CIAM PLENARY MEETING - MARCH 2002

LIST OF PROPOSALS NOT INCLUDED IN THE AGENDA FOR DISCUSSION IN THE RELEVANT SUBCOMMITTEES

VOLUME F1 – FREE FLIGHT

3.2.8. Classification - USA

Change paragraph 3.2.8.c. to read:
<The organiser will establish a 10 minute period during which all competitors must launch their model. Within these 10 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for reasons stated in paragraph 3.2.5. Starting positions will be decided by a draw for each fly-off. Competitors may wind their models in advance of the start of the 10 minute period>.

Reason: F1B flyers are penalized in fly-off situations. They don't really get 10 minutes to fly-off.

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

Add after the second line:
<No reductors whatsoever are allowed, the motor(s) shall drive directly the propeller(s)>.

Reason: Too high performance with reductors. During 2001 World Champs, and previous Canada World Cup contest, it became evident that F1C models fitted with reductors climb as high in 5 sec. motor run as models without reductors used to climb with a 7sec. motor run. The reduction in motor run duration intended to reduce the number of participants to a fly-off becomes ineffective.
Looking at the results of 2001 World Championships one can see that already many countries have incomplete teams, i.e. no F1C team or incomplete F1C team. If nothing is done the number of countries participating in F1C will further decrease due to cost and complexity of models fitted with gear reductors.
The cost and dangerousity of current F1C models is a real concern.
It is probably time to consider the replacement of current F1C rules by F1J flown with straight fuel, 7 seconds motor run and 3 minutes maximum flight duration (To be applied: January 2005).

VOLUME F4 – FLYING SCALE MODEL AIRCRAFT

1.2. General Characteristics of Model Aircraft – Scale Subcommittee. Change as follows:

Maximum surface area: ~~500 dm²~~ **800 dm²**

Reason: 500 dm² is to little for a 25 Kg triplane and we need to allow every 25 Kg model aircraft to be legal within the CIAM limits (Plenary 2004).

6.1.4 Judges - United Kingdom

Amend as follows:

<The organiser of a Scale C/L World or Continental Championship (F4B) shall appoint five judges, of whom three will be nominated to do the static judging, but all five will judge the flying once static judging is complete.
The organiser of Scale R/C World or Continental Championship (F4C) shall appoint three judges to do static judging, plus a separate panel of five to judge the flying.
At other international flying Scale competitions, panels of three judges may be used for both flying and static.
If there are more than ~~60~~ **40** competitors in a World or Continental Championship, the organiser may use two separate panels for static judging. ~~**If there are more than 40 competitors the organisers are encouraged to use two separate panels for static judging.**~~ Each panel will 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 to 6.1.10 6.)
In the case of World and Continental Championships, the flight and static judges panels shall contain at least one member of the Scale CIAM sub-committee. The CIAM Bureau must approve the two panels of judges prior to the World or Continental Championships.
The static judges must have a common language.

Reason: Clarification. Changes to this section have been retrospectively inserted into the 2001 Sporting Code. This amendment bypassed the established process for rule changes as it did not appear on a Plenary Agenda nor was it voted upon. The resulting poor wording creates ambiguity and actually states the opposite of what was intended concerning the use of judges of the same nationality. This proposal rectifies these anomalies (Plenary 2004).

6.2.1. General Characteristics - United Kingdom

Delete specifications for surface area and loading

~~**Maximum surface area: 150 dm2**~~

Maximum weight: The weight of the complete model in flying condition without fuel, but including any dummy pilot, shall not exceed 6 kg (except a model of a prototype using more than one motor which shall not exceed 7 kg).

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

Motive Power:
a) Rocket or pulse jets may not be used.
b) The maximum thrust for a turbine motor shall be 10 kg.
c) Electric motors: maximum no load voltage of power source: 42 volts.

Reason: To comply with changes made to F4C either now proposed or already implemented (Plenary 2004).

6.2.1. General Characteristics - Scale Subcommittee

Maximum thrust for a turbine motor shall be:
Mark with subsection b)
Delete: ~~10 Kg~~ replace by 6 Kg

Reason: Models of modern jet fighters needs to have a power to weight ratio as close to 1:1 as possible, but not above this ratio for safety (Plenary 2004).

6.2.7. Optional Demonstrations - Scale Subcommittee

Change para 6.2.7. first chapter and add after:
<..... 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>.**

Reason: This is to ban purely mechanical manoeuvres to be performed in flight without any flying skill demands except for straight and level flight doing nothing else (Plenary 2004).

6.3.1. Class F4C General Characteristics - Scale Subcommittee

Change maximum surface area:

Delete: ~~250 dm²~~ and replace by 600 dm²

Reason: 250 dm² is to little for a 15 Kg triplane and we need to allow every 15 Kg model aircraft to be legal within the Scale rules (Plenary 2004).

6.3.1.b. Class F4C General Characteristics – Scale Subcommittee

Maximum thrust for a turbine motor shall be:

Delete: ~~10 Kg~~ and replace by 15 Kg

Reason: Models of modern jet fighters needs to have a power to weight ratio as close to 1:1 as possible (Plenary 2004).

6.3.1. General Characteristics - United Kingdom

Delete surface area requirement:

~~**Maximum surface area: 250 dm2**~~
Maximum weight of the complete model without fuel in flying condition including any dummy pilot: 12 kg
Models using electric motors as a power source shall be weighed without batteries used for those motors.

Motive Power:
a) Rocket or pulse jet engines may not be used.
b) The maximum thrust for a turbine motor shall be 10 kg.
c) Electric motors: maximum no load voltage of power source: 42 volts.

Reasons:
1. The 250 dm2 requirement was an increase from the previous 150 dm2 and was introduced several years ago when maximum weights went from 6kg to 7kg. It is now hopelessly out of date in relation to present maximum weight specifications.
2. The FAI criteria for a maximum surface area specification have no logical application to Scale model design or choice of subject and unduly penalise multi wing configurations.
3. Other benchmark specifications such as engine capacity and wing loading criteria have already been deleted from scale characteristics as they have no logical significance to this class.

Subject to ratification of the above F4C proposal, delete also surface area requirement for F4B see subsequent proposal.(The maximum loading criteria has already been abolished in F4C).
Referred to the Plenary 2004,

6.3.1. General Characteristics – USA

Change paragraph 6.3.1.c:

Maximum no load voltage of power source.....42 volts
Raise the 42volt limit to 75 volts.

Reason: There are no laws or arguments which support the 42v limit for RC scale models. Europe has reportedly adopted the IEC limit of 75VDC. The maximum DC voltage at which the hand can let go of the conductor is 104VDC. ("Practical Electrical Safety"' Marcel Dekker). There are many every day household exposures to the dangers of far higher voltages which are quite legal in all countries. The 42volt limit unduly restricts 15kg single-engine scale models.

Specify that battery voltage limit is based on cell "rated" voltage; e.g. 1.2 volts for NiCad and NiMH cells.

Reason: F4C rules do not specify how battery voltage is determined, making the rule subject to interpretation. Fully charged re-chargeable batteries soon revert to rated voltage.

Specify that a model may have only one battery per motor and that batteries may not be interconnected to exceed the 75volt limit.

Reason: Present wording states "motors" (plural) and "power source" (singular) which may be interpreted to restrict multi-motor models to a single battery. While multi-motor models may have several batteries (one per motor), it should be specified that these batteries may not be interconnected by any means if the result exceeds the 75 volt limit. Referred to Plenary 2004.