



*Fédération
Aéronautique
Internationale*

Minutes

Issue 1.1

of the **Plenary Meeting** of the
FAI Aeromodelling Commission

held in **Lausanne, Switzerland**
on **11 & 12 April 2014**

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MINUTES

CIAM PLENARY MEETING 2014

held in the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 11 April and Saturday 12 April 2014, at 09:15

Present:**In the chair: Mr Antonis Papadopoulos (Greece)**

Mr Gerhard Wöbbing (Germany)

Mr Kevin Dodd (Australia)

Mr Andras Ree (Hungary)

Mr Massimo Semoli (Switzerland)

Mrs Jo Halman (United Kingdom)

Mr Ian Kaynes (United Kingdom)

Mr Bengt-Olof Samuelsson (Sweden)

Mr Michael Ramel (Germany)

Mr Tomas Bartovsky (Czech Republic)

Mr Dag Eckhoff (Norway)

Mr Rob Metkemeijer (Netherlands)

Mr Narve Jensen (Norway)

Mr Emil Giezendanner (Switzerland)

Mr Srdjan Pelagic (Serbia)

Mr Guy Revel (Czech Republic)

President of CIAM1st Vice-President / Delegate /
Education Sub-Committee Chairman

2nd Vice-President / Delegate

3rd Vice-President / Treasurer / Delegate

Secretary

Technical Secretary / Alternate Delegate

F1 Sub-Committee Chairman

F2 Sub-Committee Chairman / Delegate

F3 Aerobatics Sub-Committee Chairman/
Alternate DelegateF3 Soaring Sub-Committee Chairman /
Delegate

F3 Helicopters Sub-Committee Chairman

F3 Pylon Sub-Committee Chairman /
Alternate Delegate

F4 Sub-Committee Chairman / Delegate

F5 Sub-Committee Chairman /
Alternate DelegateSpace Models Sub-Committee Chairman /
Delegate

CIAM Media Consultant

AUSTRIA	Mr Wilhelm KAMP	Delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mrs Paulette HALLEUX	Observer
BRAZIL	Mr Joseph Mary DEVENISH	Delegate
BULGARIA	Mr Sotir LAZARKOV	Delegate
CANADA	Mr Edward SMITH	Delegate
CHINA (People's Republic of)	Mr. Lei WANG	Delegate
CHINESE TAIPEI	Mr Tseng Yuan HUNG	Alternate Delegate
CYPRUS		Proxy to Greece
CZECH REPUBLIC	Mr Navratil MIROSLAV	Alternate Delegate
	Mr Ivan HOREJSI	Sub-Committee member
DENMARK	Mr Regnar PETERSEN	Delegate
FINLAND	Mr Jari VALO	Delegate
FORMER YUGOSLAV REP OF MACEDONIA	Mr Zdravko TODOROSKI	Alternate Delegate

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FRANCE	Mr Bruno DELOR	Delegate
	Mr Jean-Paul PERRET	Alternate Delegate
GERMANY	Mr Johannes EISSING	Sub-Committee member
	Mr Ralf DECKER	Sub-Committee member
GREECE	Mr Constantinos IOANNIDIS	Delegate
IRELAND	Mr Joe DIBLE	Delegate
ITALY	Mr Gianni CESARE	Delegate
	Mr Piermario CAVAGGIONI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
LUXEMBOURG	Mr Ernest MATTIUSI	Delegate
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Wout HEIJNE	Sub-Committee member
NEW ZEALAND	Mr Hans VISSER	Delegate
NORWAY	Mr Tom Erik SORENSEN	Alternate Delegate
PHILIPPINES		Proxy to Germany
POLAND	Mr Marek DOMINIAK	Delegate
PORTUGAL	Mr Emanuel FERNADES	Alternate delegate
ROMANIA	Mr Cringu Alexandru POPA	Delegate
	Mr Marius CONU	Alternate Delegate
RUSSIA	Mr Igor SHILOV	Delegate
SLOVAKIA	Mr Pavol BARBARIC	Delegate
	Mr Zoran PELAGIC	Sub-Committee member
SLOVENIA	Mr Joze CUDEN	Delegate
	Mr Marko LEMUT	Observer
	Mr Jure PECAR	Sub-Committee member
	Mr Pavel PRHAVC	Observer
SOUTH AFRICA (Republic of)	Mr Johan EHLERS	Delegate
SPAIN	Mr Carles AYMAT	Delegate
	Miss Esther ROURA	Observer
SWEDEN	Mr Bengt LINDGREN	Alternate Delegate
	Mr Per-Oskar Lennard FINDAHL	Observer
SWITZERLAND	Mr Peter GERMANN	Delegate
TURKEY	Mr Aydin AYDENIZ	Delegate
UKRAINE	Mr Mikhail RYABOKON	Delegate
	Miss Olga MAXYMOVA	Observer
UNITED KINGDOM	Mr Peter HALMAN	Delegate
	Mr Mike COLLING	Sub-Committee member
	Mr Graham KENNEDY	Sub-Committee member
	Mr John JACOMB	Observer
	Mr Mike PROCTOR	Sub-Committee member

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USA	Mr Bob BROWN	Delegate
	Mrs Joanne BROWN	Observer
	Mr William LEE	Sub-Committee member
	Mr John LANGFORD	Sub-Committee member
	Mr Steve NEU	Sub-Committee member
	Mr Chris FANNINGAN	Observer
FAI	Mr Markus HAGGENEY	Sports and Marketing Director
	Mr Visa-Matti LEINIKKI	IT Manager
	Mrs Annick HAUSER p.t.	Assistant Sport Manager
MANUFACTURERS	Mr Martin FALTICKO	Jetimodel
	Mr Stefan MULLER	Weatronic
	Mr Reinhard VALLANT	Weatronic

The FAI IT Manager conducted a roll call of Delegates and Proxies, with the use of the new electronic system and established that there were 39 Delegates including two proxy votes, giving a total voting number of 41 the first day and 37 Delegates including two proxy votes, giving a total voting number of 39 on the second day.

The proxies were:

- Cyprus proxy to Greece
- Philippines proxy to Germany

For a proposal to be approved, a simple majority of the voting Delegates was used according to FAI and CIAM rules.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

The CIAM Secretary explained the duties and information issued to the Delegates.

Forms and information had been distributed for the following purposes:

- For identifying which World Cup winners were in attendance for the World Cup Awards Ceremony.
- For providing the information, as listed in ANNEX A.1a of the FAI Sporting Code, Section 4, Volume ABR, of those countries intending to participate in bids for World and Continental Championships.
- For confirming or notifying which countries intended to bid for World or Continental Championships.
- For organisers to provide the relevant actual or final dates for the 2014 Championships as required by rule B.6.1 Section 4, Volume ABR, Section 4B.

The CIAM Bureau Nomination forms were collected.

2. The following Technical Meetings were held: F1, F2, F3FJ, F4, F5, F6 Working Group, Space Model and Education. The written reports are attached at Annex 9 (a-h).

The Technical Meetings took place in the meeting rooms and in the auditorium of the Mövenpick Hotel.

The Plenary meeting re-convened at 14.00.

3. DECLARATION OF CONFLICTS OF INTEREST

No Delegates declared any potential conflicts of interest to the FAI.

4. PRESENTATION IN MEMORIAM

A minute of silence was observed in memoriam of four important aeromodellers passed away last year: Mr Luciano Compostella, Mr Sandor Kalmar, Mr Bert Metkemeijer, Mr Victor Stamov.

5. MINUTES OF THE APRIL 2013 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2013 BUREAU MEETING

5.1. 2013 April Bureau Meeting

5.1.1. There were no corrections.

5.1.2. The Minutes of the 2013 April Bureau meeting were approved unanimously.

5.1.3. There were no Matters Arising.

5.2. 2013 Plenary Meeting

5.2.1. There were no corrections.

5.2.2. The Minutes of the 2013 Plenary meeting were approved unanimously.

5.2.3. There were no Matters Arising.

5.3. 2013 December Bureau Meeting

5.3.1. There were no corrections

5.3.2. The Minutes of the 2013 December Bureau meeting were approved unanimously.

5.3.3. There were no Matters Arising.

6. MAIN DECISIONS OF THE APRIL 2014 BUREAU MEETING

The Main Decisions of the previous day's Bureau meeting were distributed (Annex 11). There were no comments. The Minutes of the Bureau meeting will be published later after the Plenary Meeting.

The CIAM President informed that a document with additional Bureau proposals was distributed to the Delegates.

7. NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

The nominations took place on the first day, and the voting on the second day, of the Plenary Meeting.

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

7.1. CIAM Officers

President

Mr Antonis Papadopoulos,
Mr Srdjan Pelagic (declined)

1st Vice President

Mr Bruno Delor,
Mr Srdjan Pelagic
Mr Kevin Dodd (declined),
Mr Peter Halman (declined as elected F2 Subcommittee Chairman),
Mr Andras Ree (declined),
Mr Gerhard Wöbbing (declined)

2nd Vice President	Mr Narve Jensen, Mr Srdjan Pelagic, Mr Bruno Delor (declined as elected 1 st VP), Mr Kevin Dodd (declined), Mr Ken Hirose (declined), Mr Wilhelm Kamp (declined),
3rd Vice President	Dr Andras Ree, Mr Robert Herzog, Mr Srdjan Pelagic Mr Marius Conu (not eligible – Alternate Delegate), Mr Narve Jensen (declined as elected 2 nd VP), Mr Wilhelm Kamp (declined),
Secretary	Mr Massimo Semoli
Technical Secretary	Mr Kevin Dodd, Mrs Jo Halman (declined)

7.2. **Subcommittee Chairmen to be elected**

F2 Control Line	Mr Peter Halman, Mr Joseph Mary Devenish Mrs Jo Halman (declined), Mr Derek Heaton (declined), Mr Bengt-Olof Samuelsson (declined)
F4 RC Scale	Mr Graham Kennedy, Mr Narve L Jensen (declined as elected 2 nd VP)
F5 RC Electric	Mr Emil Giezendanner
F7 RC Aerostat	Mr Johannes EISSING, Mr Marcel Prevotat (declined)
S Space Models Education	Mr Srdjan Pelagic Mr Gerhard Wöbbeking

7.3. **Subcommittee Chairmen to be confirmed**

F1 Free Flight	Mr Ian Kaynes, confirmed in post
F3 RC Aerobatics	Mr Michael Ramel, confirmed in post
F3 RC Soaring	Mr Tomas Bartovsky, confirmed in post
F3 RC Helicopter	Mr Dag Eckoff, confirmed in post
F3 RC Pylon Racing	Mr Rob Metkemeijer, confirmed in post

8. **REPORTS**

8.1. **2013 FAI General Conference, by the FAI Sports and Marketing Director, Markus Haggenev.**

- FAI General Conference 2013 : The Minutes were available for consultation on the website at <http://www.fai.org/fai-documents>

A PowerPoint presentation of the report is at Annex 12.

8.2. **CIAM Bureau Report of Activities since the last Plenary Meeting, by CIAM President, Antonis Papadopoulos**

CIAM President, Antonis Papadopoulos, briefly informed the Plenary about the various activities that took place after the 2013 Plenary meeting.

A PowerPoint presentation of the report is at Annex 13.

8.3. 2013 FAI World Championships, Jury Chairmen (ANNEX 2)

- 8.3.1. F1A, F1B, F1C Free Flight Senior. France (August). Ian Kaynes
Written report at Annex 2a.
- 8.3.2. F1E Free Flight Seniors and Juniors. Slovakia (August). Gerhard
Woebbeking
Written report at Annex 2b.
- 8.3.3. F3A R/C Aerobatics Seniors and Juniors. South Africa (August). Michael
Ramel
Written report at Annex 2c.
- 8.3.4. F3B Soaring Seniors and Juniors. Germany (August). Tomas Bartovsky
Written report at Annex 2d.
- 8.3.5. F3CN Helicopters Seniors and Juniors. Poland (July). Dag Eckhoff
Written report at Annex 2e.
- 8.3.6. F3D Pylon Racing Seniors and Juniors. Netherlands (July). Gerhard
Woebbeking
Written report at Annex 2f
- 8.3.7. F3K Soaring Seniors and Juniors. Denmark (July). Tomas Bartovsky
Written report at Annex 2g.
- 8.3.8. F3P R/C Aerobatics Indoor Seniors and Juniors. Germany (February).
Michael Ramel
Written report at Annex 2h.

8.4. 2013 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)

Written report at Annex 3o.

The Technical Secretary had no comments regarding the Sporting Code but wished to expand her report distributed with the agenda as follows:

1. The EDIC pages of the CIAM website are set up and in use. A number of devices have already been authorised for use.
2. She was very pleased to say that the historical and retired world records are now available on the CIAM pages of the FAI website.
3. She was still optimistic that the FAI IT Manager will be able to resolve the order of the CAT II competitions so that they appear in date order and not in reverse date order, as is currently the situation.
4. The 2014 proposal form and the proposal submission guidelines now contain the web address for the automatic submission of proposals process. This should make it easier for NACs and Delegates to submit their proposals in the correct way.
5. Depending on the outcome of some of the ABR proposals today, a revised ABR volume may have to be issued early in May.

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6. She was very sorry to be leaving as CIAM Technical Secretary and she thanked all the Delegates for the trust and confidence they had showed in her and for all the help and support she had been given over her nine years in post.
7. Finally, she wished Mr Dodd the very best of luck as he embarked on his venture as the new Technical Secretary and she assured both the Delegates and Mr Dodd that she will fully support him for as long as is required.

8.5. 2013 Subcommittee Chairmen (ANNEX 3)

- 8.5.1. Free Flight: Ian Kaynes;
Written report at Annex 3a.
- 8.5.2. Control Line: Bengt-Olof Samuelsson;
Written report at Annex 3b.
- 8.5.3. R/C Aerobatics: Michael Ramel;
Written report at Annex 3c.
- 8.5.4. R/C Soaring: Tomas Bartovsky;
Written report at Annex 3d.
- 8.5.5. R/C Helicopters: Dag Eckhoff;
Written report at Annex 3e.
- 8.5.6. R/C Pylon: Rob Metkemeijer;
Written report at Annex 3f.
- 8.5.7. Scale: Narve Jensen;
Written report at Annex 3g.
- 8.5.8. R/C Electric: Emil Giezendanner;
Written report at Annex 3h.
- 8.5.9. Aerostats: Marcel Prevotat.
Written report at Annex 3i.
- 8.5.10. Space Models: Srdjan Pelagic;
Written report at Annex 3j.
- 8.5.11. Education: Gerhard Woebbeking.
Written report at Annex 3k.

8.6. 2013 World Cups, by World Cup Coordinators (ANNEX 4)

- 8.6.1. Free Flight: Ian Kaynes
Written report at Annex 4a.
- 8.6.2. Control Line: Peter Halman
Written report at Annex 4b.
- 8.6.3. F3A R/C Aerobatics: Rob Romijn
Written report at Annex 4c.
- 8.6.4. Thermal Soaring and Duration Gliders: Ralf Decker
Written report at Annex 4d.

- 8.6.5. Space Models: Srdjan Pelagic
Written report at Annex 4e.
- 8.6.6. Radio controlled slope soaring model aircraft: Franz Demmler
Written report at Annex 4f.
- 8.6.7. Radio controlled thermal duration gliders: Erkki Arima
Written report at Annex 4g.
- 8.6.8. Motor Gliders: Emil Giezendanner
Written report at Annex 4h.
- 8.6.9. Euro Cup Radio controlled pylon racing model aircraft: Rob Metkemeijer
Written report at Annex 4i.

8.7. 2013 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

Written report at Annex 5a. The CIAM Secretary reminded the meeting that the new procedure was in place for managing the transfer of each trophy in an easier and reliable way. This procedure must be followed by the championship organisers with the support of the FAI jury.

He also reminded the meeting that the championship organisers must send the list of the awarded trophies together with the results of the championships.

He presented the status of new and re-allocated trophies:

- Trophies Donated after the 2013 Plenary Meeting.

The CIAM Bureau felt that it was important that these trophies be presented at the 2013 Championships and approved the awarding of the three trophies in 2013 ahead of the 2014 Plenary at which it is proposed that they be adopted.

- FAI Junior World Championship For Radio Control Duration Gliders Team Trophy donated by France and Serbia.
- FAI Junior World Championship For Aerobatic Model Aircraft individual “Floating Trophy” donated by South Africa
- FAI European Championship For Control Line Aerobatic Model Aircraft Team trophy “Luciano Compostella” donated by Italy

The Plenary unanimously approved the donations.

- New Trophies for 2014 championships

Five trophies have been donated:

- FAI Junior European Championship For Aerobatic Model Aircraft Individual Trophy “Princess Marie of Liechtenstein” graciously donated by Her Serene Highness Princess Marie of Liechtenstein.
- FAI Senior European Championship For Freestyle Model Helicopters Individual Trophy “Harz-Pokal F3N” donated by Germany.
- FAI Senior World Championship For Radio Control Slope Soaring Gliders Individual Trophy “Kap Arkona” donated by Germany.
- FAI Junior European Championship For Aerobatic Model Helicopters Individual Trophy “Harz-Pokal F3C” donated by Germany.
- FAI Senior World Championships For Space Models Team Multi Categories Trophy “Pelagic Brothers Trophy” donated by Srdjan and Miodrag Pelagic

The Plenary unanimously approved the donations.

- **Existing Re-allocated Trophies**
 - FAI Junior European Championship For Gliders with Automatic Steering Individual Trophy “Rhön-Pokal of 2008” (existing trophy was originally allocated to F1E ECh Individual (senior) which class already had a trophy but which had not been registered).
 - FAI Senior European Championship For Gliders with Automatic Steering Individual Trophy registration and named “EUROPA F1E POKAL AUT 1984” donated by Austrian Aero-Club in 1984
 - FAI World Championships For Stand-Off Scale Model Aircraft Individual Trophy “KLM” (existing trophy for F4B which is now a non-Championship class).
 - FAI World Championships For Stand-Off Scale Model Aircraft Team Trophy “FAI Challenge” (existing trophy for F4B which is now a non-Championship class).

The Plenary unanimously approved the re-allocations.

8.8. Aeromodelling Fund- Budget 2014, by the Treasurer, Andras Ree (ANNEX 3)

There is an updated written report at Annex 3n. The Treasurer explained his report with the aid of a PowerPoint presentation.

The Plenary unanimously approved the 2014 Budget.

8.9. CIAM Flyer, by the Editor, Emil Giezendanner (ANNEX 3m)

Hard copies of the 2013 Annual Compilation of the CIAM Flyer were made available during the meeting for the Delegates to take away with them. The CIAM President, on behalf of the Bureau and all Delegates, thanked Mr Emil Giezendanner for his contribution.

8.10. Airsports Promotion, by Media Consultant, Guy Revel (ANNEX 3)

There is a written report at Annex 3l.

The Media Consultant made a summary of the report.

9. PRESENTATION OF 2013 FAI WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION

The CIAM Secretary presented the status of the 2013 World Championships medals per nation with the aid of a PowerPoint presentation. It was warmly received by the Delegates. It will be placed on the CIAM website and in Annex 10a of these Minutes.

10. PRESENTATION OF 2013 FAI WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2013 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3F, F3K, F3J, F5B, S4A, S6A, S7, S8E/P and S9A.

There were 5 winners who were awarded in person. The list of recipients is in Annex 10b of these Minutes.

There was the first year of the new Scholarship Diploma “Spirit of Flight” and Mr Wöbbing presented Mr Per Findahl the father of the 2015 Scholarship winner Oskar Findahl, with Oskar’s Diploma. He also presented Scholarship Diplomas to the Delegates of the previous Scholarship winners.

11. PLENARY MEETING VOTING PROCEDURE

The CIAM President reminded the meeting about the voting procedure: a simple majority of “in favour” or “against” is sufficient.

The nominations & championship bid voting was electronically conducted.

12. SCHOLARSHIP APPROVAL

Eight candidates submitted applications for the third CIAM scholarship which is worth €2,000. The nomination forms are attached at Annex 8, the Scholarship Report is attached at Annex 3p and the presentation at Annex 10c.

Nominees:

- Bernhard FLIXEDER (Austria)
- Bojan DIMESKY (Former Yugoslav Republic Of Macedonia)
- Oskar FINDAHL (Sweden)
- Fredrik GRINI (Norway)
- Vesna KATANIC (Serbia)
- Mariyana Valentinova SAVOVA (Bulgaria)

The Selection Committee voted to award the fourth CIAM Scholarship to Oskar FINDAHL (Sweden). The Bureau recommended Oskar FINDAHL (Sweden) for the Scholarship and the Delegates at the Plenary meeting approved.

Awarded to: Oskar FINDAHL (Sweden)

13. NOMINATIONS FOR FAI-CIAM MEDALS AND DIPLOMAS (ANNEXES 6 & 10d)

The total voting number was 39, as the proxy vote was not eligible in this process. The voting was electronically acquired.

Alphonse Penaud Diploma

Nominees:

- Christopher CALLOW (Australia)
- Zoran KATANIC (Serbia)
- Ivan TREGGER (Slovakia)
- Dimche VELKOSKI (Former Yugoslav Republic Of Macedonia)

The meeting was in agreement that this diploma should be awarded, and after one rounds of voting, the diploma was

Awarded to: Christopher CALLOW (Australia)

Andrei Tupolev Diploma

No Candidates.

Antonov Diploma

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Milan JELINEK (Slovakia)

Frank Ehling Diploma

Nominees:

- Nikola BOROVIAC (Serbia)
- Bogdan WIERZBA (Poland)

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Bogdan WIERZBA (Poland)

cont/...

Andrei Tupolev Medal

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to:

Emil BROBERG (Sweden)

FAI Aeromodelling Gold Medal

Nominees:

Pierre PIGNOT (France)

Emanuel SANTOS FERNANDES (Portugal)

Bengt-Olof Samuelsson (Sweden)

Miroslav SULC (Slovakia)

Bogdan WIERZBA (Poland)

The meeting was in agreement that this medal should be awarded, and after three rounds of voting, the medal was

Awarded to:

Pierre PIGNOT (France)

14. OPEN FORUM

After the success of last year's OPEN FORUM session, the CIAM Bureau decided to continue this initiative. For this year, representatives from RC systems manufacturers JETI MODELS and WEATRONIC presented to the Plenary the technology available today, and plans for the future.

After a presentation by the manufacturers, the Delegates asked questions and clarifications.

The PowerPoint presentations are in Annex 14.

15. SPORTING CODE PROPOSALS

These begin overleaf.

15. SPORTING CODE PROPOSALS

Additions in proposals are shown as **bold, underlined**, deletions as ~~strikethrough~~ and instructions as *italic*.

Note that the additional Bureau proposals that were generated at the 10th April Bureau meeting appear at the relevant point in these Minutes, and are shown with “n/a” at the beginning of each proposal.

15.1 Volume ABR, Section 4A (CIAM Internal Regulations)

n/a A.4 Subcommittees

Bureau

Update the table at A.4.2 b), including correcting F3M to an odd-year championship, as follows:

World Championships are held as follows:

World Championships in Odd years	World Championships in Even Years
F1ABC Seniors	F1ABP Juniors
F1E	F1D
F3A	F2ABCD
F3B	F3F
F3C—F3N	F3J
<u>F3CN</u>	F3M
F3D	F4C—F4H
F3K	<u>F4CH</u>
<u>F3M</u>	F5B—F5D
F3P	<u>F5BD</u>
	Space Modelling

Note that multiple class “F” designations refer to “combined championships”.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

a) A.4 Subcommittees

Sweden

To add another Subcommittee to the existing ten CIAM Subcommittees.

A subcommittee in control of UAS (UAV) operations including competitions shall be formed in CIAM for implementation 1st January 2016. A Working Group must be established as soon as possible with the purpose of providing a platform for UAS (UAV) groups and to be able to start to make competitions under the umbrella of FAI and the CIAM Aeromodelling community.

The first goal is to establish that a platform for this type of competition is available and open for all type of UAS owners.

The second goal is to present rules to the 2015 CIAM Plenary Meeting

The President explained that the Bureau would like to set up a UAV/UAS Working

Group to be ready for the December Bureau Meeting. The Technical Experts list that is sent to NACs will be adjusted to include this Working Group so that Technical Experts' names will be available at the December Bureau meeting. Sweden agreed to the Bureau suggestion.

The Bureau suggestion was approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

n/a) A.6 Proposal Submitted to the CIAM Bureau

Amend sub-paragraph h) as follows:

A.6.1 Each proposal must conform to the following requirements:

h) Amendments to rule changes not yet implemented shall be as follows: will not be accepted.

(i) Not permitted for rules approved for implementation in the year following approval.

(ii) Permitted for "advanced publication" rules that have been approved by Plenary with an implementation date of at least three years in the future. These rules must have been published in a special Annex at the back of the appropriate volume of the Sporting Code. This advance publication must be made in the year following approval by the Plenary.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

b) A.7 Timetable for Proposals to the CIAM Plenary Meeting Bureau

Amend A.7.1.a as follows:

a) All proposals from the Sub-committees and the NACs for the Plenary Meeting must be received electronically, **submitted through the FAI automatic submission process**, in the format described in A.6.1 g) by the FAI Office between 1st August and 15th November of the year immediately preceding the Plenary Meeting at which the proposals may be considered within the appropriate two-year rule cycle.

Note: the web address for the automatic submission process will generally be included in the reminder letter that the FAI office sends out or it may be obtained directly from the FAI office.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Note: The address has been added to the actual proposal form and guidelines for 2014 that can be downloaded from the CIAM Documents page of the website for proposals for the 2015 Bureau Meeting.

c) A.10 Championship Organiser Bond Bureau

Add a new rule at A.10 and re-number the existing A.10 and subsequent paragraphs. A consequential change will be required at the newly numbered A.11 Sanction Fees

A Championship organiser must deposit a Bond of 2,000 Euro when the contest sanction fee is paid to FAI. This Bond represents an expression of good faith that the organiser will not default and that the organisation of the championship, and the championship itself, will adhere to, and comply with, the rules governing championships set out in the Sporting Code. If any of the rules are breached by the organiser then the Bond, in whole or in part, shall be retained by the FAI otherwise the Bond will be returned to the organiser

when all their obligations to FAI have been fully and properly discharged.

Referred back to the Bureau.

d) A.11 Sanction Fees Bureau

Consequential change to the existing A.10 re-numbered to A.11 as follows:

a) A sanction fee is required for listing any type of international contest in the FAI Contest Calendar.

b) The sanctions fees are as follows:

Limited international contests:

World Championship = 500 Euro **+ 2,000 Euro Organiser Bond**

Continental Championship = 300 Euro **+ 2,000 Euro Organiser Bond**

Other Limited International Contest = 70 Euro

Other contests:

Open International Contest
(including World Cup and
International Series contests) = 70 Euro.

Open National Contest = 40 Euro.

c) The sanction fees shall be reviewed each year by the Bureau and any proposed fee changes must be approved by the Plenary Meeting.

Referred back to the Bureau.

n/a A.15 Change from Provisional to Official Rules Bureau

Amend sub-paragraph A.15.1 and delete sub-paragraph A.15.2 as shown:

A.15.1. Before being considered for adoption by the CIAM as official FAI rules, provisional rules must first have been used **in each year of a two-year period up to the year of consideration. The rules must have been used** in at least five international contests, **or three World Cup contests. All the contests must be registered on the FAI Sporting Calendar and involving involve** a total of at least five FAI member countries (~~but not necessarily five countries per contest~~) **with at least two countries per contest and at least 50 competitors in total per year.**

~~A.15.2—Where there is great demand for a class, the Plenary Meeting may decide to waive the conditions contained in paragraph A.15.1 and adopt the provisional rules as official rules, effective from the following January.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

n/a A.16 Eligibility for World and Continental Championships Bureau

Amend sub-paragraph A.16.1 and delete sub-paragraph A.16.2 as shown:

A.16.1. Before they can be considered by the CIAM for use in World and/or Continental Championships **and/or any other FAI Category 1 event,** there must be a minimum period of two years from the time the rules were made official. **The rules must have been used** in at least ~~two~~ **five** international contests, **or three World Cup contests,** each with a minimum of five ~~six~~ **six** FAI member nations **countries** participating. **At least two contests must be held in each of the two years with a total of at least 60 competitors in each year. All the contests must be registered on the FAI Sporting Calendar.** Also, reports from the

President of the Jury in each contest must be sent to the appropriate Subcommittee Chairman for the latter's recommendation to the CIAM.

~~A.16.2 In cases where the conditions in A.15.1 have been waived, the rules may be considered eligible for use in World and/or Continental Championships from, and including, the year in which they became effective.~~

A.16.3 From 1st January 2014 and for at least four years, there is a moratorium on any class being permitted to apply for championship status.

Approved by the Plenary Meeting: For 29; Against 7. Effective 01/01/15.

n/a **A.17 Maintaining World and Continental Championship Status** Bureau
Add a new paragraph and sub –paragraphs.

A.17.1 The status of any existing World Championship class must be re-considered if, during a four-year period, it has either:

a) Had no bids for a World or Continental Championship.

or

b) Participation in a World Championship was less than 14 countries for the same period of time.

A.17.2 The above mentioned limits are not applicable to any Junior-specific Championship class, or World or Continental Championship classes that are permitted to hold separate Junior Championships.

A.17.3 Limits for Championships with combined classes are the same as the limits described in point 2, but as a sum of the participants over all the classes and not per individual class.

Approved by the Plenary Meeting: For 27; Against 9. Effective 01/01/15.

n/a **Annex A.1c CIAM Championship Naming Policy** Bureau
Replace the existing Annex A.1c with the following table and paragraphs:

All Elements of the Main Title are Mandatory						
YEAR	FAI	F CLASS	DESIGNATION (where appropriate)	REGION	TYPE	CATEGORY
2015	FAI	F1 F1D F1E F2 F3 F3A F3B F3D F3J F3K F3M F3P F4 F5 S	Juniors	World European Asian-Oceanic	Championship Championships	for Free Flight Model Aircraft for Indoor Model Aircraft for Control Line Model Aircraft for Aerobatic Model Aircraft for Indoor Aerobatic Model Aircraft for Model Gliders for Model Helicopters for Pylon Racing Model Aircraft for Scale Model Aircraft for Electric Model Aircraft for Space Models
Optional Sub-Titles						
(Class Name/s & Description/s) (For Seniors and Juniors) (For Seniors and/or Juniors)						

cont/...

.../cont

Mandatory Sub-Title			
From - To	Year	Venue	Country

The championship logo design is free to encourage creativity but it is mandatory that all the elements of the championship name are included however they may be in any order or layout to suit the logo shape.

The dedicated Free Fight Junior Championships are the only championships to require a designation (“Juniors”).

For internal use and communication, CIAM is permitted to use the “F” designation along with the accepted abbreviation for World or Continental Championships (WCh, CCh).

Where **Note:**

- The plural “Championships” is used only when the competition covers multiple classes (**combined Championships**).
- The word “World” should be substituted with “European”, “Asian-Oceanic” etc as appropriate.
- The word “FAI” may be substituted with the FAI logo in a position immediately adjacent to the Championship title.

Approved unanimously by the Plenary Meeting. Effective 01/01/15 subject to approval by the FAI Executive Board.

n/a Annex A.1d “F” Designations for Championships

Bureau

Insert a new Annex as follows:

The “F” designations for championships shall be known and used as follows:

F1ABC	F1ABP	F1D	F1E
F2ABCD	F3A	F3B	F3CN
F3D	F3F	F3J	F3K
F3M	F3P	F4CH	F5BD
Space Modelling			

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.2 Volume ABR, Section 4B (General Rules for International Contests)

n/a B.2.3 Continental Championships

Bureau

Amend as follows:

- These are limited international contests in which the competitors are **must be** nominated by their NACs and are **must be** persons or teams from at least four different nations from one continent. **For the European region the required participation must be from at least six different countries.** These contests are for individual and possibly team classification and will be organised only in the years when there is no World Championship in the particular class.
- The Continental Championships shall be planned and scheduled by the CIAM.
- The number of classes in one Continental Championship is limited to five (5) for Seniors and five (5) for Juniors except for the case of Space Models, where the

number of classes shall be limited to eight (8) for Seniors and eight (8) for Juniors.

Approved by the Plenary Meeting: For 30; Against 2. Effective 01/01/15.

n/a B.2.4 World Championships Bureau

Amend as follows:

- a) These are limited international contests in which the competitors must be nominated by their NAC **and there must be persons or teams from at least eight different countries.** These contests are for individual and national team classification. The Sporting Code General Section 3.5.3.1 applies.
- b) The World Championships shall be planned and scheduled by the CIAM.
- c) Each World Championships is normally held every other year.
- d) The number of classes in one World Championship is limited to five (5) for Seniors and five (5) for Juniors, except for the case of Space Models, where the number of classes shall be limited to eight (8) for Seniors and eight (8) for Juniors.

Approved by the Plenary Meeting: For 30; Against 2. Effective 01/01/15.

na/ B.2.6 World Cup Bureau

Add new 2nd & 3rd paragraphs as follows:

There must be at least five valid competitions held in any class of World Cup for FAI medals and diplomas to be awarded. Classification for any particular category is contained in the World cup regulations in the appropriate volume of the Sporting Code.

FAI medals and diplomas will be awarded to the 1st, 2nd and 3rd placed competitors.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

n/a B.3.4 Age Classification for the Contest Bureau

Delete the final sentence of sub-paragraph b) as follows:

- b) World or Continental area. For a disabled junior, the start helper (5.7.3.1) must also be a junior.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

a) B.3.5. Belgium

Amend the 2nd paragraph as follows:

The reigning champion has the right (...) to participate in the next World or Continental Championships in that category regardless of whether he qualifies for the national team or not.

If the reigning champion does not qualify for the national team, he can decide if he will act as a separate one man team or as a fourth member or a fifth member of the national team (if the national team consists already of 3 seniors and 1 junior).

If he/she is not member of the team, his score will not be taken into account in the team results **and for the classes with group scoring, he/she is handled as a separate one person team**

Withdrawn by Belgium.

b) B.3.6. Team Manager **F5 Sub-committee**

Amend the 2nd paragraph as follows:

For Free Flight, Control Line, RC Soaring, Scale, **Electric Flight** and Space Model competitions, the team manager may have an assistant, registered with the organiser, who will have the same duties as the team manager

Withdrawn by the F5 Subcommittee.

n/a B.4.4 Contest Officials **Bureau**

Add a new sub-paragraph at e) as follows:

e) With the exception of FAI Jury members under B.4.3 c) & d), organisers must reimburse Jury members and Judges expenses, where necessary, in the currency of the individual's choice. In doing so, the organiser is not permitted to charge an exchange rate fee nor reduce the reimbursement in order to recoup any currency exchange charges that the organiser may have incurred.

Approved by the Plenary Meeting: For 33; Against 1. Effective 01/01/15.

n/a B.4.5 Jury Pack **Bureau**

And a new clause as above and sub-paragraphs as shown below:

a) The Jury Pack is a set of the FAI (CASI and CIAM) documents to be used as guidance for FAI Juries in FAI Aeromodelling Category 1 events and other international events, where appropriate, for taking uniform action in organisation supervision, Jury administration, protest processing, preparation of reports and all other activities within the Jury's control and responsibility for these events.

b) It must be assembled by the Jury President after his appointment.

c) All documents listed in item d) below need to be downloaded from the FAI website: www.fai.org/documents or www.fai.org/aeromodelling/documents updated on 1st January of the current year.

d) The Jury Pack must contain:

1. FAI Sporting Code, Section 4, Volume for the appropriate category or class:

F1 - Free Flight

F2 - Control Line

F3 - Radio Control Aerobatics

F3 - Radio Control Soaring

F3 - Radio Control Helicopters

F3 - Radio Control Pylon Racing

F4 - Scale Model Aircraft

F5 - Electric Model Aircraft

F6 - Airports Promotion

F7 - Aerostats

S - Space Models

2. FAI Sporting Code, Section 4, Volume ABR (Section 4B - Special Rules for International Contests)

3. FAI Sporting Code - General Section

Chapters of importance for Aeromodelling 1st Category events:

Chapter 3 - Sporting Events,

Chapter 4 - Control of Sporting Events,

Chapter 5 - Complaints, Penalties, Disqualifications, Protests.

cont/...

4. FAI CASI – International Jury Members Handbook, 2001 – 3rd Edition:

Appendix A – Jury Final Report Form

Appendix B – Report of the President of the Jury

Appendix D – Report by the Jury President to the Air Sport Commission

(Including a narrative report on a separate sheet/s

5. FAI Category 1 Events – CIAM Jury President’s Check list

(FAI Sporting Code, Section 4, Volume ABR, Annex B.5)

6. Protest/Complaint Form

(FAI Sporting Code, Section 4, Volume ABR, Annex B.6)

Note: the use of this form is not mandatory but is recommended.

7. Trophy Transfer Form

8. Bulletins produced by the organiser for the particular event.

9. Local Rules, if any, approved by CIAM Bureau for particular Championships.

Note: CIAM Rules should be used first, but in the case of ambiguities, the Jury should consult CASI documents.

Approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

n/a **B.5.5 Results**

Bureau

Add a new paragraph a) and re-number the subsequent paragraphs.

a) Results for CIAM competitions are deemed to be official only when the FAI Jury has checked, validated and finally signed them. In accordance with GS 3.16.1, the official (final) results must be made public before the prizegiving.

Approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

c) **B.6 Organisation Specific to World & Continental Championships Events**

Bureau

B.6.1

See Agenda Annex 7I for Appendix A.1a, referred to in the proposal.

Amend the whole of B.6.1 as follows:

- a) It is the CIAM's responsibility to decide and award World and Continental Championships and to decide which NAC shall be delegated with the responsibility for the organisation of the Championship.
- b) ~~The firm acceptance of a bid~~ **The awarding of a Championship** will normally be made by vote of the CIAM Plenary meeting two years in advance of the year of the proposed Championship.
- c) In order to be eligible for selection, all bids must ~~include the details required in Annex A.1a.~~ **comply with the following procedure:**

(i) All bids must be submitted on the bid application form shown at Appendix A.1a, with Section 1 information completed.

(ii) Before any bid may be presented at the Plenary Meeting, it must be appraised by the relevant Subcommittee Chairman or by a person duly appointed by him. After that appraisal, Section 2 of the bid application must be completed. The “Comments” box

must contain a full explanation if the Recommendation Status is "NO". Both sections of the bid application shall be presented to the Plenary Meeting for consideration by the Delegates.

- d) ~~Under normal circumstances, bids may be submitted:~~
- ~~i) to the FAI office at any time in the year prior to the Plenary Meeting two years in advance of the Championship year;~~
 - ~~ii) at the Plenary Meeting two years in advance of the Championship year.~~
- d) **Bids for consideration at a Plenary Meeting may be submitted to the FAI office at any time in the year prior to the Plenary Meeting that is two years in advance of the Championship year and not later than 45 days before the Plenary Meeting.**
- e) In exceptional circumstances, the decision for awarding World and Continental Championships may be taken more than two years in advance of the year of the proposed Championship, providing a request is made by November 15 and published in the Agenda of the following Plenary Meeting.
- f) In the event that no acceptable bid is available two years in advance, the decision may be postponed to the Plenary meeting in the year before the Championship. If no bid is accepted at that meeting, the Plenary Meeting may exceptionally delegate the decision to the CIAM Bureau ~~meeting at the end of that year.~~ **The latest that a decision may be made is one year in advance of the proposed date of the Championship.** This is the latest time at which the decision can be made to proceed with a Championship for the following year.
- g) ~~The actual dates must be presented no later than the Plenary Meeting in the year preceding the Championship.~~ **After the championship is awarded, any change to the information provided by the organiser in Section 1 of the bid document, must be presented no later than the Plenary Meeting in the year preceding the Championship. At this time the Organiser Agreement between FAI and the Organiser will be signed.**

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

- d) **B.6.1** **F1 Sub-committee**
Add a 2nd paragraph at the end of sub-paragraph g):

All CIAM Plenary meeting votes on Championships bids are open to those countries which participated in the previous Championship of that type (World or specific Continent) and class.

Withdrawn by the F1 Subcommittee.

- e) **B.7.1 Information** **Bureau**
Amend the paragraphs as follows:

- a) A first memorandum of information (Bulletin 1) and entry forms must be despatched to the NACs, also to Jury members and judges, after the Bureau meeting at which Bulletin 0 was presented and approved ~~and at least three months before the contest.~~ **and, in any case, no later than:**

the end of September for Bulletins approved at the April Bureau Meeting;

the end of the following January for Bulletins approved at the previous December Bureau Meeting.

cont/...

- b) The approval mechanism for Bulletin 1 is as follows:
- i) Any changes or amendments instructed by the Bureau should be incorporated by the Organiser into a revised bulletin. Either the original Bulletin 0 or the revised Bulletin 0 should be named "Bulletin 1" and emailed to the CIAM Secretary **promptly after the Bureau meeting at which it was approved and no later than the schedule in paragraph a).**
 - ii) The CIAM Secretary will check that the document contains the correct data. When he is satisfied that it is correct, he will then issue Bulletin 1 to the NAC email list and the CIAM Delegates email list with the organiser **and CIAM Bureau** in copy. He will forward a copy to the FAI Secretariat for information.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Note: The Plenary meeting agreed that the President and Technical Secretary may amend the proposal with appropriate wording to accommodate Bulletins approved at the April Bureau meetings.

f) **B.7.2 Entry Fees** **Bureau**

Add a new paragraph b) as follows and re-number subsequent paragraphs. There will be a consequential change to Annex A.1b.

B.7.2 b) The entry fee must be quoted in Euro but the equivalent fee may be paid in the local currency of the country hosting the event or in any other currency that the organiser specifies in Bulletin 1.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

g) **B.7.4 Additional Fees** **Bureau**

Amend the 8th paragraph and delete the final paragraph regarding Bulletin 1 as shown.

Bulletin 0 must contain a clear explanation of the hotel, food & banquet costs per person per day in Euros **for CIAM Bureau approval. After approval, Bulletin 0 will be issued as Bulletin 1 as specified in B.7.1.**

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

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

h) **B.7.4. Additional Fees** **Norway**

Amend the paragraphs as follows:

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

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

~~With the exceptions listed below, The maximum possible fee **for Free Flight (F1) and Control Line (F2)** is 600 Euro for seven nights. ~~except for events which require more than five judges or more than seven nights.~~~~

~~**F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660**~~

For the radio controlled classes the maximum entry fee for seven nights is 500 excluding the banquet, food & lodging.

For Championship requiring more than seven nights the formula is 500 ÷ 7 X number of nights (to cover the expenses for hosting the jury and judges for

more days).

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

Referred to the Bureau.

n/a B.8 Special Contest Organisation Requirements Bureau

Amend sub-paragraph 8.9 as follows:

B.8.9 Organisers of World and Continental Championships and of Open International events on the CIAM Contest Calendar must provide the ~~same~~ ~~third party insurance cover to foreign participants that their own members enjoy domestically.~~

B.8.9 Organisers of World and Continental Championships and of Open International events on the CIAM Contest Calendar must provide, **at no cost to the competitor, third party liability insurance to the standard required for competitors participating in the competition including flying at off-site practice facilities.**

Approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

i) B.9.1 F1 Sub-committee

Add a 2nd sentence to sub-paragraph c) as follows:

c) Spectators are not allowed within 25m from the starting line. The only people allowed at the starting position are contest officials, the competitor, his helper, the team manager and the assistant team manager.

Amended as shown at the F1 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

j) B.13.6 F1 Sub-committee

Amend the paragraph as follows:

The time recorded is the mean of the times registered by the timekeepers, ~~but reduced~~ **rounded** to the nearest whole number of seconds ~~below to~~ the resulting mean time **(0.5 second rounded up to the second above)** unless the difference between the times registered shows evidence of an error in the timing, in which case the organiser will determine, with the FAI Jury, which time will be registered as the official time or what action should be taken.

Approved by the Plenary Meeting: For 14; Against 10. Effective 01/01/15.

n/a B.15.1 Interruption of the Contest Bureau

Amend the sub-paragraph v) (Roman numeral) as follows:

B.15.1. a) The contest should be interrupted or the start delayed by the Jury in the following circumstances and in other exceptional circumstances decided by the Jury:

v) For F3A, F5A, F3C, **F3N**, F4C, **F4H**, F3D and F5D contests when the sun is in the manoeuvring area.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

k) B.15.1 Interruption of the Contest **France**

Amend paragraph a) i) as follows:

9 m/s for Free Flight, Control Line, Scale and Space Models, **F3J**

Withdrawn by France.

l) B.16.2.National Team Classification **Bureau**

Consequential changes will be required in the various volumes as appropriate.

Amend paragraph a) as follows:

~~a) The team classification is established by adding the scores of the three team members of the team together unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring members. For F2C the classification is established in the same way but substitute “team” for “member”. In the case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.~~

a) The national team classification for all CIAM classes for World or Continental Championships is established after the completion of the championship using one of the following two methods only:

(i) By adding together the numerical final placings of the three national team members [using the full list of competitors](#) unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best placed members.

Teams are ranked from the lowest numerical places to the highest, with complete three-competitor teams, ahead of two competitor teams, which in turn are ranked ahead of one-competitor teams. In the case of a national team tie, the best individual placing decides.

or

(ii) By adding the scores of the three members of the team together unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring members.

In the case of a national team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.

For F2C, in either method of national team classification, a “member” is a two-competitor team.

Plenary permitted the Technical Secretary and appropriate Subcommittee Chairmen to liaise to produce local rules for the 2014 Championships for those categories that do not currently contain classification rules so that they can comply with this new regulation. These will be published on the CIAM website and will be proposals for the 2015 Plenary meeting.

On behalf of the Bureau, the President made a small amendment to the proposal.

Amended as shown and unanimously approved by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

m) B.16.2. Team Classification **Belgium**

Amend paragraph a) as follows:

The team classification is established by adding the scores of the three team members **together.** ~~of the team unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring members~~ **If**

the team consists of more than 3 pilots, the three pilots who are to be taken into account for the score of the team must be designated before the beginning of the contest. For F2C.....

Withdrawn by Belgium.

n) B.17.6 Identification Marks Austria

Amend paragraph a) i) as follows:

B.17.6.a) Model aircraft, except for indoor free flight and scale, shall carry:

i) The national identification mark (as listed in Annex B.2) followed by the FAI licence number **or National Identification Number of the competitor.** The letters and numbers ...

Rejected by the Plenary Meeting: For 8; Against 30.

o) Annex B.4 FAI Perpetual Aeromodelling Trophies Bureau

Adopt or re-allocate trophies and add to the Trophy List as follows:

Group 1

1. F1E WCh Junior Team Trophy donated by France and Serbia.
2. F3A WCh Junior Individual "Floating Trophy" donated by South Africa
3. F2B ECh Team trophy "Luciano Compostella" donated by Italy to be awarded at the F2B European Championships

Group 2

Donation of four trophies for 2014 Championships:

1. F3A ECh Junior Individual Trophy "Princess Marie of Liechtenstein" donated by Her Serene Highness Princess Marie of Liechtenstein.
2. F3N ECh Senior Individual Trophy "Harz-Pokal F3N" donated by Germany.
3. F3F WCh Senior Individual Trophy "Kap Arkona" donated by Germany.
4. F3C ECh Junior Individual Trophy "Harz-Pokal F3C" donated by Germany.
5. **Space Modelling Challenge Trophy "Pelagic Brothers" donated by Srdjan and Miodrag Pelagic.**

Group 3

Re-Allocation of Existing Trophies:

1. F1E ECh Junior Individual Trophy "Rhön-Pokal of 2008" (existing trophy was originally allocated to F1E ECh Individual (senior) which class already had a trophy but which had not been registered).
2. F4H WCh Individual Trophy "KLM" (existing trophy for F4B which is now a non-Championship class).
3. F4H WCh Team Trophy "FAI Challenge" (existing trophy for F4B which is now a non-Championship class).

New Group 4

Registration of the F1E Senior Individual Trophy "EUROPA F1E Pokal AUT 1984" donated by Austrian National Aero Club.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/05/14.

15.3 Volume ABR, Section 4C, Part One (General Regulations for Model Aircraft)

There were no proposals for this section.

15.4 Volume ABR, Section 4C, Part Two (Records)

- a) 2.10.5.1 F7 Sub-committee

Amend the paragraph as follows:

*For Airships, the base for outside records is a rectangle of 100 x 50 m. For indoor records, the base is a rectangle of 50 x 25 m. The corners are defined by vertical pylons. ~~The start/finish line is the outside part of one of the smallest base lines.~~ **The flight area must be flat or with a maximum fall not to exceed 1 metre in 200m. The course consists of a rectangle, defined by four prominently coloured pylons set on each corner. Each pylon shall be consecutively numbered one through four. The base line is the side Pylon One to Pylon Two (longest side of the rectangle). At the middle of the side One-Two, set Pylon Five (or a wire sighting device). At an angle of 90 degrees to the Base Line set Pylon Six 20 m (outdoor) or 5 m (Indoor) distant from the Base Line. The line between Pylon Five and Pylon Six is the start/Finish line.** The base is to be run five times.*

For Outdoor records, the rectangle is 100 x 40 m. For Indoor records, the rectangle is 25 x 10 m.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.5 Section 4C Volume F1 - Free Flight

Free Flight Indoor

F1D

- a) 3.4.2. Characteristics of Indoor Model Aircraft F1 Hungary

Amend the paragraph as follows:

Minimum weight without rubber motor 4,2 **1,4** g,

Maximum weight of the lubricated rubber motor 0,6 **0,4** g.

Approved by the Plenary Meeting: For 22; Against 6. Effective 01/01/15.

- n/a 3.4.6 Collision Rule Bureau

Amend the paragraph and add a second paragraph as follows:

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

A competitor has the right to a reflight even if the round time has expired when the collision occurs. The reflight must be flown before his next official flight.

In the case of the last round of the competition, when there are no more official flights, the launch of a reflight should take place within one hour of the end of the round.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Free Flight Outdoor

F1C

- b) **3.3.2. Characteristics of Model Aircraft with Piston Motor(s) F1C** **F1 Sub-committee**

Add text to the end of the paragraph as follows:

The competitor will be disqualified from the competition if the motor is still running when the flight is terminated by touching the surface of the earth or encountering an obstacle. This applies at any time before or after the permitted duration of the motor run.

Referred to the F1 Subcommittee.

F1E

- c) **3.5.8 Classification** **F1 Sub-committee**

Amend paragraph a) as follows:

a) In each round, the time in seconds recorded by each competitor shall be expressed as a percentage of either (i) the declared maximum time, or (ii) if no maximum time is recorded by any competitor, the highest flight time achieved in that round. This percentage is entered as the competitor's score for the round. The percentage scores should be displayed on the scoreboard rounded down to **the nearest value to** 2 decimal places **(0.005 rounded up)**. All scores from the five rounds will decide the final classification. In open internationals (not championships) a general classification is produced for all junior and senior competitors. The junior classification is made using the scores obtained by the juniors in the general classification.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

F1Q

- d) **3.Q.2 Characteristics** **F1 Sub-committee**

Amend the 6th paragraph and the sub-paragraphs.

For the text see Agenda Annex 7a.

See the Minutes Annex 7a – F1Q 3.Q.2

Amended as shown above at the F1 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

- e) **3.Q.2 Characteristics** **Finland**

Amend the rule as follows:

Maximum surface area (St) 34 dm²

~~Nickel Cadmium (NiCad)~~, Nickel Metal Hydrate (NiMH) and Lithium (Li) batteries can be used.

cont/...

~~Lithium type battery packs must be in “as manufactured” condition with the covering around the cell surface. If more than one cell is used a balancer connector must be fitted.~~

~~External Battery packs are required to have a safety tether to the fuselage.~~

~~Safety locks must be used to prevent unintentional restarting of motor(s) after motor(s) have been stopped.~~

~~Rule B.3.1. of Section 4b does not apply to class (No builder of the model requirement.)~~

~~The motor run time will be determined by a maximum energy amount. In addition, motor runs over 20 seconds are regarded as overruns. The energy budget of each model is ~~5~~ **3** joules per gram of the total weight. For energy calculations, weight exceeding ~~550~~ **500** grams is to be ignored. Energy limitation will be by an energy limiter or by a motor run limit related to measured ~~power~~ **energy**.~~

~~a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model. If the energy limiter does not have the capability of detecting the launching moment it may start its calculation from the beginning of the motor run. The measuring device has to calculate the energy consumed in real time. After coming to the end of the limited energy supply, the motor(s) must stop irreversibly. The timer stays independent, but the device may inform the timer about the end of the energy supply.~~

~~b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the measured wattage multiplied by the motor run. A freshly-charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NiMH cells) should be used. When the motor has reached full power, wattage is measured using a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant.~~

a) Models with energy limiters. The energy limiter measures the energy used. Motor(s) will be stopped when energy allotment is met.

b) Models without energy limiters. Motor run will be controlled by the timer.

The energy allotment measurements will be done for all models statically with an energy meter (that is measuring Joules). The measurement starts from the moment corresponding to the launch of the model and ends when the motor(s) have stopped. The measurement should be made with fully-charged batteries (4.15 to 4.2 volts per cell for lithium batteries, 1.2 volts per cell for NiMH). The battery temperature must be the same (+/- 5 °C accuracy) as competition flight.

The meter will be connected to measure the energy going to the speed controller, using 3.5mm bullet connectors; male for plus and female for minus.

F1Q models may use radio control only for irreversible actions to terminate the flight (dethermalisation). This may include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

The number of models eligible for entry by each competitor is four.

[Withdrawn by Finland](#)

cont/...

- f) **3.Q.2 Characteristics** **Italy**
Delete paragraph a) as follows:
 The energy limiter must interrupt the impulse signal from the timer to the ESC and cuts off the motor(s) in the moment the given energy limit is reached, without the need of interaction of other devices. The ESC must always operate via its series-connection to the energy limiter. The timer stays independent, but the energy limiter may inform the timer about the end of the energy supply
 Withdrawn by Italy.
- g) **3.Q.2. Characteristics** **USA**
Add a new paragraph, exact location to be defined, as follows:
Models with motors above 300 Watts are required to have a RDT capability that will shut down the motor within a 0.5 second and dethermalise the model within 3 seconds. The flier or his assistant should demonstrate to the timer(s) that the RDT's transmitter is on before launching the model.
 Withdrawn by USA.
- h) **3.Q.2. Characteristics** **USA**
Amend the 6th paragraph as follows:
 3.Q.2
 The motor run time will be determined by a maximum energy amount. In addition, motor runs over 20 seconds are regarded as overruns. The energy budget of each model is 5 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored. Energy limitation will be by an energy limiter or by a motor run limit related to measured power. **Static motor runs cannot exceed 60 seconds.**
 Withdrawn by USA.
- i) **3.Q.2., 3.Q.5 and 3.Q.9** **USA**
Note: to abolish timing the motor run and consequential changes.
Amend the 6th paragraph as follows:
3.Q.2
 The motor run time will be determined by a maximum energy amount. In addition, motor runs over 20 seconds are regarded as overruns. The energy budget of each model is 5 joules per gram of the total weight. For energy calculations, weight exceeding 550 grams is to be ignored. Energy limitation will be by an energy limiter or by a motor run limit related to measured power. **Motor runs will not be timed.**
Note that consequential changes will be necessary at 3.Q.5 and 3.Q.9 as follows:
3.Q.5. Definition of an Unsuccessful Attempt
 (a) the time of the motor run from the release of the model exceeds the time specified in 3.Q.2 or 3.Q.9
3.Q.9 Timing
 (c) The motor run must be timed by two timekeepers with quartz-controlled electronic stopwatches with digital readout, recording to at least 1/100 of a second. The motor run is determined as the average of the two registered times, and this average is reduced to the nearest 1/10th of a second below.
 Withdrawn by USA.

F1S New Class**j) Class F1S****F1 Sub-committee***See Agenda Annex7b for the rules.**Withdrawn by the F1 Subcommittee.***15.6 Section 4C Volume F2 - Control Line****F2A****a) 4.1.12 c, e and f Number of Helpers****Netherlands***Amend paragraph c as follows (delete paragraphs e) and f)) and re-number subsequent paragraphs.*

~~e) In the case of a complete national Speed team (3 or 4 members), the two helpers must be two of the other team members or one team member and the team manager.~~

c) All registered members for the competition belonging to a national team and in possession of a valid sporting license may act as helper in speed flights. They may only act as helper for the national team they are registered for.

~~e) In the case where there are two entrants in an incomplete team, the second team member must act as one of the helpers for the other entrant from his own country. In this case, the entrants from the incomplete team may employ only one registered entrant from another incomplete team or one registered supporter from any country or the entrant's team manager as their second helper.~~

~~f) In the case where there is a single entrant from a country the competitor may use two registered helpers. In this case the entrant from the incomplete team may employ up to two registered entrants from other incomplete teams or up to two registered supporters from any countries. Or the entrant's team manager and one other helper as specified above.~~

Rejected by the Plenary Meeting: For 4; Against 25.

b) 4.1.12 c, d, e and f Number of Helpers**Sweden***Amend paragraph c as follows and delete paragraphs e) and f) and re-number subsequent paragraphs.*

~~e) In the case of a complete national Speed team (3 or 4 members), the two helpers must be two of the other team members or one team member and the team manager.~~

c) The helpers may be other competitors, team manager and registered supporters from the competitor's country and/or another country. All such helpers must possess a valid Sporting Licence.

~~e) In the case where there are two entrants in an incomplete team, the second team member must act as one of the helpers for the other entrant from his own country. In this case, the entrants from the incomplete team may employ only one registered entrant from another incomplete team or one registered supporter from any country or the entrant's team manager as their second helper.~~

~~f) In the case where there is a single entrant from a country the competitor may use~~

~~two registered helpers. In this case the entrant from the incomplete team may employ up to two registered entrants from other incomplete teams or up to two registered supporters from any countries. Or the entrant's team manager and one other helper as specified above.~~

Withdrawn by Sweden.

F2B

c) **4.2.5 Contest Weather** **Italy**

Amend the paragraph as follows:

~~No contest flight shall be started when the wind speed is equal to or greater than 9.6 metres per second for a continuous period of 30 seconds, as measured from the height of a person standing on the ground holding the measuring instrument overhead at arms-length. In the event of such conditions occurring the F2B Contest Director and Head Judge shall agree a suitable delay to the contest timetable and shall inform all contestants and contest officials as soon as is practicable.~~

In the case of turbulence preventing the safe conduct of flight, the Head Judge must interrupt the contest until safe flying is again possible.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

d) **4.2.7 Contest Flights** **F2 Sub-committee**

Amend paragraph a) as follows:

a) When a registered competitor makes a flight which is intended to record a score in the contest, it shall be referred to as a contest flight. A contest flight shall become an official flight at the moment the model aircraft ~~is released to start~~ begins the ground roll of the take-off manoeuvre. All official flights shall result in a score being recorded against the respective competitor's name, except in the case of a re-flight being awarded and accepted, as provided at paragraph h) below.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

e) **4.2.14 Execution and Sequence of Manoeuvres** **France**

Amend the paragraph as follows:

The sequence of manoeuvres with their corresponding K factor is :

1. Starting 4

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

f) **4.2.15.2. Starting Manoeuvre** **France**

Amend the paragraph as follows:

~~All judges shall award a mark 10 (ten) if the model aircraft begins its ground roll for the take-off manoeuvre within 1 minute of giving the ready to start hand signal.~~

Both manual starting and the use of motor starting devices such as electric starters shall be permitted.

~~and the 10 points shall be awarded if the above~~

~~1 minute condition is fulfilled, whatever the method of motor starting used.~~

~~But a mark 0 (zero) shall be given if:~~

- ~~-no hand signal is given ;~~
- ~~-or the competitor starts his motor/s before his hand signal has been acknowledged.~~
- ~~-or the take-off ground roll begins more than 1 minute after his hand signal was acknowledged.~~

Engines may be started manually or by the use of an electric or mechanical starter.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

g) 4.2.15.3 Take-off Manoeuvre F2 Sub-committee

Technical Secretary's Note: there will be a consequential change to 4.2.7 (proposal d) in this agenda).

Amend the paragraph as follows:

~~At take-off, electric powered model aircraft must be restrained by an assistant or a suitable device from the moment the battery is connected until the pilot holds the handle in his hand and gives a signal to release.~~

a) Start of manoeuvre:

The moment when the model aircraft is released to start its **begins its** ground roll. The model aircraft must take off from the ground.

To prevent uncontrolled movement or flight of the model caused by an accidental motor run, electric powered model aircraft must be restrained by the pilot , by an assistant, by a mechanical device or by the pilot when he is holding the handle.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

F2C

h) 4.3.2 Team Racing Site USA

Technical Secretary's Note: there will be a consequential change to proposals i, j) and k) in this agenda).

Amend the paragraph as shown and re-number the following paragraphs.

~~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 aircraft. This is called the safety circle.~~

Withdrawn by USA.

i) 4.3.4 Characteristics of a Team Racing Model Aircraft Bureau

Add new paragraphs as shown and re-number the existing paragraphs as necessary. Add a replacement Annex 4L.

Notes: (i) the original Bureau amendments were to the F2C text in Annex 4L.
(ii) the text in f) is an existing rule that is only being re-numbered.

~~b) The maximum exhaust outlet area is 60 mm² at the cylinder liner projected exhaust outlet or crankcase exhaust outlet.~~

~~c) Two separate methods of reducing noise are allowed:~~

~~i) with a silencer~~

~~ii) with a restricted venturi size.~~

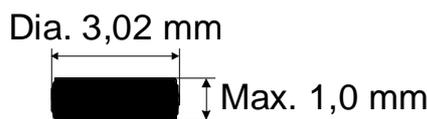
cont/...

d) With a silencer

- ~~i) The aircraft shall be fitted with a silencing system, either separate or integral, which reduces the noise by at least 14 dB(A) when tested on a standardised audio noise generator. This silencing system must be able to be connected to the noise generator.~~
- ~~ii) The silencer or exhaust outlet shall have a maximum outlet area of 60mm² and shall be outside the aircraft.~~
- ~~iii) The entire silencer system must be gas tight between the crankcase outlet and the silencer outlet.~~
- ~~iv) The silencer system shall be checked in accordance with the procedure in Annex 4M.~~
- ~~v) A test of the gas tight fitting of the engine and the exhaust system shall be conducted as a random check in the line check area during warm-up as follows: when the gas outlet of the silencer on a running engine is shut off with a finger or plug, the engine should stop immediately.~~

e) With a restricted venturi size

- ~~ii) **b) The motor shall be naturally aspirated via a single, round venturi with a maximum diameter of 3 mm. The venturi diameter shall be checked with a simple no-go plug gauge per the following sketch:**~~



- ~~iii) **c) Any interconnecting chamber between the air intake and the induction port of the motor shall have a maximum volume of 1,25 cm³. No leakage is allowed between the venturi and the crankcase.**~~

- ~~iii) **No sub-piston induction or any other supplementary air intake is allowed.**~~

- ~~d) **There shall be no supplementary air induction except for sub piston induction to a maximum height of 0.6 mm at the exhaust port.**~~

- ~~e) **There will be a 4 year experimentation period to achieve full compliance with the ABR 4C 1.2. See Annex 4 L.**~~

- ~~f) The maximum exhaust outlet area is 60 mm² at the cylinder liner projected exhaust outlet or crankcase exhaust outlet. If a silencer is used the measurement is taken at the exhaust outlet of the silencer. The piston face at the exhaust outlet shall not be visible from the exterior of the model aircraft when side or front exhaust engines are used.~~

See the Minutes Annex 7m for the replacement F2 Annex 4L.

Amended as shown at the F2 Technical Meeting, further amended by the Plenary Meeting and approved by the Plenary Meeting: For 31; Against 2. Effective 01/01/15.

- j) 4.3.4 Characteristics of a Team Racing Model Aircraft Bureau**
Amend paragraph e) as follows:

- e) Minimum dimensions of the fuselage at the top of the cockpit: height: 100 mm; width: 50 mm; cross-sectional area: 39 cm² - (wing fillets shall not be included in the fuselage cross-sectional area). **If the silencer an exhaust system is partly recessed into the fuselage, the cross section shall be measured with an**

imaginary outline of the cross section as if there was no cut out for the silencer exhaust system.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

k) 4.3.7 Race from Start to Finish USA

Technical Secretary's Note: this is a consequential change if proposal h) is approved.

Add a new paragraph h) and re-number the subsequent paragraphs.

h) At no time may the pitman place any load-bearing component of his body or ancillary equipment (excluding the model itself) in contact with the ground inside the flight circle.

Withdrawn by USA

l) 4.3.9. Warnings-Disqualifications USA

Technical Secretary's Note: this is a consequential change if proposal h) is approved.

Amend the paragraph as follows:

A TEAM SHALL BE DISQUALIFIED FROM A RACE:

c) If the mechanic ~~steps into the flight circle (with either foot) or reaches further than the safety circle (line) painted 0.5m into the flight circle.~~ **Places any load-bearing component of his body in contact with the ground inside the flight circle.**

Withdrawn by USA

m) 4.C.6.8 F2C Judging Guide USA

Technical Secretary's Note: this is a consequential change if proposal h) is approved.

Amend the paragraph as follows:

4.C.6.8. Rule 4.3.9.k) states that "A team shall be disqualified from a race if the mechanic ... ~~or steps into the flight circle with either foot or reaches further than 0.5 metres into the flight circle.~~ **Places any load-bearing component of his body in contact with the ground inside the flight circle.**"

Withdrawn by USA

n) 4.3.4. Characteristics of a Team Racing Model Aircraft Netherlands

CIAM Plenary is requested to authorise [mandate](#) the F2 Sub-committee to investigate and, if necessary, prepare appropriate rule proposals for the 2016 Plenary meeting regarding a standard fuel for F2C competitions. The F2 Sub-committee investigation will need to be extensive, with the use of chemical experts and others. If the conclusion is that a standard fuel is feasible, the F2 Sub-committee will construct a consistent, fair and safe set of rules for F2C fuel.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

o) 4.3.6 Organisation of Races, paragraph b) USA

Amend paragraph b) as follows:

b) The draw is organised in such a way that, when possible, **1) only one team of any nation may participate in a qualifying race or semi-final race, and 2) for qualifying races, each team shall have a first, second and third choice of sectors. If conflict arises from attempting to apply these two requirements, separating competitors by country will have precedence.**

Referred to the F2 Subcommittee

p) **4.3.7.c Race from Start to Finish** **Netherlands**

Amend paragraph c) as follows:

c) A period of 30 seconds is allowed for final preparations (filling up the tanks). **At the final ten seconds, and the Circle Marshal calls "ten seconds" and announces the last five seconds by counting down.**

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15. Applicable as a local rule for 2014 competitions.

q) **4.C.6 General Points** **USA**

Amend paragraphs 4.C.6.1, 4.C.6.3 and 4.C.6.4 as follows:

4.6.C.1 The draws for flying order should be made by the F2C Contest Director in the presence of the panel of judges as early as possible so that competitors are given the maximum time to prepare.

A "draw" is a random selection. The random selection may be as simple as drawing slips of paper out of a hat, or done by computer. A draw must honour the requirements as defined in paragraph 4.3.6.b For the qualifying rounds, all three rounds are drawn at the same time. If the last race in any qualifying round draw is not full, the team(s) in that (not-full) race will still be assigned a sector choice, As reflights occur, the empty slots in the last race will be filled by the teams given reflights, but the sector choice assigned to the original team(s) in that race shall not be changed.

Since the original order of flights and sector choice was random, reflights should be merely scheduled in order at the end, first filling in a not-full race and then adding additional flights as necessary.

For the semi-finals both rounds are drawn at the same time using the matrix at 4.C.5.2.

4.C.6.3. All qualifying races with only two teams (for example if a team withdraws) will be put at the end of the round in order to allow a 3rd team which is granted a re-flight to enter the race. ~~If necessary, a new draw for pitting segments will be made under the responsibility of the panel of judges.~~
Teams granted reflights shall be assigned to races at the end of a round in the original order of the draw. The F2C Panel of Judges is granted the authority to adjust placement of re-flights to attempt to honour paragraph 4.3.6.b.

4.C.6.4. ~~In the case of re-flights there will be a new draw for pitting segments (unless it is a complete re-flight of the same 3 teams).~~ **Teams from a complete reflight of the same three teams will not be reassigned to later races but will be flown with sector choices as assigned in the original draw.**

Referred to the F2 Subcommittee.

cont/...

F2 Annexes**Annex 4D – Class F2D Judges Guide****r) 4.4.5 Characteristics** **F2 Subcommittee**

Add a new sub-paragraph as follows:

h) No sharp edges, abrasive or sticky areas that might assist the cutting of the streamers are allowed on the model.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Annex 4E – Control Line World Cup Rules**s) 4.E.1 Classes** **F2 Subcommittee**

Amend the paragraph as follows:

The following separate classes are recognised for World Cup competition in Control Line: F2A (Speed), F2B (Aerobatics), F2C (Team Racing), and F2D (Combat) **and F2F (Team Racing).**

Referred to the F2 Subcommittee.

Annex 4F - Control Line Organisers' Guide**t) 3. Time Schedule** **F2 Subcommittee**

Amend the F2D column as shown:

3rd day	1st Round	1st Qualifying flights	1st Round	Qualifying <u>eliminating</u> round
4th day	2nd Round	1st / 2nd Qualifying flights	2nd Round	Qualifying <u>eliminating</u> round

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Annex 4H - Class F2F- Diesel Profile Team Racing Model Aircraft**u) 4.H.1. Definition of a Diesel Profile Racing Event** **F2 Subcommittee**

Amend the paragraph as follows:

b) No member of a team may be a member of another team. ~~Only one member of each team may be an expert. A senior modeller is considered to be an expert if he/she has been placed once in the:~~

- ~~- thirty first places of a Control Line World Championships class F2C (team-racing);~~
- ~~- or twenty first places of a F2C Control Line World Cup;~~
- ~~- or five first places of F2F Control Line World Cup.~~

~~A junior is not considered to be an expert even if he is placed within the three criteria above.~~

Referred to the F2 Subcommittee.

cont/...

Annex 4K - Class

v) 4.K.2 Characteristics of an Electric Speed Model Aircraft F2 Subcommittee

Amend the sub-paragraphs as follows:

~~f) The model aircraft must be fitted with a wheeled undercarriage for landing. Minimum wheel diameter 25 mm.~~

~~f) The maximum flight time must not exceed 3 minutes from take-off.~~

g) A radio control system may be used to shut-down control the electric motor in accordance with ABR 1.3.2 c). A person other than the pilot may operate this system.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

w) 4.K.4 Length of the Course F2 Subcommittee

Amend the 2nd paragraph as follows:

a) The measured distance covered by the model aircraft must be at least one kilometre.

b) The radius of the flight circle must be 47,69 m. (9 laps = 1 km). **15.92 m (10laps = 1 km)**

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.7 Section 4C Volume F3 - RC Aerobatics

F3A

a) 5.1. Organisation of Radio Controlled Aerobatic Contests United Kingdom

Amend the 13th paragraph as follows.

When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, ~~and the timing device will be re-activated to start the 8 minute flying time.~~ **and the helper will then proceed to the designated take-off area where he will place the model aircraft on the ground at which point the timing device will be reactivated to start the 8 minute flying time.**

Referred to the F3 Aerobatic Subcommittee.

F3M

b) 5.10.14. – Known schedule of manoeuvres Czech Republic & France

Delete the existing schedule (2012-2013) and insert a new F3M Schedule for 2015.

Known schedule of manoeuvres	K-Factor
1 Triangle loop with positive snap roll on upline and 4/8-point roll on 45° line.	3
2 Stall turn with one roll and 2/2-point roll opposite on upline, 1½ negative snap roll on downline and 2/2-point roll on 45° leg.	4
3 Half loop with ¼, ½, ¾ alternate rolls on enter and ¾, ½, ¼ alternate roll on exit.	4
4 Two turn negative spin, one opposite roll.	3

cont/...

5 1 ¼ positive snap roll, same direction roll, opposite ¼ roll.	4
6 Pull-push-push Humpty Bump 4-point roll on upline, opposite ¼ roll and ¼ roll on downline.	3
7 Reverse Cuban eight, one negative snap roll, 2/4 point roll opposite on leg 1, 1½ roll on leg 2, 2/4 point roll and a opposite positive snap roll on leg 3.	6
8 Teardrop with 2 positive snap rolls on 45° downline, 2 linked rolls on upline.	4
9 Diamond loop, a positive opposite snap roll and roll on leg 2, opposite roll and snap roll on leg 4.	5
10 Half square loop, a roll and 1 ¼ opposite negative snap roll.	3
11 ¾ of rolling circle with 3 alternated rolls, first inside.	5
12 45° uphill leg 1½ roll, 5/8 of a loop with one integrated full roll and a roll on exit.	4

The description of the manoeuvres, including judging notes, and the Aresti diagrams are given at Annex 5L.

New schedule 2015:

Known schedule of manoeuvres	K-Factor
<u>1. Double turn with two ¾-loops and knife edge connecting line between them</u>	<u>5</u>
<u>2. Glass hours on side with snap roll on the vertical line</u>	<u>3</u>
<u>3. Double inverted top hat with loop in knife edge and snap roll on the top of it</u>	<u>4</u>
<u>4. Half loop with integrated full roll</u>	<u>2</u>
<u>5. Cobra with snap rolls up and down</u>	<u>3</u>
<u>6. Humpty Bump (pull-push-push) with 2-point roll up and 4-point roll down</u>	<u>2</u>
<u>7. Combination of roll, knife edge flight and snap roll</u>	<u>4</u>
<u>8. Shark tooth with full roll up and 1½-roll down</u>	<u>2</u>
<u>9. Golf ball in knife edge flight</u>	<u>4</u>
<u>10. Turn with 4-point roll up and two alternating snap rolls down</u>	<u>3</u>
<u>11. Horizontal circle 8 with 8 integrated alternating ½-rolls</u>	<u>5</u>
<u>12. Half loop with integrated full roll and 2½ turns of inverted spin</u>	<u>4</u>

[Referred to the F3 Aerobatics Subcommittee](#)

c) Annex 5L – Description of Manoeuvres **Czech Republic & France**
Known Schedule

Replace the existing manoeuvre descriptions and Aresti diagram.

See Agenda Annex 7c for the manoeuvre descriptions and Aresti diagram.

[Referred to the F3 Aerobatics Subcommittee](#)

15.8 Section 4C Volume F3 - RC Soaring

F3F

- a) **5.8.2 Characteristics of Radio Controlled Slope Gliders** **Czech Republic**

Add the following paragraph as the final paragraph.

Paragraph B.3.1 a) of Section 4B (Builder of the Model aircraft) is not applicable to class F3F.

Approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

- b) **5.8.2 Characteristics of Radio Controlled Slope Gliders** **Czech Republic**

Amend the 6th paragraph as follows:

... ~~Variation of geometry or area is allowed only if it is actuated at distance by radio-control.~~ **The use of any onboard-sensed data to automatically move the control surfaces or to modify the aircraft geometry is prohibited.**

Any technological device...

Withdrawn by the Czech Republic.

- c) **5.8.2. Characteristics of Radio Controlled Slope Gliders** **USA**

Add a new 4th paragraph as follows:

Maximum surface area 150 dm²

Maximum flying mass 5 kg

Loading less than 75 g/dm²

The use of any onboard-sensed data to automatically move the control surfaces or to modify the aircraft geometry is prohibited.

Minimum radius of fuselage nose 7.5 mm in all orientations (see template below).

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

- d) **5.8.6. Cancellation of a Flight:** **Norway**

Technical Secretary's Note: this is a consequential change if proposal e) is approved.

Add a new sub-paragraph: at i) to the end paragraph 5.8.6 as follows:

A flight is official when an attempt is carried out, whatever result is obtained.

A flight is official but gets a zero score if:

- a) the competitor ... h) ... exiting the course.

i) the pilot fails to present the model to the line judge when entering the speed course

The model aircraft is not seen entering the course by the Judge a Base A.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

- e) **5.8.8. The Flying Task:** **Norway**

Technical Secretary's Note: there will be a consequential change to Agenda proposal d) "5.8.6. Cancellation of a Flight..

Add a new final paragraph as follows:

The flying task is to fly 10 legs on a closed speed course of 100 meters in the shortest possible time from the moment the model first crosses Base A in the

direction of Base B. If some irremovable obstacles do not allow 100 meters the course may be shorter but not less than 80 meters. This exception does not apply for world or continental championships.

~~The competitor is responsible to present the model to the line judges.~~

The competitor's model aircraft must be visible to the appropriate judge on the turns at Bases A and B.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

f) **5.8.9 The Speed Course** **Norway**

Amend the 1st paragraph as follows:

The speed course is laid out along the edge of the slope and is marked at both ends with two clearly visible flags. The organizer must ensure that the two turning planes are mutually parallel and perpendicular to the slope. **To ensure accuracy the sighting device should be made like "A-frames"**. Depending on the circumstances, the two planes are marked respectively Base A and Base B.

Base A is the official starting plane. At Base A and Base B, an Official announces the passing of the model (ie any part of the model aircraft) with a sound signal when the model is flying out of the speed course. Furthermore, in the case of Base A, a signal announces the first time the model is crossing Base A in the direction of Base B.

Withdrawn by Norway.

g) **5.8.10 Safety** **Norway**

Add a sentence to the beginning of the paragraph.

~~Whenever possible, t~~**The sighting device used for judging the turns must be placed in a safe position. distance from the slope edge.**

The organizer must clearly mark a safety line representing a vertical plane which separates the speed course from the area where judges, other officials, competitors and spectators stay.

Crossing the safety line by any part of the model aircraft during the measured flight will be penalized by 100 points subtracted from the sum after conversion, the penalty not being discarded with the result of the round. The organizer must appoint one judge to observe, using an optical sighting device, any crossing of the safety line.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/05/14. Applicable as a local rule for 2014 competitions. A Technical Notice will be placed on the website.

h) **5.8.12 Scoring** **Slovakia**

Technical Secretary's Note: this is a consequential change if proposal i) is approved.

Amend the paragraph as follows:

5.8.12 Scoring: The result of the flight is stated as the time in seconds and hundredths of seconds obtained by each competitor. For the purpose of calculating the result of the round, the competitor's result is converted this way:

$$\frac{1000 \times P_w}{P}$$

where P_w is the best result in the round **or group (see paragraph 5.8.16)** and P is the competitor's result.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

i) **5.8.16. Interruptions** **Slovakia**

Technical Secretary's Note: there will be a consequential change to 5.8.12 Scoring (proposal h) in this agenda).

Amend the paragraph as follows:

A round in progress must temporarily be interrupted if:

- a) the wind speed ~~constantly~~ is below 3 m/sec or more than 25 m/sec **for at least 20 seconds**
- b) the direction of the wind constantly deviates more than 45° from a line perpendicular to the main direction of the speed course.

If these conditions arise during the flight the competitor is entitled to a re-flight. ~~A round in progress is to be cancelled if~~

- ~~a) the interruption lasts more than thirty minutes;~~
- ~~b) fewer than 50% of the competitors have been able to perform the task caused by marginal conditions. Without the condition "constantly" (i.e. 20 seconds) have been met and thus caused re-flights.~~

Constantly means that the conditions are at least 20 seconds above or below the limit.

If the interruption lasts more than thirty minutes then the starting list of the round is to be divided into groups and the scores (see paragraph 5.8.12) are re-computed within the groups. The results of an incomplete group are to be cancelled and this group have to fly from the beginning.

The groups must be of equal size (+- 1 competitor); the minimum competitors in one group is 10; the division of the starting list must be announced before the start of the round.

The round may continue if the conditions are again constantly within the limits.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

j) **5.8.16 Interruptions** **Norway**

Amend rule as follows:

5.8.16. Interruptions: A round in progress must temporarily be interrupted if:-

- a) the wind speed ~~constantly~~ is below 3 m/sec or more than 25 m/sec. **average wind speed is below 3m/sec or more than 25m/sec during the timed flight**
- b) the direction of the wind ~~constantly~~ deviates more than 45° from a line perpendicular to the main direction of the speed course. **the average direction of the wind is more than 45degrees from a line perpendicular to the main direction of the speed course during the timed flight**

If these conditions arise during the flight the competitor is entitled to a re-flight.

A round in progress is to be cancelled if:

- a) the interruption lasts more than thirty minutes;
- b) fewer than 50% of the competitors have been able to perform the task caused by marginal conditions ~~Without the condition "constantly" (i.e. 20 seconds) have been met and thus caused re-flights~~

Withdrawn by Norway

F3J

k) **5.6.1.1. Definition of Radio Controlled Glider** **Czech Republic**

Amend the paragraph as follows:

... ~~Any variation of geometry or area must be actuated at distance by radio.~~ **The use of any onboard-sensed data to automatically move the control surfaces or to modify the aircraft geometry is prohibited.**

Withdrawn by the Czech Republic.

l) **5.6.1.1 Definition of a Radio Controlled Glider** **USA**

Amend the paragraph as follows:

A model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed. Model aircraft with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode. The model aircraft must be controlled by the competitor on the ground using radio control. Any variation of geometry or area must be actuated at distance by radio. **The use of any onboard-sensed data to automatically move the control surfaces or to modify the aircraft geometry is prohibited.**

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

m) **5.6.1.3 Characteristics of Radio Control Gliders (C)** **USA**

Amend the paragraph as follows:

c) Any technological device used to aid in supplying data of the air's condition or direct feedback of the model's flight status is prohibited during the flight. These devices include any transmission or receiving devices not used to directly control the model aircraft (telephones, walkie-talkies, telemetry of airspeed and altitude etc), temperature detecting devices (thermal imaging cameras, thermometers etc), optical aids (such as binoculars, telescopes etc), and distance/altitude measuring devices (GPS, laser range finders etc). Telemetry of signal strength at the aircraft receiver, and state of the receiver battery **and GPS location data that is not displayed in any form to the pilot or helpers during a flight, and not used for aircraft control** is permitted. Use of corrective eyeglasses, **lenses** and sunglasses are permitted. If an infringement of this rule occurs, the pilot will be disqualified from the contest.

Amended as shown at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For 33; Against 1. Effective 01/01/15.

n) **5.6.2. Flying site** **Germany**

Amend paragraphs a) and b) as follows:

5.6.2.2.

a) The flying site shall include a marked launch corridor of 6 metres width with a central launch line. The launching corridor shall be arranged crosswind and shall **must** include launch marks on the central launch line at least 15 metres apart, one for each competitor of a group.

b) The flying site shall **must** include landing spots, one for each competitor in a group. Each landing spot will correspond to one of the launching marks and will be arranged at least 30 metres downwind of the launching corridor.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

- o) 5.6.4. Re-flights** **Germany**
Amend paragraph 4, 1st sub-paragraph as follows:
1. in an incomplete group, or in a complete group on additional launching/landing spots, **if there is no member of his team in this group.**
- Approved unanimously by the Plenary Meeting. Effective 01/01/15.
- p) 5.6.7 Control of Transmitters** **United Kingdom**
Amend the paragraph by deleting entirely sub-paragraphs a) and c); inserting new sub-paragraphs a), b), c) & d); moving existing sub-paragraphs b) and c) to become bullet points in the new sub-paragraph b).
- ~~5.6.7.1. a) — The Contest Director will not start the contest until all competitors have handed over all transmitters to the organisers.~~
- a) Competitors using 2.4 GHz spread spectrum transmitters may retain their transmitters during the competition. Transmitters using other frequencies may be impounded at the discretion of the Contest Director. (See also ABR B.11.2; B.11.3 & B.11.4.)**
- b) If a transmitter pound has to be used for am/fm transmitters then:**
- Failure to hand in a transmitter before the official starting time of the contest may result in the competitor forfeiting his first round flight.
 - The competitor must hand over his transmitter to the designated official (usually the timekeeper) immediately after finishing his flight.
- ~~e) Any test transmission during the contest without permission of the Contest Director is forbidden and will result in disqualification.~~
- c) The only permitted flying during the competition hours are the official competition flights. Other than for ground testing of equipment using 2.4 GHz spread spectrum, any other transmission or any flight shall only take place with the permission of the Contest Director.**
- d) A penalty of 300 points shall be applied to any competitor making an unauthorised transmission or flight without the permission of the Contest Director. If this transmission or flight results in injury to personnel or damage to property, then the competitor will be disqualified from the whole competition.**
- Approved by the Plenary Meeting: For 33; Against 2. Effective 01/01/15.
- q) 5.6.8.1. Launching** **Germany**
Amend the paragraph as follows:
- ~~5.6.8.1. At all times, the models must be launched upwind.~~ **The contest director defines the start direction. The start should be executed as far as possible against the wind inside of** the marked launch corridor (5.6.2.2). An attempt is annulled and recorded as zero if the model aircraft is launched outside the launching corridor.
- Approved unanimously by the Plenary Meeting. Effective 01/01/15.

cont/...

- r) **5.6.11 Final Classification** **Bulgaria**
Amend paragraph 5.6.11.1 as follows:

a) If ~~seven (7)~~ **five (5)** or fewer qualifying rounds are flown, the aggregate score achieved by the competitor will be the sum of these scores for all rounds flown. If more than ~~seven~~ **five** rounds are flown, then the lowest score will be discarded before determining the aggregate score.

[Withdrawn by Bulgaria.](#)

F3Q

- s) **5.Q.2.2.1 Definition of a speed task** **France**
d) Replace the drawing.
See Agenda Annex K for the new drawing.

[Approved unanimously by the Plenary Meeting. Effective 01/01/15.](#)

15.9 Section 4C Volume F3 - Helicopter

F3N

- a) **5G.8.1 Difficulty** **F3 Heli Sub-committee**
Add the following text:

This criterion evaluates the level of difficulty of the freestyle flight. It is important, that the entire flight is to be judged, not only some highlights. So the score reflects the average level of difficulty.

The K-factors of the set manoeuvres may give some reference values for the difficulty, but during the calibration flights and by watching practice flights the judge should get a clear impression of the range of difficulties of possible manoeuvres.

Risky manoeuvres should never be mistaken as difficult manoeuvres. Risky manoeuvres must not lead to higher scores for difficulty, but result in a downgrade for safety.

[Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.](#)

15.10 Section 4C Volume F3 – Pylon Racing

[There were no proposals for this section](#)

cont/...

15.11 Section 4C Volume F4 - Scale

F4

- a) **6.1.1. Definition of Scale Model Aircraft:** **Spain**

Amend the first sentence as follows:

A scale model aircraft shall be a reproduction of a heavier than air, fixed-wing, man-carrying aircraft, **the class F/A/B/C/D/E/F/G/H/K/ are fixed-wing class the F4L are motorised rotary wing class.**

Technical Secretary's Note: the classes should read "...../J" (and not "K") and if the new class is approved then it will be allocated the designation "F4K".

See Agenda proposal k) for the rules & Judges Guide.

Approved by the Plenary Meeting: For 31; Against 3. Effective 01/01/15.

- b) **6.1.1 Definition of scale Model Aircraft** **United Kingdom**

Amend the first sentence as follows:

A scale model aircraft shall be a reproduction of a heavier than air, fixed-wing, man-carrying aircraft **reduced scale reproduction of a full size aircraft. The full size aircraft modelled must have flown and models of pilotless aircraft or drones are not permitted.**

Withdrawn by GBR

- c) **6.1.5 Coefficient** **United Kingdom**

Amend the text as follows:

6.1.5 Coefficient **Scoring**

Where a K-factor is noted, scores **marks** shall be awarded from 0 to 10 inclusive using increments of half a mark **for Flight Judging and a tenth of a mark for Static Judging.** The score shall then be ~~multiplied~~ **calculated by multiplying the marks awarded** by the K-factor (K).

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

- d) **6.1.9 Documentation (Proof of Scale)** **United Kingdom**
6.1.9.2

There will be consequential changes to Agenda proposal n) "Annex C, the Judges Guide"; Agenda proposal o) "Annex 6E.1, the Competitor's Declaration"; Agenda proposal p) "Annex 6E.2, the Score Sheet".

Amend the paragraph as follows:

The exact name and model designation of the prototype shall be indicated on the entry form, on the score sheet and also in the "Proof of Scale" presentation. ~~The documentation submitted by the competitor 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 might affect the marks awarded under 6.3.6.11d.(Choice of Options)~~

Withdrawn by the United Kingdom.

cont/...

- e) **6.1.9.4 a) Photographic Evidence** **United Kingdom**
Amend the paragraph as follows:
- a) Photographic evidence:
 At least three photographs or printed reproductions of the prototype, including at least one of the actual subject aircraft being modelled are required. Each of these photographs or printed reproductions must show the complete aircraft, preferably from different aspects **and not be smaller than A5**. These main photos must be submitted in triplicate, the second and third copies may be photocopies.
Photographs of the model are not permitted unless the model is posed alongside the full size prototype and the photo used as proof of colour. The use of photographs based on digital files which show evidence of being enhanced or manipulated shall result in disqualification. The photographic evidence is the prime means of judging scale accuracy against the prototype.
 Approved unanimously by the Plenary Meeting. Effective 01/01/15. Applicable as a local rule for 2014 Championship. A Technical Notice will be placed on the website.
- f) **6.1.9.4 e)** **United Kingdom**
Amend the paragraph as follows:
Refer also to the Agenda proposal g) for a new rule "Builder of the Model".
- e) Competitor's declaration:
 The competitor must include in his documentation a **signed** declaration that he is the builder of the model aircraft entered, listing all components of the model aircraft he did not make himself. If using modified ready-made parts, it is the competitor's responsibility to prove the modification and that this is done by him. The competitor must also complete and sign the required declaration form (See Annex 6E) confirming these and other aspects. If found in violation the competitor may be disqualified from the contest. **his model conforms to the requirements and rules appropriate to the class of model. The Competitor's Declaration also contains a questionnaire which is used by the Judges to determine the origin of the model design and its construction and the extent of use of commercially available components.**
The declaration form is at ANNEX 6E.1
 Approved unanimously by the Plenary Meeting as amended by Tech Meeting. Effective 01/01/15.
Post-Meeting Note: The F4 Technical Meeting requested an amendment to the Competitor's Declaration form, Annex 6E.1 to remove the requirement of endorsement by the NAC. Although this was approved by Plenary without discussion it was an invalid amendment as (i) the agenda proposal does not deal with the actual Competitor's Declaration form, Annex 6E.1 and (ii) the requested amendment dealt with a section of the Competitor's Declaration form, Annex 6E.1 that was only approved at Plenary 2013 for implementation 1st January 2014.
- g) **6.1.13 Builder of the Model** **United Kingdom**
There will be a consequential change to Agenda proposal o) Annex 6E.1 "Competitor's Declaration Form".
Add new paragraph 6.1.13 to clarify the existing rule as follows:
Scale models must be constructed and finished solely by the competitor, The only exceptions to this rule are for models entered in Class F4H and for team

entries entered in Class F4J.

Note The use of the word “constructed” in this context means that the competitor is the person who has done all the work on the model.

The Competitor must also prepare the model for flight, although helpers are permitted see paragraph 6.1.8

Commercially available components, machined parts, die or laser cut parts and prefabricated or moulded airframe components which are manufactured by a third party, whether specifically for the model or supplied as part of a kit, may be used in the construction of scale models.

Details of these items (excluding fixings, i.e. screws, nuts a bolts etc) must however, be entered on the Competitors Declaration Form and if they affect the visible scale accuracy or craftsmanship of the model they will result in a reduction of the marks awarded during static judging. ~~This includes any part of the model which has been manufactured using any computer aided process, eg CAD/CAM, CNC, 3-D printing, unless the competitor can provide evidence that he wrote the software.~~

If any commercially available parts have been modified by the competitor to improve scale accuracy then the evidence of this work must be supplied (attached to the declaration) in order for the Judges to assess the craftsmanship.

If found in violation of this rule the competitor may be disqualified from the contest.

See Minutes Annex 7g for the Example Score Sheet with consequential changes. Amended as shown at the F4 Technical Meeting and approved by the Plenary Meeting: For 30; Against 1. Effective 01/01/15. Applicable as a local rule for 2014 Championship. A Technical Notice will be placed on the website.

F4C

h) 6.3.6 Flight United Kingdom

There will be a consequential change to Agenda proposal l) “6C.3.6.11 Judges Guide”.

Amend the sub-paragraph 6.3.6.11 as shown.

6.3.6.11. Realism in flight

- | | |
|---|-------|
| a) Engine sound (realistic tone & tuning) <u>Model Sound</u> | K = 4 |
| b) Speed of the model aircraft | K = 9 |
| c) Smoothness of flight | K = 9 |

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

i) 6.3.7 Optional Demonstrations United Kingdom

There will be a consequential change at Agenda proposals o) “Annex 6.E.1 Competitor’s Declaration” & p) “Annex 6E.2, the Score Sheet”.

Amend the 3rd paragraph as follows:

Selection must be indicated on the score sheet and given to judges before commencing the flight. The options may be flown in any order. ~~Options A (Chandelle), N (Overshoot), R (Flight in triangular circuit), S (Flight in rectangular circuit), T (Flight in a straight line at constant height), W (Wing over) and Z (Procedure Turn) may only be chosen by subjects certified and approved as “non-~~

~~aerobatic” on the Competitor’s Declaration Form (Annex 6E.1). These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.~~

~~Examples are:~~

~~Pioneer and early aircraft (pre 1915)~~

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

~~Touring aircraft~~

~~Passenger and cargo aircraft~~

~~Military transports~~

~~If these non-aerobatic manoeuvres are flown by models NOT certified as non-aerobatic, then they shall be marked zero.~~

~~Withdrawn by the United Kingdom.~~

**j) 6.3.7 Optional Demonstrations United Kingdom
Item T**

There will be consequential changes to Agenda proposal n) “Annex 6C, the Judges Guide” and Agenda proposal p) “Annex 6E.2, the Score Sheet”.

In the list, amend Item T as shown.

T Flight in a straight line at constant height ~~Straight flight at low speed~~

(maximum height 6 metres) K = 7

AA Straight flight at low speed. *(maximum height 6 metres **K = 7***

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

F4 New Class

k) F4K Radio Controlled Flying Scale Model Helicopters Spain

Add a new class and a new Judges’ Guide.

See Agenda Annex 7d for the rules and site layout and Agenda Annex 7e for the Judges’ Guide.

Approved by the Plenary Meeting: For 26; Against 3. Effective 01/01/15.

ANNEX 6C – F4C JUDGES GUIDE – FLYING SCHEDULE

l) 6C.3.6.11 Realism in Flight United Kingdom

Amend the 1st to 6th paragraphs as follows:

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)~~ **Model Sound** K = 4

~~“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.~~

This is an assessment of how accurately the model replicates the characteristic sound of the full size aircraft. Judges should be familiar with typical sounds produced by different categories of aircraft and also be aware of the variations in sound produced at different speeds and varying throttle settings and/or propeller speeds. Judges should therefore consider how closely the sound produced by the model demonstrates what would be the typical sound produced by a full size aircraft in the same category and powered by a similar means of propulsion to that which the model is attempting to replicate.

There should also be some variation in the sound produced depending on throttle settings and whilst it is difficult, for example, to make a model powered by a single cylinder 2-stroke sound like a full size aircraft with a multi cylinder 4-stroke at full throttle, there may be times during the flight, particularly when the throttle is closed, when the sound is more realistic.

Special consideration should be given where the model demonstrates any particular characteristic sounds of the full size aircraft. Competitors are encouraged to advise judges if such characteristic sounds can be reproduced and where they will occur in the flight eg excessive propeller noise at high power setting or noise produced by the airframe during high 'g' manoeuvres.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

m) 6C.3.6.11 Realism in Flight **United Kingdom**

There will be a consequential change to Agenda proposal n) "Annex 6C, the Judges Guide – Flying".

Amend the 11th paragraph as follows:

Realism in flight aspects shall be discussed by all flight judges after completion of the flight. ~~in consultation with any claim for non-aerobatic eligibility made on the Competitor's Declaration form (Annex 6C.1).~~ The judges should attempt to arrive at an agreed score for this item.

Withdrawn by the United Kingdom.

n) 6C.3.7T "Straight Flight at Low Speed". **United Kingdom**

Add the description and manoeuvre diagram.

See Agenda Annex 7f for the manoeuvre description and diagram.

See the Minutes Annex 7f – 6C.3.7 AA.

Amended as shown above at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

ANNEX 6E – FORMS FOR USE IN SCALE MODEL AIRCRAFT CONTESTS

o) Annex 6E.1 Competitor's Declaration Form **United Kingdom**

Delete the requirement to declare that the model aircraft is non-aerobatic and add a question to the static judging questionnaire section.

Agenda Annex 7g for the amended Annex 6.E.1 Competitor's Declaration.

Withdrawn by the United Kingdom.

cont/...

- p) **Annex 6E.2 Example of a Score Sheet** **United Kingdom**
~~Delete the requirement to declare that the model aircraft is non-aerobatic; replace “Flight in a Straight Line at a Constant Height”; replace “Engine sound”.~~
 See Minutes Annex 7h for the amended Example Score Sheet.
 Amended as shown above at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.12 Section 4C Volume F5 - Electric

F5

- a) **5.5.1.3 General Characteristics of RC Electric Powered Model A/c F5**
F5 Sub-committee

Amend the paragraph as follows:

~~d) Any transmission of information from the model aircraft to the pilot is prohibited with the exception of signal strength and voltage of the receiver battery.~~

d) Any kind of electronic systems is allowed. Exceptions are written in the special rules of these classes.

d) Electronic systems allowed are:

Augmented stability systems.

Systems that limit the energy used during climbs.

Electronic systems that are prohibited are:

Autonomous or pre-programmed flight.

GPS or similar positioning systems or waypoint navigation.

Further exceptions are written in the specific class rules.

Amended as shown at the F5 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

F5D

- b) **5.5.6.5. Helper** **Czech Republic**
Amend the paragraphs and add three new paragraphs as follows:

~~5.5.6.5 Helper~~

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

~~b) He may release the model aircraft at the start and give the pilot verbal information regarding the flying course of his model aircraft and official signals.~~

~~c) In all cases the caller must be the holder of an FAI licence not necessarily issued by the NAC of the pilot and must have paid the entry fee.~~

5.5.6.5 Competitors

a) A race team shall consist of a pilot and a caller. All pilots must be accompanied by a caller for Reasons of safety. The caller may be the team manager, another competitor from the same national team or a third party. In

all cases the caller must be the holder of an FAI licence, not necessarily issued by the NAC of the pilot, and must have paid an entry fee.

b) Each pilot and mechanic/caller shall be registered as a team from the beginning of the competition through to its end.

c) Notwithstanding b) above, the pilot or caller of one race team may act as the caller in one or another of the maximum three race teams permitted in a national team. However, once registered, pilot/caller roles may not be interchanged in a race team nor may a caller registered with one national team act as a caller for any other national team.

d) In each race, the caller must release the model aircraft at the start and give the pilot verbal information regarding the flying course of his model aircraft and any official signals.

e) Electronic communication with the pilot shall be prohibited.

f) There will be no pilots' helpers at any of the pylons.

Withdrawn by CZE.

c) **5.5.6.10. Team Classification**

5.5.6.11. Awards

Czech Republic

Add two new paragraphs as follows:

5.5.6.10 Team Classification

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

5.5.6.11 Awards

Awards will be given in compliance with ABR B.16. Callers will be awarded with diplomas only.

Withdrawn by CZE.

F5F

d) **5.5.8.1 Model Aircraft Specifications**

F5 Sub-committee

Delete the existing final two paragraphs and add a new final paragraph as follows:

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

Repair of battery packs is permitted providing the cells used in the repair come from battery packs that were checked at the start of the contest for that pilot.

If a logger is used, the data shall be retrieved during or immediately after the flight.

With the logger, 1 (one) point is deducted for every 3 (three) watt-min used over the limit.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

cont/...

F5J

e) **5.5.11.1.3.a Characteristics of Electric Powered Radio Controlled Gliders with electric motor and altimeter / motor run timer** **Germany**

Amend the paragraph as follows:

Maximum wingspan	4 m
Maximum Surface Area	150 dm ²
Maximum Flying Mass	5 kg
Maximum wingspan	4 m
Loading	12 to 75 g/dm ²
Type of battery	Any type of rechargeable batteries
Type of motor	Any type can be used

Withdrawn by Germany.

f) **5.5.11.4 Safety Rules** **Germany**

Replace the three existing paragraphs and add two new paragraphs as follows:

- ~~a) No part of the model aircraft must land or come to rest within the safety area, as defined by the Contest Director.~~
- ~~b) The model aircraft must not be flown at low level (below 3 metres) over the safety area.~~
- ~~c) Every single action against the safety rules will be penalized by deduction of 100 points from the competitor's final score. Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred. This penalty is also applied, in cases where the infringement(s) of the rule happened to a discarded attempt or round. A penalty earned in the preliminary rounds is not carried forward into the fly-off rounds.~~

a) Contact with an object within the defined safety area (including the launch / landing area and access corridor) will be penalised by deduction of 300 points from the competitor's final score.

b) Contact with a person within the defined safety area (including the launch / landing area and access corridor) will be penalised by deduction of 1000 points from the competitor's final score.

c) For each attempt only one penalty can be given, if a person and at the same attempt an object is touched the 1000 points penalty is applied.

d) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

e) If necessary the organiser may define a part of the airspace as safety space. In such a case he must appoint at least one official who observes the border (vertical plane) by a sighting device. This official must warn the pilot if his glider crosses the border. If the glider does not leave the safety space immediately a penalty of 300 points is given.

Withdrawn by Germany.

g) **5.5.11.10. Launching** **Germany**

Amend the paragraphs as follows:

- a) At all times, the models must be launched ~~into wind and~~ within four (4) metres of the competitor's launch mark. An attempt is annulled and recorded as zero, if the

model aircraft is not launched within the above specified distance. The launches must be straight forward, with the motor running. Any other type of launch is not allowed.

b) ~~In zero or variable light wind conditions,~~ The launch and final approach to touchdown direction will be set by the contest director. Any other direction is not allowed.

c) An attempt is annulled and recorded as zero, if the model aircraft is launched before the start of a group's working time. **A restart at the launch/landing spot within the Group' s Working Time according to the other launching rules is allowed.**

d) ~~Prior to launch all altimeters /motor run timers, must be initialized on the designated landing spots, at ground level.~~ **All altimeters /motor run timers must be initialized when the motor is switched on.**

e) ~~Zooming is not allowed. It is defined as the storage of extra energy in the form of kinetic energy (speed), which is then converted into potential energy (height) after the height reading is made. Any model observed by the designated timekeeper or Contest Director, to be attempting any zooming techniques, after the period of 10-seconds has elapsed, will be penalized by deduction of 100 points from the round score.~~

Withdrawn by Germany.

h) 5.5.11.14.1. Organisational Requirements Germany

Add a new paragraph at the end of the existing sub-paragraph c).

c) To be a fair contest, the minimum number of fliers in any one group is six (6). As the contest proceeds, some competitors may be obliged to drop out for various reasons. When a group occurs with five (5) or fewer competitors in it, the organizer should move up a competitor from a later group, ensuring if possible, that he has not flown against any of the others in previous rounds and of course that his frequency is compatible.

For contests with 30 pilots or less at the beginning of the contest the organizer should move up a competitor from a later group when a group occurs with four (4) or fewer competitors instead of minimum six (6) at the beginning of the contest or cancel the group and fill up the other groups accordingly.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

**i) Annex 5.E F5 Subcommittee
5E.2 Procedure for nomination of World Cup Contests**

Amend paragraphs 5E.2.1 as follows:

5E.2.1 The Electric Flight World Cup will be organised in classes F5B (**G**liders), and F5D (**P**ylon **R**acing model aircraft) **and F5J (Thermal Duration Gliders)** during the years in which there are no World Championships.

Approved unanimously by the Plenary Meeting. Effective 01/05/14. A Technical Notice will be placed on the website.

cont/...

- j) **Annex 5.E** **F5 Subcommittee**
5E.3 Classification
Amend paragraph 5E.3.2 as follows:
5E.3.2
Not more than ~~two (2)~~ **one (1)** contest could be counted in the same country.
Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.13 Section 4C Volume F6 – Airsports Promotion

F6

- a) **Introductory Paragraph** **Bureau on behalf of the F6 Working Group**
Add the following paragraphs as an opening header of Volume F6:
F6 events are designed to be our sport's promotion means. As such, while being real, challenging competitions for the participants, they also must be enjoyable and entertaining for spectators and media. This cannot be achieved if spectators are not allowed to follow and understand what is happening. So as to achieve this, it is highly recommended that F6 event organisers include in their field staff an experienced commentator, whose duty should be to continuously comment the event in the most entertaining way while explaining what happens at any given time and providing factual information about the competitors and the standings.
Approved unanimously by the Plenary Meeting. Effective 01/01/15.

F6A

- b) **6.1.8. Marking** **Bureau on behalf of the F6 Working Group**
Add a new paragraph as follows:
6.1.8.3. Display of scores
The total score shall be divided by 18 (if 3 judges), 30 (if 5 judges) - or a proportional number according to the number of judges - to give the official displayed score. The displayed score shall include 2 (two) or 3 (three) decimals.
Approved unanimously by the Plenary Meeting. Effective 01/01/15.
- c) **6.1.8.4. Electronic scoring system** **Bureau on behalf of the F6 Working Group**
Add a new paragraph as follows:
6.1.8.4A graphic electronic scoring system may be used, provided the software has been approved by the F6 Working Group. In such a case, individual judges' scores resulting from the graphic display set by each judge may use decimals.
Approved unanimously by the Plenary Meeting. Effective 01/01/15.

cont/...

F6B

- d) **6.2.11.1.4. Display of scores** Bureau on behalf of the F6 Working Group

Add a new paragraph 6.2.11.1.4. and re-number the subsequent paragraph.

The total score shall be divided by 18 (if 3 judges), 30 (if 5 judges) - or a proportional number according to the number of judges - to give the official displayed score. the displayed score shall include 2 (two) or 3 (three) decimals.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

- e) **6.2.11.1.5. Electronic scoring system** Bureau on behalf of the F6 Working Group

Add a new paragraph 6.2.11.1.5. and renumber and re-number the subsequent paragraph.

A graphic electronic scoring system may be used, provided the software has been approved by the F6 Working Group. In such a case, individual judges' scores resulting from the graphic display set by each judge may use decimals.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.14 Section 4C Volume F7 - Aerostats

F7A

- a) **7.1.5 Judges and Officials** F7 Subcommittee

Replace the whole of 7.1.5 with the following:

There will be consequential changes as shown.

7.1.5.1 Composition and Responsibility

~~The Panel of Judges must have a Chairman, a Flight Director and one or more judges. The Panel of Judges must be defined prior to the start of the competition and the members shall be chosen for their competence in Hot-air Ballooning.~~

~~For International competitions, refer to rule ABR, Contest Officials (chapter B4).~~

~~It is the responsibility of the Panel of Judges to make any decision dictated by competition circumstances that may arise. It can penalise/disqualify a competitor for misconduct or infringement of the rules.~~

~~Any decision from the Panel of Judges is obtained by majority vote and in the case of a tie the Chairman makes the final decision.~~

7.1.5.2 Flight Director

~~The Flight Director must be a recognised pilot of radio-controlled hot-air balloons.~~

~~He defines the tasks and the flight conditions (take-off area, targets, timing, maximum measured distance, restart permission etc), controls the evolution of the tasks and validates the tasks.~~

~~The Flight Director may:~~

~~-cancel a task if the weather conditions do not allow a normal and equal flight between competitors,~~

cont/...

~~invalidate a task if all competitors receive a zero “flight score”.~~

7.1.5.3 Contest Officials

~~The Panel of Judges may get help from Contest Officials provided that these Contest Officials are qualified or trained for the activity they have to perform. The Contest Officials are in charge of distance and time measurements, observation and reporting to the Panel of Judges of any deviation occurring during the competition.~~

7.1.5 Contest Officials and Jury

7.1.5.1 Contest Officials

The college of Contest Officials must have a Flight Director and at least two timekeepers appointed by the Organiser. This college is in charge of the management of the tasks: definition, flight conditions, time and distance measurements, reporting of deviations and calculation of scores.

a) Flight Director :

The Flight Director must be a recognised pilot of radio controlled aerostat (hot air balloon for F7A contests, airship for F7B contests). He defines the tasks and the flight conditions (take-off area, targets, timing, maximum measured distance/time, restart permission etc). He controls the evolution of the tasks and validates the tasks. He is in charge of the calculation of the scores and of the results (refer to chapter 7.1.10-Results). He transmits the filled flight sheets, scores and results to the Jury.

He may :

- cancel a task if the weather conditions do not allow a normal and equal flight between competitors,

- invalidate a task if all the competitors receive a zero flight score.

b) Timekeepers :

The Timekeepers are in charge of distance and time measurements, observation and reporting to the Flight Director of any deviation occurring during the task. Measurements, observations and deviations are reported on flight sheets.

7.1.5.2 Jury

The Jury must have a Chairman and two assistants.

The Jury is defined by the Organiser prior to the start of the competition.

The Jury validates the results, examines the protests and takes a decision on them.

It is the responsibility of the Jury to make any decision dictated by competition circumstances that may arise. It can penalise/disqualify a competitor for misconduct or infringement of the rules.

Any decision from the Jury is obtained by majority vote.

The following are consequential changes if proposal a) above is approved:

7.1.3.4 Competition and tasks :

Amend the 3rd paragraph as follows:

Several examples of tasks are provided in the last chapter but any task can be created provided it is fully explained to the competitors, the Panel of Judges **Jury** and the Contest Officials

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

7.1.4 Organisation

Amend the 4th paragraph as follows:

..... He must secure a sufficient number of qualified officials (**Jury** and Contest Officials),.....

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

7.1.7- Safety Rules

Amend the 2nd paragraph as follows:

The Organiser and the **Jury and the Contest Officials...**

The Jury will summarily...

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

7.1.8.3- Tasks

Amend the 1st paragraph as follows:

..... the flight Director must clearly inform the **Jury and the Contest Officials**,

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

7.2.5 Judges and Officials

Amend the title and replace the whole paragraph as follows:

7.2.5 Contest Officials and Jury

Refer to chapter 7.1.5

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

15.15 Section 4C Volume Space Models

Part Two - Space Models Specification

a) 2.3 Stages of Operation

Serbia

Add a new paragraph as follows:

2.3.3 Number of stages of scale models in Classes S5 and S7 shall correspond to number of stages of the original prototype defined by technical data submitted for judging. Example: Saturn 1B is a two stage prototype and if it carries a powered Moon Lander, which is a payload of the prototype, this is not a “three stage” scale model than its special effect.

Referred to the Space Models Subcommittee.

cont/...

b) 2.4 Construction Requirements**Serbia**

Amend paragraph the table and sub-paragraph as follows:

2.4.4 Minimum dimensions of subclasses of classes S1, S2, S3, S5, S6, S9 and S10 must not be less than:

Event Class	Minimum diameter (mm) (for at least of 50% of the overall length and 20% for S5)	Minimum overall Length (mm)
A	40	500
B	40 50	500 650
C	50 60	650 800
D	60 70	800 950
E	70 80	950 1100
F	80 90	1100 1250

~~Models of Classes S1, S2, S3, S6, S9 and S10 must have minimum diameter of 30-mm of enclosed airframe for at least 50% and for Class S5 for at least 20% of the overall body length. In case of Classes S1 and S5 the smallest body diameter must be not less than 18 **25** mm for at least 75% of the overall length of each **the highest (second or third)** stage, including their back sections. No boat tails or reducers are allowed unless they meet this requirement.~~

Withdrawn by Serbia.

c) 2.4 Construction Requirements**USA**

Technical Secretary's Note: the table did not contain any amendments.

Amend the text [and table] as follows:

2.4.4 Minimum dimensions of subclasses of classes S1, S2, S3, **S5**, S6, S9 and S10 must not be less than:

Event Class	Minimum diameter (mm) (for at least 50% of the overall length) and 20% for S5)	Minimum Overall Length (mm)
A	40	500
B	40	500
C	50	650
D	60	800
E	70	950
F	80	1100

~~Models of Classes S1, S2, S3, S6, S9 and S10 must have minimum diameter of 30-mm of enclosed airframe for at least 50% and for Class S5 for at least 20% of the overall body length. In **the** case of Class S1 **models**, the smallest body diameter must be not less than 18 **25** 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. **An S1 sustainer stage may not have a boat tail. In the case of Class S5, the smallest body diameter must be not less than 18 mm for at least 50% of the overall length of each stage.**~~

cont/...

The minimum dimensions of Class S5 must not be less than:

<u>Event Class</u>	<u>Minimum diameter (mm) of each stage</u>	<u>Minimum overall length (mm)</u>
<u>A</u>	<u>20</u>	<u>400</u>
<u>B</u>	<u>25</u>	<u>500</u>
<u>C</u>	<u>30</u>	<u>600</u>
<u>D</u>	<u>40</u>	<u>800</u>
<u>E</u>	<u>50</u>	<u>1000</u>
<u>F</u>	<u>60</u>	<u>1500</u>

Class S5 models shall have a minimum the smallest body diameter must be net of an enclosed airframe less than 18 mm equal or larger than that in the table above for at least 50% of the overall length of each stage.

Amended as shown at the SM Technical Meeting and approved by the Plenary Meeting: For 26; Against 1 . Effective 01/01/15.

d) 2.4 Construction Requirements Serbia

Amend the paragraph as follows:

2.4.6 A space model shall not contain any type of explosive or pyrotechnic payload. **A prefabricated ejection charge for ejection of a recovery device, in conjunction with a space model engine(s), shall not be considered explosive or pyrotechnic payload.**

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

e) 2.4 Construction Requirements Serbia

Amend the paragraph as shown. (This sentence was omitted from the Edition 2013 and was existing in previous editions. Technical Secretary's Note: the sentence was not included in the 2013 edition because the proposal submitted by Serbia for the 2012 Plenary Meeting and approved at that meeting showed this entire sentence as marked for deletion.

2.4.7 Models in Classes S4, S8 and S10 must fly and land without separation of any part in flight. **In classes S4, S8 and S10, the minimum weight of the model that returns to ground in stable gliding flight supported by aerodynamic lifting surfaces, shall not be less than 30% of the maximum specified weight for the particular subclass.**

Withdrawn by Serbia.

f) 2.4 Construction Requirements Serbia

Add a new paragraph as follows:

2.4.8 Space models shall be painted (nose cone, body tubes, fins or wings) in bright colours and shall use a "freestyle decoration" because of increased visibility and attractiveness.

Withdrawn by Serbia.

Part Three - Space Model Engine Specification

g) 3.10 Certification for FAI Contests Serbia

Add a new paragraph as follows:

3.10.3. The organizers of World and Continental Championships are not

obliged to perform a static test during the event if they provide all engines of the same type by the same producer for all participants in a particular class or classes. In such a case the organizer shall get the certification document in accordance with 3.10.1 by the producer and/or to do the static test for random samples of engines to be used prior the Championships to make sure that the delivered engines are in compliance with the space model engine standards. This shall be specified in Bulletin 1 for the Championships.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

h) 3.14 Type Identification Serbia

Apply numbering to the existing paragraph and add a new paragraph as follows:

3.14.2 Standard markings on exterior of the casing of a space model engine shall consist of four marks: a) producer's name or logo, b) engine class (and total impulse) marked by a capital letter in accordance with paragraph 3.1.4 of these rules, c) average thrust in Newtons (N) marked by a numeral and d) delay time in seconds (s) marked by a numeral. When the colour coding of the nozzle end is used a producer is obliged to provide an affidavit that explains this coding with every delivered quantity of the engines that shall be submitted to the organizer at an event.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Part Four – General Rules for International Contests

i) 4.1 World Championships Event for SPACE MODELS Serbia

Decrease the engine power of one of the classes as shown:

i) 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~~ **S8D/P**
- h) gyrocopter duration models – S9A

Withdrawn by Serbia

j) 4.1 World Championship Events for Space Models USA

Replace an existing class with a different class as shown below:

The following events are recognized (~~2004~~) as World Championships for Space Models:

i. W/CH for Senior classes:

- a) altitude models – S1B
- b) precision fragile payload models – S2/P**
- c) parachute duration models – S3A
- d) boost glider duration models – S4A
- e) scale altitude models – S5C

cont/...

- e) ~~streamer duration models – S6A~~
- f) scale – S7
- g) rocket glider duration and precision landing models – S8E/P
- h) gyrocopter duration models – S9A

Withdrawn by USA.

k) 4.2 Number of Models Serbia

Amend the final paragraph as follows:

For classes **S1, S2**, S3, S4, S6, S8, S9 and S10 one (1) additional model may be processed and flown by the competitor on there being a tie for first place at the end of the third round.

Approved unanimously by the Plenary Meeting. Effective 01/01/15. Applicable as a local rule for the 2014 Championships. A Technical Notice will be placed on the website.

l) 4.5 Official flights Serbia

Add a new paragraph as follows:

4.5.4. Definition of a Re-flight

A competitor shall be allowed a re-flight when he is prevented from making an official flight through no fault of his own. In such cases he or his team manager should notify RSO immediately. Permission for a re-flight shall be given by the RSO, or in case of a protest, by the FAI Jury. A re-flight shall be made under flight conditions similar to those under which the other official flights for that class were made, but before the official results are announced.

Approved unanimously by the Plenary Meeting. Effective 01/01/15. Applicable as a local rule for the 2014 Championships. A Technical Notice will be placed on the website.

m) 4.7. Radio Controlled Space Models Serbia

Add a new paragraph as follows:

4.7.5 In World and Continental Championships because of increased safety, reduced harmful radio-interferences and simplified organisation of the RC events, spread spectrum 2.4 GHz radio devices shall be used are strongly recommended. When all the RC radio devices are spread spectrum 2.4 GHz, they must not be impounded/

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

n) 4.8. Timing and Classification Serbia

Amend the paragraph as follows:

4.8.3. The total time of the three flights of each competitor is taken for the final classification **unless otherwise defined by the rules of a particular class.**

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

o) 4.9.2.1 Electronic Altitude Measurements Serbia

Amend the 9th point of sub-paragraph b) as follows:

b) - For FAI Category 2 events, simpler devices may be used that give the data readout of peak altitude by **numbers on its hand held reader** or by audio or

visual means directly from the altimeter, with no external device required.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

S1 – Altitude Class

p) 5.1 2 Definition & 5.3 Sub-Classes Serbia

Amend the following paragraphs and add a new paragraph at 5.4 as shown.

5.1. Definition

In any altitude competition event, the model achieving the highest maximum altitude as tracked and reduced **measured and/or calculated** shall be declared the winner.

5.3. Sub-Classes

Altitude competition shall be divided into classes based upon the maximum allowable gross launching weight of the model and the maximum permissible total impulse of the engine or engines powering the model. Any number of engines may be used in any arrangement provided that the sum of the total impulses of the individual engines does not exceed the allowable total impulse maximum for the competition class.

The following event classes are in effect for altitude competition:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)	
S1A	0,00 -	2,50	30 60
S1B	2,51 -	5,00	60 90
S1C	5,01 -	10,00	120
S1D	10,01 -	20,00	240
S1E	<u>LMAR1</u> 20,01 -	40,00	300 <u>single stage</u>
S1F	<u>LMAR2</u> 40,01 -	80,00	500 <u>two stage</u>

Note: LMAR stands for Large Model – Altitude Rocket and shall be used for promotional purposes of Spacemodelling in addition to competitions. They shall encourage new designs in order to achieving ultimate flight specifications.

5.4. Classification

Every competitor shall be given three opportunities to make official flights. The best out of three flights shall be taken for classification. In case of tie the second or even the third flight shall be decisive. If the tie remains, competitors shall be allowed to make an additional flight with and they may use a new model.

Amended at the SM Technical Meeting, further amended by the Plenary Meeting as shown and unanimously approved by the Plenary Meeting. Effective 01/01/15.

S4 - New Class

q) S4D/P Programmed Flights Competition Serbia

Add a new class as follows:

8.5 CLASS S4D/p PROGRAMMED FLIGHTS COMPETITION

8.5.1 DEFINITION

Programmed flights competition introduces in free flight boost-glider competition new technologies like on board cameras and programming

devices. The goal of competition is to perform automatically some flight tasks and at the same time to monitor flight of all models in the air on monitoring screens and so make this event attractive to public and media.

8.5.2 PRINCIPLE OF COMPETITION

Competition of program flights shall be organized in subclasses D and consists of three flights. The flight No 1 is a duration competition flight. Flights 2 and 3 are flights on an assigned route over three belts 1000 m wide, Belt No 1 is distant 700 meters and is 100 meters long, Belt No 2 is distant 600 m and is 100 m wide and Belt No 3 is distant 400 m and long m wide. Belts are located in relation to the wind direction.

These belts are drawn on a Google map on the screen of computer and is oriented depending on the wind direction. Modellers shall get tasks for flying over or in vicinity of some markers and to land in a particular area.

8.5.3 PROGRAMMING AND TRACKING DEVICES

There is a number of small, light commercially available programming devices, GPS loggers and trackers at very competitive prices including also small, light photo or TV cameras that allow real time recording of flight. They shall be used as onboard equipment.

8.5.4 SCORING

Points for flight No 1 are points for a duration flight up to 360 seconds.

Points for 2nd and 3rd flight shall be awarded as follows: Models which land in Belt No 1 shall be awarded with additional 60 points, those which land in Belt No 2 shall get bonus of 30 points and those in belt No 3 – 10 point. No additional points for those that land out of belts.

Models shall get also 0 to 10 additional points for appearance.

Individual result for second and the third flight is $B = \text{flight time points} + \text{bonus for landing in a belt} + \text{points for appearance}$.

Overall points of an individual competitor are $B_t = B_1 + B$ (better score of 2nd and 3rd flight).

Team points are obtained as a sum of results of team members.

8.5.5 MONITORING OF FLIGHTS

Position of all competition models shall be observed on the video beam screen during flights and shall be registered on a PC. All this shall be available to public and media.

Withdrawn by SRB

S7 Scale Class

r) 9.11.2 and Annex 1 (Scale Space Models Judge's Guide) USA

Amend the paragraph and Annex 1 as follows:

9.11.2. Adherence to scale: 200 points maximum. To be considered as a scale model, the dimensions of the body diameter, **and** overall length, ~~nose cone length and one selected dimension mm~~ shall not depart from scale by more than 10% or else the model is disqualified. This rule shall not be applied to dimensions less than 10 mm. The judging category should be judged in two areas: 1) ~~nose cone and bodies of each of up to three stages~~ model dimensions - **150**points maximum; 2) colour and markings - **50**points maximum. ~~This rule shall not be applied to dimensions less than 10 mm.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

Annex 1

FAI CATEGORY	SUB-CATEGORY	JUDGING CONSIDERATIONS	POINTS
Scale Adherence	<u>Colours</u>	Comparing the entry to colour photographs, paint samples, or other colour substantiation, to what degree does the entry's colour(s) resemble that prototype's colour?	(0-25) _____
	<u>Markings (lettering & insignia)</u>	Comparing the entry to photographs, marking diagrams, or other marking substantiation, to what degree to the entry's markings resemble the prototype's markings?	(0-25) _____
	<u>Overall Model Dimensions Configuration</u>	Overall model length	(0-25) _____
		Nose cone length	(0-25) _____
		Greatest measurable body diameter	(0-25) _____
		One selected dimension greater than 10mm	(0-20) _____
		<u>Length of first stage</u>	(0-25) _____
		<u>Fin span (individual fin, or tip-to-tip) *</u>	(0-25) _____
		<u>Selected dimension greater than 10 mm (second stage length, diameter, etc.)</u>	(0-25) _____
		Second Stage	Second stage length Second stage diameter
	Third stage	Third stage length Third stage diameter	(0-20) _____ (0-20) _____
<u>Award points shall be based on a % deviation from the prototype's scaled dimensions. Each 1% error reduces the value by 2 points. Deviation > 10% shall be awarded a value of 0.</u>			
<u>* If prototype is finless, select one other dimension greater than 10 mm and check here ()</u>			
Category Total (200 Max)			
Note: A difference of 1% reduces 2 points for every measured item			

Amended at the SM Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/15.

S8 Rocket Glider Duration Class**s) 11.2 Purpose USA**

Amend the text as follows:

11.2 PURPOSE

The purpose of this competition is to achieve the longest flight duration time in combination with a landing of any part of the model within a given landing area of 20 by 20 metres ~~which adds one minute to the flight time. The model shall be timed from the instant of first motion on the launcher until the instant it touches the ground.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

t) 11.4 Timing and Classification USA

Number the 1st paragraph, move the 2nd paragraph to the end of the new text and number it 11.4.5 and add new paragraphs 11.4.2 – 11.4.4 as follows:

11.4.1 Timing and Classification Rules 4.8 will be used for this competition.

11.4.2 The model shall be timed from the instant of first motion on the launcher until the instant it touches the ground.

11.4.3 One point will be awarded for each full second of flight time up to the class maximum listed in rule 11.6.

11.4.4 60 additional points will be awarded if any part of the model lands within the 20 by 20 metres landing zone. During landing, if the model hits the pilot or their helper, or the pilot stops the model, no additional points will be awarded for landing.

For each flight, the total score is compiled by adding points from flight time and additional points for landing.

11.4.5 For the fly-off in classes S8E and S8F the jury shall determine the maximum time of flight (but not exceeding 30 minutes) for a round according to the meteorological conditions and the character of the flying site. The maximum must be announced before the start of the round.

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

u) **11.6. Sub-Classes** **Serbia**

Amend the table as follows:

CLASS	TOTAL IMPULSE (Newton-seconds)	MIN*	MAX WEIGHT (g)	MINIMUM WING SPAN (mm)	MAXIMUM FLIGHT TIME (sec)
S8A	0,00 - 2,50	20	60	<u>500</u>	180
S8B	2,51 - 5,00	30	90	650 <u>700</u>	240
S8C	5,01 - 10,00	40	120	800 <u>900</u>	300
S8D & S8D/P	10,01 - 20,00	100	300	950 <u>1100</u>	360
S8E & S8E/P	20,01 - 40,00	100	300	1100 <u>1300</u>	360
S8F	40,01 - 80,00	170	500	1250 <u>1500</u>	360

Withdrawn by Serbia.

v) **11.7 Class S8E/P** **Serbia**

Amend the engine size in the title and 2nd paragraph as follows:

11.7. CLASS S8E/P **S8D/P**

11.7.2. SPECIFICATIONS

The competition has only one subclass determined for models which comply with subclass S8E **S8D**. Total impulse of engine(s) 20,01 to 40,00 **10,01-20,00 and a wing span of 1100 mm** is allowed.

Withdrawn by Serbia.

S8 New Class

w) **S8/F/P RC Triathlon Tournament** **Serbia**

11.9.1 Definition

RC Triathlon tournament is a complex class that combines different flying skills: precision time – precision landing, aerobatics and duration flights. Classification is determined by a normalisation formula.

cont/...

11.9.2 Principle of Competition

There will be three flights:

- a) First out of three flights is – precise landing on defined spot in a target time as in existing class S8D/P.
- b) The second flight contains a set of glider’s aerobatic figures to be performed in 360 seconds. It can be flown with E engine because of height needed to complete the whole set of aerobatic figures.
- c) The third flight is a S8D duration flight with target time of 360 seconds. Time over the target time shall be awarded with bonus points depending on placings of competitors.
- d) Points from 0 to 10 for appearance would be awarded at model processing by a SM Scale Judge.

11.9.2 Scoring

- a) First out of three flights shall be scored as for S8D/P (See rule 11.7.4.8).
- b) Aerobatic set of figures shall be evaluated as:
 - stall turn (0 - 100 pts),
 - chandelle (0 - 90 pts),
 - rolling turn (0 - 70 pts),
 - inside loop with spin (0 - 60 pts),
 - inverted flight with spin (0-50),
 - outside loop (0 - 40 pts),
 - spin (0 - 30 pts),
 - three consecutive sharp turns (0 - 20 pts)
 - Total for set of aerobatic figures: 0 - 460.

Note: The set of aerobatic figures is selected from the Handbook of Glider Aerobatics by Peter Mallinson and Michael Woollard,, Air Life Publishing Ltd, UK, 1999.

- c) In the third flight the best flyer shall get bonus of 100 pts and the last of 0 pts. These points shall be uniformly distributed to those who flew over 360 seconds. The score in the third flight shall be the flight time + bonus points.
- d) Score of individuals shall be sum of points of all three flights normalized by formula:

The winner of a particular flight in the relating group receives a score of 1000 points. Other competitors receive points as follows:

$$Pc = 1000 \times \frac{Rc}{Rw}$$

- where Pc = points of the competitor
- Rw = result of the winner in the relating group
- Rc = result of the competitor

- e) Score of a team shall be sum of points of its team members

11.9.3 Organisation of competition

Organisation of duration flights and duration and landing precision is the same as for S8D and S8D/P. Aerobatic flights shall be flown in different zones – several flights at a time and will be judged by ground officials who will have

sketches of sets of figure and are trained for such evaluation. Flight zones shall be specially distributed so to ensure required safety of models, persons and property on the ground.

Withdrawn by Serbia.

S12P Time Duration Triathlon Tournament

x) 12.6.5. Sub-Classes Serbia

Amend and expand the table as follows:

Sub-classes for this competition are defined by rule 12.5.

CLASS	TOTAL IMPULSE	MAXIMUM WEIGHT	MAXIMUM FLIGHT TIME (sec)
	(Newton-seconds)	(g)	
S12A/P	0,00 - 2,50	60	180
S12B/P	2,51 - 5,00	90	240
S12C/P	5,01 - 10,00	150	300
S12D/P	10,01 - 20,00	200	360

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

ANNEX 2

y) 3. General Judging Criteria Serbia

Amend paragraph d) as follows:

d. Unsafe Recovery. Crashes and other unsafe recoveries cannot be qualified. What constitutes an unsafe recovery? The rules state it is one that creates a hazard to property or people. For consistency let us ask ourselves if we would like to be under the rocket we are judging when it lands. If the answer is "no" then a disqualification is called for especially during payload flights where no minimum size parachute is required.

In the case of scale models unsafe recovery is when a recovery device (parachute or streamer) of a substantial part of the model ie nose cone, any of the stages or boosters does not deploy and can be hazardous for persons or property on the ground. If a streamer or a parachute of a smaller and insignificant part of the model eg light Styrofoam or similar forms that represent satellites or other special effects does not deploy properly, then this is not a reason for disqualification but for a reduction of points for Flight Characteristics, Recovery.

Amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/15.

z) 3. General Judging Criteria (2) Serbia

Delete paragraph e).

e. Engine Ejection. No engines can be ejected – even if they have attached streamers or parachutes, except for boost gliders. All engines have to descend within an airframe that provides for safe recovery. Exception: Boost glider models may eject pods or engines if they have a streamer or parachute. (See below for minimum sizes)

Approved unanimously by the Plenary Meeting. Effective 01/01/15.

16. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN**16.1. CIAM Officers**

See item 7.1.

16.2. Subcommittee Chairmen

See items 7.1 & 7.2.

17. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS

The voting for the bids was electronically conducted.

FAI WORLD CHAMPIONSHIPS 2014 – 2018

2014 FAI World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	ROMANIA	Salonta 28 July – 3 August
F1D (Seniors and/or Juniors)	ROMANIA	Slanic – Prahova 31 March – 5 April
F2A, F2B, F2C, F2D (Seniors and Juniors)	POLAND	Wloclawek 9 – 17 August
F3F (Seniors and Juniors)	SLOVAKIA	Donovaly, B. Bystrica August - September
F3J (Seniors and/or Juniors)	SLOVAKIA	Martin July - August
F4C (Seniors and Juniors)	FRANCE	Marmande 19 – 26 July
F5B, F5D (Seniors and Juniors)	AUSTRIA	Turnau – Styria 23 – 29 August
SPACE MODELS (Seniors and Juniors)	BULGARIA	Castician 22 – 30 August

cont/...

2015 FAI World Championships	Bids from	Awarded to Location and Actual Dates
F1A, F1B, F1C Seniors	awarded in 2013	MONGOLIA Ulaanbaatar 27 July – 3 August
F1E (Seniors and/or Juniors)	awarded in 2013	SERBIA Slatibor 25 August – 1 September
F3A (Seniors and Juniors)	awarded in 2013	SWITZERLAND Dubendorf 6 – 16 August
F3B (Seniors and Juniors)	awarded in 2013	NETHERLANDS Deelen 3 – 8 August
F3C (Seniors and Juniors)	Austria (firm)	AUSTRIA Klopeinersee 2 – 12 July
F3N (Seniors and Juniors)	Austria (firm)	AUSTRIA Klopeinersee 2 – 12 July
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Czech Republic (firm)	CZECH REPUBLIC Olomouc July
F3K (Seniors and/or Juniors)	awarded in 2013	CROATIA Ludbreg 19 – 26 July
F3P (Seniors and Juniors)	awarded in 2013	POLAND Pruszkow 14 – 22 March

cont/...

2016 FAI World Championships	Bids from	Awarded to
F1A, F1B, F1P Juniors	Romania (firm) FYR of Macedonia (firm)	FYR OF MACEDONIA
F1D (Seniors and/or Juniors)	Serbia (withdrawn) Romania (firm)	ROMANIA
F2A, F2B, F2C, F2D (Seniors and Juniors)	awarded in 2013	AUSTRALIA
F3F (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Croatia (firm) Romania (firm) Slovakia (firm) Slovenia (firm) Ukraine (withdrawn)	SLOVENIA
F4C (Seniors and Juniors)	Romania (firm)	ROMANIA
F4H (Seniors and Juniors)	Romania (firm)	ROMANIA
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Serbia (firm) Romania (firm) Ukraine (firm)	UKRAINE

2017 FAI World Championships	Bids from	To be Awarded in 2015
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Austria (withdrawn)	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	France (firm)	awarded in 2014 to FRANCE

cont/...

2018 FAI World Championships	Bids from	To be Awarded in 2016
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4C (Seniors and Juniors)	Offers invited	
F4H (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

FAI CONTINENTAL CHAMPIONSHIPS 2014 – 2018

2014 FAI Continental Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	ROMANIA	Salonta 11 – 17 August
F1A, F1B, F1C Seniors	MONGOLIA (awarded by Bureau)	Ulaanbaatar 19 – 29 July
F1E (Seniors and/or Juniors)	SLOVAKIA	Martin 24 - 30 August
F3A (Seniors and Juniors)	LIECHTENSTEIN	Bendern 10 – 19 July
F3A Asian – Oceanic (Seniors and Juniors)	THAILAND	Pattaya 10 – 17 May
F3B (Seniors and Juniors)	No Offers	
F3C (Seniors and Juniors)	No Offers	
F3N (Seniors and Juniors)	No Offers	
F3C Asian – Oceanic (Seniors and Juniors)	No Offers	
F3D (Seniors and Juniors)	No Offers	
F3K (Seniors and/or Juniors)	No Offers	
F3P (Seniors and Juniors)	No Offers	

2015 FAI Continental Championships	Bids from	Awarded to Location and Actual Dates
F1A, F1B, F1P Juniors	awarded in 2013	ROMANIA Fulgay/Brazov 3 – 9 August
F1D (Seniors and/or Juniors)	awarded in 2013 SERBIA (WITHDRAWN) Romania (firm)	ROMANIA Slanic 30 March – 5 April
F2A, F2B, F2C, F2D (Seniors and Juniors)	awarded in 2013	BULGARIA Pazardzhik 23 – 30 August
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Bulgaria (firm) Croatia (firm) Hungary (firm) Romania (firm)	BULGARIA Dupnitsa 19 – 25 July
F4C (Seniors and Juniors)	Offers invited	
F4H (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	awarded in 2013	UKRAINE Dnipropetrovsk 23 – 30 August

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2016 FAI Continental Championships	Bids from	Awarded to
F1A, F1B, F1C Seniors	Serbia (firm) Romania (withdrawn) FYR of Macedonia (withdrawn)	SERBIA
F1E (Seniors and/or Juniors)	Serbia (withdrawn) Romania (firm)	ROMANIA
F3A (Seniors and Juniors)	Germany (firm) Spain (firm)	GERMANY
F3A Asian – Oceanic (Seniors and Juniors)	Chinese Taipei (firm)	CHINESE TAIPEI
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

2017 FAI FAI Continental Championships	Bids from	To be Awarded in 2015
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and/or Juniors)	Romania (firm)	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm)	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4C (Seniors and Juniors)	Offers invited	
F4H (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

2018 FAI Continental Championships	Bids from	To be Awarded in 2016
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

18. ANY OTHER BUSINESS

None

19. NEXT CIAM MEETINGS

Bureau Meeting: Friday and Saturday 5th & 6th December 2014

Bureau Meeting: Thursday 23rd April 2015

Plenary Meeting: Friday and Saturday 24th & 25th April 2015

The President closed the meeting at 18.15

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2014 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 2 (a-h)	2013 World Championship Reports
ANNEX 3 (a-p)	2013 Subcommittee Reports, Technical Secretary, Treasurer, F6 WG, CIAM Flyer & Scholarship Reports
ANNEX 4 (a-i)	2013 World Cup Reports
ANNEX 5 (a-d)	2013 Trophy Reports
ANNEX 6 (a-e)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a Amended at Plenary	F1Q 3.Q.2 F1 S-C
ANNEX 7b	F1S New Class F1 S-C
ANNEX 7c	F3M Annex 5L Known Schedule 2015 CZE & FRA
ANNEX 7d	F4K New Class Rules ESP
ANNEX 7e	F4K New Class Judges Guides ESP
ANNEX 7f Amended at Plenary	F4 Annex 6C.3.7T
ANNEX 7g Amended at Plenary	F4 Annex 6E.1
ANNEX 7h Amended at Plenary	F4 Annex 6E.2
ANNEX 7i	S1 2.4.4 Supporting Data USA
ANNEX 7j	4.1 World Championships USA
ANNEX 7k	F3Q 5Q.2.2.1 Course Layout
ANNEX 7l	ABR B6 Organisation of Championships Appendix A.1a
ANNEX 7m New at Plenary	F2 Annex 4L
ANNEX 8 (a-f)	Scholarship Candidates
ANNEX 9 (a-h)	Technical Meetings & Meeting Reports
ANNEX 10 (a)	World Championships Medals Count
ANNEX 10 (b-d)	Awards Recipients
ANNEX 11	Main Decisions of the April 2014 Bureau Meeting
ANNEX 12	FAI Sports and Marketing Manager report 2014
ANNEX 13	CIAM President report 2014
ANNEX 14 (a-c)	RC systems manufacturers JETI MODELS and WEATRONIC presentations

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