "*Aresti System S.L. authorises the FAI to continue to use the Aresti Aerocryptographic System, for non-commercial use and free of charge, so that it continues to be the base for its aerobatic and artistic flight disciplines, in its sports commissions, and continues to form part of its sporting codes and regulations, provided it does not explicitly fully or partially reproduce the content of the Aresti Aerocryptographic System, thus damaging its marketing by Aresti System S.L. Non-commercial use authorised by this Agreement is defined as the use by the FAI or the organisers and participants in FAI-dependent aerobatic and artistic flight events of the reproduction of the figures necessary for the design and organisation of the aerobatic and artistic flight competitions and events, at all stages of organisation and dissemination."

e) 5.L.1.3 General Characteristics of a Large R/C Aerobatic Power Model Aircraft - FRANCE

New known schedules. See *ANNEX 8.*

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

ANNEX 5M
CLASS F3P – Indoor Aerobatics Powered Model Aircraft (Provisional Rules)

a) 5.M.1.8 Marking - GERMANY

Amend in the second paragraph:

<AeroMusicals are judged…. ~~in marks of 0.5 increments~~ **in whole number increments…..>**

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

Schedule F3P

a) Manoeuvre A09 - FRANCE

Replacing the «Top Hat with two ¼ Rolls » manœuvre
with
<1/4 roll, half square, ¼ roll manoeuvre>.

The proposal was withdrawn.

Schedule F3P - Aeromusicals

a) AM.01 Take-off Sequence - GERMANY

Delete: ~~in parallel to the security line~~

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) AM.02 Flying Style - GERMANY

Delete: ~~Utilisation of flight performance scope~~
Replace by: **Utilisation of flight performance scope / difficulty of manoeuvres**

Delete: ~~Variety of manoeuvres~~
Replace by: **Variety of manoeuvres / new manoeuvres**

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) AM.02 Artistic Quality - GERMANY

Delete: ~~Continuity of schedule~~
Replace by: **Reflection of the music's mood / show effects**

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

d) AM.02 Overall Impression - GERMANY
Add second subcriterion: **Continuity of schedule**

Delete: ~~Positioning~~
Replace by: **Positioning / Safety**

Amended and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

e) AM.02 Freestyle - GERMANY

Adding K-Factors to judging criterias

Flying Style
- Precision of manoeuvres : **K2**
- Utilisation of flight performance scope / difficulty of manoeuvres : **K2**
- Variety of manoeuvres / new manoeuvres : **K2**

Artistic Quality
- Synchronisation to music : **K3**
- Reflection of the music's mood / show effects : **K2**
- Sequence of quiet and dynamic phases : **K1**

Overall Impression
- Utilisation of manoeuvring area : **K2**
- Continuity of schedule : **K2**
-Positioning/security : **K2**

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

f) AM.02 Freestyle - GERMANY

Amend Judges Notes as follows:

- Flying Style

…in the sense of F3A. :Add**: Difficult manoeuvres are marked higher**
…circles etc.: Add**: New or extraordinary manoeuvres are marked higher**

- Artistic Quality

…and end with it.: Add**: The mood of the selected music should be reflected in the maneuvers and the presentation. Show effects can support this.**

- Overall Impression

…is desired.: Add**: The presentation should fill the manoeuvring area and form an uninterrupted unit with fluent transitions between the individual elements. Various thrill effects are requested.**

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

g) AM.03 Landing Sequence - GERMANY

Delete the complete text of the paragraphe and replace by:

The termination of the flight in any kind of way, provided it is performed in a safe manner.

Amended and unanimously approved by the Plenary Meeting. Effective 01/01/2007.

VOLUME F3B – F3J
F3B THERMAL SOARING
F3J THERMAL DURATION GLIDERS

Part Five – Technical Regulations for Radio Control Contests

5.I. CLASS F3I – RC AERO-TOW GLIDERS (Provisional Rules)

a) 5.I.2.2. Technical Control and Processing – BELGIUM

Replace the whole paragraph, as follows:

Each competitor shall present a model specification certificate (see 2.3.5. and 2.3.6. section 4c) for each model entered in a competition. All models shall be processed in accordance with B.13, section ABR.

The models shall be weighed and measured before the beginning of the contest. Further weight control can be made during the course of the competition (up to 20 % of the participants). It is the director of the competition who decides at random which models have to undergo control.

The proposal was referred back to the Subcommittee.

b) 5.I.2.3. Organisation of Starts – BELGIUM

After the fourth paragraph stating <The starting order is determined before the beginning of the flights>, add the following:

The starting order will be the same for the speed and duration tasks.

The proposal was referred back to the Subcommittee.

c) 5.I.2.4. Launching – BELGIUM

Replace the whole paragraph g) as follows:

g) For the speed task, the model shall cross the start plane **between ten second and two minutes** after release

The proposal was referred back to the Subcommittee.

d) 5.I.2.5. Definition of a Reflight – BELGIUM

Replace the whole paragraph, as follows:

The flight is considered as a **reflight** and may be reflown if:

a) The glider collides with another model. Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, or alternatively to repeat his flight

b) the flight has not been judged by the timekeepers

c) the towing is interrupted by some event beyond the control of the competitor

d) the release occurs above the allowed altitude

If the flight has to be interrupted by the contest organization, the group will be given another attempt; the better of the two results will be taken into account for the official score of the group

The proposal was referred back to the Subcommittee.

e) 5.I.2.6. Number of Attempts – BELGIUM

Replace the whole paragraph, as follows:

For each task, if the first attempt is not conclusive, the competitor is entitled a second and unique attempt.

The flight may be repeated if:

a) The glider is not ready to take of after the two minutes preparation time

b) The towing has to be interrupted because of competitor's fault

c) For the duration task, the group is entitled a new time slice (10 minutes or 7 minutes 30 seconds) if the models were not all released within the allocated time. The contest director may ask for immediate repetition of the flight or may postpone the reflight to the end of the task.

If the contest director asks for the flight to be repeated because of a competitor's fault, the group will fly again and the better of the two results will be the official score for the other competitors of the group.

The proposal was referred back to the Subcommittee.

f) 5.I.3. Scoring – BELGIUM

At the end of paragraph b) , add the following :

b) Duration task:……..The landing direction must be the same as the take-off direction imposed at the beginning of the task, except if the sporting director decides to change the direction during the flight. In any case, the landing will be carried in a direction parallel to the widest dimension of the landing zone.

The proposal was referred back to the Subcommittee.

As far as the proposal included in the Deferred Section of the Agenda of the 2006 Plenary Meeting are concerned, the Technical Meeting took the following decisions (they are presented here for information only):

F3B

5.3.1.7.e) Cancellation of a Flight and Disqualification

Delete 5.3.1.7.e) because it deals with hand launching which was already deleted last year. **For information only (consequential change)**

5.3.1.7.f) Cancellation of a Flight and Disqualification

Delete first part of the sentence in 53.1.7.f) and renumber to e) because it refers to hand launching which was already deleted last year. **For information only (consequential change)**

5.3.1.7.g) Cancellation of a Flight and Disqualification

Delete first part of the sentence in 5.3.1.7.g) and renumber to f) because it refers to hand launching which was already deleted last year. **For information only (consequential change)**

5.3.2.4.c) Task C - Distance

Delete the words "and flagman" because the flagman was already deleted from first part of the sentence last year.

For information only (consequential change)

5.K.1. CLASS F3K – RC Hand Launch Gliders (Provisional Rules)

a) 5.K.1. General - GERMANY

Change at the end of the paragraph:

….If junior and senior classes are scored separately, the limit is ~~15~~ **18** years of age for juniors

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 5.K.8.5 Task E - FRANCE

Amend as follows:

All competitors of a group must launch their model aircraft simultaneously, within 3 seconds after the signal of the organiser. Maximum measured flight time is 3 minutes. **This procedure of mass launch is repeated up to 3 flights in total during a 10 minutes working time.** Each flight time of the 3 attempts of each competitor is to be added up and will be normalised to obtain the final score for this task.

The proposal was referred back to the Subcommittee.

c) 5.K.8.16 Task P - FRANCE

Change the paragraph as follows:

Task P: (A one, two, three and four minute flight, any order)

Each pilot has unlimited number of flights**. Each time flight must be validated**

Minimum working time - 10 minutes.

First flight : 61s, the 1 minute time flight is valdated =60 s

Second flight : 190s, the 3 time flight is validated =180s

Third flight : 85s, the time is not validated =0s

Fourth flight : 250s the 4 minute time flight is validated =240s

Total =480s

The proposal was referred back to the Subcommittee.

VOLUME F3C - HELICOPTERS

Annex 5D – F3C Manoeuvre Descriptions

a) Schedule B. Manoeuvre B8 (Pull up with 360° inverted pirouette) - SUBCOMMITTEE

Amend as follows:

Present text: During the following vertical descent the model performs a full roll and 90º pullout back to the same altitude and heading as at start of the manoeuvre.

New text: After the following vertical descent the model performs a 90º pullout back to the same altitude and heading as at start of the manoeuvre.

Unanimously approved by the Plenary Meeting with an effective date of 1st August. Additionally the rule change may be applied as a local rule at any competition.

It was further agreed that a "safety notice" regarding this rule change would be placed on the CIAM website home page; that NACs would be informed by email by the FAI and that the amended rule would appear in all Championship Bulletins.

The F3C Sub-committee Chairman and the CIAM Technical Secretary would be responsible for ensuring that these actions were carried out.

VOLUME F3D - R/C PYLON RACING

Part Five – Technical Regulations for Radio Controlled Contests

a) 5.2.6.3. Landing Gear - FRANCE

Add the following sentence after "the minimum diameter of the main wheels shall be 57 mm":

<The competitor must give the organiser the possibility to check that measurement>.

*At the end of the paragraph, add a new sentence**:***

<Retracting gears are allowed>.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 5.2.11. Organisation for Radio Controlled Pylon Racing Contests - SUBCOMMITTEE

Amend as follows:

For transmitter and frequency control see Section 4b, Para. B.8.
All officials on the racecourse and all competitors must wear a crash helmet with a chin strap. ~~The helmet must be able to withstand the impact of a flying pylon model aircraft.~~ Heats shall be arranged in accordance with the radio frequencies in use to permit simultaneous flights. Each competitor has to introduce two different frequencies, distant of a minimum of 20 kHz , which he must be able to use on all the model aircraft entered in the contest.

Approved by the Plenary Meeting: 17 for, 0 against, 0 abstention, 17 not voting. Effective 01/01/2007.

c) 5.2.12. Operation of the Race - FRANCE

Add this sentence at the end of 5.2.12.10

<The main wheels of each model aircraft landing gear must remain behind the starting line until the starting signal>.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

d) 5.2.12. Operation of the Race - FRANCE

Amend the first sentence of paragraph 5.2.12.12. as follows:

5.2.12.12: In each race, the caller must release the model aircraft at the start and give the pilot verbal information regarding the flying course of his model aircraft and official signals. Electronic communication with the pilot is prohibited.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

e) 5.2.12. Operation of the Race - FRANCE

Amend the last two sentences of the first paragraph as follows:

Delete the sentence
~~"The "competitor" may refer to an individual or a team entry of no more than two persons. Any award will be made jointly to team members"~~

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

f) 5.2.13. Scoring - FRANCE

Amend 5.2.13.1. as follows:

Delete in the last paragraph c) ~~"round the competitor's corrected time to the nearest 1/10th of a second.~~

Approved by the Plenary Meeting: 14 for, 1 against, 1 abstention, 18 not voting. Effective 01/01/2007.

g) 5.2.13. Scoring - FRANCE

Amend 5.2.13.2. as follows:
Change the end of the sentence after : "The competitor's score…" to read ***:***

<The competitor's score is his corrected time in seconds and hundreds of a second>.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

h) 5.2.13. Scoring - SUBCOMMITTEE

Change the paragraph 5.2.13.3. as follows:

5.2.13.3. The winner of the event is the competitor who has accumulated the lowest score after the conclusion of all heats. If four or more rounds are flown, each competitor's worst score shall be discarded. If nine or more rounds are flown, each competitor's worst (highest) two scores shall be discarded. **If twelve or more rounds are flown, each competitor's worst (highest) three scores shall be discarded.**

Approved by the Plenary Meeting: 14 for, 3 against, 1 abstention, 15 not voting. Effective 01/01/2007.

i) New paragraph 5.2.13.5 Team Classification - FRANC E

Add the following paragraph :

5.2.13.5. :Team classification
To establish the national team scores for the team classification, add the individual scores of the members of the team. Teams are ranked according to the lowest numerical score to highest, with complete three competitors teams ahead of two competitors teams which in turn are ranked ahead one competitor teams. In a case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

l) New paragraph 5.2.13.6 Awards - FRANC E

Add a new paragraph

5.2.13.6 Awards :

"At the prize giving, a medal and a diploma will be awarded to the pilots and a diploma to the callers classified First, second and third, as well as a medal and a diploma to the pilots and team managers, and a diploma to the callers of the teams classified first, second and third.
The Organizers may award further prizes at their discretion."

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

F3D SAFETY MEASURES

As announced last December, Italy cancelled all national contests in category F3D for safety reasons. Other countries, such as the Czech Republic, fully agree with this position. Lower speed of the models and reduction of the noise according to the rules (96 dBA) are the main reasons. Studies show that the F3D engines reach 111-117 dBA at full speed. During the Bureau Meeting, on Thursday March 23rd, President Pimenoff said that nothing has been done in this category to meet the rules. There is a safety request from Italy, to which an answer must be given.
As first step, the Bureau unanimously appointed Mr Mektemeijer, one of the best expert of noise abatement and F3D engines, as special consultant on the safety and noise matters to work in cooperation with Subcommittee Chairman, Bob Brown.

The Subcommittee Chairman presented to the Bureau Meeting a series of proposals on the matter, produced in the middle of March. As allowed by the rules in case of safety matters, President Pimenoff informed the Bureau that these rules will be presented to the Plenary for discussion and action. In any case, this should be considered as first step to improve F3D safety.

The Plenary meeting considered all the F3D proposals numbered from a) to o). After discussion, proposals b), e) and l) were amended. The Plenary meeting agreed to a block vote for proposals a) to o) with the exception of proposal b) which was separately voted upon.

a) 5.2.2. Motor (s)

Add sentence: **Propellers must rotate at the speed of the crankshaft.**

Reason: Safety. To eliminate the possibility of a gear box that would increase speed /performance.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

b) 5.2.2. Motor (s)

Add sentence: **Total engine air intake cross sectional area is limited to a total of 114 mm^2.**

Reason: to reduce the size of the intake in order to limit speed. This is a safety item.

Amended and approved by the Plenary Meeting: 15 for, 2 against, 3 abstention, 13 not voting. Effective 01/01/2007.

c) 5.2.3. Shut-off

Add sentence: **The radio system used to control the aircraft must be equipped with a fail safe. This fail safe shall be set to shut off the engine if radio signal is lost.**

Reason: in the event of a fly away, the engine will be shut off. This is a safety item.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

d) 5.2.7.2. Wing Span

Add sentence: **Maximum wing span shall be 1800mm.**

Reason: to prevent further evolution of aircraft with wings longer than current designs. This improves safety by limiting turning performance and limiting wing stress.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

e) 5.2.10. Racing Course Specification

Add sentences: **Pylon shall be made of a rigid material at least 70mm in diameter at any point. The pylon must be finished in a bright color in order to enhance visibility.**

Reason: Safety

Amended and approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

f) 5.2.11. Organisation for Radio Controlled Pylon Racing Contests

Add sentence: **During practice, no more than three aircraft and seven people (pilots, callers, starter) may be on the course before or during the event.**

Reason: Safety

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

g) 5.2.11. Organisation for Radio Controlled Pylon Racing Contests

Add these sentences: **A safety inspection of all aircraft before or during registration shall be conducted by the contestant under the supervision of a contest official. This list should include the following:**

a. Push/pull rods or cables, control horns, and servo leads shall be installed in such a way that they will not become disconnected in flight. Clevises shall be physically held closed by short pieces of fuel tubing or similar material. Metal clevises shall be protected from deterioration of the threads due to vibration by means of a jam nut, thread treatment such as loctite(r) or vibra-tite(r), or a similar method. Balllinks shall be tight.

b. All screws holding the engine to the mount and the mount to the firewall shall be in place and secure.

c. The radio receiver and battery pack shall be surrounded by soft foam rubber or other vibration dampening material and adequately protected against contamination by engine exhaust, raw fuel, or fuel residue.

d. Batteries shall be of adequate capacity for the size and number of servos used. Minimum battery capacity shall be: 500 milliamp-hours (mah).

e. Servos controlling the pitch and roll functions shall be of adequate strength for the weight and speed of the aircraft. Whenever a single servo is used to control one of these functions, it shall be designed and built to accommodate at least four mounting screws. When two or more servos are used together to control the same function, as in the case of dual aileron servos or the movable tail surfaces on a "v" tailed aircraft, each of such servos may be of the two-screw variety.

f. Control surfaces shall be firm on the hinge line without excessive play. Safety inspectors shall be alert to the danger of excessive play whenever electronic servo throw reduction is used in combination with a mechanically inefficient linkage.

g. All screws holding the servos to the servo rails or trays and holding any trays to the airframe shall be in place and secure. Rubber grommets shall be used on all servos designed to accept them. If the heads of the servo mounting screws are small enough to pull through the grommets, washers shall be used to prevent this.

h. Pushrods shall have only one threaded end that is free to turn. The other end shall consist of a "z" bend, an "l" bend with keeper or collar, a metal clevis that is soldered on, or a threaded ball-link that is glued or otherwise secured so that it cannot turn.

i. Wings, if removable, shall be securely attached to the fuselage with bolts or screws.

j. Wheels shall be securely attached and shall turn freely.

k. The aircraft shall be free of stress cracks and any other indications of structural damage.

Reason: Safety.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

h) 5.2.11. Organisation for Radio Controlled Pylon Racing Contests

Add sentence: **Helmets must be worn during practice and during the official event.**

Reason: Safety

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

i) 5.2.12.5 Operation of the Race

Change paragraph 5.2.12.5 to read:
A maximum of three model aircraft per heat will be allowed.

Reason: Safety

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

j) 5.2.12.6 Operation of the Race

Add sentence: No alcohol may be consumed by any pilot, mechanic/caller, or official during the official published times of practice and the contest.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

k) 5.2.12.7 Operation of the Race

Delete the last sentence: No minimum altitude is required for racing.

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

l) 5.2.12.11. Operation of the Race

Last sentence, change to read: **Persistent flying below the top of the pylons shall be considered dangerous.**

Add sentences: **After passing the first pylon on the first lap of the race, flying below the top of any pylon will result as one infringement. Two or more infringements during the same race shall cancel the flight.**

Reason: Safety.

Amended and approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

m) 5.2.12.4 Operation of the Race

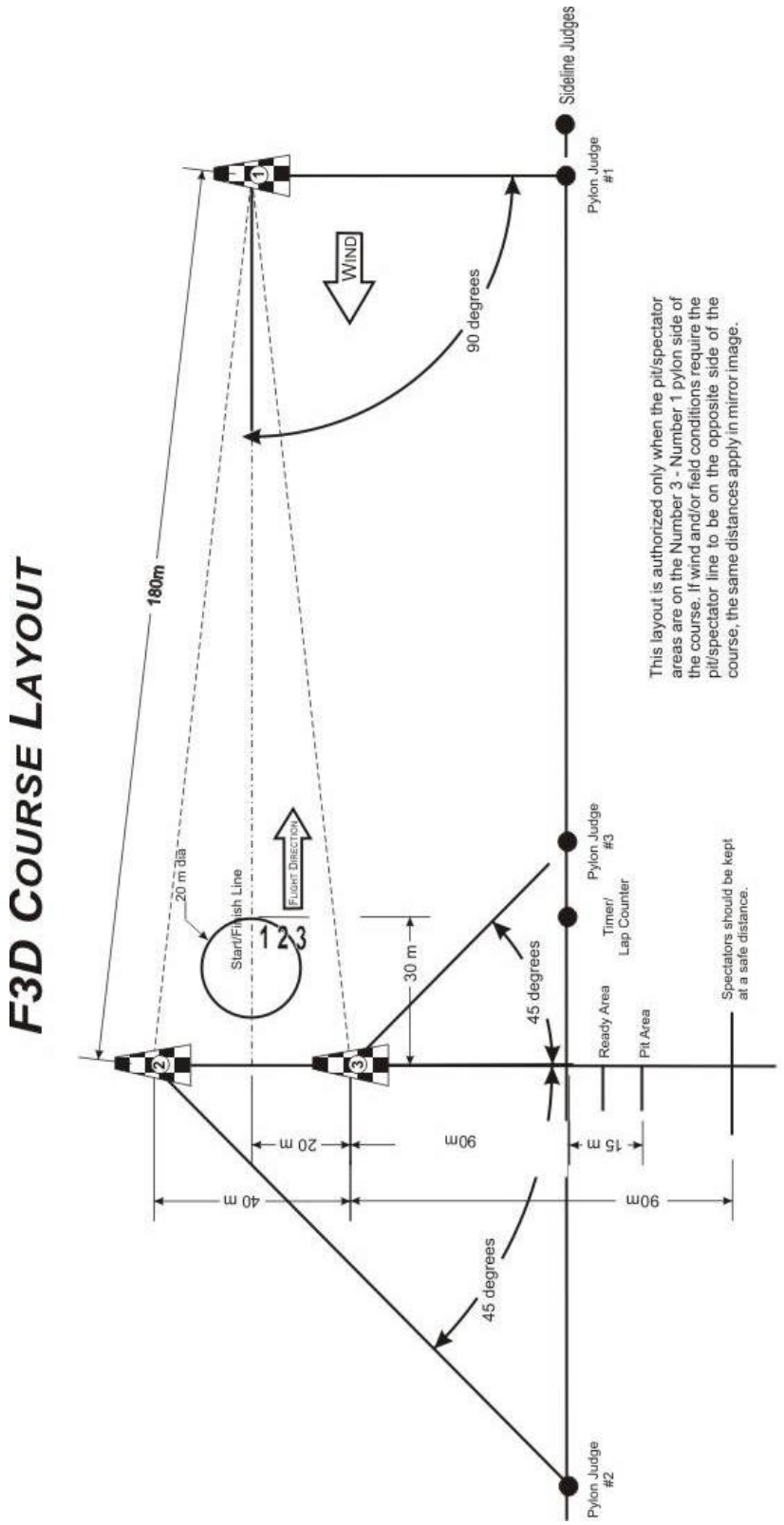
Change first sentence, first paragraph to read.
Two sideline judges will be posted near the pylon 1 judges on the spectator side of the racing course. The sideline judge will record as an infringement any over flight of the sideline and any flight below the height of the pylon as stated in rule 5.2.12.11.

Reason: Safety

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

n) 5.2.12.4 Operation of the Race

Change course drawing to the following:



Reason: Safety

Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

o) 5.2.12.15. Operation of the Race

Add a new paragraph 5.2.12.15 to read:
At the completion of a heat, all aircraft must be landed in an area designated by the contest director. All pilots and callers must not enter the designated landing area until all aircraft have completed landing to a full stop.

Reason: Safety
Approved by block vote of the Plenary Meeting: 20 for, 0 against, 1 abstention, 13 not voting. Effective 01/01/07.

VOLUME F4 - FLYING SCALE MODEL AIRCRAFT

Part Six – Technical Regulations for Scale Contests

6.1. General Rules and Standards for Static Judging

a) 6.1.4. Judges - NORWAY

Add this paragraph at the end:

For World Championships the panel of judges in F4B should be composed of judges from at least two continents. The panel of judges in F4C should be composed of judges from at least three continents.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

6.3. CLASS F4C – RC Flying Scale Model Aircraft

a) 6.3.7. Optional Demonstrations - UNITED KINGDOM

Amend 5th paragraph as follows:

Options A **(Chandelle)**, N **(Overshoot)**, R **(Flight in triangular circuit)**, S **(Flight in rectangular circuit)**, T **(Flight in a straight line at constant height)** and W **(Wing Over)** are intended for subjects with little or no aerobatic capability. **These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.**

Examples are:

Pioneer and early aircraft (pre 1915)

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

Touring aircraft

Passenger and cargo aircraft

Military transports

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

Note that all options carry a K factor of 6.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

ANNEX 6C – Judges' Guide – F4C Radio Control - Flight

a) 6C.3.7. Optional Demonstrations - UNITED KINGDOM

Amend 4th paragraph as follows:

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

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

Examples are:

Pioneer and early aircraft (pre 1915)

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

Touring aircraft

Passenger and cargo aircraft

Military transports

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

~~**A - .....Chandelle**~~
~~**N .....Overshoot**~~
~~**R .....Flight in triangular circuit**~~
~~**S .....Flight in rectangular circuit**~~
~~**T .....Flight in a straight line at constant height**~~
~~**W .....Wingover 60°**~~

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 6C.3.6.11. Realism in Flight - UNITED KINGDOM

Amend as follows:

Choice of options..... K = 12
This final item should be discussed by all judges …….. The judges should attempt to arrive at an agreed score for this item.
~~**The optional manoeuvres chosen should demonstrate the best possible flight profile of the original prototype as if it were performing a full size air display.**~~
~~**Some original prototypes would have little or no aerobatic capability. These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency. Examples are touring aircraft, passenger and cargo aircraft and heavy military transports and bombers. The optional manoeuvres listed below are included under 6.3.7. to cater for such subjects. These aircraft should still be considered for high marks in this section if the performance of the original prototype genuinely limits them to such manoeuvres. Conversely, if aircraft with greater manoeuvrability and performance choose these options when the original prototype would be capable of much more, then low marks should be awarded in this section.**~~
~~**A..... Chandelle**~~
~~**N..... Overshoot**~~
~~**R..... Flight in triangular circuit**~~
~~**S..... Flight in rectangular circuit**~~
~~**T ..... Flight in a straight line at constant height**~~
~~**W..... Wingover**~~
Judges should award a full 10 marks to those competitors who choose all 5

optional manoeuvres that are appropriate to the prototype, whether these be aerobatic or not. Should any of the optional manoeuvres be considered inappropriate (see 6.3.7 / 6C.3.7.) they should deduct 2 marks for each and every manoeuvre that is considered to be so.

Not accepted by the Plenary Meeting: see the next proposal.
The Technical Meeting voted 8 in favour of the Norwegian proposal against 3 for the GBR proposal.

c) 6C.3.6.11. Realism in Flight - NORWAY

Replace the paragraph (page 71) starting with: Judges should award …….. with the following paragraph:

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

Approved by the Plenary Meeting as amended by the Technical Meeting: 23 for, 1 against, 3 abstention, 4 not voting. Effective 01/01/2007.

VOLUME F5 - R.C. ELECTRIC POWERED MODEL AIRCRAFT

SECTION 4C - MODEL AIRCRAFT - F5, ELECTRIC POWERED

Part Five - Technical Regulations for Radio Controlled Contests

5.5.3. CLASS F5A – Electric Powered Aerobatic Model Aircraft

a) 5.5.3.1. General - SUBCOMMITTEE

Amend as follows:

a) Definition
These rules for contests with electric powered aerobatic model aircraft will use the advantages and peculiarities of the electric powered propulsion.

Those contests could take place ~~near settlements p. e.~~ **on** sport fields and recreation areas.
General rules 5.5.1 and Contest rules 5.5.2 are applicable except otherwise stated.

Amended in Plenary by the F5 Sub-committee Chairman and u**nanimously approved by the Plenary Meeting. Effective 01/01/2007.**

b) Model aircraft specifications

Maximum weight ~~Outdoor: from~~ 3 ~~to 5~~ kg

Amended in Plenary by the F5 Sub-committee Chairman and a**pproved by the Plenary Meeting: 16 for, 3 against, 3 abstention, 11 not voting. Effective 01/01/2007.**

b) 5.5.3.2. Organization of F5A Contests - SUBCOMMITTEE

Amend as follows:

b) Number of Flights
Competitors will have at least three preliminary flights with the same schedule**. If more than two flights are flown, the lowest score will be discarded.** The top ten on or the first third of the competitors of ranking list, which ever is less, after the three preliminary rounds, will fly **in addition one final. The final round consists of one music compulsory freestyle flight.**

d) Course Layout
The course layout depends on the size of contest site and consists of a box of **110 by 75 by 75** ~~m 150 x 150 x 150~~ meter ~~maximum and 100 x 100 x 100 meter minimum~~ . The competitor while flying must stay in the middle of base b of the box on the spectators side. Judges must seat 3 to 5 meters behind the competitor. Base b is also the safety line. The landing field is 25 to 50 m ~~50 to 100 m long, 5 8 to 10 m wide~~ and parallel to base b.

Amended in Plenary by the F5 Sub-committee Chairman and a**pproved by the Plenary Meeting: 17 for, 2 against, 3 abstention, 11 not voting. Effective 01/01/2007.**

c) 5.5.3.3 Schedule of manoeuvres - SUBCOMMITTEE

Amend as follows:

b) Execution of manoeuvres

Each (centre) manoeuvre must be performed approximately between 25 and 75 ~~50 and 120~~ meters in front of the competitor.

Amended in Plenary by the F5 Sub-committee Chairman and **unanimously approved by the Plenary Meeting. Effective 01/01/2007.**

d) 5.5.3.4 Judging - SUBCOMMITTEE

Amend as follows:

b) Marking System

Each flight will be awarded by each judge with marks between 0 and 10 as follows:

See *ANNEX 9*.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

e) 5.5.3.5 B Catalogue of manoeuvres - SUBCOMMITTEE

Amend as follows:

Add the following manoeuvre *(see ANNEX 10)*

7a	*Knife edge flight circle*	*K 6*	*Knife edge flight eight **on a horizontal plane***	*K 7*	*Knife edge flight looping*	*K 8*	*Knife edge flight eight **on a vertical plane***	*K 9*

Unanimously approved as amended by the Plenary Meeting. Effective 01/01/2007.

5.5.5. CLASS F5C – ELECTRIC POWERED HELICOPTERS

a) 5.5.5.3 General Characteristics of R/C Electric Powered Helicopters - SUBCOMMITTEE

Amend as follows:

5.5.5.3 General Characteristics of R/C Electric Powered Helicopters
~~a) AREA: The swept area of the lifting rotor cannot exceed 300 dm2. For helicopters with multiple rotors whose rotor shafts are more than one rotor diameter apart the total swept area of both rotors cannot exceed 300 dm2. For helicopters with multiple rotors whose shafts are less than one rotor diameter apart the swept area of both rotors (counting the area of superposition only once) cannot exceed 300 dm2.~~

a) Max. rotor diameter Outdoor: 1.15 m
Indoor: 0.75 m

Amended by the F5 Sub-committee and approved by the Plenary Meeting: 15 for, 2 against, 2 abstention, 13 not voting. Effective 01/01/2007.

5.5.6 CLASS F5D ELECTRIC POWERED PYLON RACING MODEL AIRCRAFT

a) 5.5.6.2 Technical Specifications - SUBCOMMITTEE

Amend as follows:

(...)
b.) Battery
Battery is limited by either weight or number of cells.
Type of battery.....NiCd or NiMH
o Maximum weight…..……425 g incl. soldering, insulations, cables and connectors.
o Maximum number of only cylindrical cells..... 7; ~~maximum size …….1/1 SubC~~
~~Definition of SubC size:~~
Maximum diameter: 24 mm
Maximum length (including pole): 45 mm

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 5.5.6.3 Safety Rules - SUBCOMMITTEE

And a new paragraph b and re-number the subsequent paragraphs:

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

Unanimously approved by the Plenary Meeting, effective date 1st August 2006. Additionally the rule change may be applied as a local rule at any competition until the implementation date. It was further agreed that a "safety notice" regarding this rule change would be placed on the CIAM website home page; that NACs would be informed by email by the FAI and that the amended rule would appear in all Championship Bulletins. The F5 Sub-committee Chairman and the CIAM Technical Secretary would be responsible for ensuring that these actions were carried out.

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VOLUME F6 – AIRSPORTS PROMOTION CLASSES

6.4. CLASS F6D – Hand Thrown Gliders

a) 6.4.6. Organisation of rounds – CZECH REPUBLIC

Amend the wording of subparagraph starting with "At final…" as follows:

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

Unanimously approved by the Plenary Meeting as amended. Effective 01/01/2007.

b) 6.4.7. Final score – CZECH REPUBLIC

Change the paragraph "6.4.7 Final score" to

6.4.7. Total winner
<The pilot with the best result from the last round in which two pilots were flying is the winner. Third place goes to the pilot who has been flying in the last but one round...>

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

c) 6.4.8. Tasks – CZECH REPUBLIC

Add a new paragraph 6.4.8.3 to the list of tasks

6.4.8.3. Task for fly-off rounds
All competitors of a group must launch their model aircraft simultaneously, within a three second period. The signal for launching comprises a three second countdown with a single beep for each of those three seconds and a continuous tone lasting three seconds. During the continuous tone the model aircraft has to leave the hand of the pilot. Releasing the model earlier or later results in zero score for this flight. Maximum flight time is 3 minutes.
When the first model lands or after three minutes flight duration, a 30 seconds period starts. All models must land within these thirty seconds.
The pilot whose model landed first receives a zero score or a pilot who released his model before or after the three seconds interval for launching or whose model landed outside the landing area or landed after the thirty seconds interval receives a zero score too.

Unanimously approved by the Plenary Meeting as amended. Effective 01/01/2007.

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VOLUME SM – SPACE MODELS

Part Four - General Rules for International Contests

Annex 3 – Space Models World Cup

a) 4. Points Allocation – SERBIA AND MONTENEGRO

Delete three underlined titles and strikethrough text which follows the title For S4A, S6A and S9A:

Points are to be allocated to competitors at each contest according to their placing and results as given in the following formula below :

~~$B = K \times \left(\frac{X}{Max} + \frac{\log(A) - \log(N)}{10} \right) \times 100$~~

~~where: B = points awarded to the competitor~~

~~X = competitors score~~

~~*Max = 3 x180 = 540* – total maximum flight time points for three flights in a class,~~

~~A = number of competitors~~

~~N = placing of competitor.~~

$$B = K \times \left(\frac{X}{Y} + \frac{\log(A) - \log(N)}{10} \right) \times 100$$

where: B = points awarded to the competitor
X = competitors score
Y = winners score
A = number of competitors
N = placing of competitor.

Points are awarded only to competitors completing at least one flight in the contest.

In the event of a tie for any placing, all competitors with that placing receive the number of points appropriate to that placing, rounding up the score to the nearest whole number of points.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 5. Classification – SUBCOMMITTEE.

Add at the end of the paragraph:

<No more than two World Cup competitions per country shall be organizedunless the particular country extends over three or more time zones, when two competitions per a time zone may be organized. The better score per a time zone counts>.

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

Annex 4 – Space Models International Ranking

a) 5. Points Allocation – SERBIA AND MONTENEGRO

Delete the strikethrough text:

Points are allocated as follows:

~~For classes S3A, S4A, S6A and S9A:~~

~~$B = K \times \left(\frac{X}{Max} + \frac{\log(A) - \log(N)}{10} \right) \times 100$~~

~~For classes S1B, S5C, S7 and S8E/P:~~

$B = K \times \left(\frac{X}{Y} + \frac{\log(A) - \log(N)}{10} \right) \times 100$

B = points awarded to the competitor

~~*Max = 3 x 180 = 540* total maximum flight time points for three flights in a class for classes S4A, S6A and S9A, but it *is 3x300=900* sec for class S3A,~~

X = competitors score
Y = winners score
A = number of competitors
N = placing of competitor.
K = ranking factor of a contest where for:
- World Championships..... K = 2
- Continental Championships ..... K = 1.5
- World Cups ..... K = 1
- Open Internationals not World Cup K = 0.75

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

b) 6. Classification – SUBCOMMITTEE.

Change point b) to read:

b) Only one competition of the same rank for the same class may be counted from each country in Europe or per a time zone for coutries extending over three or more time zones (taking better score for any European country or a time zone in which he had scored in two competitions).

Unanimously approved by the Plenary Meeting. Effective 01/01/2007.

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9) ELECTIONS.

Secret elections in the afternoon March 25 for positions not resolved on March 24:

1st Vice President **D Brown (USA)** (The result after the second ballot)

Chairman F2 Subcommittee **L Jackson (USA)**

Chairman Space Models Subcommittee **S Pelagic (Serbia and Montenegro)**

10) WORLD AND CONTINENTAL CHAMPIONSHIPS.

This is the up-to-date schedule for World and European Championships:

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2007	**F1A, F1B, F1C**		**UKRAINE**
	F1E (Seniors and Juniors)		**ROMANIA**
	F3A		**ARGENTINA**
	F3B	**Switzerland (tentative)** Waiting for Swiss Air Force approval of flying site	
	F3C		**POLAND**
	F3D		**USA**

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2008	**F1A, F1B, F1P Juniors**		**POLAND**
	F1D (Seniors and Juniors)		**SERBIA AND MONTENEGRO**
	F2A, F2B, F2C, F2D (Seniors and Juniors)		**FRANCE**
	F3J (Seniors and Juniors)		**TURKEY**

	F4B, F4C, F4B JUNIORS		**POLAND**
	F5B, F5D	**Ukraine (tentative)**	
	SPACE MODELS (Seniors and Juniors)		**SPAIN**

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	**F1A, F1B, F1C**	**Serbia and Montenegro (firm)**	
	F1E (Seniors and Juniors)	**Germany (firm) Romania (firm)**	
	F3A	**Poland (firm) Portugal (firm)**	
	F3B	**Czech Republic (tentative)**	
	F3C	**Italy (firm) USA (tentative)**	
	F3D	**Germany (firm) Sweden (tentative)**	

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

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

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2007	F1A, F1B, F1P Juniors		SERBIA AND MONTENEGRO
	F1D (Se niors and Juniors)		SERBIA AND MONTENEGRO
	F2A, F2B, F2C, F2D (Seniors and Juniors)		SERBIA AND MONTENEGRO
	F3J (Seniors and Juniors)		SLOVAKIA
	F4B, F4C		UKRAINE
	F5B		ROMANIA
	F5D		GERMANY
	SPACE MODELS (Seniors and Juniors)		SLOVAKIA
	SPACE MODELS (Seniors and Juniors) 1st Asian Championships		KAZAKHSTAN

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	
	F3A Asian-Oceanic	Offers invited	

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	F1A, F1B, F1P Juniors	Romania (firm) Serbia and Montenegro (firm)	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Poland (tentative)	

	F3J (Seniors and Juniors)	**Poland (firm)** Turkey has withdrawn in favour of Poland	
	F4B, F4C	**Norway (tentative)**	
	F5B, F5D	**Offers invited**	
	SPACE MODELS (Seniors and Juniors)	**Serbia and Montenegro (firm)**	

YEAR	**CONTINENTAL CHAMPIONSHIPS**	**BIDS FROM**	**AWARDED TO**
2010	**F1A, F1B, F1C**	**Serbia and Montenegro (firm)**	
	F1E (Seniors and Juniors)	**Romania (firm)**	
	F3A	**Offers invited**	
	F3B	**Offers invited**	
	F3C	**Offers invited**	
	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)**	

11) ANY OTHER BUSINESS.

- Dave Brown, the 1st CIAM President, offered to host the 2006 December Bureau Meeting in Muncie (USA) at no CIAM cost for facilities. The Plenary Meeting didn't oppose such a solution.
- Belgium has presented a bid to host the 2008 F3P (R/C indoor electric aerobatics) Championships: either World or Continental, depending on the regulatory status

of this class. F3A Subcommittee Chairman, Bob Skinner, will study this question and report to the 2006 December Bureau Meeting.

- It was stated that CIAM, through FAI, will make an effort with ICAO to establish some standards for transportation of model aircraft equipment by plane, for official and recreational flyers. President Pimenoff will talk with FAI Secretary General, Max Bishop, on that subject.

12) NEXT CIAM MEETINGS.

The 2006 December Bureau Meeting will be held on Friday 1st and Saturday 2nd December 2006.

The March 2007 Bureau Meeting will be held on Thursday 22nd March 2007.

The March 2007 Plenary Meeting will be held on Friday 23rd and Saturday 24th March

The above dates were unanimously approved by the Plenary Meeting.

The President closed the 2006 Plenary Meeting on the 25th March at 17.55 hours.

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ANNEXES TO THE AGENDA OF THE 2006 PLENARY MEETING

Annex 1	**FAI Code of Ethics**
Annex 2	**2005 World Championship Reports**
Annex 3	**2005 Subcommittees and Technical Secretary Reports**
Annex 4	**2005 World Cup Reports**
Annex 5	**2005 Trophy Report**
Annex 7	**Class F3M: new dimensions, proposal from France**
Annex 8	**Class F3M: new known schedules, proposal from France**
Annex 9	**Class F5A: new marking system, proposal from F5 Subcommittee**
Annex 10	**Class F5A: new manoeuvre, proposal from F5 Subcommittee**