FEDERATION AERONAUTIQUE INTERNATIONALE

FAI AEROMODELLING COMMISSION (CIAM)

MINUTES OF THE PLENARY MEETING

held at the Olympic Museum - Lausanne (Switzerland)
on March 12 (Friday) and 13 (Saturday) 2004, at 9.10 hours

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Were present:

In the Chair:	Mr. Sandy PIMENOFF	President of CIAM (Finland)
	Mr. Pierre CHAUSSEBOURG	1st CIAM Vice President/Delegate/French speaking secretary (France)
	Mr. Dave BROWN	2nd CIAM Vice President/Delegate (USA)
	Mr. Andras REE	3rd CIAM Vice President /Delegate (Hungary)
	Mr. Bob UNDERWOOD	CIAM Technical Secretary (USA)
	Mr. Luca GIALANELLA	CIAM Secretary/Delegate (Italy)

ARGENTINA	Mr. Daniel IELE	Delegate
AUSTRALIA	Mr. Ivan CHISELETT	Delegate
AUSTRIA	Mr. Wilhelm KAMP	Proxy delegate
BELGIUM	Mr. Guido MICHIELS	Proxy delegate
CANADA	Mr. Jack HUMPHREYS	Delegate
CHINA	Mr. Bi DONGHAI	Delegate
	Mr. Yang YUXIN	Observer
	Mr. Yingha ZHAO	Observer

CROATIA	Mr. Zoran LULIC	Delegate
CZECH REPUBLIC	Ing. Tomas BARTOVSKY	Delegate, Chairman F3B-J Subcomm. F3B/J World Cup Coordinator
	Mr. Miroslav NAVRATIL	Observer
	Mr. Evzen SOUCEK	Observer
	Mr. Bohumil VOTYPKA	Observer
FINLAND	Mr. Erkki ARIMA	Delegate
FRANCE	Mr. Bruno DELOR	Alternate Delegate, F2 World Cup Coordinator
	Mr. Guy BROUQUIERES	Observer
	Mr. André LAFFITE	Observer
	Mr. Roland SURUGUE	Observer
GERMANY	Mr. Gerhard WOEBBEKING	Delegate
	Mr. Michael RAMEL	Alternate Delegate
	Mr. Ralf DECKER	Observer
	Mr. Norbert HUBNER	Observer
	Mr. Philip KOLB	Observer
	Mr. Ralph METZGER	Observer
	Mr. Christian ROSSLER	Observer
GREECE	Mr. Antonis PAPADOPOULOS	Delegate
IRELAND	Capt. Joe DIBLE	Delegate
ITALY	Mr. Massimo SEMOLI	Alternate Delegate
JAPAN	Mr. Senji WATANABE	Delegate
LUXEMBOURG	Mr. Ernest MATTIUSSI	Delegate
	Mr. Raymond PAVAN	Alternate Delegate
NETHERLANDS	Mr. Peter KEIM	Delegate
	Mr. Gerhard RUTTEN	Observer
	Mr. Ed STRUICK	Observer
	Mr. Frits VAN LAAR	Observer
	Mr. J.C. VISSER	Observer
NEW ZEALAND	Mr. Martin DILLY	Delegate
NORWAY	Mr. Narve JENSEN	Delegate, Chairman Scale Subcomm.
	Mr. Dag ECKHOFF	Observer
POLAND	Mr. Pawel WLODARCZYK	Delegate
	Mrs. Dorota WLODARCZYK	Alternate Delegate
PORTUGAL	Mr. Joao LOUREIRO de SOUSA	Delegate
	Mr. Emanuel FERNANDES	Alternate Delegate
ROMANIA	Mr. Mihail ZANCIU	Delegate
	Mr. Marius CONU	Alternate Delegate
RUSSIA	Mr. Oleg KRASNOV	Delegate
	Mr. Vladimir BRUSOV	Alternate Delegate
	Mr. Valerij GORYNIN	Observer
	Mr. Dimitri SHATALOV	Observer
SERBIA AND MONTENEGRO	Mr. Srdjan PELAGIC	Delegate, Chairman Space Models Subcommittee

SLOVAK REPUBLIC	Mr. Miroslav SULC	Delegate
	Mr. Marian JORIK	Alternate Delegate, World Cup Space Models Coordinator
SOUTH AFRICA	Mr. Bob SKINNER	Delegate, Chairman F3A Subcomm.
SPAIN	Ms. Yolanda GARCIA De FUENTES	Delegate
	Mr. Josè Antonio LEJARZA	Alternate Delegate
	Mr. Antonio COCO MOTA	Observer
	Mr. Antonio RAMOS	Observer
	Mr. Agustin SEVILLA	Observer
SWEDEN	Mr. Bengt-Olof SAMUELSSON	Delegate
	Mr. Peter KALLOFF	Alternate Delegate
SWITZERLAND	Mr. Rolf GIRSBERGER	Delegate
	Mr. Emil GIEZENDANNER	Chairman F5 Subcommittee, CIAM Flyer Editor, F5 W. Cup Coordinator
	Mr. Kurt SAGER	Observer
	Mr. Peter GUTKNECHT	Observer
	Mr. Jurgen SCHMITTER	Observer
	Mr. Helmut ZIEGLER	Observer
TURKEY	Mr. Semsettin CIFCI	Delegate
	Mr. Nazmi OZTURK	Alternate Delegate
UNITED KINGDOM	Mr. Peter McDERMOTT	Delegate
	Mr. Ian KAYNES	Chairman Free Flight Subcommittee, Free Flight World Cup Coordinator
	Mr. Mike COLLING	Observer
	Mr. Robin GOWLER	Observer
	Ms. Jo HALMAN	Assistant to CIAM Secretary
	Mr. Stuart LODGED	Observer
	Mr. Georg SHERING	Observer
UKRAINE	Mr. Valeriy GORYHIN	Proxy delegate
USA	Mr. Bob BROWN	Alternate Delegate, Chairman F3D Subcommittee
	Mr. Horace HAGEN	Chairman F3C Subcommittee
	Dr. Laird JACKSON	Chairman F2 Subcommittee
	Mr. Stan ALEXANDER	Observer
	Mr. Terry EDMONDS	Observer
	Mr. Chris LAKIN	Observer
	Mr. Bill LEE	Observer

FAI	Mr. Jean Marc BADAN	FAI Promotional Manager
	Mr. Thierry MONTIGNEAUX	FAI Assistant Secretary General
	Ms. Cosette MAST	FAI Executive Secretary
	Ms. Christine ROUSSON	FAI Administrative Secretary
CIAM MEDIA CONSULTANT	Mr. Guy REVEL	

Proxies: Macedonia to Serbia and Montenegro; Hong Kong to China; Ireland to South Africa (for March 13th only); Slovakia to Poland (for March 13th only).

The Agenda was defined as follows:

1) PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS.

The President opened the Plenary Meeting on March 12, at 9.15 hours and welcomed the Bureau Members and the Delegates. He called for a minute's silence in memory of those killed in the Madrid atrocity.

The Plenary took place, for the fifth time, in the well-equipped Auditorium of the Olympic Museum in Lausanne. As confirmed at the 2003 November Bureau Meeting, only the following Technical Meetings were held at the 2004 CIAM Plenary Meeting: F2, F3J, F4B-F4C, F5, Space Models and Education/Information. F1 was entitled to a meeting, but declined. F3C was permitted to hold an informal meeting to discuss one item.

The number of representatives to attend each Technical Meeting was determined to be: F2 17; F3J 11; F4B-F4C 14; F5 7; Space Models 8; Education and Information 6. The Meetings were held in the Auditorium, in Barcelona and Jeux d'Hiver rooms according to the number of attendees.

The President indicated the day's schedule as follows:

- From 9.40 to 13.00: Technical Meetings.
- 13.00: The Plenary Meeting would re-convene in the Auditorium.
- 16.30: Nominations for Bureau Officers and Subcommittee Chairmen
- 17.00-18.00: 2003 World Cups award ceremony.

2) DECLARATION OF CONFLICTS OF INTEREST.

It was noted that the FAI had approved, at the 2003 FAI General Conference, a Code of Ethics, that included the need for declarations of conflicts of interest ***(ANNEX 1).***

3) MINUTES OF THE MARCH 2003 BUREAU AND PLENARY MEETINGS, AND OF THE NOVEMBER 2003 BUREAU MEETING.

3.1. For Approval

The Minutes of the March 2003 Bureau and Plenary Meetings were unanimously approved as circulated.

With the following amendments, the Minutes of the 2003 CIAM November Bureau Meeting were unanimously approved as circulated:

Item 4.6. (2003 Continental Championships, Space Models Seniors and Juniors in Serbia-Montenegro, report of the Jury Chairman, Srdjan Pelagic. Page 7): <A written report was submitted. It was mostly a good championship, but flown in a very bad weather. There were 12 foreign teams which did not provide enough timekeepers as agreed, so several local inexperienced timekeepers caused problems. Awards ceremony and banquet were very good. One case of unsporting behaviour was resolved after investigation by suspending this team manager for two years from FAI events>.

Item 8.5 (2003 Space Models World Cup Report, page 9): The new country was Lithuania, not Latvia.

Item 9.9 (Reports of Subcommittee Chairmen, page 9. In this case, Space Models): <A written report was distributed and there were no questions. Mr. Pelagic said that efforts would be made to rearrange Space Models Championships' programme so to decrease overall expenses, including expenses for medals, and to increase public and media interest for spacemodelling in the future>.
Item 10: delete the first sentence.

3.2. Matters Arising

There were no matters arising.

4) REPORTS.

A. 2003 FAI General Conference, by the FAI Promotional Manager, Jean Marc Badan.

The FAI Secretary General, Max Bishop, was unable to attend and Mr Jean-Marc Badan, FAI Promotional Manager, took his place. He presented the FAI Strategy Plan, an action plan for the years ahead to gain a higher profile and more revenue for the FAI. A number of guides are available for members and Mr Badan explained the necessity of having a Media Guide to improve the attractiveness and visibility of FAI competitions for both the public and media, and to provide organisers with practical tools in dealing with matters such as public relations, media, sponsorship, marketing and TV production.

A new enhanced corporate image is intended for all airsports. This includes a new FAI logo but a two-thirds majority for the new design was not reached. The Executive Board was therefore empowered to decide on a new design. During 2004 all electronic and hard copy documentation will be updated with this logo

FAI has adopted the WADA Anti Doping Code. It will become effective on April 1st, 2004.

The Executive Board had cancelled the 2005 WAG. A decision for the date of the next WAG will be made in the near future.

Mr Badan outlined some of the events planned for FAI's Centenary in 2005. The General Conference will be organised in Paris in October 2005, and the President added that a Model Aircraft display in Paris on the occasion of the Centenary is under investigation.

B. CASI 2003 and January 2004 CASI Plenary Meeting, by CIAM President, Sandy Pimenoff.

The CASI made some minor amendments to the General Section. The 2004 issue of the GS will be implemented on April 1st. Mr Pimenoff was elected CASI President. The next CASI Plenary was confirmed for January 2005.

C. 2003 World Championships, by Jury Chairmen *(ANNEX 2)*.

Written reports had been submitted by:

- F1A, F1B, F1C (Hungary): Ian Kaynes;
- F1E Seniors and Juniors (Romania): Ian Kaynes;

- F3A (Poland): Bob Skinner;
- F3B (Germany): Tomas Bartovsky;
- F3C (Japan): Horace Hagen;
- F3D (Czech Republic): Bob Brown.

The President requested that any verbal reports be restricted to highlights only.

D. 2003 Subcommittees and CIAM Technical Secretary reports *(ANNEX 3)*.

Written reports had been submitted by:

- CIAM Technical Secretary, by Bob Underwood;
- 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 and Information, by Dave Brown.

The President requested that any verbal reports be restricted to highlights only.
Many records had been set in 2003.
Control Line (Laird Jackson): the four-year-long work on F2B needed some final adjustment and Dr Jackson requested Plenary permission to present the findings at 2004 November Bureau for presentation at the 2005 Plenary Meeting.

E. 2003 World Cups, by World Cup Coordinators *(ANNEX 4).*

Written reports had been submitted by:

- Free Flight, by Ian Kaynes;
- Control Line, by Bruno Delor;
- Thermal Soaring and Duration Gliders, by Thomas Bartovsky;
- Electric Powered Model Aircraft, by Emil Giezendanner;
- Space Models, by Marian Jorik.

The President requested that any verbal reports be restricted to highlights only.
Mr Kaynes was asked to investigate the situation regarding the registration of some F1 competitions in New Zealand.
The Bureau and Delegates thanked Mr Delor for all the work he had done as initiator and coordinator of the Control Line World Cup over fifteen years.

F. 2003 World Cup awards.

The ceremony was held at 17.00 hours on Friday 11th March in the Auditorium. Medals, cups and diplomas were handed to the winners in classes F1A, F1A junior,

F1B, F1C, F1E, F1E junior, F2A, F2B, F2C, F2D, F3B, F3J, F5B, S4B, S6B, S7, S8E/P and S9B.

G. 2003 Trophy Report, by CIAM Secretary, Luca Gialanella *(ANNEX 5).*

A written report was distributed. Five new trophies were donated last year. A letter of thanks to be sent to the President of the Polish Republic.

H. Sporting Code Section 4, by CIAM Technical Secretary, Bob Underwood.

The Technical Secretary, Mr Underwood, explained that the Sporting Code now encompasses 500 pages and the Bureau will examine if the number of events could be restricted.

5) GENERAL ITEMS.

A. Voting Procedure For Plenary Meetings.

The President reminded the delegates that an absolute majority is needed for a proposal to pass, and abstentions can decide the outcome of a vote. Consequently, if delegates have no interest in a specific proposal, they should indicate that they are <Not Voting>.

B. Judges and Subcommittees Lists, for Approval.

The Judges and Subcommittee lists were unanimously approved as circulated. The President reminded the delegates that the Subcommittee Chairman is permitted to choose who he likes on his Subcommittee as long as the Subcommittee has a minimum of five members from different countries.

C. FAI-CIAM Medals and Diplomas:

(a) The FAI Aeromodelling Gold Medal was awarded to Mr Tomas BARTOVSKY (Czech Republic).
(b) The Alphonse Penaud Diploma was awarded to Mr Michael KROEGER (Germany).
(c) The Antonov Diploma was awarded to Mr Vladimir CIPCIC (Serbia and Montenegro).
(d) The Frank Ehling Diploma was awarded to Mr Andras SOSZTARICH (Hungary)
(e) The Andrei Tupolev Medal was awarded to Mr Manabu HASHIMOTO (Japan)

D. Aeromodelling Fund - Budget 2005

The 3rd Vice President and Treasurer, Dr Ree, presented the 2005 Budget as proposed by the Bureau.

The Budget was unanimously approved by the Plenary Meeting.

E. World Air Games 2005, by CIAM President, Sandy Pimenoff.

Although the FAI Executive Board decided to cancel the 2005 World Air Games, the concept of WAG was not abandoned. The CIAM Bureau is in support of the WAG, but hopes that the decision for having WAG in 2007 is taken before the end of the year. A letter will be sent by the CIAM President to the Executive Board.

This statement was unanimously approved by the Plenary Meeting.

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

A written report was submitted by the Editor, Mr Emil Giezendanner.

6) ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN.

On the afternoon of 12th March, the secret nominations for the positions of the Bureau Officers and Subcommittee Chairmen were held. Mr Badan, the FAI Promotional Manager, explained the nomination procedure emphasising that if there were multiple nominations for any post then each nominee would be asked if he or she accepted the nomination, and if more than one nominee accepted then a secret ballot would take place.

The following were nominated (the Officers and Chairmen who were immediately declared elected are in **bold type**):

Bureau Officers

President	D. Brown (declined); P. Chaussebourg (declined); S. Pimenoff; A. Ree
1st Vice President (declined)	P. Chaussebourg; B. Skinner; M. Conu (declined); A. Ree
2nd Vice President	**D. Brown (elected)**; B. Brown (declined); B. Skinner (declined); P. Chaussebourg (declined); M. Dilly (declined); A. Ree (declined)
3rd Vice President	**A. Ree (elected);** D. Brown (declined); S. Pimenoff (declined)
Secretary	**L. Gialanella (elected)**

Technical Secretary	**B. Underwood (elected)**
French Speaking Secretary	**P. Chaussebourg (elected);** B. Delor (declined)

The President established that the only Chairman who did not wish to stand again was that of the Education and Information Subcommittee.

Chairman F1 Subcommittee	**I. Kaynes (elected)**; P. Chaussebourg (declined)
Chairman F2 Subcommittee	L. Jackson; B.O. Samuelsson
Chairman F3A Subcommittee	**B. Skinner (elected)**
Chairman F3B/F3J Subcommittee	**T. Bartovsky (elected)**
Chairman F3C Subcommittee	**H. Hagen (elected)**
Chairman F3D Subcommittee	**B. Brown (elected)**
Chairman Scale Subcommittee	**N. Jensen (elected);** P. McDermott (declined); P. Kalloff (declined)
Chairman F5 Subcommittee	**E. Giezendanner (elected)**
Chairman Space Subcommittee	**S. Pelagic (elected)**
Chairman Information and Education Subcommittee	**G. Woebekking (elected);** V. Brusov (declined); M. Colling (declined); M. Dilly (declined); A. Papadopoulos (declined)

The secret ballots for those positions not elected immediately were resolved on the afternoon of 13th March as follows:

President	**S. Pimenoff (Finland)**

1st Vice President	**P. Chaussebourg (France)**
Chairman F2 Subcommittee	**L. Jackson (USA).**

7) SPORTING CODE PROPOSALS.

Please note that some F2 and F4 items will be checked and confirmed at the 2004 December Bureau Meeting.

BUREAU PROPOSALS

Volume ABR – General Rules for CIAM Activities

Section 4A – CIAM Internal Regulations

a) **Bureau Proposal** - A.3.2. Bureau. Add a new paragraph f):

f) To approve the lists of Judges and Technical Experts.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) **Bureau Proposal** - A.4. Subcommittees. Change paragraph A.4.2. as follows:

A.4.2. The CIAM elects by secret ballot the chairman of each technical subcommittee for a period of ~~one year at a time~~ **two years, with a compulsory confirmation after one year.** ~~He should preferably, but not necessarily, be a delegate~~. He may be re-elected for an unlimited number of terms. He may not serve on more than one subcommittee. **The election shall occur at the Plenary Meeting during the year in which a Subcommittee has a regularly scheduled meeting for decision purposes and in which a World Championship for the subject category is held (See A.12 for the schedule).**

Unanimously approved by the Plenary Meeting as amended by the Bureau. Effective 1/1/2005.

c) **Bureau Proposal** – A. 6. Proposal submitted to the CIAM. Add at the end of A.6.1.g):

g) **In addition a hard copy produced by the appropriate body for confirmation must be forwarded to the FAI Office.**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

d) **Bureau Proposal** - A.10. Judges Lists. Change as follows:

Nominations for persons to be put on the List of International Judges and Technical Experts must be received by the FAI Office no later than November 15. ~~The list is valid for the year starting the next January.~~ **The list is valid for two years starting the following January and can be updated annually>.**

Unanimously approved by the Plenary Meeting as amended by the Bureau. Effective 1/1/2005.

e) **Bureau Proposal** - A.11. Lists of Technical Experts. Change as follows:

Nominations for persons to be put on the list of technical experts from which the elected subcommittee chairmen can choose their members must be received by the FAI Office no later than November 15. **The list is valid for two years starting the following January and can be updated annually>.**

Unanimously approved by the Plenary Meeting as amended by the Bureau. Effective 1/1/2005.

The Experts lists to be submitted at the 2004 Plenary Meeting will be effective from March 20th 2004 to establish a transition period between the old and the new schedule. Unanimously approved.

f) **Bureau Proposal** - A.12. Effective Date of Rule Changes. Change the paragraph beneath the chart of rule changes:

~~The Technical Secretary will after the Plenary Meeting prepare a list of amendments, which will be effective on the 1st January of next year, to be approved by the President and distributed by the FAI office to NAC's and Bureau officers with the Minutes.~~

The following schedule will be used for the Sporting Code preparation:

a) Within two weeks following the March Plenary Meeting, each Subcommittee Chairman and the Technical Secretary shall insert the proposals approved for implementation the following year. This text shall be held on the private Bureau worksite as a working draft copy.

b) Upon publication of the final Plenary Minutes, the draft shall be reviewed for accuracy and necessary changes made at that time. The reviewed draft

shall be completed by August 1st and released to FAI Headquarters for proper formatting and final preparation.

c) By October 1st , the finalized Sporting Code shall be released to the official CIAM delegates list for comments. Any comments or corrections deemed necessary will be forwarded to the Technical Secretary who will bring them before the November/December Bureau Meeting for consideration and possible action.

d) Following the November/December Bureau Meeting, the amended Sporting Code shall be released to the general FAI/CIAM website no later than January 1st>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

g) **Bureau Proposal** – Amend in Volume ABR and Annexes:

Change the entry fee currency from CHF to Euro.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.
Euro equivalents to be finalized by the 2004 December Bureau Meeting.

SECTION 4B - GENERAL RULES FOR INTERNATIONAL CONTESTS

a) **Bureau Proposal** - B.6. Contest Information and Entry Fees.

i) Change as follows in the sub-paragraph B.6.2. after the first sentence:

B.6.2. 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 organizer…..**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Add at the end of B.6.4.: (the Bureau Proposal presented in the Agenda under this heading was withdrawn and replaced with the one below:)

All awarded offers must be submitted by November 15th to the relevant Subcommittee Chairman and the CIAM Secretary for

review of the fee structure prior to consideration at the Bureau Meeting. The offers must contain a clear explanation of the total costs in Euro to the participants.

Unanimously approved by the Plenary Meeting as amended by Bureau and Plenary. Effective 1/1/2005.
General comment: all calendar sanction fee payments must include any and all bank charges.

b) **Decree by the FAI Executive Board//Bureau Proposal** – B.14. Classification and Awards at World and Continental Championships – Add a new paragraph B.14.4. Award Ceremony Procedure:

B.14.4. Award Ceremony Procedure

1. **A person from the ceremony staff will escort the medal winners to the medal staging area.**
2. **The awards podium, flags of the three medal winners and National Anthem of the Gold Medal winner will be prepared in advance.**
3. **The announcer will introduce the award ceremony and then announce the category/class (as appropriate) receiving the medals as they march out in order with an escort to a position behind the awards podium. The awards podium will be set up in the following configuration:**
   Silver - Left-hand side (as viewed by spectators) - Second highest podium (2)
   Gold - Center - Highest Podium (1)
   Bronze - Right-hand side - The same height or slightly lower than Silver (3)
   (The marching order must be in a sequence to position the medal winners behind the correct podium.)
4. **The announcer will mention who (with title) will award the medals and diplomas (usually the FAI President, Air Sport Commission President or his/her designee).**
5. **The competitor or team will be called by name and country separately and in the order - Gold, Silver, Bronze. The medal winner will step up on the podium when called by the announcer.**
6. **First, the Gold - Medal winning individual or team will step up to the podium, and the medal and diploma will be awarded. Next the Silver-medal winning Individual or Team will be called to the podium and will receive the medal and diploma, followed by the Bronze medal presentation using the same procedure. A moment will be allowed after the award of each medal for photographs.**
7. **After all medals are awarded, the anthem of the Gold Medal individual or team will be played as their country flag is raised (if no country anthem, play the FAI anthem). The flagpoles should be of two different heights with the tallest in the centre for the 1st placed competitor and the two shorter ones to the left and right for the 2nd and 3rd placed competitors. All flags should be raised to the top of each pole.**

8. **The individual or team winners will pose for group photographs for a minute before stepping off the award podium and being escorted away by the ceremony escort(s).**
9. **First, second and third placed competitors (including 1st, 2nd and 3rd placed national teams) must attend the awards ceremonies; all competitors are expected to attend the awards ceremonies.**

Unanimously approved by the Plenary Meeting.
Strong recommendation to apply at World and Continental Championships in 2004, obligatory from 1/1/2005.

SECTION 4C - MODEL AIRCRAFT

Part One – General Regulations for Model Aircraft

a) **Bureau Proposal** - 1.1. General Definition of Model Aircraft. Change as follows:

A model aircraft is an ~~heavier-than-air~~ **aircraft** of limited dimensions, with or without a propulsion device, not able to carry a human being and to be used solely for competition, sport or recreational purposes rather than unmanned aeronautical vehicles (UAV) developed for commercial or governmental, scientific, research or military purposes

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) **Bureau Proposal** - 1.3. Classification of Model Aircraft - Radio Controlled Flight. Amend as follows:

Change the designation of F3A Large Model Aircraft (Provisional Rules) into F3M.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

PART SEVEN - RECORDS

The Bureau proposed to the Plenary the following statement:

<To devise a new classification for autonomous flight records to be submitted to the 2004 December Bureau Meeting for approval at the 2005 Plenary Meeting>.

Unanimously approved by the Plenary Meeting.

The Bureau is to devise a new classification for records attained by autonomous flight. The definition of this classification is to be finalized by the 2004

December Bureau Meeting, to be submitted for approval to the 2005 Plenary Meeting.
The Plenary Meeting unanimously approved this statement.

Sporting Code Proposals

VOLUME ABR
General Rules for CIAM Activities

SECTION 4A
Part One - CIAM Internal Regulations

a) Add a new paragraph **A.16. NATIONAL RULES** - Greece

A.16.1: <In order to attract more participants in Model Aircraft competitions, each NAC may establish in addition to FAI rules further Model Aircraft classes. The general section and model aircraft specifications should be the same as official FAI Model Aircraft classes>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) ANNEX A.2. Nomination forms for aeromodelling international FAI judges

i) Spain – Change five to seven in the third line:

Defeated by the Plenary Meeting: 6 for, 10 against, 4 abstentions, 12 not voting.

ii) Space Models Subcommittee – Change as follows in the nomination form for Aeromodelling International Judges, column CAT:

Replace S7 with "Space" or "S".

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

Section 4B - General Rules For International Contests

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

The proposal was withdrawn.

b) B.6. Contest Information and Entry Fees – Greece.

Defeated by the Plenary Meeting: 7 for, 15 against, 7 abstentions, 2 not voting.

c) B.11. Timing - Serbia-Montenegro.

Defeated by the Plenary Meeting: 8 for, 16 against, 4 abstentions, 6 not voting.

SECTION 4C – MODEL AIRCRAFT
General Regulations and Rules for Contests and Records

Part One – General Regulations for Model Aircraft

a) 1.2. General Characteristics of Model Aircraft

i) Scale Subcommittee.

The proposal was withdrawn.

ii) Finland – Change as follows:

<Electric Motors power source max. no load voltage ~~42~~ ~~50~~ **72** volts>.

Amended by the Scale and Electric Technical Meetings, and approved by the Plenary Meeting: 17 for, 2 against, 5 abstentions, 9 not voting. Effective 1/1/2005.

There were proposals from both the Scale and F5 Subcommittees on the same subject. Both Subcommittees agreed to withdraw their proposals if Finland accepted the amendment. Finland approved.

b) 1.3.4. Category F4 Scale Model Aircraft – Scale Subcommittee.
Add the following text under class F4B definition:

The Plenary approved to retract this proposal from 1.3.4 and present it under the Scale Section 6.2.2

Part Two - General Rules for International Contests

a) 2.1. World Championship Events for Model Aircraft – Poland. Add this new paragraph:

8. Scale Junior Category
a) F4B – Control line model aircraft

Approved by the Plenary Meeting: 21 for, 1 against, 1 abstention, 11 not voting. Effective 1/1/2005.

VOLUME F1 – FREE FLIGHT
Section 4c - Model Aircraft

Part Three - Technical Regulations For Free Flight Contests

3.K. CLASS F1K – MODEL AIRCRAFT WITH CO2 ENGINES (Provisional Rules)

a) 3.K.2 Characteristics – Hungary/Italy.

Defeated by the Plenary Meeting: 5 for, 2 against, 4 abstentions, 23 not voting.

b) 3.K.5. Definition of an Unsuccessful Attempt – Hungary/Italy.

The proposal was withdrawn.

c) 3.K.8. Classification

i) Hungary/Italy.

Defeated by the Plenary Meeting: 3 for, 4 against, 2 abstentions, 22 not voting.

ii) Hungary/Italy.

The proposal was withdrawn.

3.L. CLASS F1L - INDOOR EZB MODEL AIRCRAFT (Provisional Rules)

a) 3.L.2 Characteristics – Hungary. Delete as follows:

Wingspan, maximum projected 458 mm ~~(18.0 inches)~~

Wing chord maximum 76 mm ~~(3.0 inches)~~

Approved by the Plenary Meeting: 19 for, 2 against, 0 abstentions, 13 not voting. Effective 1/1/2005.

VOLUME F2 - CONTROL LINE
Section 4c - Model Aircraft

Part Four - Technical Regulations for Control Line Contests

Please note that some F2 items will be checked and confirmed at the 2004 December Bureau Meeting.

4.1 Class F2A – Speed Model Aircraft

a) 4.1.16 Number of Timekeepers and Judges – Sweden. Change the paragraph as follows:

a) The time shall be taken by **either** three timing officials equipped with 1/100-second resolution digital stopwatches, **or by an optical electronic system with equal or better resolution and accuracy. For World and Continental Championships this system must be duplex. Such a system must have a backup by either another electronic system, or two manual timekeepers.**

Approved by the Plenary Meeting as amended by the F2 Technical Meeting: 28 for, 0 against, 2 abstentions, 2 not voting. Effective 1/1/2005.
N.B: For clarification purposes, Bureau later decided to postpone date of effectiveness to 1.1.2006.

b) 4.1.17. Classification – Sweden. Change as follows:

a) The individual times recorded by each timing official **and/or by an optical electronic system** shall be recorded in writing and retained by the senior judge or other official.
b) Times recorded should be handled as follows:
In the case of manual timekeepers:
The mean time of the three stopwatches shall be taken to calculate the result, unless:

i) One of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake. In this case the mean time shall be calculated from the other two stopwatch times.
ii) Two stopwatch times differ by more than 12/100 seconds from the middle one, or two officials report a mistake. In this case this fact should immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result, or to be allowed an attempt. His decision must be given to the F2A Circle Marshal without delay, and is irrevocable.
No rounding off of decimals should be made when calculating the mean time.
The time thus obtained for calculating the speed should be recorded and retained.

iii) In the case of an optical electronic system:
The senior speed judge should 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 be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), the competitor should 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.

Approved by the Plenary Meeting as amended by the F2 Technical Meeting: 31 for, 0 against, 0 abstentions, 2 not voting. Effective 1/1/2005.

4.2. CLASS F2B – AEROBATIC MODEL AIRCRAFT

a) Replace all paragraphs from 4.2.1. (Definition) to 4.2.32. (The Landing Manoeuvre), including diagrams - Subcommittee

The new text (Annex 7 to the Agenda of the Plenary Meeting) was referred back to the Subcommittee.
The revised F2B rules and Judges' Guide were approved in principle with the provision that the revisions will be completed by the Subcommittee and

presented for acceptance at the Plenary Meeting of 2005, for application January 1st , 2006.
Notable changes to the proposal already made include:
retention of the <k> factors in the scoring;
adoption of 100 scoring increments.
The Plenary Meeting approved the President's request that the F2 Subcommittee Chairman present the finalised proposals to the 2004 December Bureau Meeting.

4.3 CLASS F2C – TEAM RACING MODEL AIRCRAFT

a) 4.3.3. Definition of a Team Racing Model Aircraft – Subcommittee.

The proposal was withdrawn.

b) 4.3.4. Characteristics of a Team Racing Model Aircraft

i) Subcommittee

The proposal was withdrawn.

ii) Subcommittee

The proposal was withdrawn.

iii) Subcommittee

The proposal was withdrawn.

iv) Sweden – Amend paragraph c) as follows:

c) Total maximum weight: ~~700~~ **500** g

Unanimously approved by the Plenary Meeting. Effective 2005.

v) Subcommittee

The proposal was withdrawn.

vi) Sweden – Amend paragraph 4.3.4.k) as follows:

Defeated by the Plenary Meeting: 3 for, 7 against, 4 abstentions, 20 not voting.

c) 4.3.5. Controls – Technical Verification

i) Switzerland - Amend 4.3.5.b) Control System as follows:

b) Control System: Two control lines must be used. ~~If constructed of single steel wire each, these must be of 0,30 mm minimum diameter with a minus tolerance of 0,011 mm allowed. If stranded line construction is used, these shall have a minimum width of 0,34 mm with no minus tolerance allowed~~. **Each line shall have a minimum diameter of 0,38 mm for both stranded and single strand wires. Stainless steel single strand wires are allowed. Stranded wires must be 1x7 strands uncoated stainless steel stranded wire. A minus tolerance of 0,011 mm allowed.** In all cases ...

Approved by the Plenary Meeting as amended by the F2 Technical Meeting: 23 for, 1 against, 1 abstention, 7 not voting. Effective 1/1/2005.
For technical details, see ***ANNEX 8-8A***

ii) United Kingdom

The proposal was withdrawn.

iii) Sweden – Amend 4.3.5.b) as follows:

b) …Before every race a load test shall be applied to the assembled control lines and the model aircraft in flying order equal to 40 times the gravity force of the Model Aircraft>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

d) 4.3.9. Warnings – Eliminations

i) United Kingdom – Change paragraph k) to read:

4.3.9. k) "If the mechanic steps into the flight circle (**with either foot**) **or reaches further than the safety circle (line) painted 0,5 m inside the flight circle".**

Unanimously approved by the Plenary Meeting as amended by the F2 Technical Meeting. Effective 1/1/2005.

Approval of the above proposal requires consequential amendments in the following paragraphs:

4.3.2. Team Racing Site

A team racing site must consist of **four** concentric circles which shall be marked on the ground:

a) Circle to be used by the mechanics: 19,6 m radius. This is called the flight circle, and is divided into six equal 60 degree sectors. At each sector a starting and refuelling area, one meter in length, shall be marked on the outside of the flight circle and be known as the "pitting area".

b) Circle at 19,1 m radius shall be marked with a broken line. It indicates the point beyond which the pitman is not permitted to reach to retrieve a model. This is called the safety circle.

c) Circle to be used by the pilots: radius 3 metres. This is called the centre circle. The centre of this circle shall be marked with a spot of 0,3 m diameter.

d) **Circle at 2m radius, and known as the inner circle, shall be marked with a broken line in a contrasting colour**.

The Organisers guide, Annex 4E Control Line Organiser Guide, must be amended as follows:

6.5.3. Team Racing

6.5.3.1.1. The centre circle, **safety circle** and flight circle~~s~~ shall be marked (painted) on the ground in a colour having a high contrast to the ground, according to Sporting Code Volume F2 para. 4.3.2. The circle lines shall be 10 cm wide. **The safety circle shall be a broken line consisting of dashes 25 cm long with 25 cm gaps, and a width of 2,5 cm.** The radii are:

Inner circle, 2,0 - 2,1 m
Centre circle, 3,0 - 3,1 m
Flight circle, 19,5 - 19,6 m
Safety circle, 19,075 - 19,1 m

The centre of the centre circle shall be marked with a spot of 0,3 m diameter in the same colour as the circles. See Appendix II

ii) Subcommittee – Amend paragraph u) to read:

4.3.9.u) If the team has accumulated three warnable offences during the **eliminating or semi-final** race **(100 laps).**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iii) Subcommittee – Add a new paragraph v):

4.3.9.v) If in the final (200 laps) the team has accumulated four warnable offences.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

e) 4.3.10 Team Qualification and Classification

i) Subcommittee - Change paragraph a) as follows:

4.3.10.a) Each competing team must take part in at least one eliminating race to qualify for the semi-finals. **The contests will be organised on three eliminating races and if there are no semi-finalists then all teams are allowed four eliminating races>.**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee - Change paragraph b) as follows:

4.3.10. b)
Number of teams.....Number of semi-finalists
2 up to and including **8.....** 0
9 up to and including **11**.....6
12 up to and including 39.....9
40 or greater..... 12
The 6, 9 or 12 teams which register the 6, 9 or 12 best times respectively during the three eliminating races qualify for the semi-finals. ~~If there are no semi-finalists then all teams are allowed three eliminating races.~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iii) Subcommittee - Change the last sentence in the third paragraph f) to read:

4.3.10.f) <Classification of any team that has not completed any race within the official time limit but was not disqualified, shall be ranked according to the number of laps completed in the best race>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iv) United Kingdom

The proposal was withdrawn.

f) 4.3.11 International Team Classification – United Kingdom

The proposal was withdrawn.

g) 4.3.12. Judges and Timekeepers – Sweden. Amend as follows:

b) Three timekeepers, equipped with electronic stopwatches registering at least 1/100th second, with a timing limit of minimum of 15 minutes will be allotted to each team. The stopwatches may be replaced or complemented by a computerized timing system of equal or better accuracy.

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.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

h) 4.3.13. Duties of the F2C Panel of Judges – Subcommittee. Change the paragraph to:

a) The F2C panel of judges is responsible for observing the conduct of each team during the race. Teams will be informed of any offence by a combination of visual and loudspeaker verbal warnings. After a maximum of three offences a team will be eliminated from an eliminating or semi-final race. In the final a team will be eliminated after a maximum of four offences.
b) Warning and elimination are notified to each team by means of three coloured lights:
Green light - First warning (first offence)
Amber light - Second warning (renewal of the first offence or a new one)
Red light - Third warning (renewal of previous offences or a new one)
For the final only (200 laps), renewal of previous offences for the fourth time or a new offence a team shall be disqualified by the Judges verbally announcing "Colour - fourth offence. Disqualified. Land your model immediately".
In addition, a second set of lights, one coloured for each team colour, will be provided. Upon the issuance of the fourth warning in a final race, the appropriate light for the disqualified team will be displayed.
c) A time penalty of 5 seconds shall be given to a team starting the engine(s) during the countdown before the starting signal.
d) In the final, a time penalty of 5 seconds shall be given to a team with the third warnable offences.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ANNEX 4B – CLASS F2B JUDGES' GUIDE

a) Replace all paragraphs from 4B.1 (Purpose) to 4B.18. (Execution) - Subcommittee

The new text (ANNEX 9 of the Agenda of the Plenary Meeting) was referred back to the Subcommittee.

The revised F2B rules and Judges' Guide were approved in principle by the F2 Technical Meeting with the provision that the revisions will be completed by the Subcommittee and presented for acceptance at the Plenary Meeting of 2005, for application January 1st 2006. Notable changes to the proposal already made include:

- **retention of the <k> factors in the scoring;**
- **adoption of 100 scoring increments.**

The Plenary Meeting approved the President's request that the F2 Subcommittee Chairman present the finalised proposals to the 2004 December Bureau Meeting.

VOLUME F3A
RADIO CONTROL AEROBATICS

Part Five - Technical Regulations for Radio Controlled Contests

5.L. CLASS F3A/L - AEROBATICS LARGE MODEL AIRCRAFT (Provisional Rules)

a) 5.L.1.3. General Characteristics of a large Radio Controlled Aerobatics Power Model Aircraft – Germany. Change as follows:

Minimum overall span	~~2,4m~~	**2,1m for monoplanes** (1,8m for biplanes)
Maximum overall span		**~~3,0m~~**
Maximum Flying Area		**~~500 dm²~~**
Maximum Loading		**~~250g / dm²~~**
Maximum Swept Volume of Piston Motor(s)		**~~250ccm~~**

Approved by the Plenary Meeting: 21 for, 2 against, 2 abstentions, 9 not voting. Effective 1/1/2005.

VOLUME F3B – F3J
F3B THERMAL SOARING
F3J THERMAL DURATION GLIDERS

Part Five – Technical Regulations for Radio Control Contests

5.3. CLASS F3B - THERMAL SOARING MODEL AIRCRAFT

a) 5.3.2.2 Launching

i) Germany - Change as follows paragraph 5.3.2.2. b)a(2) h:

<At the test of the winch equipment before the competition, the voltage of the battery U300 must be greater or equal to 9V; this is not valid if tested during the competition>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Czech Republic

The proposal was withdrawn.

5.6. CLASS F3J - THERMAL DURATION GLIDERS

a) 5.6.11. Final Classification – Germany. Amend as follows paragraph 5.6.11.4.:

<Final placing of the competitors who qualify for the fly-off shall be determined by scores in fly-off; their scores in the qualifying rounds being discarded. If less than ~~four~~ **six (6)** fly off rounds are flown, their aggregate scores over the fly-off rounds is counted, if ~~four~~ **six (6) or more** fly-off rounds are flown the worst result of each competitor is discarded>

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

With this change, a modification of the F3J preamble is necessary:

5.6. CLASS F3J - THERMAL DURATION GLIDERS
Object: To provide a man-on-man contest for competitors flying radio-controlled thermal duration soaring gliders. In the contest, several qualifying rounds are flown. For each qualifying round, competitors are divided into groups. The scores in each group are normalised to give them meaningful scores irrespective of changing weather conditions during a round. The competitors with the top aggregate scores in the qualifying rounds then fly at least two ~~**but not more than four**~~ further fly-off rounds as a single group to determine the final placing. The scheduled number of fly-off rounds shall be announced by the Contest Director before the start of the contest.

VOLUME F3C - R/C HELICOPTERS

Part Five – Technical Regulations for Radio Controlled Contests

a) Introduce a new class F3C Freestyle (Provisional Rules) – Germany

The DAeC proposes to add a new provisional class for model helicopters. This class may be named F3C-Freestyle. It consists of two parts: a compulsory flight with manoeuvres taken from a catalogue and a Freestyle flight with no restrictions except flight time and safety.
The F3C Technical Meeting recommended the following modifications:
<The safety line must be interpreted in the same manner as in the F3C class where no overflights of the safety line are permitted. The pilot must stand in front of the judges and all manoeuvres must be flown in front of the pilot with a minimum distance of 20 metres between the model and the judges>.

All rules and manoeuvres are at *ANNEX 10-10A*.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.
The name of the category was changed from F3C Freestyle to F3N.

VOLUME F4 - FLYING SCALE MODEL AIRCRAFT
F4B, CONTROL LINE SCALE
F4C, RADIO CONTROL SCALE

Part Six - Technical Rules for Flying Scale Model Aircraft Contests

Please note that some F4 items will be checked and confirmed at the 2004 December Bureau Meeting.

6.1. GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

a) 6.1.3. Competition Programme.

i) Subcommittee - Add a third paragraph as follows:

<If there are more than 40 competitors by the official closing date for entries in a World or Continental Championship, the organiser shall use two separate panels for static judging. Each panel shall consist of three judges. The first panel will judge Scale Accuracy (6.1.10.1 - Side view, End view and Plan view). On completion of this, the second panel will judge the remaining aspects. (6.1.10. 2 - 6.). 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>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Spain

The proposal was withdrawn.

b) 6.1.4. Judges – Scale Subcommittee. Delete existing sixth paragraph as now included in 6.1.4.

~~<If there are more than 60 competitors in a World or Continental Championship, the organiser shall use two separate panels for static judging. If there are more than 40 competitors, the organiser are encouraged to use two separate panels for judging. Each panel will consist of three judges. The first panel will judge the points Scale Accuracy (6.1.10.1 - Side view, End view and Plan view). On completion of this, the second panel will judge the remaining aspects. (6.1.10. 2 - 6.)~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

c) 6.1.8. Helpers - United Kingdom. Amend the first paragraph as follows:

<Each competitor is permitted one helper during ~~the competition~~ **a flight**. ~~In the case of multi-engined model aircraft one additional helper is permitted to assist in the starting of engines.~~ **An additional helper may assist with engine starting and pre-flight preparation should the competitor require this. All but one helper must**

retire clear of the flying area before the flight is called. For radio control events no helper may touch the transmitter during an official flight. ~~except for assisting in starting engine(s)>.~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

d) 6.1.9. Documentation (Proof of Scale)

i) Subcommittee - Add at the end of paragraph 6.1.9.2.:

6.1.9.2.: <The documentation submitted by the contestant must state if the original prototype is non-aerobatic. The judges will discuss this information before the first flight commences in F4C. The chief judge shall make the final decision before any flight is made and this may affect the marks awarded under 6.3.6.11.d (Choice of options)>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Subcommittee

The proposal was withdrawn.

iii) Subcommittee - Amend paragraph 6.1.9.4. as follows:

6.1.9.4.: To be eligible for Fidelity to Scale points the following documentation must be submitted to the judges:
a) Scale Drawings:
An accurate 3-view scale drawing of the full-size aeroplane, having a minimum span of 250 mm, and a maximum span of 500 mm **or if the fuselage is longer than the wingspan, these measurements will be made on the fuselage.** The drawings must be submitted in triplicate. Unpublished drawings by the competitor or other draftsman are not acceptable unless certified accurate in advance of the contest by an authoritative source such as the respective National Scale Committee or equivalent, builder of original aircraft, or other competent authority.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iv) Austria

The proposal was withdrawn.

v) Argentina-Spain

The proposal was withdrawn.

e) 6.1.10. Judging for Fidelity to Scale and Craftsmanship

i) Subcommittee – Change the k factors as follows:

		K - Factor	
1.	Scale Accuracy		
	Side view	~~10~~	**15**
	End view	~~10~~	**15**
	Plan view	~~10~~	**15**
2.	Colour		
	Accuracy	~~2~~	**3**
	Complexity	~~1~~	**2**
3.	Markings		
	Accuracy	~~4~~	**8**
	Complexity	~~2~~	**3**
4.	Surface texture and realism	~~8~~	**12**
5.	Craftsmanship		
	Quality	~~7~~	**11**
	Complexity	~~3~~	**4**
6.	Scale detail		
	Accuracy	~~5~~	**8**
	Complexity	~~3~~	**4**
	Total: K =	~~65~~	**100**

Items 1 to be judged at a minimum distance of 3m in F4B, and 5m in F4C, from the nearest part of the model aircraft. Judges must not touch the model aircraft.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee

The proposal was withdrawn.

iii) Austria

The proposal was withdrawn.

iv) Spain and Subcommittee – Amend the last sentence of paragraph 6.1.10. as follows:

<Items 1 to be judged at a minimum distance of 3m in F4B, and 5m in F4C, from the **centre** of the model. Judges must not touch the model>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

f) 6.1.11. Static Scoring – Scale Subcommittee

The proposal was withdrawn.

g) 6.1.9.4. Static scoring (old 6.1.11. renamed) – Subcommittee. Add this new paragraph:

6.1.9.4 To be eligible for Fidelity to Scale **(Static)** points the following **is the minimum** documentation that must be submitted to the judges **(See 6A.1.9. for recommended presentation of documentation).**

a) Photographic evidence:
At least three photographs or printed reproductions of the prototype, including at least one of the actual subject aircraft being modelled. Each of these photographs or printed reproductions must show the complete aircraft, preferably from different aspects. These main photos must be submitted in triplicate, the second and third copies may be photocopies. **The photographic evidence is the prime means of judging scale accuracy against the prototype.**

b) Scale Drawings:
Accurate scale drawing(s) of the full-size aircraft that show at least the 3 main aspects of Side View, Upper Plan View and Front End View. These drawings must be to a common scale giving a minimum wing span of 250 mm, and a maximum wing span of 500 mm. and must be submitted in triplicate. Unpublished drawings by the competitor or other draftsman are not acceptable unless certified accurate in advance of the contest by an authoritative source such as the respective National Scale Committee or equivalent, **the** builder of **the** original aircraft, or other competent authority.

c) Proof of Colour:
Correct colour may be established from colour photographs, from ~~accepted~~ published descriptions if accompanied by colour chips, from samples of original paint, or from ~~accepted~~ published colour drawings.

d) Aircraft speed:
The cruising speed of the subject aircraft must also be included in the documentation and repeated on all flight score sheets before each official flight starts**. In the case of early aircraft, where only maximum speeds are likely to be listed, the maximum speed alone may be quoted in the documentation. The competitor must be prepared to substantiate this information if required.**

e) Competitor's declaration:
The competitor must ~~supply~~ **include in his documentation** a declaration **that he is the builder of the model aircraft entered,** listing all components of the model aircraft he did not make himself. The competitor must also **complete and sign** ~~a~~ **the required** declaration **form (See Annex 6E) confirming these and other aspects** ~~that he is the builder of the model aircraft entered~~. If found in violation the competitor may be disqualified from the contest.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

6.2. CLASS F4B - CONTROL LINE FLYING SCALE MODEL AIRCRAFT

a) 6.2.1. General Characteristics

i) United Kingdom - Delete specifications for surface area and loading:

~~**Maximum surface area: 150 dm2**~~
~~**Maximum Loading: 150 g/dm2**~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee – Amend as follows:

b) Motive Power: Maximum thrust for a turbine is ~~10~~ **6 kg.**

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.
Australia suggested that <weight> should be substituted by <mass> in 6.2.2. and Newtons should be used for <thrust> and <force>. The President suggested that this be properly defined after the meeting.

b) 6.2.2. Control Mechanism:

i) Subcommittee – Amend as follows:

a) All Control Line Flying Scale Model Aircraft must be permanently attached to two or more non-extensible wires or cables during flight.

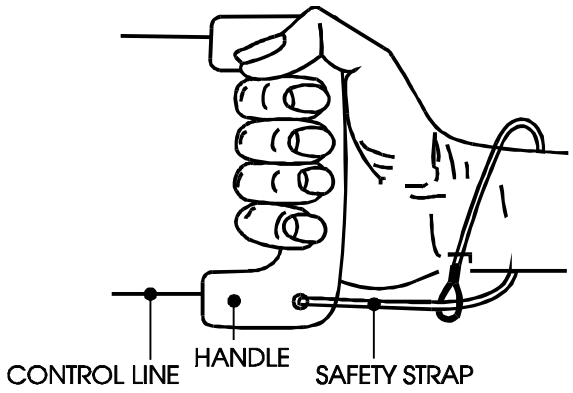
b) Primary Control Function: The model aircraft's flight path may only be controlled by manually activated and mechanically linked flight control elements. This must be by a hand-held control handle manipulated by the pilot located on the ground at the centre of the model aircraft's flight circle. No automatic control of the Primary Control Function shall be permitted.

c) Secondary Control Functions: These may include (but are not limited to) control of engine/s, landing gear, landing flaps. Secondary Control Functions may be controlled by the pilot via wires/cables, or may function completely automatically. The frequency of any electro-magnetic pulses sent through wires/cables shall not exceed 30 kHz

d) No control of either Primary or Secondary Control Functions other than through wires/cables shall be permitted.

e) Before each flight the entire mechanism including control lines and their attachments to the model aircraft and the control handle, shall be subject to a pull test equal to 5 times the weight of the model aircraft, as recorded at Processing, with a maximum of 25 kg. Control line length (central point of handgrip to vertical centre line of model aircraft) shall be not less than 15 metres or more than 21,5 metres.

f) The safety strap connecting the competitor's wrist to the control handle must be attached for the whole flight. The circle marshal shall ensure that this requirement is met and any attempt to take off in breach of this requirement will result in disqualification of that flight.



HAND AND SAFETY STRAP FIGURE

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Subcommittee

The proposal was withdrawn.

c) 6.2.6. Flight – Subcommittee.

i) Subcommittee – Amend as follows:

The manoeuvres must be executed in the order listed below. Between the end of one manoeuvre and the start of the next one, the competitor must fly the model aircraft a minimum of two laps

6.2.6.1... **Taxi** and Take-off	~~K=8~~	**K = 14**
6.2.6.2....5 laps of straight level flight	~~K=5~~	**K = 8**
6.2.6.3....Optional demonstration	~~K=8~~	**K = 12**
6.2.6.4....Optional demonstration	~~K=8~~	**K = 12**
6.2.6.5....Optional demonstration	~~K=8~~	**K = 12**
6.2.6.6....Optional demonstration	~~K=8~~	**K = 12**
6.2.6.7....Landing **and taxi**	~~K=9~~	**K = 14**
6.2.6.8....Realism in flight		
I) Engine noise (realistic tone and tuning)	~~K=3~~	**K = 4**
II) Speed of the Model aircraft	~~K=4~~	**K = 6**
III) Smoothness of flight	~~K=4~~	**K = 6**
Total K factor	~~K=65~~	**K = 100**

Note: The scale of the model aircraft and the cruising speed or maximum speed of the prototype must be stated on the flight scoring form.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Subcommittee – Delete the K-figures in paragraphs 6.2.6.3. - 6.2.6.6. (See new coefficients in paragraph 6.2.7.) and change as follows:

The manoeuvres must be executed in the order listed below. Between the end of one manoeuvre and the start of the next one, the competitor must fly the model aircraft a minimum of two laps**. Less than two laps between the end of one manoeuvre and the start of the next one will result in zero points for the subsequent manoeuvre.**
(Any reference to the manoeuvres was deleted).

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

iii) Subcommittee

The proposal was withdrawn.

d) 6.2.7. Optional Demonstrations – Subcommittee. Add at the end of the first paragraph:

<..... of the aircraft subject modelled. **Any demonstration of cargo doors or bomb doors must be done in conjunction with a cargo or bomb drop, if no cargo or ordnance is dropped, the manoeuvre will score ZERO>.**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

e) 6.2.7. Optional Demonstrations – Scale Subcommittee

The proposal was withdrawn.

f) 6.2.7. Optional Demonstrations – Scale Subcommittee. Amend as follows:

6.2.7. Optional Demonstrations
<The competitor must be prepared to give evidence to the judges during the static judging that the flying options selected for the flights are typical and within the normal capabilities of the aircraft subject modelled. The F4B chief judge will make the decision before the flight commences.
Only one attempt is permitted for each manoeuvre, the only exception is the take-off as described in 6.2.5.b.
The selected options may be flown in any order but the order must be marked on the score sheet and any manoeuvre flown out of order will be marked zero.
Not more then one drop-option may be selected.
Any model that flies with wheels down whereas the prototype actually featured retractable u/c shall have the total flight score reduced by 25 %>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

g) 6.2.9. Flight Score – Subcommittee.

The proposal was withdrawn.

6.3. CLASS F4C - RADIO CONTROLLED FLYING SCALE MODEL AIRCRAFT

a) 6.3.1. General Characteristics

i) United Kingdom - Delete surface area requirement:

~~**Maximum surface area: 250 dm2**~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee

The proposal was withdrawn.

iii) South Africa

The proposal was referred back to the Subcommittee.

iv) South Africa

The proposal was withdrawn.

v) USA

The proposal was withdrawn.

vi) USA

The proposal was referred back to the Subcommittee.

vii) USA

The proposal was referred back to the Subcommittee.

viii) USA

The proposal was referred back to the Subcommittee.

b) 6.3.4. Flying Time – Subcommittee. Amend as follows:

a) A competitor will be advised that he will be required to start his flight not less than 5 minutes before the instruction to start.
b) The competitor will then be instructed to start his flight.
c) Timing of the flight will commence when the official flight commences (see 6.3.3.c.).

d) The competitor will be allowed ~~14 minutes in the case of an aerobatic prototype, or~~ **17 minutes** ~~in the case of a non-aerobatic prototype,~~ to complete his flight.
e) In the case of a multi-engined model aircraft, the time allowed in (d) above will be increased by one minute for each additional motor.
f) No points will be awarded for any manoeuvre that is not completed at the end of the time allowed.

Approved by the Plenary Meeting: 24 for, 1 against, 0 abstentions, 8 not voting. Effective 1/1/2005.

c) 6.3.6. Flight – Subcommittee. Amend k factors as follows:

6.3.6.1.	Take-off	K = ~~8~~ **9**
6.3.6.2.	Straight flight	K = ~~2~~ **3**
6.3.6.3.	Figure Eight	K = ~~6~~ **9**
6.3.6.4.	Descending 360O Circle	K = ~~6~~ **9**
6.3.6.5.	Option	K = ~~4~~ **6**
6.3.6.6.	Option	K = ~~4~~ **6**
6.3.6.7.	Option	K = ~~4~~ **6**
6.3.6.8.	Option	K = ~~4~~ **6**
6.3.6.9.	Option	K = ~~4~~ **6**
6.3.6.10.	Approach and Landing	K = ~~10~~ **12**
6.3.6.11.	Realism of flight	
	a) Engine sound (realistic tone & tuning)	K = ~~2~~ **3**
	b) Speed of the model aircraft	K = ~~4~~ **7**
	c) Smoothness of flight	K = ~~4~~ **6**
	~~d) Size of manoeuvres~~	~~K = 3~~
	d) Choice of options	**K = 12**
	Total	K = ~~65~~ **100**

Notes: The scale of the model aircraft and the cruising or maximum speed of the prototype must be stated on the score sheet.
Only one attempt is permitted for each manoeuvre, the only exception is the procedure of getting a model aircraft airborne, as defined in 6.3.5.b.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

d) 6.3.7. Optional Demonstrations

i) Subcommittee - Amend as follows:

<Competitors must be prepared, if required by the judges, to give evidence that the options selected are typical and within the normal capabilities of the aircraft subject type modelled. Only one manoeuvre involving the demonstration of a mechanical function may be included in a competitor's

choice of options. These include options B, C, D, L, and, if applicable, P or Q.

Selection must be given to judges in writing before taking off. The options may be flown in any order. ~~(Options A, N, R, S, T and W are for model aircraft of non-aerobatic aircraft only).~~ **It is expected that options A, N, R, S, T and W are intended for subjects with little or no aerobatic capability. (See 6C.3.7. and 6C.3.6.11. Realism in Flight / Choice of options)**

The order in which the optional manoeuvres are flown must be marked on the score sheet and any manoeuvre flown out of order will be marked zero.

A	Chandelle .	K = ~~4~~ **6**
B	Retract and extend landing gear	K = ~~4~~ **6**
C	Retract and extend flaps	K = ~~4~~ **6**
D	Dropping of bombs or fuel tanks	K = ~~4~~ **6**
E	Stall turn	K = ~~4~~ **6**
F	Immelmann turn	K = ~~4~~ **6**
G	One loop	K = ~~4~~ **6**
H	Split S (Reversal)	K = ~~4~~ **6**
I	Cuban eight	K = ~~4~~ **6**
J	Normal spin (three turns)	K = ~~4~~ **6**
K	Roll	K = ~~4~~ **6**
L	Parachute	K = ~~4~~ **6**
M	Touch and go	K = ~~4~~ **6**
N	Overshoot	K = ~~4~~ **6**
O	Side slip to left or right	K = ~~4~~ **6**
P	1st Flight function by subject aircraft	K = ~~4~~ **6**
Q	2nd Flight function by subject aircraft	K = ~~4~~ **6**

Competitors may demonstrate up to two different flight functions of their own choice, but must be prepared to supply evidence that each function was performed by the prototype modelled. Competitors must indicate to the Flight Judges the nature of the demonstration(s) before going to the flight line).

R	Flight in triangular circuit	K = ~~4~~ **6**
S	Flight in rectangular circuit	K = ~~4~~ **6**
T	Flight in a straight line at constant height (maximum height 6 metres) .	K = ~~4~~ **6**
U	Flight in a straight line with one motor throttled (for multi-engined model aircraft only)	K = ~~4~~ **6**
V	Lazy Eight .	K = ~~4~~ **6**
W	Wingover	K = ~~4~~ **6**
X	Inverted flight	K = ~~4~~ **6**

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) USA - Change this sentence in the first paragraph as follows:

…These options include ~~options B, C~~, D **(Bombs/Fuel Tank Drop),** L **(Parachute Drop**), and, if applicable, P or Q **(Flight functions by subject aircraft). A competitor may not select option C (Retract and extend flaps) if option B (Retract and extend landing gear) has been selected>.**

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

iii) France

The proposal was withdrawn.

iv) Sweden – Add a new manoeuvre to 6.3.7. Optional Demonstrations:

Y. Derry Turn
<The model approaches at a high speed in straight and level flight on a line parallel with the judge's line. The model then makes a steep (in excess of 60° bank) one quarter circle turn in a direction away from the judges, without loosing height. When centred in front of the judges, the model makes a half roll in the same rolling direction as the entry, again directly followed by a steep one quarter circle turn in the opposite direction, and then flies off straight and level on a line parallel with that of the entry to the manoeuvre. The manoeuvre should be smooth and continuous>.
The Diagram and Judge's Guide is at *ANNEX 11*

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

As a consequence of the approval of the above proposal, the Judge's Guide at Annex 11 was amended as follows:

Errors

1. Entry not in parallel with the judges line.
2. The manoeuvre not centred in front of the judges.
3. The rolling manoeuvre in front of the judges not ~~straight~~ **axial** .
4. The roll in centre not in the same direction as the entry **to the manoeuvre**.
5. The roll not carried out on a line directly away from the judges.
6. **Any hesitation between the end of the first quarter turn, the roll and/or the start of the second turn.**
7. **Exit not parallel with entry.**
8. Significant height difference during the manoeuvre.
9. The manoeuvre misshapen as seen as part of a figure eight.
10. **The manoeuvre is executed too low or too high to be easily judged.**

e) 6.3.8. Marking (flight points) - USA. Delete the following sentence in the third paragraph:

~~<Exceptions from this rule are maneuvers 6.3.1. Take-off, 6.3.6.10 Landing, and 6.3.7.m. Touch and Go. These maneuvers have the right to be performed into wind as long as they do not overfly the spectator area. Spectators being anyone else than competitor, helper and officials at the flight line. The flagman will keep a record of these incidents>.~~

The rule was rewritten as 6.3.11. Safety:

a) All manoeuvres must be performed parallel with the judges' line such that if any part of the manoeuvre is performed behind the judges' line it will score ZERO.

b) Exceptions from this rule are maneuvers 6.3.1. Take-off, 6.3.6.10 Landing, and 6.3.7.m. Touch and Go. These manoeuvers have the right to be performed into wind as long as they do not overfly ~~the spectator area. Spectators being anyone else than competitor, helper and officials at the flight line. The flagman will keep a record of these incidents~~ **a designated are behind the judges' line laid out for the protection of spectators, officials and other competitors or helpers.**

c) If a model aircraft is in the opinion of the Judges or Contest/Flightline Director unsafe, or being flown in an unsafe manner, they may instruct the pilot to land>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

f) 6.3.9. Flight Score – Subcommittee

The proposal was withdrawn.

ANNEX 6A – Judges Guide for Static Judging

a) 6.A.1. General – Subcommittee. Amend as follows in the third paragraph:

<A Chief judge shall be appointed as a spokesman **for the static judges, and if two static panels are used, the second panel will have a deputy Chief judge appointed to assist the Chief judge in his work. The Chief / deputy Chief judge should discuss the merits and criticisms of each item in his responsible area with the other judges in his team,** making suggestions for the scores>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) New Annex 6A – Subcommittee:

Replace the whole Annex with the new ANNEX 6A
The rules are at ***ANNEX 12***

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ANNEX 6B - CLASS F4B - JUDGES' GUIDE, C/L SCALE FLYING SCHEDULE

a) 6.B.1. General – Subcommittee. Change the ninth paragraph in 6.B.1 to read:

<Before the flying part of the contest commences, normally done in conjunction with the static judging, there must be agreement between the chief judge and the respective team manager on the exact nature of the manoeuvre "M" if such a manoeuvre is chosen by any contestant. There must be no such discussion at the flight circle>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) 6.B.2.6.7. Landing – Subcommittee

The proposal was withdrawn.

c) 6.B.2.6.8. Realism of flight – Subcommittee

The proposal was withdrawn.

d) 6.B.2.7. Optional Demonstrations / General:

i) Subcommittee - Delete the second sentence:

"~~The competitor must also…~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee – Amend as follows the sub-paragraph D)

D: Dropping of Bombs or Fuel Tanks and L parachute drop.
<The dropping zone shall be positioned in front of the judges as a circle with the radius of five meters and shall be clearly marked on the ground with paint or tape>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iii) Subcommittee – Amend as follows the sub-paragraph M)

M: Flight Function of the subject a/c. Change the first sentence to:

< The competitor may demonstrate one flight function of his own choice in each flying round>.

Note. Not more then one drop option may be nominated.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

iv) Subcommittee

The proposal was withdrawn.

v) Subcommittee - Amend as follows the sub-paragraph P)

P: Overshoot. Change approx. one metre height to "not more than one meter and at least 15 meter length.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ANNEX 6C – JUDGES' GUIDE - SCHEDULE CLASS F4C

a) 6C.1 General.

i) Subcommittee - Delete first sentence from penultimate paragraph:

~~The item 6.3.6.11. "Realism in Flight", should be discussed by all judges after completion of the flight and they should attempt to arrive at an agreed score for this item.~~ At the end of each flight, the chief judge must check all score sheets for completeness.

Approved by the Plenary Meeting: 24 for, 1 against, 1 abstention, 10 not voting. Effective 1/1/2005.

ii) USA – Amend in the ninth paragraph as follows:

<In the interest of safety, any manoeuvre **overflying a designated area behind the judges' line laid out for the protection of spectators, officials and other competitors or helpers** will score a ZERO>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

b) 6C.3.6.11. Realism in Flight

i) Subcommittee – Amend as follows:

~~This should be discussed by all judges after completion of the flight and they should attempt to arrive at an agreed score for each item~~. Realism in Flight covers the entire flight performance including the way in which the model aircraft flies between manoeuvres.

Judges will allot points for Realism within the following aspects, always keeping in mind the likely characteristics of the full size subject:

Engine sound (realistic tone & tuning) K = ~~2~~ **3**
"Tone" relates to the character of the sound by comparison with the full size at all throttle settings.
"Tuning" is the smoothness of operation of the engine at all throttle settings.
The marks for engine sound should therefore be split equally between these two aspects.
Speed of the model aircraft K = ~~4~~ **7**
This should be an assessment of the scale speed of the model aircraft, calculated from the speed of the full size aircraft (as indicated on the score sheet and documentation) divided by the scale of the model aircraft. Model aircraft invariably fly faster than scale speed and marks should be deducted accordingly. For example, a model aircraft that appears to be flying at twice scale speed should score no more than half marks, a model aircraft flying at three times scale speed, or faster, should score zero.

Smoothness of flight K = ~~4~~ **6**
The model aircraft should be well trimmed and show no signs of instability. Judges should assess the smoothness of control taking into account the prevailing weather conditions. They should also judge the attitude of the model aircraft in flight, i.e. any nose-up or nose-down tendency.

~~Size of manoeuvres K = 2~~

~~Unless otherwise specified, the size of manoeuvres should be in proportion to the scale of the model aircraft and the nature of the prototype. Judges must use their own experience to score this aspect based upon the amount of airspace that they would expect the prototype to use if it were performing a full size flying display.~~

~~Unless otherwise specified, the size of manoeuvres should be in proportion to the scale of the model aircraft and the nature of the prototype. Judges must use their own experience to score this aspect based upon the amount of airspace that they would expect the prototype to use if it were performing a full size flying display.~~

Choice of options **K = 12**

This final item should be discussed by all judges alter completion of the flight in consultation with any claim for non-aerobatic eligibility made on the competitor's declaration form and the guidelines detailed below. The judges should attempt to arrive at an agreed score for this item.

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 also take into account the overall appeal and presentation of the chosen options awarding higher marks in this section for more ambitious manoeuvres. For example, a Cuban Eight should be rewarded in "Choice of Options" with higher marks than a half version of this manoeuvre, a Lazy Eight more than a Wingover, a Sideslip more than an Overshoot, a Touch and Go because it is in effect two manoeuvres.

It is expected that most competitors should score quite highly in this section provide appropriate flying options are chosen. A default mark would be 7 leaving a possible additional 3 marks for manoeuvres of the type listed above. Maximum marks should be awarded to those competitors who best demonstrate all aspects of the prototype's performance envelope.

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 they should deduct 2 marks for each and every manoeuvre that is considered to be so>.

Note:
1. Any model aircraft that flies **a manœuvre** with **two or more** wheels down, whereas the prototype actually featured retractable landing gear, the ~~total flight~~ score shall be reduced by **two points on that manœuvre, if one wheel is down the score shall be reduced by one point or if one or more wheels are only sagging during manœuvre, the score shall be reduced with one half or one point depending on the seriousness of the sagging .**
2. If the pilot of the prototype is visible from the front or from the side during flight, a dummy pilot of scale size and shape shall be equally visible during flight in the model aircraft. If such a pilot is not fitted, the total flight score shall be reduced by 10%.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) United Kingdom - Amend as follows:

Speed of the model aircraft K = 4
This should be ~~an~~ **a subjective** assessment of the scale speed of the model aircraft, ~~calculated from~~ **based on** the speed of the full size aircraft (as indicated on the score sheet and documentation) ~~divided by the scale of the model aircraft~~ **judged as if it were performing a public flying display**. Model aircraft invariably fly faster than scale speed and marks should be deducted accordingly. For example, a model aircraft that appears to be flying at twice scale speed should score no more than half marks, a model aircraft flying at three times scale speed, or faster, should score zero.

Approved by the Plenary Meeting: 25 for, 2 against, 0 abstentions, 8 not voting. Effective 1/1/2005.

iii) Subcommittee

The proposal was withdrawn.

iv) Norway

The proposal was withdrawn.

v) USA

The proposal was withdrawn.

c) 6C.3.7. Optional Demonstrations

i) Subcommittee - Change as follows:

<The selection of optional manoeuvres ~~is dependent upon~~ **should demonstrate** the **fullest possible** capabilities of the aircraft subject type modelled. ~~There are two categories, namely Aerobatics and Non-aerobatics, which are defined as follows:~~

~~Aerobatics – Aircraft designed for aerobatic flight, examples of which are military fighters and fighter-bombers, training aircraft, purpose built aerobatic aircraft and some racing aircraft.~~

~~Non-aerobatics – 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 selection of manoeuvres and the order in which they are to be flown must be shown on the score sheet and given to the judges before each flight. This order must **be** adhered to and any manoeuvre flown out of sequence will score ZERO.

The competitor must be prepared, if required by the judges, to give evidence that the options selected are within the normal capabilities of the aircraft subject type modelled.

~~The following options may only be selected by Non-aerobatic aircraft~~: -

Whilst a competitor may choose any of the optional manoeuvres listed, the following six manoeuvres are intended for aircraft for which the original prototype had little or no aerobatic capability. (See 6C.3.6.11. Realism in Flight / Choice of manoeuvres)

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

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) Subcommittee - Amend as follows:

A. Chandelle:
From a straight and level flight the model aircraft passes the judges and then performs a 1800 climbing turn in a direction away from the judges, resuming straight and level flight on the opposite heading. The rate of climb should be commensurate with that of the prototype~~. This manoeuvre is for non-aerobatic prototypes only.~~

N Overshoot:
The model aircraft commences by descending from base leg, which may be either curved or straight as required by the pilot. The turn is continued through 90 degrees onto a higher than normal landing approach on low throttle, using flaps if applicable. On reaching the centre of the landing area at a height of approximately 3 metres, power is applied to check the descent. After normal flying speed and attitude are attained the model aircraft climbs straight ahead. The aim of the manoeuvre is to simulate an aborted landing due to a higher than normal landing approach. ~~This option may only be nominated for non-aerobatic aircraft.~~

O Side Slip:
The model aircraft commences the manoeuvre in level flight by reducing power on base leg, and then turns onto a higher than normal final approach that is parallel with the judges' line. As the model aircraft enters the turn it starts a Sideslip by the application of opposite rudder to the direction of turn, achieving a yaw of at least 20º off track. A marked loss of height must be apparent whilst maintaining final approach speed. The aim of the Sideslip, if continued, would be to effect a landing in front of the judges. Before reaching the judges' position however, the Sideslip is corrected, normal flight is resumed and the model aircraft carries out an overshoot from below 5 metres before climbing away. The purpose of this manoeuvre is to demonstrate a marked loss of height on final approach without an excessive build up of speed or the use of flap~~. This manoeuvre may be nominated by all types of model aircraft.~~

R. Flight in Triangular Circuit:
The model aircraft approaches in a straight and level flight to a point directly in front of the judges. It then turns away to track 60º away from the judges' line. It then flies straight and level for a minimum of 150 metres, turns to track parallel with the judges' line, flies a further minimum of 150 metres, then turns to track towards the judges and flies a further minimum of 150 metres to a position above the centre of the landing area, which completes an equilateral triangle (i.e. a triangle with sides of equal length and angles of 60°), before making a final turn to intercept the original entry track~~. This option may only be nominated for non-aerobatic aircraft.~~

S Flight in Rectangular Circuit:
The model aircraft approaches in straight level flight to a point directly in front of the judges. It then continues for a minimum of 75 metres before it turns away to track 90º from the judges' line and flies straight and level for a minimum of 150 metres before turning to track parallel with the judges' line

for a further minimum of 75 metres. It then turns to track directly towards the judges for a minimum of 150 metres, to a point in front of the judges, before completing a final turn to intercept the original entry track. This manoeuvre describes a rectangle over the ground~~. This option may only be nominated for non-aerobatic aircraft.~~

T Flight in a Straight Line at Constant Height (Maximum 6 m):

Model aircraft approaches in straight flight at a constant height not exceeding 6 metres for a minimum distance of 100 metres, then climbs away. This is in effect a low flypast. ~~and may only be nominated for non-aerobatic prototypes.~~

V Lazy Eight

The model aircraft approaches in straight and level flight on a line parallel with the Judges' line. After passing the judges' position a smooth climbing turn is commenced away from the judges. At the apex of the turn the bank should be at least 60º. The nose of the model aircraft then lowers and the bank comes off at the same rate as it went on. The turn is continued beyond 180º to cross in front of the judges with wings level before intercepting and turning on to the reciprocal of the original approach track. This completes half of the figure, which is then repeated in the opposite sense to give the full manoeuvre. Intercepting the original approach track parallel with the judge's line completes the Lazy Eight. A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre. The figure should be symmetrical each side of the judges' position.

This manoeuvre is essentially two Wingovers in opposite directions. ~~, and should be capable of being flown by most aircraft.~~

W Wingover.

The model aircraft approaches in straight and level flight on a line parallel with the Judges' line. After passing the judges' position a smooth climbing turn is commenced away from the judges. At the apex of the turn the bank should be at least 60º. The nose of the model aircraft then lowers and the bank comes off at the same rate as it went on. The turn is continued through 180º to recover straight and level flight at the same height and on a heading opposite to that of the entry.

A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre.

~~This option may only be nominated for non-aerobatic aircraft.~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

NEW ANNEX 6E – COMPETITOR'S DECLARATION FORM

a) Introduce the Competitor's Declaration Form – Subcommittee

The form is at *ANNEX 13*

Delete in the Declaration Form the sentence after <If you wish to use…..>

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

NEW ANNEX 6F – CLASS F4C - NEW FLIGHT AND STATIC SCORE SHEETS

a) ANNEX 6F – Subcommittee and Argentina

The proposal was referred back to the Subcommittee.

NEW ANNEX 6G - SCALE WORLD CUP RULES

a) Establish the Scale World Cup - Subcommittee

The proposal was withdrawn.

6.6. CLASS F4F - PEANUT FORMULA INDOOR FREE FLIGHT SCALE MODELS (Provisional Rules)

a) 6.6.4. Flying Section – United Kingdom. Amend the first two sentences:

~~Each contestant is allowed 4 official flights, with two attempts per flight (an attempt is less than 10 seconds duration).~~
Each competitor is allowed up to 9 official flights. An official flight is counted each time the model is released for a declared flight.
~~The times of the longest 2 flights will be aggregated to form the contestant's flight score.~~ **The times of the longest 2 flights (each rounded down to the nearest second) will be aggregated to form the competitor's flight score.**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) 6.6.5. Appearance Score – United Kingdom. Amend paragraphs as follows:

d) Flying surfaces:
All double ~~covered~~ **surface** 4
Double ~~covered~~ **surface** wing but single ~~covered~~ **surface** tail.. 2
~~Foam..... 2~~
Single surface..... 0
Note: If however the prototype itself was single ~~covered~~ **surface**, then the model should be likewise single ~~covered~~ **surface** and be awarded the full 4 points.

e) Surface Finish:
~~Painted~~ **Authentic** colour 5 - 9
Unpainted colour tissue 4
Unpainted condenser paper 3
Clear Microfilm 0

i) Bonus Points for complexity:
Exposed engine ~~0-5~~ 1
~~Flying wing 8~~
~~Other than rectangular fuselage 5~~
~~More than one functional motor on different thrust lines 5~~

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

VOLUME F5
R.C. ELECTRIC POWERED MODEL AIRCRAFT

SECTION 4C - MODEL AIRCRAFT - F5, ELECTRIC POWERED

Part Five - Technical Regulations for Radio Controlled Contests

a) Reorganize the Volume F5 as follows - Subcommittee:

5.5 Electric Powered Model aircraft
5.5.1. General Rules
5.5.2. Contest Rules
5.5.3. F5A, Aerobatics
5.5.4 F5B, Motor Gliders (WCH class)
5.5.5 F5C, Helicopters (Provisional Rules)
5.5.6 F5D, Pylon (WCH class)
5.5.7 F5E, Solar Model Aircraft (Provisional Rules proposed for 2005)
5.5.8 F5F, 10 Cell Motor Gliders (Provisional Rules proposed for 2005 as official rules for juniors)
5.5.9 F5G, Big Gliders (Provisional Rules proposed for 2005)
Annex 5F - F5C Manœuvre Description
Annex 5F3 - F5C Judges' Guide
Annex 5H - Rules for World Cup Events

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

5.5. CATEGORY F5 – Radio Controlled Electric Powered Model Aircraft

a) 5.5.1.3. General Characteristics of RC Electric Powered Model Aircraft F5

i) Subcommittee – Amend as follows in the first paragraph:

The power source shall consist of ~~NiCd or NiMH cells only,~~ **any kind of rechargeable batteries (or secondary cells).** The maximum no load voltage must not exceed 42 volts. In case the voltage is measured, this shall be done at the moment the preparation time for the pilot starts. After the measurement has been taken, the pilot is allowed 5 minutes preparation time as per 5.5.2.4.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Finland

The proposal was withdrawn.

5.5.3 CLASS F5A - ELECTRIC POWERED AEROBATICS MODEL AIRCRAFT

a) 5.5.3.1 General – Subcommittee

The proposal was withdrawn.

b) 5.5.3.2 Organisation of F5A Contests – Subcommittee. Amend as follows:

b) Number of Flights
Competitors will have **at least** two preliminary flights with the same schedule. The top ten on the ranking list after the ~~two~~ preliminary rounds, will fly with a different schedule two final rounds combined with music.
d) Course Layout
The course layout depends on the size of contest site and consists of a box of ~~120 x 120 x 120~~ **150 x 150 x 150** meter maximum and ~~80 x 80 x 80~~ **100 x 100 x 100** meter minimum.
f) Execution Time
The flight must be completed in ~~five (5)~~ **6 minutes** including the 2 minute starting period. If the model aircraft lands after ~~5~~ **6** minutes, 50 points will be deducted from the score. The same penalty is given, if the music is longer than ~~5~~ **6** minutes.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

c) 5.5.3.3 Schedule of manoeuvres – Subcommittee. Amend as follows:

a) Composition of Schedule
Each competitor chooses for his preliminary flights a maximum of ~~7~~ **8** and for the final flight a maximum of ~~10~~ **12** manoeuvres out of the catalogue (5.5.3.4).

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

d) 5.5.3.4 Judging – Subcommittee. Amend as follows:

b) Marking system

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

Principles of judging	**Preliminary flights**		Final flights	
	K max.	Max. points	K max.	Max. points
Precision of each manoeuvre, perfection	25 (max. 8 manoeuvres)	250	50 (max. 12 manoeuvres)	500
Over all impression (incl. turn-around, take-off and landing) display of manoeuvres landing in – or outside of the landing field	~~15~~ **25** (15 without landing gear)	~~**150 (100)**~~ 250 (15)	~~**15**~~ 25 (~~**10**~~ 15 without landing gear)	250 (150)
~~Attractiveness Originality~~	~~10~~	~~100~~	~~10~~	~~100~~
Harmony, rhythm, and gracefulness			25	250
TOTAL	50	500	100	1’000

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

e) 5.5.3.6. Manoeuvres – Subcommittee. Amend as follows:

Up-date the table.

The new table is at *ANNEX 16.*

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

f) 5.5.3.7. F5A Aerobatic Box – Subcommittee

New drawing (*ANNEX 17*)

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

5.5.4. CLASS F5B ELECTRIC POWERED MOTOR GLIDERS

a) 5.5.4.1. Definition

i) Subcommittee – Amend as follows:

a) Definition: This contest is a multi-task event for RC Electric Powered Motor Gliders including two tasks.
1) Distance
2) Duration and landing
These two tasks are executed without interruption in one flight. A minimum of two **- and a maximum of 8 flights** must be flown. **If more than 3 flights are flown, the lowest result of each competitor will be discarded.**

b) Model Aircraft specifications:
Minimum weight **without battery**.....~~2000~~ **900** g
~~Maximum battery weight 1100 g~~
Type of battery..... NiCd or NiMH
Maximum size of cylindrical cells.....24 mm diameter and 45 mm length
Maximum number of cells ~~30~~ ...**16**
Minimum surface.....26,66 dm2
Maximum surface loading 75 g/dm2

~~**Definition of SubC size:**~~
~~**Maximum diameter: 24 mm**~~
~~**Maximum length (including pole): 45 mm**~~

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

ii) Switzerland

The proposal was withdrawn.

iii) Germany

The proposal was withdrawn.

iv) France

The proposal was withdrawn.

v) France

The proposal was withdrawn.

vi) Belgium

The proposal was withdrawn.

vii) Italy

The proposal was withdrawn.

b) 5.5.4.2 Contest Site Layout – Subcommittee.

c) Drawing *(ANNEX 18)*
It was amended as follows: <Base B can be either to the left or right of Base A>.

Unanimously approved by the Plenary Meeting as amended by the F5 Technical Meeting. Effective 1/1/2005.

c) 5.5.4.5. Distance Task

i) Italy

The proposal was withdrawn.

ii) Italy

The proposal was withdrawn.

5.5.6 CLASS F5D ELECTRIC POWERED PYLON RACING MODEL AIRCRAFT

a) 5.5.6. F5D Rules - Subcommittee

Harmonize the rules of the category.
Rules are at *ANNEX 19.*

The following changes were decided:

5.5.6.2 b) Battery
Battery is limited by either weight or number of cells.
Maximum weight: 425g including soldering, insulation, cables and connectors.
Maximum size of cylindrical cells: 24mm diameter and 45mm length.
Maximum number of cells: 7

5.5.6.7. Starting procedure
a) Starting positions in all races will be determined by draw with number 1 position being closest to the number 2 pylon. Model aircraft will be flagged off the starting line at 1 second intervals with timing commencing ~~at the drop of the flag for that particular model aircraft~~ **when the model aircraft crosses the start-finish line.**

5.5.6.9. Scoring
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 ~~starting signal is given to the individual competitor~~ **model aircraft crosses the start-finish line.**

Approved by the Plenary Meeting as amended by the Technical Meeting: 18 for, 2 against, 1 abstention, 15 not voting. Effective 1/1/2005.

b) 5.5.6.2 F5D Technical Specifications - Subcommittee

The proposal was withdrawn.

c) 5.5.6.4. F5D Pylon Racing Course Layout – Subcommittee

Modify some parts of the drawing (*ANNEX 20*)
Amend as follows: <The wind direction in the drawing will be deleted>.

Amended by the Plenary Meeting and unanimously approved. Effective 1/1/2005.

d) 5.5.6.6.3.b. Scoring – France. Amend as follows:

b) <if the competitor fails to complete his flight or is disqualified the score shall be **200>.**

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

5.5.7 F5E Solar Model Aircraft (Provisional Rules)

a) Subcommittee – Define the rules as follows:

Same rules as F5B, except:
5.5.7.1 Model Aircraft specifications:

Power source.....solar cells only
Maximum surface.....75 dm2
Maximum voltage.....42 V
No kind of buffer in the power system may be used.

5.5.7.2 Distance Task
The Distance Task must be completed within 600 seconds from the moment the model aircraft is hand launched.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

5.5.8 CLASS F5F - 10 Cell Motor Gliders (Official Rules for Juniors)

a) Subcommittee – Define the rules as follows:

Same rules as F5B except:
Minimum weight (ready to fly) 1500g
Minimum surface area 36 dm²
Maximum number of cells 10
Maximum size of cylindrical cells: 24 mm diameter and 45 mm length
~~**Size of cells.....1/1 SubC**~~
~~Maximum mass of power source 600g~~
Type of battery..... NiCd or NiMH
Maximum surface loading 75 g/dm2

~~**Definition of SubC size:**~~
~~**Maximum diameter: 24 mm**~~
~~**Maximum length (including pole): 45 mm**~~

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

5.5.9 CLASS F5G Big Electric Powered Motor Gliders (Provisional Rules)

a) Subcommittee – Define the rules as follows:

5.5.9.1 Definition

This contest is a duration and landing event for electric powered semi scale gliders.

5.5.9.2 Model aircraft specifications:
Minimum wingspan.....3.75 m
Maximum weight.....7.5 kg

5.5.9.3 Duration and landing task
a) The duration task consists of 600 seconds gliding time and 30 seconds additional motor run.
b) The duration task starts from the moment the model aircraft is hand launched or started by a rubber catapult and ends with the first touch of the ground.
c) If more than 30 seconds motor run time are used, one point will be deducted for each full second flown in excess of 600 seconds.
d) The competitor has to decide how much and how often he will switch on the motor.
e) Gliding time is cumulative and one point will be awarded for each full second the model aircraft is gliding.
f) Additional points will be awarded for landing; when the model aircraft first touches the ground in one of the three concentric landing circles as follows:
30 m diameter circle.....10 points
20 m diameter circle.....20 points
10 m diameter circle.....30 points
h) No additional points will be awarded if the landing occurs more than 630 seconds after beginning of this task.

Approved by the Plenary Meeting as amended by the Technical Meeting: 22 for, 4 against, 1 abstention, 8 not voting. Effective 1/1/2005.

VOLUME SM – SPACE MODELS

Part Two – Space Models Specifications

a) 2.4. Construction Requirements – Slovakia. Add the following sentence to paragraph 2.4.3.:

<In case of class S1, the smallest body diameter must not be less than 18 mm for at least 75% of the overall length of each stage, including their back sections. No boat-tails or reducers are allowed unless they meet this requirement>.

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

b) 2.4.4. Minimum dimensions – Slovakia. Change minimum dimensions of subclass A:

<Class A: minimum diameter mm 40; minimum overall length 500 mm>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

Part Three – Space Model Engine Standards

a) 3.1. Description – Subcommittee. Add in paragraph 3.1.2. at the beginning of the table:

Event	**Class**	**Total Impulse**	
A/2		**0-1.25 Ns**	**Beginners**

Add at the and of the table:

<**Note: A/2 models shall have 30 mm in diameter and will be 350 mm long. They will be used mainly for teaching and practicing beginners>.**

Unanimously approved by the Plenary Meeting as amended by the Technical Meeting. Effective 1/1/2005.

Part Four – General Rules for International Contests

a) 4.1. World Championship events for Space Models – Slovakia. Change as follows:

1. W.Ch. for Senior classes:
a) altitude models S1B;
b) parachute duration models S3A;

c) boost glider duration models S4A;
d) scale altitude models S5C;
e) streamer duration models S6A;
f) scale S7;
g) rocket glider duration and precision landing models S8E/P;
h) gyrocopter duration models S9A.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

b) 4.7. Radio Controlled Space Models – Slovakia. Add a new sub-paragraph 4.7.4.

<The competitor has to have the ability to fly on at least two frequencies>.

Amended by the Plenary Meeting, and unanimously approved. Effective 1/1/2005.

PART ELEVEN – ROCKET GLIDER DURATION COMPETITION (CLASS S8)

a) 11.3. Disqualifications – Slovenia

Defeated by the Plenary Meeting: 6 for, 6 against, 4 abstentions, 18 not voting.

b) 11.7.2. Specifications – Slovenia.

The proposal was referred back to the Subcommittee.

c) 11.7.5. Organisation of Starts

i) Slovenia - Change the paragraph 11.7.5.2. as follows:

<Each group is entitled to three minutes of preparation time before the starter gives the order to count off the working time>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

ii) USA

The proposal was withdrawn.

iii) Slovakia

The proposal was withdrawn.

iv) Slovenia – Change the paragraph 11.7.5.3. as follows:

<Each group of competitors has 14 minutes of working time to collect transmitters from the official to perform an official flight and return the transmitters to the official. In the case of the working time being exceeded (a delay in returning the transmitter to the official), the competitor will be disqualified for the round>.

Unanimously approved by the Plenary Meeting. Effective 1/1/2005.

v) Slovakia

The proposal was withdrawn.

ANNEX 1 – GUIDE FOR JUDGING SCALE SPACE MODELS

a) USA – Amend the last paragraph <Flight Characteristics>:

The proposal was referred back to the Subcommittee.

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8) WORLD AND CONTINENTAL CHAMPIONSHIPS.

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

2004 World Championships:

F1A, F1B, F1J/F1P Juniors: France (August, 8-14)
F1D Seniors and Juniors: Romania (October, 4-9)
F2A, F2B, F2C, F2D Seniors and Juniors: USA (July, 3-11)
F3J Seniors and Juniors: Canada (August, 2-8)
F4B and F4C: Poland (July 23 - August 1)
F5B and F5D: United Kingdom (August, 9-15)
Space Models Seniors and Juniors: Poland (September, 3-11)

The Control Line Technical Meeting has decided that the present Sporting Code must be applied to the 2004 F2 World Championships in the United States. Therefore five judges, as usual, will be invited: Stefan Kraszewski (Poland), Roger Ladds (United Kingdom), Gary McClellan (USA), Joan McIntyre (Australia), Louis Van den Hout (The Netherlands). **Reserves**: Massimo Semoli (Italy), Matthius Moebius (Germany), Luis Losada (Spain).

2004 Continental Championships

F1A, F1B, F1C: Romania (July 25 – August 1)
F1E Seniors and Juniors: Czech Republic (September, 10-13)
F3A: Portugal (August, 19-29)
F3B: no event
F3C: Germany (August 28 – September 5)
F3D: no event
F3A Asian-Oceanic: Australia (July, 15-24)

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2005	**F1A, F1B, F1C**		**ARGENTINA**
	F1E (Seniors and Juniors)		**SLOVAKIA**
	F3A		**FRANCE**
	F3B		**FINLAND**
	F3C		**SPAIN** (Poland withdrew its bid in favour of Spain)
	F3D		**FRANCE**

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2006	**F1A, F1B, F1P Juniors**		**GERMANY**
	F1D (Seniors and Juniors)		**ROMANIA**
	F2A, F2B, F2C, F2D (Seniors and Juniors)		**SPAIN**
	F3J (Seniors and Juniors)		**SLOVAKIA** (The Slovak delegate asked for a vote earlier than the two-year rule. The President asked if a country planned to host this event. No one objected, then the

			2003 Plenary Meeting unanimously awarded this Championship to Slovakia)
	F4B, F4C		**SWEDEN**
	F5B, F5D		**ROMANIA**
	SPACE MODELS (Seniors and Juniors)		**RUSSIA**

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2007	**F1A, F1B, F1C**	**Offers invited**	
	F1E (Seniors and Juniors)	**Romania (firm)**	
	F3A	**Offers invited**	
	F3B	**Offers invited**	
	F3C	**Poland (firm)** **USA (firm)**	
	F3D	**New Zealand (firm)**	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2008	**F1A, F1B, F1P Juniors**	**Offers invited**	
	F1D (Seniors and Juniors)	**Offers invited**	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	**France (firm)**	
	F3J (Seniors and Juniors)	**South Africa (firm)** **Poland (firm)**	
	F4B, F4C	**South Africa (firm)**	
	F5B, F5D	**Offers invited**	
	SPACE MODELS (Seniors and Juniors)	**Czech Republic (firm)** (Serbia and Montenegro withdrew its firm bid in favour of Czech Republic)	

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2005	**F1A, F1B, F1P Juniors**		**ROMANIA**
	F1D (Seniors and Juniors)		**FRANCE**
	F2A, F2B, F2C, F2D (Seniors and Juniors)	**Offers invited** (At the 2003 November Bureau Meeting, Czech Republic has withdrawn from organizing the event)	
	F3J (Seniors and Juniors)		**CROATIA**
	F4B, F4C		**PORTUGAL**
	F5B, F5D	**Offers invited**	
	SPACE MODELS (Seniors and Juniors)		**ROMANIA**

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2006	**F1A, F1B, F1C**		**UKRAINE**
	F1E (Seniors and Juniors)		**ROMANIA**
	F3A		**SWITZERLAND**
	F3B	**Offers invited**	
	F3C	**Norway (tentative) United Kingdom (tentative)**	
	F3D	**Offers invited**	
	F3A/F3C Asian-Oceanic		**JAPAN**

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2007	**F1A, F1B, F1P Juniors**	**Offers invited**	
	F1D (Seniors and Juniors)	**Offers invited** (Germany withdrew its bid)	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	**Offers invited**	
	F3J (Seniors and Juniors)	**Romania (firm)**	

	F4B, F4C	**Ukraine (firm)**	
	F5B, F5D	**Offers invited**	
	SPACE MODELS (Seniors and Juniors)	**Slovakia (firm)**	

YEAR	**CONTINENTAL CHAMPIONSHIPS**	**BIDS FROM**	**AWARDED TO**
2008	**F1A, F1B, F1C**	**Romania (firm)**	
	F1E (Seniors and Juniors)	**Slovakia (firm)**	
	F3A	**Offers invited**	
	F3B	**Offers invited**	
	F3C	**Offers invited**	
	F3D	**Offers invited**	
	F3A Asian-Oceanic	**Offers invited**	

9) ANY OTHER BUSINESS.

9.1 It was decided to publish on the FAI website (www.fai.org) the rules of the Airsports Promotion Classes, now included in the new Volume F6.

9.2 A splendid and enthusiastic computer presentation was given by Russia for an International Championships for Juniors in F3A which is not only the first junior event in F3A but the first event where juniors and seniors will compete together. The event is scheduled from May 28th to June 2nd, and top level sponsorship has been secured. This is an exciting opportunity to build on the FAI requirements of more exposure of aeromodelling and encouragement of young fliers. The President advised that the event cannot be categorised as a World Championship, but it certainly deserves every success.

9.3 The Switzerland youth camp has been postponed because of construction work and is now scheduled for the end of August 2005. Further information will be released as it becomes available.

9.4 A spin-off from spectacular, media friendly new Model Aicraft events designed to attract the general public and media and generate revenue will be called the FAI Model Aircraft World Masters. Mr Guy Revel, the CIAM Media Consultant, distributed a paper outlining a new class of media-oriented Championships planned to be suitable both for the FAI Centenary (2005) and the WAG. A tentative budget had been drawn up and he had contact with sponsors and advertisers. The Czech Republic had expressed a tentative interest in hosting this event and the President stressed that offers could be made at any time but not later than the 2004 December Bureau meeting.

9.5 Mr Dilly reminded the meeting that in 2003 he had been asked to collect member NACs views on "standards of competence (of flying)". He had now collated the

feedback and was asked to pass it onto the Bureau along with any forms or existing Achievement Schemes so that the idea can be taken forward.

10) NEXT CIAM MEETINGS.

These are the dates of the next CIAM meetings, to be held in Lausanne:
Bureau Meeting: 3rd and 4th December 2004
Bureau Meeting 17th March 2005
Plenary Meeting 18th and 19th March 2005

The President closed the Meeting at 16.55 hours.

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ANNEXES TO THE MINUTES OF THE 2004 PLENARY MEETING

Annex 1	**FAI Code of Ethics**
Annex 2	**2003 World Championship Reports**
Annex 3	**2003 Subcommittee and CIAM Technical Secretary Reports**
Annex 4	**2003 World Cup Reports**
Annex 5	**2003 Trophy Report**
Annex 8-8A	**F2B, Switzerland – Class F2B, Technical details**
Annex 10-10A	**F3C, Germany – New Class F3C Freestyle, Rules**
Annex 11	**F4C, Sweden – New manoeuvre Derry Turn**
Annex 12	**F4C, Subcommittee – New Annex 6A, Judges Guide**
Annex 13	**F4B/C, Subcommittee – Annex 6E, Competitor's Declaration Form**
Annex 16	**F5A, Subcommittee – F5A Manoeuvres, table**
Annex 17	**F5A, Subcommittee – F5A Aerobatic Box, new drawing**
Annex 18	**F5B, Subcommittee – F5B Contest Site Layout**
Annex 19	**F5D, Subcommittee – New F5D Rules**
Annex 20	**F5D, Subcommittee – F5D Pylon Racing Course Layout**