

Report of 2001 Activities Technical Secretary

The year 2001 revealed a significant increase in record activity over the previous few years. In most part, this can be accounted for by the increase in record classifications, most notable in free flight. Some of the indoor categories saw a specific record change several times during the year.

Very early on, some confusion was generated regarding the change from the old numbering system to that which is now in place. In some cases, it was obvious that record applications were prepared using Sporting Code editions prior to 2001 for reference. Additional delays and some confusion developed as a result of original copies being sent directly to the Technical Secretary rather than FAI Headquarters. Problems with postal deliveries also caused some problems. These issues have been resolved.

The major changes made regarding the creation of the Sporting Code and its availability in an electronic format appear to be working satisfactorily. Rather than using the entire, very large, many page document, individuals are inclined to utilize only the volumes they require. It is important, however, that we continue to urge individuals to always include Volume ABR along with a category volume to ensure having the necessary general items.

It is true, that as we prepared the amendments to update the Sporting Code for 2002, we developed some format issues that must be resolved. These include the means of indicating changes, a clear explanation of voting and effective dates for future changes in each volume. In addition, some confusion was encountered regarding the means to be used by FAI Headquarters to determine that volume changes were confirmed and ready for presentation on the web site. These issues are minor and will be resolved quickly.

One organizational element that needs to be addressed is that of the frequency of Technical meetings. With the establishment of staggered voting cycles, the need for holding technical meetings each year in every category becomes an issue. More definitive discussion on this matter seems appropriate.

There are several Volume ABR proposals on the agenda for consideration at the 2002 Plenary meeting. These involve so called "housekeeping" items designed to bring together in one section, informational parts of the Sporting Code which address the same subject. Additionally, there are minor additions to clarify sections. An example would be the several proposals concerning fees for individuals fulfilling multiple roles during Championships.

The Technical Secretary appreciates the excellent cooperation exhibited within the team consisting of Headquarters staff, Bureau members and Sub Committee Chairmen. May we look forward to continued harmony in 2002.

Respectfully submitted,

Bob Underwood, Technical Secretary

CIAM FREE FLIGHT SUBCOMMITTEE REPORT 2001-02

The subcommittee was established with 18 members, with this increased to 20 when two additional members were appointed later in the year. Two major circulars have been distributed but the majority of activity has been carried out by direct email exchange via the ciam-f1 list. A meeting had been planned for the World Championships at Lost Hills in October 2001 but this proved not to be possible in view of the dispersed lodging arrangements and lack of a central meeting room.

One item was referred to the subcommittee by the 2001 Plenary meeting. This concerned the Ukraine proposal for compulsory foreign timekeepers. This was rejected by the subcommittee, the reasons including the undue impact on small teams travelling a long distance and the difficulty of taking action against teams which did not fully comply with the rule.

An item which arose again during the year, having been discussed also last year, was the question of geared motors in F1C and the more general question of the future of the power classes and events for junior power championships. A number of vocal advocates have canvassed for the banning of gears but the results at the World Championships again failed to confirm a clear superiority of geared models. A majority view of the subcommittee would appear to be that there is no justification for extreme action in advance of the end of the current rule freeze, but during that period we should work towards defining possible alternative power specifications for application from 2006. Potential rules have already been circulated but the basic questions need answering first – how fundamental a change is to be made (including should it allow continued use of current models in any form), and how attractive can it be made for people currently not flying power.

Ian Kaynes

F2 Subcommittee report: Bureau meeting March 2002

There are 30 members on the current F2 subcommittee.

The F2 Subcommittee now communicates almost exclusively by email. The original F2 information web site created and maintained by Goran Olsson is used increasingly. A new control line racing site has been created by Brian Fairey, the Canadian member. This has a high volume of communication traffic from all levels of flyers and has spawned ancillary sites for historical information on the sport and for a 'vault' of plans of contemporary and historical control line racing aeromodels.

The F2 European Championship in Spain was a success. Unfortunately, there were two incidents, which marred the otherwise smoothly operated competition. One involved an altercation between a member of the French team and the local representatives. This was handled well locally and was to be further

The newly circulated F2B Judges Guide has been further revised. The F2B working group has undertaken a complete revision of the code. Standardization still appears to be lacking, with an apparent lack of communication and understanding between pilots and judges as to what constitutes a high scoring pattern. The other serious problem is the number of competitors at the WC and the bng day of judging necessary to accommodate the number. As it stands, the organization cannot reasonably assume a fair and consistent level of judging throughout the long days necessary. The current format is unfair to both the judges and the competitors. Discussion is ongoing and will continue until appropriate solutions are found.

The current F2 code has been checked by appropriate experts on the subcommittee and is posted. There are still some revisions necessary to bring all of the parts into a coherent whole. The chair is grateful to those who spent time and effort in this work. Despite the large number of members, it is still a small and dedicated group that undertakes the majority of the work of the committee.

A problem with the records section of the code was discovered in the speed category. Mr. Eisner of the UK has previously held the absolute record for the 2.5cc displacement class and increased the record this past year. There was confusion between the absolute and competition records in the category, which has been addressed. It will be clarified at the current meeting.

L. Jackson, chair F2 Subcommittee

Report of the RC Soaring (F3B/F3J) Subcommittee Activities from April to November 2001

The RC Soaring Subcommittee has 16 members.

Activity in F3B

The 13th F3B World Championship at Chrudim (CZE) ran successfully. A technical meeting had to be held during this Championship. The meeting was cancelled because flying continued to the late evening and there are no urgent problems with rules in this class since the next possibility for rule change is only 2006. During the Championship a discussion with the representative of Contest Eurotour organization took place. As a result, the Memorandum of Understanding was signed. The F3B World Cup was limited to one only contest this year. The second possible event did not happen to be in the CIAM FAI Sporting Calendar. The organisers intended to include this contest into the WCup series, but a mistake of the NAC hindered their effort.

Activity in F3J

The European Championship at Holie (SVK) was successful too. In general, there were problems with the safety rules this year. Some organizers, particularly in Germany refused to apply the rules accepted at the last CIAM FAI plenary meeting objecting that the new rules are more dangerous than the old one. Nevertheless at the European Championship, the new rules were applied without any problem except some discussion at the first IM meeting. It is the task for the near future to find a safety arrangement acceptable for all competitors and organisers.

There were five contests enlisted into the F3J World Cup. Unfortunately, only three organisers delivered the results to the WCup coordinator.

Prague, 23rd November 2002

Tomas Bartovsky
Chairman, RC Soaring Subcommittee

Report from the Scale Subcommittee 2001-2002

The Subcommittee work during 2001 has mostly been done by the mail and Email combination as most of the subcommittee members now have got themselves E-mail. But we certainly do not exclude people without E-mail, so the combination E-mail – Snail Mail works well and saves great on postage.

The Subcommittee now has 26 members from all over the world, and even if Argentina did not have anybody on the list for CIAM Expert in Scale, I have through the help of the Argentinean Model Association's President, Mr. Iehle got a member from that country also.

The main work has been, first to circulate the Scale minutes from the plenary meeting to all members of the subcommittee, as they usually do not get a copy from their national body. Then there have been two circular letters and a questionnaire sent out regarding the new Sporting Code and corrections made there. The answers from this questionnaire make out the basis for the Subcommittee's agenda proposals for the 2002 plenary meeting.

We have now a 12 Kg weight limit in force and have already accepted increase in the weight of the models in F4C up to 15 Kg from the next Sporting Code in 2005, and hopefully this will be the weight limit for the foreseeable future. The Subcommittee would like to freeze the new weight limit for the 10 coming years to ensure stability, but are uncertain if the rules allow this approach.

At the European Championship in Poland we had a well attended technical meeting with both the Subcommittee members present at the Championship and interested competitors and team managers. The Subcommittee Chairman had given out a copy of the circular letter sent to the Subcommittee to everyone interested and this was the basis for the discussion. Please see a separate report from that technical meeting.

Most of the proposed changes to the Sporting Code for the 2002 Plenary meeting are in trying to tidy up and get the relevant parts of the Code to read the same.

Narve L. Jensen
Chairman
CIAM Scale Subcommittee

CIAM F5 Electric Flight Subcommittee

2002 Annual Report

The CIAM Meeting of March 2001 followed the recommendation of the subcommittee for the authorization of the use nickel-metal-hydrid cells (NiMh), as an alternative to nickel cadmium cells. I think this is a very important step for the future of electric flight throughout the world. NiMh-batteries are completely free of heavy metal. With this new rule, we can eliminate the last argument against electric flight.

There were no continental championships in the past year: competitors had enough time to build and fly F5B-glidlers with the new specifications – particularly the change to a minimum weight of 2 Kg. The model aircraft became a little larger and most are using flaps mixed with ailerons. The working time for the distance task is now 200 seconds. An accurate performance comparison of laps flown in the years preceding the new rules is not possible.

At the pylon racing world cup event, we used again the new flying site layout with all officials outside of the racing course. We are pleased with these safety improvements and we can confirm that it is easier for pylon judges to follow the models in flight, with improved accuracy.

With the new aerobatic rules we saw that it is not easy, after 20 years of following more or less the F3A rules to introduce now a very new concept for this category. But when we can see the trends of freestyle aerobatic, 3-D flying and artistic aerobatic I'm sure that we found a very fine compromise for electric aerobatic modelaircrafts. The small box demands extreme light and slow flying aircraft as most of famous funflyers.

At the World Cup 2001 we had total 69 competitors of 10 countries as mentioned in the special report of Electric Flight World Cup 2001. The F5 subcommittee consists of 9 members. The only meeting we had in 2001 was the technical meeting in March. World Championships 2002 will be organized in Switzerland and I hope to have a lot of interesting competitions and unforgettable great international friendships.

**ANNUAL REPORT OF THE CIAM SPACE MODELS SUBCOMMITTEE
FOR THE YEAR 2001**

By Srdjan D. Pelagic
Space Models S/C Chairman

Space Models Subcommittee (SM S/C) consisted of 17 members, all from different countries. SM S/C has convened on 6 September 2001 in Ankara, Turkey (were present representatives from 11 countries). There were the following items on the Agenda: analysis of 8th European Spacemodelling Championships, a preliminary report on World Cup contests in 2001, preliminary calculations of Space Models International Ranking (SMIR), draft of FAI Sporting Calendar 2002-space Models, first experiences with the new FAI Sporting Code part 4 Vol. SM issue (Jan. 1, 2002), information on the SAPPHIRE SM Developing program. There were 22 preliminary requests for registration for World Cup contests in 2002, including two cups in Texas (USA), first "overseas" World Cups. The intention of SM S/C is to have first WCup contests in Asia in 2003.

E-mail communications and WEB-site presentations proved as the best way for exchange of spacemodelling information. Letters, fax messages and phone calls were used very rarely. Circular letters were mostly short and addressed to several e-mail lists. Two of them were provided by FAI Office: <ciam-smisc @ fai.org> for Space Models members and <ciam-space @ fai.org> for general spacemodelling communications. In addition to that a separate list was established for World Cup organizers communication. More than 1500 messages were sent out and received by SM S/C chairman's mailbox to/from more than 100 e-mail addresses in 25 countries.

The competition season 2001 was very successful – 8th European Championships and 13 world Cup contests backed by several events at Open International-non World cup level (S1B, S3B etc) in 11 countries were completed with a permanent increase of number of competitors (S4B-114, S6B-228, S7-77, S8E/P-112 and S9B-81). There were 612 entrants in 5 World Cup classes from 20 countries. Only two contests in Macedonia were cancelled for safety reasons. Here are more details:

1. The 8th European Spacemodelling Championships was organized from 1-8 September in Ankara/ Golbashy (Turkey) by THK – Turkish Aeronautical Association in senior and junior classification. Participated 11 countries. Competed 148 competitors in junior and 138 competitors in 7 classes in senior and 8 classes in junior classification. Accommodation, food and local transportation were good, but schedule and time-keeping and altitude measurements suffered from inexperience of the organizers.
2. There were held 13 World Cup contests in 11 countries. New contests were held in Liepaja (LAT) and Bucharest (ROM) and Victory Cup in Ankara (Turkey) was recovered. Most of the contests were very good organized. Long delays in scoring list distribution by several organizers shaded a little a general good impression, but it must be improved next year.
3. There were surmounted two world records: Zivan Josipovic (YUG) in S6B and Zoran Katanic (YUG) in S9B. Record attempts were very attractive to the public and media, so spacemodellers from all countries should continue their efforts in surmounting world records.
4. The SAPPHIRE Space Models Developing Program completed five years of its activities in three work groups WG1- Rules (group leader S. Pelagic – YUG), WG-2 Aerodynamic, Ballistic and Ground Facilities (group leader Dr. G. Gregorek – USA) and WG3 - Space Models Engines (group leader Ing. M. Jelinek - SVK). It proved its necessity during the rules changes period. Next year the concept of the program and WGs will be refreshed with new tasks and new WG members.
5. Altitude classes S1B, S5B, and S5C flown pretty successfully in 8th EuSMch in Turkey showed if the tracking teams get more experience altitude classes will become popular again in next championships.
6. Current World cup results were published several times during the competition season and gave more dynamic and interest to competitions.
7. During the year 2001 were flown 9 different classes with 898 entrants (including competitors from EuSMCh in Turkey) from 20 countries. One competitor from Azerbaijan competed for the first time in World Cup contests. Based on all these scores was established Space Models International Ranking (SMIR) list 2001 (similar to ATP list in tennis)

Space Models S/C shall continue to work in six directions:

1. to continue spacemodelling promotion as a sporting activity, in order to get support by sporting organizations in different countries
2. to develop more sophisticated & attractive models (especially in S7, S8 and S9 classes)
3. to make spacemodelling world-wide known, by spreading world cup contests, continental and world championships to all continents
4. to establish an international spacemodelling teaching program for competitors, SM instructors and judges
5. to improve contest organization and judging
6. to publish a glossary SM terms and comparative multilingual SM dictionary to ease international communication.

Novi Sad (Yugoslavia), 12 Nov. 2001

Srdjan D. Pelagic, dipl.ing.
CIAM Space Models S/C Chairman



REPORT OF THE CIAM F3A SUB-COMMITTEE FOR 2001

Report submitted by Bob Skinner, F3A R/C Aerobatics sub-committee chairman

The F3A sub-committee currently has 30 members, all of them contactable via e-mail. Even though this method speeds up communication, there is still a lack of response from some sub-committee members. It is envisaged that this number will be trimmed before the 2002 Plenary meeting, depending on replies, and the submission of candidates' names by their NAC's. Three circulars were issued during the year to the sub-committee members, and one to the judging corps of the 2001 world championships. A lot of constructive comment was generated.

The F3A rules are basically in good shape, but small changes will be made in the next few years to tidy up the Sporting Code. New manoeuvre schedules have been proposed for the years 2004 to 2007., and a proposal has been generated to update the Judges' Guide.

A very successful world championship took place in Ireland and the result was a good reflection of the current good health of the F3A class. The judging standard was high, and an analysis of the results indicated no reason for censure of any judges. This event had the largest entry yet to an F3A world championship, and bodes well for future growth. A well-attended sub-committee meeting was held during the event.

An excellent scoring programme has been developed by David Power (Ireland) and it includes a thorough judges' analysis which detects incompetence, inaccuracy and bias. It is hoped that the existence of such an analysis programme and its use will create a positive awareness with judges, in addition to being a valuable training tool. The sub-committee developed an MS Powerpoint presentation as an aid to training new judges, and to educate existing judges. This is available on CD and as a zipped (packed) file.

Plans are being formulated to present two international judging schools – one prior to the 2002 European Championship in Spain, and one prior to the Asian/Oceanic championships in Beijing, China.

Bob Skinner
CIAM F3A R/C Aerobatics sub-committee chairman
November 2001



CIAM - F3C SUBCOMMITTEE

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Year 2001 Report

The F3C R/C Helicopter Subcommittee (S/C) has 24 members and 20 members have email addresses listed on the FAI web site.

Several circular letters were distributed to the S/C during the year with the main effort going toward refining the new F3C Program for the 2002 FAI Sporting Code. Additional correspondence was exchanged focusing on the 2001 F3C World Championships in the USA and the 2002 F3C European Championships in Romania. The chairman went on a fact finding trip to Romania and reported on his findings at the end of August.

An FAI Jury report for the 2001 F3C World Championships was submitted to FAI headquarters in October. A new version of the F3C rules for the 2002 FAI Sporting Code was submitted as a draft at the end of October. It was posted in the private section of the web site awaiting approval by the CIAM Bureau. The last correction took place early in December with the expectation of the rules becoming effective on 1. January 2002.

Horace Hagen
Chairman

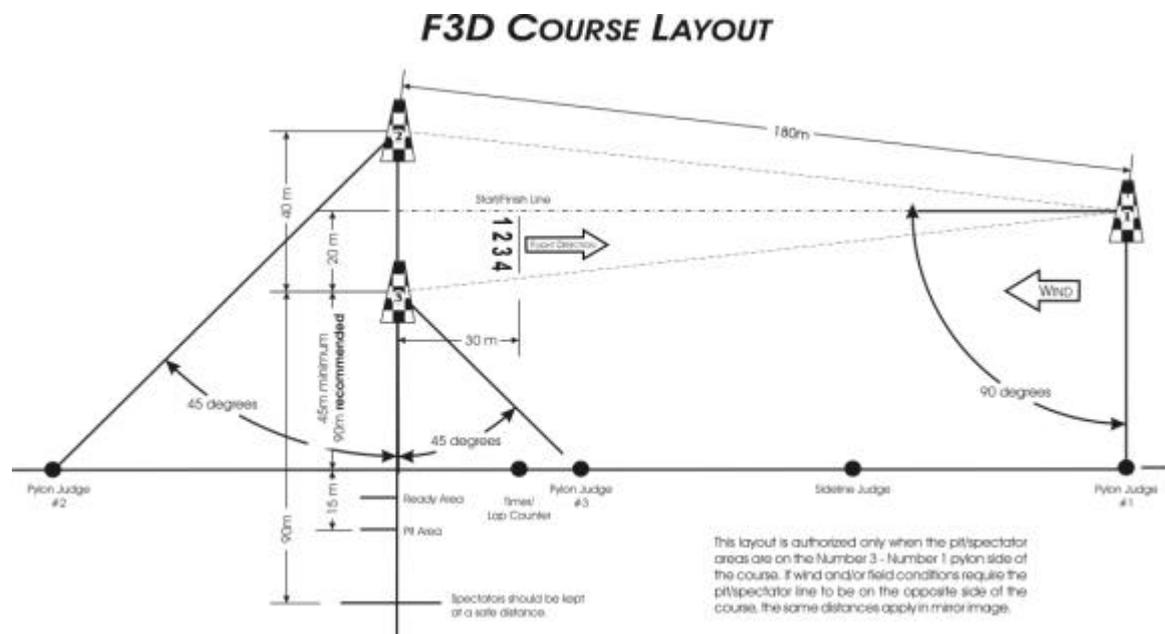
F3D Subcommittee Report

Bob Brown, F3D S/C Chairman

The year 2001 has been very positive for the F3D Subcommittee. The World Championship in Bundaberg, Australia was a spectacular showing of camaraderie and enthusiasm from competitors throughout the world. Individual winners from Australia and team winners from Sweden illustrate that this is a worldwide event. The off course judging system was met with mixed opinions. After using this system in worldwide events a very high percentage of the participants agree that off course judging was a positive move in the interest of safety.

The F3D community has entered the world of online communication. Two forums have been established on the web. One forum allows for communication between all members of the F3D Community. The second forum allows for private communication between members of the F3D Subcommittee. Since not every member of the Subcommittee participates, one must assume that it may take some time to accommodate all those interested. Within the upcoming year, this method of communication should become a necessity.

The misunderstandings created by the introduction of the off course judging system appear to be rectified by the recognition of the following drawing. After attempting to communicate with all members of the CIAM Bureau, those involved with the communications approved the following drawing. This drawing was disseminated at the World Championship and to various members of the Subcommittee. The concept of this drawing has been utilized positively in several countries. No additional problems are expected.



The questions generated by the competitors and organizers of the World Championship pertaining to entry fees have resulted in a rule proposal addition for rule 5.3.1. The competitors are in 100% agreement that pylon competition is a team event. Due to economic restrictions, it is necessary that these competitors must be allowed to compete as teams as they desire. As long as the FAI desires increased participation, the desires of the competitor must be understood. We have run this event for several decades under this premise, why create dissension now? The CIAM

Bureau should consider that F3D requires the involvement of a large number of judges. To provide satisfactory financial results for the organizer of an F3D World Championship, the maximum allowable entry fee should be increased.

Increased positive F3D/FAI activity is also illustrated by the inclusion of an F3D Euro Cup event. Several European organizers are interested in hosting this event. It is hoped that the CIAM will approve this addition to the FAI calendar.

Respectfully submitted,

Bob Brown, F3D Subcommittee Chairman

Minutes of CIAM Information/Education Meeting

Meeting was held on March 20, 2002 commencing at 13:30

Chairman Brown called the meeting to order, with the following in attendance:

Dave Brown*	USA Delegate	Committee Chairman
Mike Colling*	UK Observer	Committee member
Joe Dible	Ireland Delegate	
Martin Dilly*	New Zealand Delegate	Committee member
Graham Lynn	UK Observer	
Dr Gordon Schimmel	USA Observer	Program presentation

The committee consists of the above identified members (*), and Mr Gerhardt Wobbering, German Delegate

After a short review, the committee decided not to make any recommendations regarding the Bureau Proposals.

Chairman Brown presented the CD version of the Education Resource File, which was developed by Mike Colling. Approx. 75 copies will be available for Delegates, and some other interested parties during the Plenary Meeting. This project was done without cost to the CIAM, and all members of CIAM are requested to review any program they may have included in this file for updating, and those who, perhaps do not have a program included, are requested to consider contributing theirs to this resource, for all to share. If enough changes/additions warrant it, the disk will be updated for next year.

A discussion was held on the subject of how we present Championships to the Public. It was agreed that the use of the "F" class designations, alone, in public announcements was counterproductive, and we need to develop some terminology, and guidelines for terminology, which are more descriptive of our championships as an example, an "F3A World Championships" means almost nothing to the general public, while "Radio Controlled Aerobatic Championships for Model Aircraft" would tell the general public that it is a model aircraft competition, at least. The committee will work on proposed language to be proposed for use.

The Committee will develop an Oath for Competitors, and Officials, similar to the Olympic Oath, to be used as a part of opening ceremonies. It is thought this will add to the ceremonial appeal of our sport. It was noted that the Opening, and Closing Ceremonies draw the largest media attention, and the largest audience of all the parts of the Olympics, and that we need to do more in this area.

The remainder of the meeting was devoted to a "mini workshop" put on by Dr Gordon Schimmel, on the Education Programs being used very successfully in the USA. This program stressed the use of Model Aircraft as "educational tools", which are intended to enhance standardized testing scores for many subjects, as opposed to "teaching aeromodeling". It was very interesting to see the way the program teaches subjects like history, in addition to the more obvious mathematics, and physics.

The Committee would like to offer our thanks to Dr Schimmel for taking time out of his busy schedule to share his wealth of knowledge with us.

The meeting was adjourned at 15:20.