



*Fédération  
Aéronautique  
Internationale*

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# Agenda

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

To be held in **Lausanne, Switzerland**  
on **19 & 20 April 2013**

Issue 1.0

*Maison du Sport International  
Av. de Rhodanie 54  
CH-1007 Lausanne  
(Switzerland)  
Tél. +41 (0)21 345 10 70  
Fax +41 (0)21 345 10 77  
E-mail: [sec@fai.org](mailto:sec@fai.org)  
Web: [www.fai.org](http://www.fai.org)*

# **AGENDA**

## **CIAM PLENARY MEETING 2013**

to be held in the Mövenpick Hotel - Lausanne (Switzerland)  
on Friday 19 April and Saturday 20 April 2013, at 09:15

### **1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS**

According to the rules, and after confirmation at the 2012 CIAM December Bureau Meeting by the relevant Subcommittee Chairmen, the following scheduled Technical Meetings will be held: F1, F3A, F3B, F3C, F3D, and Education. In addition F2 and F4 interim Technical Meetings will be held.

The Technical Meetings will take place in the meeting rooms and in the Auditorium of the Mövenpick Hotel, and other venues that may be available to the CIAM.

### **2. DECLARATION OF CONFLICTS OF INTEREST (ANNEX 1)**

Declarations, according to the FAI Code of Ethics will be received.

### **3. MINUTES OF THE APRIL 2012 BUREAU & PLENARY MEETINGS, AND OF THE DECEMBER 2012 BUREAU MEETING**

#### **3.1. 2012 April Bureau**

3.1.1. Corrections

3.1.2. Approval

3.1.3. Matters Arising

#### **3.2. 2012 Plenary**

3.2.1. Corrections

3.2.2. Approval

3.2.3. Matters Arising.

#### **3.3. 2012 December Bureau**

3.3.1. Corrections

3.3.2. Approval

3.3.3. Matters Arising

### **4. APRIL 2013 BUREAU MEETING DECISIONS**

Distribution and comments of the April 2013 Bureau Meeting decisions.

### **5. NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN (ANNEX 1)**

#### **5.1. CIAM Officers**

President

1st Vice President

2nd Vice President

3rd Vice President

Secretary

Technical Secretary

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**Note.** This year the nomination form will be distributed together with the agenda. The Delegate or the Alternate Delegate will have to complete the form (Annex 1b) in advance and submit it, preferably during the registration period, but not before leaving the auditorium for the various Technical Meetings.

**5.2. Subcommittee Chairmen to be elected**

- F1 Free Flight
- F3 RC Aerobatics
- F3 RC Soaring
- F3 RC Helicopter
- F3 RC Pylon Racing

**5.3. Subcommittee Chairmen to be confirmed**

- F2 Control Line
- F4 RC Scale
- F5 RC Electric
- F7 RC Aerostats
- S Space Models  
Education

**6. REPORTS**

6.1. 2012 FAI General Conference, by the FAI Secretary General, Jean-Marc Badan

**6.2. CIAM Bureau report on its activity since the last Plenary, by CIAM President, Antonis Papadopoulos**

- ASC Presidents meetings May and October 2012
- CASI meeting October 2012
- Bureau activities

**6.3. 2012 World Championships, Jury Chairmen (ANNEX 2)**

6.3.1. F1A, F1B, F1P Free Flight Juniors. Slovenia (27 July to 3 August).

Srdjan Pelagic

6.3.2. F1D Indoor Seniors and Juniors. Serbia (8 to 13 August).

Gerhard Woebbeking

6.3.3. F2A, F2B, F2C, F2D Control Line Seniors and Juniors. Bulgaria

(25 August to 1 September). Jo Halman

6.3.4. F3F Soaring Seniors and Juniors. Germany (6 to 13 October)

Tomas Bartovsky

6.3.5. F3J Gliders Seniors and Juniors. South Africa (5 to 12 August)

Tomas Bartovsky

6.3.6. F4C Scale Seniors and Juniors. Spain (3 to 12 August). Narve Jensen

6.3.7. F5B, F5D Electric. Romania (16 to 21 September). Andras Ree

6.3.8. S Spacemodelling. Seniors and Juniors. Slovakia

(1 to 9 September). Srdjan Pelagic

**6.4. 2012 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

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**6.5. 2012 Subcommittee Chairmen (ANNEX 3)**

- 6.5.1. Free Flight: Ian Kaynes
- 6.5.2. Control Line: Bengt-Olof Samuelsson
- 6.5.3. R/C Aerobatics: Michael Ramel
- 6.5.4. R/C Gliders: Tomas Bartovsky
- 6.5.5. R/C Helicopters: Dag Eckhoff
- 6.5.6. R/C Pylon: Rob Metkemeijer
- 6.5.7. Scale: Narve Jensen
- 6.5.8. R/C Electric: Emil Giezendanner
- 6.5.9. Aerostats: Marcel Prevotat
- 6.5.10. Space Models: Srdjan Pelagic
- 6.5.11. Education: Gerhard Woebbeking

**6.6. 2012 World Cups, by World Cup Coordinators (ANNEX 4)**

- 6.6.1. Free Flight: Ian Kaynes
- 6.6.2. Control Line: Peter Halman
- 6.6.3. F3A R/C Aerobatics: Pierre Pignot
- 6.6.4. Thermal Soaring and Duration Gliders: Tomas Bartovský
- 6.6.5. Space Models: Srdjan Pelagic.

**6.7. 2012 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

**6.8. Aeromodelling Fund- Budget 2013, by the Treasurer, Andras Ree (ANNEX 3)**

**6.9. CIAM Flyer, by the Editor, Emil Giezendanner (ANNEX 3)**

**7. PRESENTATION OF 2012 WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION**

**8. PRESENTATION OF 2012 WORLD CUP AWARDS CEREMONY**

**INVITATION TO THE  
PRESENTATION CEREMONY FOR**

The 2012 World Cup awards for classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3F, F3J, F5B, S4A, S6A, S7, S8E/P and S9A

will be held on Friday, 19 April 2013, at 16.30 in the Mövenpick Hotel.

**9. PLENARY MEETING VOTING PROCEDURE**

Confirmation of the voting procedure for the Plenary Meeting.

**10. SCHOLARSHIP SELECTION APPROVAL (ANNEX 8)**

- Loic BURBAUD (France)
- Oskar FINDAHL (Sweden)
- Tomasz FRAK (Poland)
- RJ GRITTER (USA)
- Marco MAZZUCHELLI (Italy)
- Marten FRIIS NIELSEN (Denmark)
- Thomas RETTENBACHER (Austria)
- Toni STANEV (Bulgaria)

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**11. NOMINATIONS FOR FAI-CIAM AWARDS (ANNEX 6)**

**Alphonse Penaud Diploma**

- Phillip BALL (United Kingdom)
- Andreas BOHLEN (Switzerland)
- Sandor KALMAR (Hungary)
- Zoran KATANIC (Serbia)
- Yaron KRAUS (Israel)
- Ivan TREGGER (Slovak Republic)

**Andrei Tupolev Diploma**

- Antony MOTT (Australia)

**Antonov Diploma**

- Michael RAMEL (Germany)

**Frank Ehling Diploma**

- Nikola CVJETICANIN (Serbia)

**Andrei Tupolev Medal**

- Vladimir CIPCIC (Serbia)

**FAI Aeromodelling Gold Medal**

- Georg BREINER (Austria)
- Martin DILLY (New Zealand)
- Jo HALMAN (United Kingdom)
- Pierre PIGNOT (France)
- Gerhard WÖBBEKING (Germany)

**12. OPEN FORUM**

CIAM Bureau decided to introduce an OPEN FORUM session during the Plenary in order to give the Delegates the opportunity to exchange ideas for aeromodelling topics not always related to the Sporting Code. For this year, we will discuss the long standing case about reducing the number of Championships. By email you will receive an introduction prepared by 2<sup>nd</sup> CIAM VP, Mr. Kevin Dodd.

**13. SPORTING CODE PROPOSALS**

The Sporting Code proposals begin overleaf.

## 13. SPORTING CODE PROPOSALS. (ANNEX 7)

The Agenda contains all the proposals received by the FAI Office according to rules A.6 and A.7.

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

Bureau proposals appear in the appropriate rule section of this item.

### 13.1.A Special Proposals to Plenary

a) **Championship Status Moratorium** **United Kingdom**

*To vote on the following principle and action:*

**That a moratorium of at least four years be imposed on classes being permitted to apply for Championship status.**

Reason: To allow a stable period where no classes may be permitted to request championship status so that the rationalisation of Championships may progress without impediment.

b) **Quality of FAI Championship Site & Organisation** **United Kingdom**

*To vote on the following principle and action:*

**That it is an absolute requirement of the organisers, with regard to Championship sites and organisation, that they must work with the appropriate Subcommittee and if there is a disagreement regarding the site, then the Subcommittee has the right to impose a binding decision on the organiser.**

**This principle must be incorporated into the FAI Aeromodelling Organiser Agreement including the clause “For each breach of this type in the Organiser’s Agreement, and which has been identified by the FAI Jury, a sanction fee (fine) of 2,000 Euros will be applied.”**

Reason: There has been an intolerable number of below standard sites and/or organisation for World and Continental Championships in recent years. Competitors have the right to an acceptable standard of site and/or organisation at championships. Unacceptable standards demean our championships and bring CIAM and FAI into disrepute.

***General Section Proposals begins overleaf.***

## **13.1.B General Section Proposals**

**a General Section 3.5.3.1 First Category Events United Kingdom**

First category events. A minimum of 4 NACs or howsoever many NACs the Airsport Commission deems appropriate as long as the number is never less than four shall have entered by the end of the official registration period, as defined in the local Regulations, with entry fees paid. If there are less than 4 NACs entered, the Air Sport Commission shall decide whether the event will take place and shall also decide whether or not the title of Champion will be awarded.

Reason: Cross-refer to the United Kingdom agenda proposals 13.3 b) and 13.3 c) dealing with ABR B.2.3 & B.2.4 which necessitate a rule amendment submission to CASI for the Sporting Code General Section.

***Volume ABR, Section 4A, CIAM Internal Regulations begins overleaf.***

## 13.2 Volume ABR, Section 4A

(CIAM Internal Regulations – begins on page 15 (2012 Edition))

a) **A.3 BUREAU**

**Bureau**

**A.3.1**

*Amend A.3.1 as follows and add a new paragraph (A.3.1.1).*

A.3.1. The Bureau is composed of a President, three Vice Presidents, **one of whom shall assume the duties of Treasurer**, a Secretary, a Technical Secretary, and a Treasurer plus the Chairmen of those Sub-Committees that have official World Championship classes as well as the Education Sub-Committee Chairman. It is completed by the immediate past President of the CIAM, who does not have voting rights. The President may also invite representatives of the NACs preparing World Championships or other persons required for the business of the Bureau. **If none of the Vice Presidents can act as Treasurer, then Bureau may appoint a Treasurer who will not have any voting rights at Bureau.**

**A.3.1.1 TERM OF OFFICE**

**In accordance with FAI Statute 5.1.2.8, the term of office for the entire Bureau, and any Treasurer appointed by Bureau, will be two years, with the first two year term commencing in 201X. At each second Plenary Meeting after 201X the CIAM shall elect a President, three Vice Presidents, a Secretary and a Technical Secretary by a secret ballot for a two year term. The rest of the Bureau members (Sub-Committee Chairmen) shall be elected as described in A.4.2.**

Reason: To comply with the FAI Statutes and to permit a better overall performance.

b) **A.3 BUREAU**

**France**

**A.3.1**

*Add a new paragraph as follows:*

**The CIAM elects by secret ballot for a period of two years the members of the Bureau. The election shall occur at the Plenary Meeting the odd years for the President and the three Vice Presidents, and the even years for the Secretary, the Technical Secretary and the Treasurer.**

Reason: The FAI Statutes (paragraph 5.1.2.8.) specifies that the same term of one year or two years shall be applied to all members of the Bureau. The CIAM Internal Regulations are not compliant to that specification because, on one side, the President, the three Vice Presidents, the Secretary, the Technical Secretary and the Treasurer are at the moment elected for a one year term and, on the other side, the Chairmen of the Sub-committees are elected for a period of two years (as mentioned in paragraph A.4.2.).

A two years period (maximum permitted by the FAI Statutes) for the Bureau gives a better continuity in the action for the Bureau.

**Remark:** according to the FAI Statutes (paragraph 5.1.2.8.), the duration of the term of the bureau has to be approved by a two-thirds majority.

*cont/...*

If it is considered that the end of the current term of the bureau is the Plenary Meeting, then the duration of two years could be applied immediately and so with an application to the President and the three Vice Presidents elected at the 2013 Plenary Meeting.

c) **A.9. Contest Calendar** **Germany**  
**A.9.1**

*Amend the 3rd paragraph as follows:*

Open International contests may be requested for approval in between CIAM meetings, if submitted at least three months in advance to the FAI Office with copies to the CIAM President and Secretary. Open International applications received by the FAI office later than 15 November will not be eligible for inclusion in a World Cup **or an International Series** for the following year.

Sanction fees and documents for World and Continental Championships, **World cup competitions and International Series** must be received by the FAI by 15 November of the year preceding the Championships or World Cup competition.

Reason: There is no reason anymore in giving International Series an advantage over World Cups

d) **A.10 Sanction Fees** **Germany**

*Amend as follows:*

Open International Contest (including World Cup **and International Series**) = 70 €  
Open National contest ~~or a contest in an International Series~~ = 40 €

Reason: There is no reason anymore in giving International Series an advantage over World Cups

e) **ABR A13 Effective Date of Rule Changes** **Bureau**

*Amend the paragraph as follows:*

~~For all classes, including~~ **For championship classes and** official classes without championship status, a period of two years of no changes to model aircraft/space model specifications, manoeuvre schedules and competition rules will be strictly enforced.

The two-year cycle shall be as follows:

Championship classes: in step with the World Championship cycle.

Official classes: in step with the second year of the two-year anniversary cycle of the date of the Plenary Meeting at which the class was approved as official.

Rules can be amended in the years as follows:

Championship Classes in the year of a World Championship.

Official classes in the second year of the two-year cycle.

Any change will become effective the following January **unless a different date is specified and approved at the Plenary meeting.**

Provisional classes are not subject to this two-year rule cycle.

The only exceptions allowed to the procedure above are genuine and urgent safety  
*cont/...*

matters, indispensable rule clarifications and noise rulings.

Under normal circumstances, in step with the rule change procedure, a Technical Meeting may be held at the Plenary meeting during each year there is a World Championship in that class. In case of emergency, safety proposals or issues considered urgent by the Sub-committee Chairman, the Chairman is entitled to schedule an interim meeting.

All proposals are first to be carefully scrutinised by the Chairmen of the relevant Sub-committees who will check them for validity before presenting them to the Bureau. It will be the Chairman's duty to point out any ambiguities or lack of conformity with CIAM requirements in the proposal, as well as any effects it may have on other regulations. Apart from the exceptions stated above, proposals will only be accepted on Plenary agendas in years for which Technical Meetings are entitled to be held. This shall not apply to provisional classes.

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

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

~~b) Upon publication of the final Plenary Minutes, the draft shall be reviewed for accuracy and necessary changes made at that time. The reviewed draft shall be completed by August 1st and released to FAI headquarters for proper formatting and final preparation.~~

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

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

Reason: 1st amendment (addition): To emphasis that the two-year rule is only applicable to championship & official classes and not to provisional classes or new classes that can only ever be provisional at the point of submission. (That the two-year cycle is not applicable to provisional classes appears twice more in later parts of the rule.)

2nd amendment (addition): To express what sometimes happens at Plenary regarding effective dates.

3rd amendment (deletion): This schedule is not practical and has been unable to be complied with since its insertion in the Code. Removing the whole reference will allow the preparation of the following year's volumes of the Code be flexible to follow the working situation in any given year.

**f) A.15 Change from Provisional to Official Rules United Kingdom**

*Amend paragraph A.15.1 as follows and delete paragraph A.15.2*

**A.15. CHANGE FROM PROVISIONAL TO OFFICIAL RULES**

A.15.1. Before being considered for adoption by the CIAM as official FAI rules, provisional rules must first have been used in **a minimum of international World Cup contests spread over three consecutive years with at least one World Cup**

*cont/...*

~~contest in each year. involving a total of~~ **At least five FAI member countries must have taken part over these three years with at least three countries per competition.** ~~(but not necessarily five countries per contest).~~

~~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.~~

Reason: Since the inception of the “fast-tracking” of provisional rules to official rules as the first of the two-steps required for championship status, many new “fast-tracked” championships suffer from poor rules to the detriment of the championships.

This rule amendment:

- (a) deletes the fast-tracking clause;
- (b) introduces a more rigorous procedure to ensure that provisional rules are thoroughly tested at competitions (as they used to be before “fast tracking” was introduced into the Code) before being accepted as the first stage in the two-stage process of gaining championship status;
- (c) increases the status of World Cups;
- (d) will help to prevent the current rapid increase of CIAM championships.

CIAM Plenary has already unanimously voted that the number of Championships held must be reduced and so leaving the “fast-tracking” rules in the FAI Sporting Code is counter to this directive.

Note: this proposal is the first of two related proposals referring to the “two-step” process for provisional classes being granted Championship status. (See agenda proposal 13.2 g) below.)

**g) A.16 Eligibility for World and or Continental Championships United Kingdom**

**A.16.1 Championship status may be conferred by CIAM either for World or Continental Championships only or for both Championships.**

**A.16.2** Before they can be considered by the CIAM for use in World and/or Continental Championships, there must be a minimum period of ~~two~~ **three complete calendar** years from the time the rules were made official during which at least ~~two international~~ **five World Cup** contests were held **in each year**, each with a minimum of five **three** FAI member nations participating. **Competitors from at least five FAI member countries must have taken part each year over the three years.**

**For Europe: the five countries must be representative of the whole of Europe.**

**Additionally, for World Championship status to be conferred at least two World Cups must have been held each year in countries other than those in Europe.**

Also, ~~Reports from the Chairman~~ **President** of the Jury ~~in~~ **for** each contest must be sent to the appropriate Sub-committee Chairman, **with copies to the Bureau**, for the ~~latter's~~ **Sub-committee Chairman's** recommendation to the CIAM. **(See also B.4.1 a & d and B.4.3.)**

cont/...

~~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 The competition rules for any class that requests Championship status must be appropriate to that level of competition and must not have undergone major rule changes for the last two years before application to Plenary for Championship Status.**

Reason: This rule amendment gives greater flexibility into the type of championship status to be granted. It also introduces a more appropriate level of rigor for classes wishing to be granted championship status.

As it is the second of the “two-step” process from provisional rules to Championship status. The amendment:

- (a) deletes the fast-tracking clause;
- (b) introduces a more rigorous procedure to ensure that the official rules are thoroughly tested at competitions (as they used to be before “fast tracking” was introduced into the Code) before a class may be given championship status;
- (c) increases the status of World Cups;
- (d) will help to prevent the current rapid increase of CIAM championships.

CIAM Plenary has already unanimously voted that the number of Championships held must be reduced and so leaving the “fast-tracking” rules in the FAI Sporting Code is counter to this directive.

Note i: This proposal is the second of two related proposals referring to the “two-step” process for provisional classes being granted Championship status. (See agenda proposal f) above.)

Note ii: It ensures that the rules for classes wishing to be granted championship status are robust and appropriate and gives a sound foundation for the granting of championship status (World or Continental only or both, as is deemed appropriate for the class).

Note iii: Note that the reference to B.4.1 and B.4.3 takes into account the changes agreed at the 2012 Plenary Meeting for the 2013 Sporting Code for clarity.

***Volume ABR, Section 4B, General Rules for International Contests begins overleaf.***

## 13.3 Volume ABR, Section 4B (General Rules for International Contests – begins on page 37 (2012 Edition))

a) **B.2.1 Open International Contests** **Canada**

*Amend the paragraph as follows:*

B. 2. 1. Open International Contests

Contests in which all competitors ~~who possess an FAI Sporting Licence~~ may enter **but only who possess an FAI Sporting Licence can collect World Cup points.** These contests are for individual classification only.

Reason: It will increase the number of participants in World Cups. With the current state of aeromodelling world-wide, we can not afford to bar any sportsman from competing. The USA and Canadian World Cups participation dropped by 25 to 30% with the required and enforced FAI licence.

b) **B.2.3 Continental Championships** **United Kingdom**

*Amends and expands rule B.2.3 and brings it into line with B.2.4.*

B.2.3. Continental Championships

These are limited international contests in which the competitors are **must be** nominated by their NACs ~~and~~.

These contests are for individual and possibly team classification and will be organised **no more frequently than every two years** ~~only in the years when there is no World Championship in the particular class.~~ **If a particular class also has World Championship status, then each Championship may only be organised in alternate years.**

**For Continental Championships in Europe**, persons or teams **must be** from at least four **twelve** different **European** nations. ~~from one continent.~~ **For other Continental Championships, persons or teams must be from at least four nations.**

**The Sporting Code General Section 3.5.1 applies.**

**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 **in** the case of Space Models, where the number of classes shall be limited to eight (8) for Seniors and eight (8) for Juniors.

Reason: Since the restructure of the Soviet Union into member countries, Europe now comprises a greatly increased number of countries and it is appropriate to increase from four, the minimum number of countries for a Continental Championship in Europe to be valid. The proposal also takes into account Continental Championships in other regions with fewer countries. The proposal also clarifies when Continental Championships may be held.

**Note:** the FAI sporting Code General Section 3.5.3.1 limits the minimum number of nations (NACs) to four for a first category event [competition]. To allow NACs to increase the number of nations for championships then a rule amendment has to be approved by CIAM Plenary to go forward to the 2013 CASI meeting to amend rule 3.5.3.1. Cross-refer to the proposal at Agenda item 13.1 c.)

c) **B.2.4 World Championships** **United Kingdom**

*Amend the paragraph as follows:*

**B.2.4. World Championships**

These are limited international contests in which the competitors must be nominated by their NAC **and are persons or teams from at least fifteen different nations.**

These contests are for individual and national team classification **and will be organised no more frequently than every two years. For those classes that have both World and Continental Championship status, then each Championship may only be organised in alternate years.**

The Sporting Code General Section 3.5.1 applies.

The World Championships shall be planned and scheduled by the CIAM.

~~Each World Championships is normally held every other year.~~

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.

Reason: Same as for the previous proposal ie Since the restructure of the Soviet Union into member countries, Europe now comprises a greatly increased number of countries and given the number of countries world wide it is appropriate to increase from four, the minimum number of countries for a world championship to be valid. As a World Championship, the minimum number of countries must be greater than that for a Continental Championship.

**Note:** the FAI sporting Code General Section 3.5.3.1 limits the minimum number of nations (NACs) to four for a first category event [competition]. To allow Commissions to increase the number of nations, a rule amendment has to be approved by CIAM Plenary to go forward to the 2013 CASI meeting. Cross-refer to the proposal at Agenda item 13.1 c.)

d) **B.3.2. Sporting Licences** **Bureau**

*Amend paragraph b), add a new paragraph c) and re-number the existing paragraph as d):*

a) Every competitor, team manager and assistant team manager entering an international contest must possess a valid Sporting Licence of the FAI. This Sporting Licence is issued by the NAC of the competitor, team manager or assistant team manager under the conditions of the General Section of the Sporting Code and must bear the national identification mark.

Names on FAI licences must be completed using the Roman alphabet. If it is deemed necessary by a NAC that names have to be written in an alphabet common to its country, then the licence must also show the name in the Roman alphabet.

Competitor names as entries in competition lists and results must be listed using only the Roman alphabet.

b) Organisers of any international competition must check FAI licences and must not permit entry to the competition to anyone who does not have a valid FAI licence **nor permit entry to a First Category event by anyone who has represented a different country in a First Category event (Championship) during the previous two calendar years. (General Section 8.1.3.6.4).**

*cont/...*

c) Checks to ensure that General Section 8.1.3.6.4 is not contravened should be carried out by:

**the NACs intending to send a team to a Championship;**  
**the organisers who accept the entries (see b) above);**  
**the FAI Jury at the Championship.**

Reference to the Championship results of two years previously is the definitive way of establishing whether any entrant is qualified to represent the country under which he is entered.

**Note: Championship results may be obtained from the FAI, from the appropriate Subcommittee Chairman or the FAI Jury President of the previous equivalent Championship.**

d) Competitors who hold an FAI Sporting Licence issued directly by the FAI office enter as “FAI Applicants” and in entry and results list their nationality shall be shown as “FAI”.

Reason: To emphasise that, in a Championship, a competitor must not try and represent a different country than the one he has previously represented if that is within a two years period. It also sets up a three-stage checking procedure to try and prevent the unfortunate situation experienced at the 2012 F5B & F5D World Championships.

e) **B.3.5 National Teams for World & Continental Championships** **F1 Sub-committee**

*Split the existing text into 3 sub-sections with sub-paragraph numbers as follows:*

- a) A national team shall consist of a maximum of three individual competitors, or three pairs of competitors, for each category and a Team Manager.
- b) For those categories that do not have separate Junior Championships, the team may consist of a maximum of four individual competitors or four pairs of competitors for each category provided that the fourth competitor is a junior, plus a team manager.
- c) The reigning World or Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next World or Continental Championships in that category regardless of whether he qualifies for the national team or not. If he is not a member of the national team, his score will not be considered in the team results.

Reason: The change facilitates reference to the types of participation of Juniors in Championships

f) **ABR B.7.4 & Annex A.1.b** **Bureau**  
**ABR B.7.4**

*Amend the first paragraph of B.7.4 as follows:*

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

and

*cont/...*

**Annex A.1.b**

**Bureau**

*Amend paragraph 9 of Annex A.1.b as follows*

Entry Fees:

List the obligatory entry fees to be paid by competitors, team managers, helpers and supporters and an optional fee that covers accommodation, banquet and food. The banquet fee may be included also in the entry fee. All costs must be stated in Euro. Outline any other optional fees for which it may be necessary to charge such as official transportation, or an optional tour.

Reasons for both proposals: Experience shows that the Banquets had not always been held in high esteem as it would have been adequate.

1. Organisers underestimated the number of participants and chose rooms too small or places too few.
2. Participating teams regarded the price for the Banquet too high and rather took their dinner elsewhere.
3. To avoid the expenses, Team Managers departed early with their disappointed (Junior) Teams even at costs of not attending the prizegiving.

With the Banquet Fee included in the Entry Fee and paid in advance, neither organisers have any excuse for their wrong guessing of the participation nor participating teams are tempted to save the money.”

**g) B.7.4 Additional Fees & Annex A.1.b**

**Bureau**

**B.7.4 Additional Fees**

*Amend the 6th paragraph as follows:*

Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15<sup>th</sup> (or March 15th, for Championships scheduled from January to April) to the relevant Sub-committee Chairman and the CIAM Secretary for review of the fee structure prior to consideration at the following Bureau Meeting.

and

**Annex A.1b**

**Bureau**

*Amend the text at the top of the Annex.*

Organiser Bulletin 0s are draft Bulletins and must be submitted ~~by 15th November of the year prior to the Championship,~~ to the FAI office and the CIAM Secretary for consideration by the Bureau at one of the two Bureau meetings as follows: ~~at the November/December Bureau Meeting.~~

by 15th November of the year prior to the Championship for Championships scheduled from May to December.  
by 15th March of the year prior to the Championship for Championships scheduled from January to April

Reason for both proposals: To regularise the approval of bulletins for championships scheduled for the early part of the following year when approval at the December Bureau meeting would be too late for giving timely information about the championship.

**h) B.7.4, Annex A.1b and Annex B.3 Bureau**

*Amend in one rule and two Annexes as shown below.*

Change the word “banquet” to “farewell dinner”.

Reason: The word “banquet” is misleading and can affect organiser and team sponsorship by giving the impression that funds are being spent on “frivolous enjoyment” rather than “serious competition”.

**i) B.11.6, B.18.1, B.19.2 and Annex B.3 Bureau**

*Amend three sub-paragraphs with references to the Event Director and Contest Director/s as shown and in Annex B.3 (See Agenda Annex 7ai.)*

B.11.6. The organiser must provide a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference and a means of communicating this information to the pilot(s) and/or **the Flight Line Director/Contest Director.**

B.18.1. All protests must be presented in writing to the Contest Director **at of the competition, or the appropriate Contest Director for competitions with multiple classes** and must be accompanied by the deposit of a fee. The amount of this fee shall be the equivalent of 35 Euro. The deposit is returned only if the protest is upheld.

B.19.2. Competence

The following officials are competent to apply and enforce safety rules:

the Jury;

the Contest Judges;

the Contest Director/s;

the Circle Marshals;

the Flight Line Director/s;

the Processing Officials;

all officials of the Organising Body.

Reason: To clarify the difference between an Event Director and a Contest Director and their responsibilities with reference to these paragraphs and to update the charts regarding the Event Director and the Contest Director and to bring more in line with current practise.

**j) B.16.1 Individual Classification F1 Sub-committee**

*Amend paragraphs e) and (f) to clarify and also reflect the amendments in agenda proposal 13.3 e) above.*

e) For those categories where a junior may participate in a Continental or World Championship National Team **under B.5.5.(b)**, individual awards for junior competitors will be awarded to the first, second and third place juniors.

f) Where at least four juniors from at least four different nations participate **under B.5.5.(b)**, the winner shall earn the title of Junior World or Continental Champion in the category.

Reason: The current Sporting Code defines awards in confusing terms with regard

to juniors. In free flight there are specific junior championships for all classes, but in other categories juniors are added as a fourth team member in their championships. The current definition of the latter circumstance is confusing because it says “where a junior may participate in a championship team”. In free flight we have no restriction against juniors flying in the “open” or “senior” championships and so this description also applies to free flight, which was not the intent of the rule. Indeed, this was confusing for some of the organisers of the 2012 Free Flight Championships. This can be avoided by splitting the definition in B.3.5 into numbered sub-sections which can then be referenced in B.16.1. **There is no change in the awards at events, just a clarification of which system applies to which award.**

k) **B.16.2.National Team Classification**

**Bureau**

*Consequential changes will be required to the various volumes as appropriate.*

*Amend paragraph a) as follows:*

- a) The **national** team classification **for all CIAM classes** is established **after the completion of the championship** by adding **together** the **numerical final placing** scores of the three **national** 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 **placed** scoring members. **(For F2C substitute “member” by “team”).** Teams are ranked from the lowest numerical **places** scores to the highest, with complete three-competitor teams, ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. ~~For F2C the classification is established in the same way but substitute “team” for “member”.~~ 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.
- b) For World and Continental Championships gold, silver and bronze team medals, produced by the FAI to a smaller size than the standard FAI medals, will be awarded to the first, second and third place team members and team managers, except for Space Modelling where only one medal shall be awarded per team per class per age division. The cost is to be borne by the organising NAC.
- c) When teams consist of four competitors or, in the case of F2C, four pairs of competitors (ref B.3.5) then all the team members in first, second and third place will be awarded medals.
- d) In each class a diploma will be awarded by the FAI to each member including the team manager of the teams in first, second and third places.
- e) If there is a Challenge Trophy, this will be awarded to the NAC of the winning team for custody until the following Championship.

**Reason:** Team Classification needs to be common to all CIAM classes.

I) **B.16.2 Team Classification**

France

*Consequential changes will be required to the appropriate volumes for F2B, C, D; F3A; F3C; F3D and Space Modelling.*

For the detailed consequential rule changes See Agenda Annex 7a.

*Amend the paragraph as follows:*

**Unless specified otherwise in the class rules, the team classification for World and Continental Championships is established in each class** by adding the ~~scores~~ **numerical placings** 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~~ **placed** members. **The team with the lowest total is ranked first, etc. with complete three-competitor teams ahead of two-competitor teams which in turn are ranked ahead one-competitor teams.** 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.

Reason: Harmonization of the team classification in World and Continental Championships based on the numerical placings as already applied in many classes which is the more adapted procedure for most of the classes and especially classes including semi-finals, final or fly-off flights. So, the team classification could be done regarding the final results and not regarding the results only after the qualifying flights.

Note: Consequential changes have also to be adopted concerning specific team classification rules for some classes.

Synopsis:

a) Volume F2 Control Line Model Aircraft :

Delete line d) of the paragraph 4.2. 12. (class F2B Aerobatic Model Aircraft).

Delete paragraph 4.3.11. (class F2C Team Racing Model Aircraft).

Delete line k) of the paragraph 4.4.14. (class F2D Combat Model Aircraft).

Remark: in F2A (Speed Model Aircraft) the specific team classification based on the best speed attained by each competitor is maintained.

b) Volume F3 Radio Control Aerobatics : delete the third line of the paragraph 5.1.9. (class F3A Aerobatic Power Model Aircraft).

c) Volume F3 Radio Control Model Helicopters : delete the last line of the paragraph 5.4.11. (class F3C Helicopters).

d) Volume F3 Radio Control Pylon Racing : delete the paragraph 5.2.20.1. (class F3D Pylon Racing Model Aircraft).

d) Volume SM Space Models : modification of the paragraph 4.8 Timing and Classification.

cont/...

m) **B.16.2 Team Classification**

**Norway**

*Amend the paragraph 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. **When using the sum of the individual numerical order instead of the scores, the 4<sup>th</sup> pilot not in the teams shall not be able to make any influence on the other teams placing.** 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.

Reason: When using scores, the 4<sup>th</sup> pilot not counting on the team shall not make any influence on other teams' placings. When using the sum of the individual numerical order in the finals, the not counting pilot could otherwise make a significant change in the results.

To be valid immediately.

Team results at European championship in F3N 2012

n) **B.16.3 Team Classification – Multiple Contest Categories Classes**

**Bureau**

*Amend paragraph a) as follows:*

a) In a World or Continental Championships with more than one contest category **class** a classification may be made of the overall performance of the competing nations. This is established by taking the total **numerical final placing** scores of the three members of the teams or, in a four member team ie one containing a Junior, the three best **placed** scoring members in all of the contest categories **classes**.

The **lowest** highest total wins the award. In the case of a tie, ~~the nation with the lower sum of team place numbers, given in order from the top, wins. If still equal,~~ the total of the best individual placings in each class will decide.

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

c) There are no FAI medal or diploma awards assigned for this classification.

Reason: (i) to follow the principle in the newly amended B.16.2; (ii) to reflect current practice.

cont/...

**o) B.17.15 Processing of FF Model Aircraft** **F1 Sub-committee**

*Amend paragraph (a) as follows:*

a) Model specification certificates and corresponding models must be presented on arrival at the time of registration for the event. ~~These models will be clearly marked for identification by the organiser.~~ **The organiser will indicate that these models have been registered by a stamp or marking on the model across the edge of the FAI sticker. This stamp or marking must not introduce any alternative model identification, this being provided by the model identification code (B.17.8)**

Reason: To clarify the type of marking to be applied by organisers and to emphasise that they must not introduce an alternative model identification.

**p) B.18 Protests** **Serbia**  
**B.18.1**

*Amend the first sentence as follows:*

All protests must be presented in writing **(using the form in Annex B.1.c)** to the Contest Director at the competition and must be accompanied by the deposit of a fee.

Reason: Making a protest is usually in haste and in bad temper. This causes writing it and submit in an inappropriate way. Such a form for protest – complaint directs the whole procedure and shall make the whole process much easier and quiker and allow competitors and the officials to feel much more comfortable.

*See the proposed form Annex B.1 overleaf.*

B.18 Protests, B.18.1, Serbia cont/...

ANNEX B.1.c  
PROTEST – COMPLAINT FORM

Contest \_\_\_\_\_ Rank (WCh/CCh/WCup/OpInt)

Venue \_\_\_\_\_ State \_\_\_\_\_ Date \_\_\_\_\_ Class \_\_\_\_\_

I/we \_\_\_\_\_ (TM/TMA/Competitor), NAC \_\_\_\_\_ Team \_\_\_\_\_

file a PROTEST – COMPLAINT and with the protest submit a protest fee of \_\_\_\_\_ Euros to the Contest Director.

Reasons for the protest:

These reasons for protest can be witnessed by: \_\_\_\_\_

Signature of the protester: \_\_\_\_\_ Contest Director: \_\_\_\_\_

Date and time when protest is received: \_\_\_\_\_ Date and time when is given to the Jury President: \_\_\_\_\_

Signature of the Jury President: \_\_\_\_\_

JURY PROCEEDINGS

The Jury President found possible violation of the rule \_\_\_\_\_ paragraph(s) \_\_\_\_\_.

The Jury convened on \_\_\_\_\_ at \_\_\_\_\_ hours and heard interested parties:

Additional supporting data from the protester:

Statements of the witnesses and the officials:

JURY'S DECISION:

Protest fee is retained – returned to the protester. The Jury hearing ended at \_\_\_\_\_

Jury members:

1. \_\_\_\_\_ (President) 2. \_\_\_\_\_ (Member) 3. \_\_\_\_\_ (Member)

## 13.4 Volume ABR, Section 4C, Part One

(General Regulations for Model Aircraft – page 64 (2012 Edition))

a) **1.1 General Definitions of Model Aircraft**

Germany

*Amend the 5th paragraphs as follows*

A model aircraft shall not be equipped with any **electronic** device **which**

**i) stabilizes automatically roll, pitch or yaw, or**

**ii) that allows it to be flown automatically to a selected location.**

**Exceptions from i) are to be stated for the particular class.**

Reason: For several classes there is nothing stated which prevents pilots from using automatic reacting electronic help for controlling his model aircraft. Competitors making use of that rule gap gain a significant advantage over others who don't equip their models with such devices.

Supporting Data:

Some classes mention gyros etc., others not:

F3A: "Auto-pilot control utilising inertia, gravity or any type of terrestrial reference is prohibited."

F3B, F3J, F3F: nothing mentioned

F3K: "The use of gyros and variometers onboard the model glider is not allowed."

F3C: "The use of an electronic rate sensor is limited to rotation about the yaw axis."

F3N: "The use of pre-programmed flight manoeuvres is forbidden."

F3D: nothing mentioned

F4C: nothing mentioned

***Volume ABR, Section 4C, Part Two begins overleaf.***

## 13.5 Volume ABR, Section 4C, Part Two

(Records – page 70 (2012 Edition)) Don't think there are any this year.

### a) ABR 2.1.4

Bureau

#### 2.1.4. Categories of World Records

There are three categories of World Records, viz:

- i) Records performed with special record model aircraft or aerostats under the specifications given in paragraph 2.2. (Open Records)
- ii) Records performed with model aircraft built to competition specification but with flights not necessarily in a competition (Specific Model Aircraft). These records can be set in classes F1D, F1L, F1M and F1N and in these classes the record may belong only to one person, not a team.
- iii) Records performed in regular competitions with model aircraft and competitions defined in Sporting Code Section 4C, parts 1, 2, 3, 4 and 5 (Competition Records).

In Free Flight competition, duration records can be set in classes F1D and F1L and in these classes the record may belong only to one person, not a team.

In Control Line competition the following records may be set only in World or Continental Championships:

- (a) speed records in class F2A (sub-class 134 in Table I);
- (b) race time records in class F2C (sub-classes 136 & 137 in Table I).

In classes F3D and F5D, records may be set only in World or Continental Championships.

**For the purposes of competition records, the National Airsports Control of the claimant is responsible for lodging the record claim.**

Reason: The General Section refers to the “organising NAC” including for the submission of the record dossier. This is perfectly correct for record attempts but not for records set in competition. The phrase shown as an addition to 2.1.4 was originally in the rule 2.3.5 expressly for Free Flight. This proposal relocates it from 2.3.5 to 2.4.1 to cover all competition set records (F1, F2, F3D, F5D.)

### b) ABR 2.3.5 Competition Records in Free Flight

Bureau

*Consequential change from agenda proposal 13.5 a) above.*

*Amend the paragraph as shown:*

Competition records are recognised for free flight models in competitions which have been registered on the FAI Sporting Calendar. All types of international contests are eligible: Open International, Limited International, Continental Championships, World Championships.

In competition, records are recognised for the following duration in classes F1D and F1L:

- i) the longest duration single flight;
- ii) the longest total of the two best flights (as used for F1D and F1L classification).

~~For the purposes of Free Flight competition records, the National Airsports Control of the claimant is responsible for lodging the record claim.~~ The claim must be supported by data from the competition. The supporting documentation must

include copies of the flight cards recorded at the competition and signed by the timekeepers of the flights. The **Contest** Director of the competition must certify that these records are authentic and certify that the model aircraft used in the record were processed in accordance with the Sporting Code.

For indoor competition records, there is no subdivision according to ceiling categories.

Reason: i) The first deleted sentence is relevant to all classes that have competition-set records and needs to be deleted from 2.3.5 and the pertinent text re-located to the end of sub-paragraph 2.1.4 Categories of World Records.

ii) “Contest Director” is the standard expression used throughout the Code.

**c) 2.5 Special Rules for Speed Records in a Straight Line Germany**  
**2.5.2 Timing**

*Amend the 1st paragraph as follows:*

For speeds above 300 ~~200~~ km/h, ~~manual activation of timing devices is not permitted.~~ only automatic means of timing which eliminate human error factors are permitted and must be certified accurate within 1/400 ~~1000~~ of a second. **They shall provide printouts of their measured times to avoid human errors while reading and writing of the results.**

Reason: 1. Several World Records show already speeds above 400 km/h. A model aircraft at that speed crosses the 200 m-base within 1,800 seconds. 401 km/h are equivalent to 1,79551 seconds and can only be detected with at least 1/1000 seconds accuracy.

2. Systems without printouts don't exclude human error factors. The current rule demands to eliminate these factors while timing but forgets about the recording of the results.

**d) ABR 2.6.2 Timing (of speed records in a closed circuit) Bureau**

*Amend paragraph three as follows:*

Timekeeping must be effected by two timekeepers equipped with timepieces timing to at least 1/100 of a second. The difference between the times registered by the two timekeepers must not exceed 4/50 ~~12/100~~ of a second.

Reason: For two timekeepers to manually register not more than 1/50 of a second difference between their two times is almost physically impossible. The difference permitted in Control Line speed record timing is 12/100 and it would seem reasonable to apply this to these two Radio Control speed records too.

**Volume F1 – Free Flight begins overleaf.**

## 13.6 Section 4C Volume F1 - Free Flight

### Free Flight Indoor

#### F1N

a) **F1N - Indoor Hand Launch Gliders** **Serbia**

***To change the status of F1N from provisional to official.***

*Delete in Provisional Classes: ~~3.M.1 Class F1M – Indoor Beginners Class~~ and add in Official Classes: 3.6.1. Class F1N - Indoor Hand Launch Gliders. Also renumber ~~3.6.4.~~ to 3.7.1. Class F1P - Power Model Aircraft*

Reason: There is a very big interest in Class F1N by FAI members in Balkan area especially in Serbia, Croatia, Bosnia and Herzegovina, Slovenia and Bulgaria. It is also flown in Poland. This class is of a great interest for all generations from 7 to 70 years. Participation in all events is excellent in range from 30 to 70 contestants per a contest. It is an excellent tool for attracting youngsters to aeromodelling and also it fills a gap in modelling competition activity during the winter time. Formal conditions in accordance with the FAI SC4 Volume ABR par. A.15 to make it official (five international events with participation of five countries) were fulfilled during competition seasons 2011 and 2012.

Supporting data: There were 10 F1N Open International events registered on the FAI Event Calendar since 2007 in SRB, CRO, ESP and MON and three World Records in halls 8 m, 15 m and over 30 m in Japan and the USA in last ten years. In Balkan area there were held 12 Open National contests participated by contestants from BIH, BUL, CRO, SLO and SRB with overall number of entries over 800. In addition to F1N very popular for youngsters is class a national class F1N-150 with models of a wing span up to 150 mm that attract pupils from the elementary schools very much. Consequential change will be necessary to the CIAM classes list (Rev 11: 30 Sep, 2012) on the CIAM website.

b) **3.N.4 Definition of an official flight** **Serbia**

*Amend the paragraphs as follows:*

a) The duration achieved on the first attempt unless this attempt is unsuccessful under the definition of ~~3.6.5~~ **3.N.5.c**

b) The duration achieved on the second attempt. If the second attempt is also unsuccessful under the definition of ~~3.N.5~~ f **3.N.5.c**, then a zero time is recorded for the flight.

Reason: The change is necessary to bring in line with the next proposal c) that defines unsuccessful attempt as a case of detached model part and which is the next proposal on this agenda.

By current rules competitor is punished by unsuccessful attempt and zero result for every case of collision with another person or model, even if the collision is not his/her direct fault which is the most common case especially in a small Class I hall

*cont/...*

with multiple competitors flying at the same time. It is better to accept the time measured and let the competitor chose whether to make the second attempt or not. The same principle is applied in the Collision Rule of all indoor classes for. ex. F1D The proposal is the result of practical issues on both FAI and local events in our region (Serbia, Croatia and Slovenia).

**c) 3.N.5 Definition of an unsuccessful attempt Serbia**

*Add a new paragraph and number it c)as follows:*

An attempt is classed as unsuccessful if the model is launched and at least one of the following events occurs. If this happens on the first attempt then the competitor is entitled to a second attempt.

a) the model collides with a person or an object held by a person (the competitor excluded)

b) the model collides with another model in flight.

**c) when a part of the model becomes detached during the launch or during the flight.**

Reason: Same principle as in every other class, the flight of a broken model is undefined. Cross refer to the previous proposal b).

## Outdoor

### F1A

**d) 3.1.2 Characteristics of Gliders F1A F1 Sub-committee**

*Amend the final paragraph as follows:*

F1A models may use radio control only for irreversible actions to ~~restrict the flight (dethermalisation)~~ **control dethermalisation of the model.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Reason: The change clarifies that RDT may be used to control the DT, not necessarily just to produce an immediate DT. This then includes extending DT time, for example to have the model land beyond an obstruction.

**Note:** Also valid for the identical paragraph in **F1B 3.2.2** and **F1E 3.5.2**.

**e) 3.1.5 Definition of an Unsuccessful Attempt F1 Sub-committee**

*Amend paragraph f) as follows:*

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

Reason: This DT limitation appears only in F1A. All other classes which allow RDT did not include the DT limitation for safety, so that a competitor is not discouraged from using RDT to avoid a crash which could create danger. Recent developments of low drag aerofoils in F1A have created models which can fly very fast and pose a significant danger if it hit a person when crashing. The change to allow attempts by RDT will have little significance other than for models which are close to crashing,

since the time to observe a normal launch and then use RDT to bring a model down is likely to give a flight longer than 20 sec.

## F1C

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

**Note:** Also valid for the identical paragraph in **F1Q 3.Q.2**

*Amend the final paragraph as follows:*

F1C models may use radio control only for irreversible actions to ~~terminate the flight (dethermalisation)~~ **control dethermalisation of the model**. 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.

Reason: The change clarifies that RDT may be used to control the DT, not necessarily just to produce an immediate DT. This then includes extending DT time, for example to have the model land beyond an obstruction.

## F1G

- g) **3.G.2. Characteristics of Model Aircraft with Extensible Motor F1G** **F1 Sub-committee**

**Note:** Also valid for the identical paragraph in **F1H 3.H.2**.

*Add a new final paragraph as follows:*

**F1G models may use radio control only for irreversible actions to control dethermalisation of the model. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.**

Reason: The use of RDT facilitates flying on smaller fields and avoiding obstructions

## F1J

- h) **3.J.2. Characteristics of Model Aircraft with Piston Type Motors** **F1 Sub-committee**

**Note:** Also valid for the identical paragraph in **F1K 3.K.2 and F1P 3.6.2**.

*Add a new final paragraph as follows:*

**F1J models may use radio control only for irreversible actions to control dethermalisation of the model. 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.**

Reason: The use of RDT facilitates flying on smaller fields and avoiding obstructions.

## F1Q

### i) 3.Q.2 Characteristics

F1 Sub-committee

*Amend paragraphs a) & b) as follows:*

- a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model **and finishes when the motor has stopped**. 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 **and preserve this for later checking if required. The motor(s) must be stopped irreversibly by the end of the limited energy supply or at the stated motor run 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 NMH cells) should be used. ~~When~~ **After** the motor has reached full power, **the power is measured at a time equal to half the planned motor run. The power** wattage is measured using a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant. **The calculated motor run should be clearly marked on the model.**

Reason:

- i) The current rules specify the timer be independent of the energy limiter but in effect both must work together (note that there is a 20 sec maximum run and so the timer must stop the motor at that time even if the energy limit has not been reached). This is most easily solved by removing the words about energy limiter and timer being independent.
- ii) The energy limiter must continue to measure energy until the motor has stopped (included energy used after the stop signal has been given and while the motor is slowing down under the control of the speed controller)
- iii) The energy limiter must preserve this value for checking after the flight if required.
- iv) The rule for models without energy limiters is seen to unfairly penalise those models since the power is measured at the start of the run and the power will reduce later in the run, so that the energy calculated is lower than the actual energy limit. This is approximately addressed by measuring the power half way through the planned motor run, while retaining the simplicity of a single measurement.
- v) To simplify timing of models without energy limiters the calculated motor run should be marked on the model for the timekeeper to see.

- j) **3.Q.2 Characteristics** **Germany**  
*Amend paragraph a).*

See the reasons and the rules in Agenda Annex 7b

- k) **3.Q.2 Characteristics** **Germany**  
*Add a second sub-paragraph to paragraph a)*

**For energy limit verification a measurement device is to be used with the capability to start the measurement separately when the start button of the model is released. This device is to be connected between the battery and the model's connectors via 3,5 mm male and female bullet connectors. The measurement device must store the data of time, current and voltage (or wattage). The sampling rate must be 5 samplings per second or better. The energy amount starts to be calculated with releasing the start button of the model and finishes when the ESC has stopped supplying energy to the motor.**

Reason: It's important to have a described measurement processing for verifying the correct energy counting of the limiters used in the models. The same procedure may be used to determine the motor run time eligible for models without limiter.

- l) **3.Q.2 Characteristics** **Germany**  
*Amend paragraph b).*

See the reasons and the rules in Agenda Annex 7c

- m) **3.Q.2 Characteristics** **United Kingdom**  
*Amend the three paragraphs (introduction and a) and b))*

See the reasons and the rules in Agenda Annex 7d

- n) **3.Q.2 Characteristics** **United States of America**  
*Amend paragraph b as follows.*

b) ... .. When the motor has reached full power, wattage is measured **statically, with the motor under full power. A single Wattage measurement is taken at the middle of the motor run, rounded down to a full second, measured from the instant the start button was released. Releasing the start button should be within two seconds of starting the motor. The model's motor run should be posted on it.**

Reason: The current Wattage measurement specification has generated many complaints from fliers who use this method. As shown in the supporting materials, a Wattage discharge curve is concave (falling, but at a diminishing rate) and that measuring the highest point (under full power) entails significantly shorter motor runs relative to those models using an energy limiter. In fact, the penalty may be as large as 20-25%. The proposal allows a short initial delay for the motor to ramp up to full speed, results in motor runs remarkable close to those generated by using an energy limiter. The verification requires that the product of the measured Wattage

by the posted motor run will be less or equal to the model's energy allocation, defined as its weight in grams, capped at 550, multiplied by the event's energy allocation per gram.

## F1 ANNEXES

**o) Annex 1 - F1 World Cup** **F1 Sub-committee**  
**4. Points Allocation**

*Amend paragraphs a) and b as follows:*

a) Points are awarded only to competitors ~~completing at least one flight in the contest~~ **recording a time in at least the first round of the contest.**

b) Points are awarded only to competitors in the top half of the results list (if N is the number of competitors who ~~completed at least one flight~~ **recorded a time in the first round**, then the points from the above table are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place).

Reason: To eliminate the unsporting practice of people entering and making a flight late in the competition when it becomes apparent that increasing the number of competitors will help a particular flyer gain more World Cup bonus points.

**p Annex 4 - Free Flight Ranking** **F1 Sub-committee**

*Add a new Annex to define Free Flight Ranking permitted by ABR B.2.7*

See the reason and rules in Agenda Annex 7e

See an example of the ranking system in Agenda Annex 7f

Reason: The purpose of the Free Flight Ranking is to demonstrate the relative merit of performances by competitors on a continued basis.

***Volume F2 Control Line begins overleaf.***

## 13.7 Section 4C Volume F2 - Control Line

### F2B

#### a) 4.2.2 Characteristics of an Aerobatic Model Aircraft F2 Sub-committee

*Delete paragraphs e) and f); insert a new paragraph e) and re-number paragraph h) to f).*

- ~~e) Wireless remote control (electrical, optical, or any other) of any control function of, and/or of any system in the model aircraft shall not be permitted.~~
- ~~f) The following exceptions to rule 1.3.2 of Section 4C of Volume ABR are allowed.
  - ~~i) Other controls may include, but are not limited to: landing gear operation and built-in engine starters. Such functions may be controlled by the pilot only via line/lines, or may function completely automatically. The frequency of any electromagnetic pulses transmitted through wires/cables to the model aircraft shall not exceed 30 kHz.~~
  - ~~ii) For piston engines (including "Wankel" rotary types), no outside control of the engine/s in-flight power output shall be permitted whether or not such control is direct to the engine/s or via propeller/s with variable pitch. For the purposes of this paragraph, the term "in-flight" shall mean the time between the release of the model aircraft for the Take-off Manoeuvre and the end of the Landing Manoeuvre. Active or dynamic automatic power output control based on flight parameters such as, but not limited to, shall also not be permitted: model aircraft speed; angular speed; centrifugal force; line pull; flying height; or any combination or derivation thereof. However, if not used for the purpose of active power and/or throttle control, the following shall be permitted:
    - ~~a) Passive or static devices controlling rate of fuel flow or fuel pressure (for example "uniflow" fuel tanks).~~
    - ~~b) Passive or static exhaust systems (for example tuned-length exhaust pipes to control engine rpm).~~
    - ~~c) Provided they are used only to end a flight, the use of engine/s shut-off systems, either operated by the pilot or functioning fully automatically, shall be permitted, subject to the restriction at paragraph e) above.~~~~~~
- ~~g) For power sources other than piston engines, engine power controlling systems, whether pilot operated or automatic, shall be permitted~~
- e) The use of a pilot activated power shutdown device to define the point of the beginning of the power-off descent in the landing manoeuvre is not permitted.**

~~h) f) Rule B.3.1.a) of Section 4B of Volume ABR does not apply to class F2B~~

Reason: This should have been incorporated in the 2013 edition as a consequential change to the revised definition of the F2 category F2

As a clarifying consequence of the revised definition of category F2 - Control Line Circular Flight F2 in ABR 1.3.2., to be set in force by Jan. 1<sup>st</sup> 2103, the current class F2B definition 4.2.2. Characteristics of an Aerobatic Model Aircraft, may now be substantially simplified accordingly. Date of application as soon as possible.

cont/...

Supporting data:

In its clarified and shortened form 4.2.2 shall then read as follows:

4.2.2. Characteristics of an Aerobatic Model Aircraft

- a) Maximum total flying weight (excluding fuel)... 3.5 kg
- b) Maximum wingspan (overall)..... 2.0 m
- c) Maximum length (overall) ..... 2.0 m
- d) Permitted power sources shall include any power except rocket motors. Piston engine/s shall be subject to a total swept volume limitation of 15 cm<sup>3</sup>. Electric power shall be limited to a maximum no-load voltage of 42 volts. Gas turbine engines shall be limited to 10 N static thrust.
  - i A suitable silencer must be used on all piston engines.
  - ii The noise limit set out at paragraph 4.2.6 c) shall apply to all power sources.
- e.) The use of a pilot activated power shutdown device to define the point of the beginning of the power-off descent in the landing manoeuvre is not permitted.
- f.) Rule B.3.1.a) of Section 4B of Volume ABR does not apply to class F2B.

## F2C

*Please note:* The F2C Team Racing noise reduction rule approved by Plenary 2012 has proven to be (a) impractical and (b) have unforeseen and undesirable consequences for a championship. Bureau has, therefore, taken the very exceptional step of submitting the following proposal to overcome this problem and acknowledges that this in no way sets precedents for the future.

**b) 4.3.4 Characteristics of a Team Racing Model Aircraft Bureau**

*Amend paragraph b) as follows and re-number the subsequent paragraphs:*

- b) The maximum exhaust outlet area is 60 mm<sup>2</sup> 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.~~
- c) 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.**
- d) The silencer or exhaust outlet shall have a maximum outlet area of 60mm<sup>2</sup> and shall be outside the aircraft.**
- e) The entire silencer system must be gas tight between the crankcase outlet and the silencer outlet.**
- f) The silencer system shall be checked in accordance with the procedure in Annex 4M**

*cont/...*

- g) 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.**

Reason: It has become evident that the noise reduction rule adopted at the CIAM Plenary Meeting 2012 is highly impractical to enforce at competitions. All noise reduction measurements must be static to get away from in flight measurements which at Championship could take a whole extra day to process.

To conform to the normal cycle of F2 technical rule changes, the effective date shall be 1st January **2015** for both rule 4.3.4 and Annex M.

- c) Annex 4M – F2C Silencer Testing Procedure** **F2 Sub-committee**

*Add a whole new Annex.*

See the rules in Agenda Annex 7g.

Reason: Annex M is an integral part of the rule at agenda proposal 13.7 b).

***F3 Aerobatics begins overleaf.***

## 13.8 Section 4C Volume F3 - RC Aerobatics

### F3A

- a) **5.1.2 General Characteristics of Radio Controlled Aerobatic Power** **F3 Aero Sub-committee**

*Amend the 11th paragraph as follows:*

The flight time will be interrupted while the **No time will be taken while** the sound/noise...

Reason: To be in compliance with paragraph 5.1.11/14, simplification of wording.

Technical Secretary's Note: The submitted new text would be better worded as "The timing device/clock will be stopped while the sound/noise test .....

- b) **5.1.2 General Characteristics of Radio Controlled Aerobatic Power Model Aircraft** **F3 Aero Sub-committee**

*Amend the 12th paragraph as follows:*

The model aircraft shall be re-tested **at regular operation conditions** within 90 minutes.

Reason: To avoid manipulation, such as freezing the battery pack before the re-check.

- c) **5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models** **Switzerland**

*Amend the 3rd line of the 1st paragraph as follows:*

Maximum total weight, ~~with batteries~~ ..... ~~5000 g~~

Reason: The weight of today's models is in average about 5.0 kg

No weight limit will not increase airplane weight extremely because of 2 x 2m size limit.

The proposal will create scope for:

- innovative engines (reduced nitromethane, e.g. twin-cylinder gasoline engines, electric outrunner),
- alternative an less expensive electric power sources,
- design of more robust and thus safer model structure.
- several new ideas of airplanes could be designed.

d) **5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models** **Thailand**

*Amend the 3rd line of the 1st paragraph as follows:*

Maximum total weight, with batteries / **with full fuel tank**.....5000g...**5500 g**

Reason: Up to now, liquid fuel driven model aircraft are weighed dry (less fuel), while electrically driven model aircraft are weighed including the propulsion batteries.

The take-off weight of fuel driven model aircraft with full tank is noticed to up to 5500 g within the existing rule.

The maximum take-off weight limit must be equal for all model aircraft, regardless of the propulsion system.

Supporting data: Class F3C applies the proposed weighing method accordingly.

e) **5.1.5. Definition of an Attempt** **F3 Aero Sub-committee**

*Amend the 2nd paragraph as follows:*

If the propulsion device fails after the take-off has begun **model aircraft becomes airborne**, the attempt will be deemed complete.

Reason: To be in compliance with 5.1.11/14, clarification and simplification of the procedure.

f) **5.1.8 Marking** **F3 Aero Sub-committee**

*Amend the 7th paragraph as follows:*

Manoeuvres must be performed where **such that** they can be seen...

...the competitor has the right for a reflight as per paragraph 5.1.6. **If a judge for some reason within the control of the competitor is not able to follow the model aircraft through the entire manoeuvre, he has to downgrade the manoeuvre accordingly.**

Reason: To point out the different judging treatment of manoeuvres, which could not be seen clearly beyond the competitor's control or within the competitor's control.

Technical Secretary's Note: The additional text is not a rule, it is a judging guide.

g) **5.1.8 Marking** **F3 Aero Sub-committee**

*Amend the 8th paragraph as follows:*

Also, manoeuvres should be **primarily** performed along a line...

... Exceptions to this rule are **cross-box manoeuvres, 3D-manoevres, or manoeuvres in a stalled condition, as well as** the horizontal circle...

Reason: To give respect to this type of manoeuvres and to include them.

**h) 5.1.9 Classification** **F3 Aero Sub-committee**

*Amend the 1st paragraph as follows:*

... The top one ~~third~~ **half**, but not more than 30 competitors, will then..

Reason: To offer the value of Semi-Final flights to higher number of competitors, while it is no problem to accommodate 30 flights in two Semi-Final rounds. F-Schedules became much more popular than before.

**i) 5.1.9 Classification** **France**

*Amend the 2nd paragraph as follows:*

The best score from the known schedule will be combined with the **best** scores from ~~both~~ unknown schedules for final classification.

Reason: Statistical flights analysis shows that flights on unknown schedules, judges are less consistent on these flights. Many more scores are rejected by TBL (up 50%) and the differences of ranking are more important (up 5 places on 10 pilots). By respect for the pilots, it is better to take the best score from unknown schedules to establish the final classification.

**j) 5.1.9 Classification** **Switzerland**

*Amend the 5th paragraph as follows:*

All scores for each round, preliminary, semi-final and finals, will then be normalised as follows.

Competitors have flown in front of a particular group of judges (ie a round) the highest score shall **be calculated as follow:** ~~awarded 1000 points. The remaining scores for that group of judges are then normalised to a percentage of the 1000 points in the ratio of actual score over winner's score.~~

~~———— SX~~

~~Points X = ——— x 1000~~

~~———— SW~~

~~Points X = points awarded to competitor X~~

~~SX = score of competitor X~~

~~SW = score of winner of round~~

**SW**

**Points X = ----- x 1000**

**SX**

**Points X = points awarded to competitor X**

**SX = Average score of best 30% of the round**

**SW = score of competitor X**

Reason: Today result of all pilots is depending on one pilot. He can influence result. Weather and starting order of the best pilot can influence result of all the rest. Top 30% pilots as average will stabilize result. Winner of the round can have more than

1000 points, in a contest with 3 rounds winner of the first three rounds must not be the winner of the contest. More interesting contest.

**k) 5.1.10. Judging** **F3 Aero Sub-committee**

*Amend the 1st, 4th, 5th, 6th & 8th paragraphs and add a new 7th paragraph follows:*

(para 1) For a World **or Continental** Championships **with more than 80 competitors** the organiser must...

(para 4) For a World **or Continental** Championship with ~~fewer than 72~~ **80 or fewer, but more than 40** competitors, and for a Continental Championship with 40 or more competitors, the organiser must...

(para 5) For Continental Championships with ~~fewer than 30~~ **40 or fewer** competitors, the organiser must...

(para 6) For a World or Continental Championships with ~~fewer than 72 competitors, and for a Continental Championships with 30 or more entries~~, **80 or fewer, but more than 40 competitors**, two panels of five...

...five judges may be used for preliminary, semi-final, and final rounds.

(new para 7) **The limits of 80/40 competitors may be exceeded under special circumstances, provided a reasonable time schedule has been approved by the CIAM-Bureau.**

(para 8) For the final rounds of a World **or Continental** Championship with ~~72 or more~~ **than 80** competitors, the twenty judges...

Reason: To address C/Cs with high entry numbers. 80/40 competitors can be accommodated due to current schedules with 17 manoeuvres. If entry numbers slightly exceed the forecast, there must be a way out, i.e. by adding an additional day, instead of doubling the number of judges.

**l) 5.1.11. Organisation for Radio Controlled Aerobatics Contests** **F3 Aero Sub-committee**

*Amend the 13th paragraph as follows:*

The timing of a ~~flight~~ **an attempt** starts with...

...the competitor, and the timing device will be re-activated to start the 8-minute flying time.

**If the propulsion fails at the sound test before it is finished the flying time of eight (8) min is started, but interrupted for the completion of the sound test after the propulsion was restarted.** With the expiry of the 8-minute...

Reason: To precise wording

**m) 5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**

*Add a new Schedule A-16*

See the new Schedule A-16 in Agenda Annex 7h and Aresti diagrams in Agenda Annex 7i

Reason: A new schedule is needed for 2015-2016

- n) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**  
*Add a new Schedule F-17*  
See the new Schedule F-17 in Agenda Annex 7j  
and Aresti diagrams in Agenda Annex 7k  
Reason: A new schedule is needed for 2016-2017
- o) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**  
*Add a new Schedule P-17 as follows*  
See the new Schedule P-17 in Agenda Annex 7l  
and Aresti diagrams in Agenda Annex 7m  
Reason: A new schedule is needed for 2016-2017
- p) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**  
*Amend 1st to 4th paragraphs as follows:*  
~~For 2012 Schedule A-12 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-13 Schedules.~~  
For 2013-2014 Schedule A-14 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-15 Schedules.  
**For 2015-2016 Schedule A-16 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-17 Schedules**  
~~For 2012-2013 Schedule P-13 will be flown in the preliminaries. Schedule F-13 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.~~  
For 2014-2015 Schedule P-15 will be flown in the preliminaries. Schedule F-15 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.  
**For 2016-2017 Schedule P-17 will be flown in the preliminaries. Schedule F-17 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.**  
Reason: To progress with appropriate schedules

- q) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft**      **F3 Aero Sub-committee**  
**Manoeuvre Execution Guide**

*Add a new manoeuvre and re-number subsequent manoeuvres as follows:*

**5B.8.6. BARREL-ROLLS**

**A barrel-roll is a roll, whose flight path goes in a spiral around the virtual hull of a cylinder. Barrel rolls are judged in the same way as axial rolls as far as the constant flight path throughout the roll, the start and stop of the rotation, and the roll direction is concerned.**

**5B.8.7. SNAP-ROLLS**

Reason: To address this additional type of manoeuvre, introduced with F-17 schedule.

- r) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft**      **F3 Aero Sub-committee**  
**Manoeuvre Execution Guide**

*Amend the paragraph as follows:*

**5B.8.10. STALL-TURNS**

The criteria in this manoeuvre are mainly about lines. The lines must have exactly vertical and horizontal flight paths.

The model aircraft **comes to a stop in forward movement and then** must pivot around...

Reason: To precise the description

- s) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft**      **F3 Aero Sub-committee**  
**Manoeuvre Execution Guide**

*Amend the paragraph as follows:*

**5B.10. POSITIONING OF THE MANOEUVRE WITHIN THE MANOEUVRING ZONE**

The entire flight must be within the manoeuvring zone to avoid being penalised.

A centre manoeuvre must be flown so that it is centred on the centre line indicated by the centre flag. If the manoeuvre is flown off-centre, it must be downgraded according to the misplacement. This may be in the range of 1 to 4 points subtracted.

The centre of a centre manoeuvre is in the middle between its ~~start and its end.~~  
**vertical limits left and right.**

Reason: To clarify the description

- t) **ANNEX 5G F3 R/C Aerobatic Model Aircraft**      **F3 Aero Sub-committee**  
**Unknown Manoeuvre Schedules for Final Flights**

*Amend the paragraph as follows:*

5G2.8. The summary of K-factors must be at least-74 **70**.

Reason: To correct the previous error: K=74 proved to be unfeasible.

**F3M**

**u) 5.10.3 General Characteristics of a Large R/C Aerobatic Power Aircraft** **Suisse**

*Amend the 5th paragraph as follows:*

For Power device limitations, Noise rule, and Radio Equipment: See 5.1.2, **but the maximum voltage allowed for electric powered large model aircraft (F3M) is 72 volts.**

Reason: At the moment, it seems impossible to get a competitive electric powered large aerobatic model aircraft with the rule limiting propulsion circuit to 42.56 volts (10s LiPo batteries). We propose to increase this limit to 72 Volts (point 1.2 of part 1, section 4C of ABR volume) . With the possibility of the introduction in the future of new types of batteries, the number of elements is not mentioned.

If the rule is not changed, it will be impossible for pilots to come with electric powered aircrafts. We think it is a good choice to promote electric power. Electric powered aircrafts make much less noise than gas powered aircrafts. For this category, it may help to protect our airfields from noise problems with neighbours.

Take the example of a widely used engine: the Desert Aircraft DA-170. It gives 18 HP, which is equal to 13.4 KW.

Suppose we use a 42.56V battery, under load it will give only 35V. To get the 13.4 KW, we will need to draw 382 amperes.

Suppose we use a 63.84V battery, under load it will give 52.5V. To get the 13.4 KW, we will “only” need to draw 255 amperes.

Note that in the first case there don't exist any equipment, while in the second case it exists.

**v) 5.10.13 Execution of Manoeuvres** **USA**

*Amend the 4th, 5th and 7th to 10th paragraphs as follows:*

The manoeuvres must be executed during an uninterrupted flight in the order in which they are listed on the score sheet. The competitor may make only one attempt at each manoeuvre during the flight. The pilot has three minutes to start his motor, and eleven minutes to complete his flight; both the three minutes and the eleven minutes to start when the competitor is given permission to start his motor.

The model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the competitor must be instructed to land his model aircraft immediately.

The direction of the manoeuvres is determined by the heading of the model aircraft during the take-off.

**With the expiry of the eleven-minute flying time, the scoring will cease except for the in-flight sound assessment, which is judged after the model aircraft has landed, irrespective of the time. The contest director/time keeper will advise the pilot, helper, and the judges of the expiry of the eleven-minute flying time. The clock will be stopped when the wheels of the model aircraft touch the ground for landing, as proof to the competitor of the recorded time.**

The flight ends when the **model aircraft has landed** ~~landing sequence is~~

completed.

Scoring will cease with the expiry of the eleven-minute flight period.

~~After the known flying schedule has been completed, the competitor is not allowed a free pass, and the landing must follow immediately. Any free passes will result in a zero score for the landing.~~

~~The model aircraft must land in the landing area, defined by a 50 metres diameter circle, or within two lines marked on the runway and separated by 100 metres if the runway is wider than 10 metres.~~

~~The landing point is considered as the first point where the model aircraft touches the ground. Landing out of the landing area, or a crash will result in a zero score for the landing.~~

~~The landing sequence is completed when the model aircraft has run for 10m or comes to a stop within 10 metres.~~

Reason: Landings are not judged so wording that prescribes a zero score are no longer needed. In addition there is no landing zone so that paragraph is no longer needed.

w) **5.10.14 Schedules of Manoeuvres**

**USA**

*Amend paragraphs b) and c) as follows:*

Before the beginning of the task of the unknown schedule, the judging co-ordinator will brief the judges and the competitors to clearly explain the manoeuvres, and what is expected from the competitors.

Knowledge of the Aresti cryptographic system is highly recommended to all competitors and judges.

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

**c - Freestyle schedule:**

Freestyle schedules give a competitor the opportunity to demonstrate his own skill and the qualities of his model aircraft. There are no rules governing the composition of the schedules. However, safety is of prime importance.

The model aircraft flown by a competitor in the freestyle task may be different from the one flown for the two other schedules, provided this model aircraft conforms to the general characteristics of the F3M class.

The maximum duration of a freestyle flight is ~~five (5)~~ **four (4)** minutes, from the take-off signal, to the landing. The competitor will be notified at one minute before the end of the ~~five~~ **four**-minute period.

After the end of the ~~five~~ **four**-minute period, the judges cease to consider any further manoeuvres that may have been performed. If the model aircraft is still airborne, it must be landed immediately, otherwise the judges will mark a zero score for the criteria "Technicality of the manoeuvres" (K2).

Reason: Manoeuvres is the correct word – not patterns

F3P

x) **5.9.9 Classification** **France**

*Amend the paragraph as follows:*

The top ~~20% (twenty percent)~~ **25% (twenty five percent)** of the classified pilots with a minimum of ~~five (5)~~ **ten (10)** will have three (3) additional flights.

Reason: There is not ½ finals in F3P and the flight time of pattern AF-13 is short (about 2min 30s). Consequently the increasing of flights impact is low on the contest schedule. In addition, increasing the number of finalist pilots get the final more attractive for pilots and spectators.

y) **5.9.9 Classification** **France**

*Amend the paragraph as follows:*

**The two best score from the three final schedules will be added for final classification. In the case of a tie the score after preliminaries will be used to decide the higher classification.**

Reason: This final classification method is already used in F3A and adds consistent suspense to the competition. Additionally, competitor have to be strategic to train enough on Preliminary schedule to go into finals, but keep training on final schedule to perform good classification.

*Technical Secretary's Note: Reading the full existing rule, some text needs to be deleted to enable the new text to make sense within the context of the rule.*

z) **5.9.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**

*Add a new Schedule AP-15.*

See the schedule in Agenda Annex 7n  
and the Aresti diagrams in Agenda Annex 7o

Reason: A new schedule is needed for 2014-2015

aa) **5.9.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**

*Add a new Schedule AF-15 as follows*

See the schedule in Agenda Annex 7p  
and the Aresti diagrams in Agenda Annex 7q

Reason: A new schedule is needed for 2014-2015

**ab) 5.9.13 Schedule of Manoeuvres**

**France**

*Delete the existing schedule (2012-2013) and insert a new F3P Preliminary Schedule for 2014-2015*

**SCHEDULE F3P-AP-14 (2014-2015)**

Quick AP description

<b>1.</b>	<b>Square reverse cuban 8</b>	<b>K4</b>
<b>2.</b>	<b>Knife-edge trombone</b>	<b>K3</b>
<b>3.</b>	<b>Loop with 2 rolls in opposite direction integrated</b>	<b>K5</b>
<b>4.</b>	<b>Camel Humpty-Bump</b>	<b>K3</b>
<b>5</b>	<b>8-point roll</b>	<b>K4</b>
<b>6.</b>	<b>Stall turn</b>	<b>K3</b>
<b>7.</b>	<b>Knife-edge top hat</b>	<b>K4</b>
<b>8.</b>	<b>½ cuban 8</b>	<b>K3</b>
<b>9.</b>	<b>Rolling circle with 2 rolls to the inside</b>	<b>K5</b>
<b>10.</b>	<b>180° knife-edge with half roll</b>	<b>K3</b>
<b>11.</b>	<b>Half torque rolls with 4 of 8 point roll</b>	<b>K4</b>

See the Aresti diagrams in Agenda Annex 7r

Reason: New schedule needed for 2014

Technical Secretary's Note: The "Description of Manoeuvres" was not submitted.

**ac) 5.9.13 Schedule of Manoeuvres**

**France**

*Delete the existing schedule (2012-2013) and insert a new F3P Finals Schedule for 2014-2015*

**SCHEDULE F3P-AF-14 (2014-2015)**

Quick AP description

<b>1</b>	<b>Knife-edge golf ball</b>	<b>K5</b>
<b>2</b>	<b>Vertical 8</b>	<b>K2</b>
<b>3</b>	<b>Knife-Edge flight with half roll</b>	<b>K4</b>
<b>4</b>	<b>Figure 9</b>	<b>K3</b>
<b>5</b>	<b>Cubique top hat</b>	<b>K5</b>
<b>6</b>	<b>½ diamond square loop with half rolls</b>	<b>K4</b>
<b>7</b>	<b>Horizontal 8 with consecutive two ¾ rolls in opposite directions integrated</b>	<b>K6</b>
<b>8</b>	<b>Half horizontal Hour-Glasse</b>	<b>K3</b>
<b>9</b>	<b>3 180 rolling circle with ½ roll inside, 1 roll outside and 2 rolls inside</b>	<b>K6</b>
<b>10</b>	<b>Negative tail slide</b>	<b>K4</b>
<b>11</b>	<b>Roll combination in opposite direction</b>	<b>K5</b>

See the Aresti diagrams in Agenda Annex 7s

Reason: New schedule needed for 2014

Technical Secretary's Note: The "Description of Manoeuvres" was not submitted.

F3S

ad) **5.12.1 Definition of a Radio Controlled Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

*Amend the paragraph as follows:*

**A model aircraft, but not a helicopter, which uses turbine jet(s) or ducted fan(s) as the propulsion source(s) and which is aerodynamically manoeuvred by control surface(s) in attitude, direction, and altitude by a pilot on the ground using radio control. Variable thrust direction of the propulsion device(s) is not allowed.**

Reason: F3S model aircraft are not restricted to be manoeuvred by control surfaces only, but also i.e. by power setting. Though, manoeuvring by variable thrust direction would affect the basic characteristics of R/C aerobatics.

Adoption of the corresponding rule of class F3A

ae) **5.12.2 General Characteristics of an R/C Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

*Amend the title and the paragraph as follows:*

General Characteristics of a R/C **Radio Controlled** Aerobatic Power Jet Model Aircraft:

**see 5.1.2 except for:**

**The dimensions, weight and power limits of a Radio Controlled Aerobatic Power Jet Model Aircraft are restricted by ABR Section 4c, rule 1.2.**

**Propulsion device limitations:** The R/C Aerobatic Power Jet Model Aircraft shall use as propulsion device either

a) turbine jet(s) or

b) ducted fan(s).

Ducted fans may **be driven** by use piston engines or electric motors as a power source.

Paragraph B.3.1.a) of Section 4B (Builder of Model Aircraft) is not applicable to class F3S.

The number of model aircraft eligible for entry is two (2).

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

~~Noise limits apply to model aircraft with piston engines only.~~

**The maximum sound/noise level of the model aircraft and its propulsion device, shall be 90 dB(A) measured at 25 m from the centre line of the model aircraft with the model aircraft placed on the ground over concrete, macadam, grass, or bare earth at the flight line and facing into the wind. It applies to all propulsion sources allowed**

Reason: Sufficient definition of general characteristics.

Sufficient definition of sound/noise level application, limits and checking method.

af) **5.12.4 Number of Flights** **F3 Aero Sub-committee**

*Amend as follows and re-number the paragraphs, if appropriate.*

~~Each competitor has the right to three official flights.~~

Reason: Adoption of the corresponding rule of class F3A

Technical Secretary's Note: *The rule should carry the F3A paragraph reference.*

ag) **5.12.8 Marking** **F3 Aero Sub-committee**

*Amend the whole of the paragraph as follows:*

~~Each manoeuvre may be awarded marks, in halves (0.5) increments, between 10 and 0 by each of the judges during the flight. These marks are multiplied by a coefficient that varies with the difficulty of the manoeuvre. Any manoeuvre not completed shall be scored zero (0). Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason outside the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the «Not Observed» (N.O.) mark. In this case, the judge's mark for that particular manoeuvre will be the average of the numerical marks given by the other judges.~~

~~Centre manoeuvres should be performed in the centre of the manoeuvring area while turn around manoeuvres should not extend past a line 75 degrees left and right of centre. Also, manoeuvres should be performed along a line of approximately 150 to 200 m (depending on the size of the model aircraft) in front of the competitor. Infractions to this rule will be cause for downgrading by each judge individually and in proportion to the degree of infraction.~~

~~The manoeuvring area will be clearly marked with white vertical poles, a minimum of 100mm in diameter and a minimum of 4m high, placed on centre, and at 75 degrees each side of centre. Flags and/or streamers of contrasting colour should be mounted on the poles to improve visibility. White (or contrasting) lines originating at the competitor's position and extending outward at least 50m will also be used to mark the centre and extreme limits (75 degrees left and right of centre) of the manoeuvring zone. Audible and visual signals to indicate violations of the manoeuvring zone are not to be employed.~~

~~The judges shall be seated no more than 10m, and not less than 7m behind the competitor's position (the apex of the 75 degree lines) and within an area described by the extension of the 75 degree lines to the rear of the competitor.~~

~~If a model aircraft is in the opinion of the safety steward or the judges, unsafe or being flown in an unsafe manner, they may instruct the competitor to land the model aircraft.~~

~~The scores given by each judge for each competitor shall be made public at the end of each round of competition.~~

**see 5.1.8 except for:**

**The manoeuvring zone is at a distance of appx. 150-200 m from the pilot (depending on the size of the model aircraft). The two lines of the lateral limits are each at an angle of 75 degrees left and right. Marking of the manoeuvring zone limits have to be set accordingly.**

Reason: Adoption of the corresponding rule of class F3A, except of the different manoeuvring zone limits.

ah) **5.12.8 a)** **France**

~~Each manoeuvre may be awarded marks, in half (0.5) increments, between 10 and 0 by each of the judges during the flight.~~

**Each manoeuvre may be awarded marks, in one (1) increments, between 10 and 0 by each of the judges during the flight.**

Reason: Most of Judges for the new F3A comes from F3A. The difference between of the rules for marking manoeuvre F3A and F3S involved to do formations. However, software and tools of F3A are created for one increments only and this rules involve modify existing software for F3S. This rules is a brake for the development of the category.

ai) **5.12.9 Classification** **F3 Aero Sub-committee**

*Amend as follow:*

~~For every competitor the individual result of each round is normalised to the points of the best competitor of that round as follows:~~

$$\frac{\text{Points}_x}{\text{Points}_w} = 1000 \times \frac{S_x}{S_w}$$

~~Points<sub>x</sub> = Points given to competitor x~~

~~S<sub>x</sub> = Score of Competitor x~~

~~S<sub>w</sub> = Score of Winner~~

~~The normalised points shall be recorded to the first decimal number.~~

~~The final classification will be done considering the sum of the scores of the best two attempts.~~

~~In order to decide the winner when there is a tie, the discarded flight score shall be taken into account.~~

~~The TBL statistical averaging system is not to be applied~~

**See 5.1.9.**

Reason: Adoption of the corresponding rule of class F3A.

aj) **5.12.10 Judging** **F3 Aero Sub-committee**

*Amend as follows and re-number the paragraphs, if appropriate.*

~~The criteria to be applied for judging the manoeuvres in this class, are identical to class F3A. However, the~~

~~judges will have to consider the dimensions, inertia and speed of the jet model aircraft.~~

~~The organiser must appoint a panel of least three up to five judges, preferably.~~

~~When five judges are used the lowest and highest scores for each manoeuvre will be discarded.~~

*cont./.../*

**See 5.1.10 and in addition with giving regard to the dimensions, inertia, and speed of a jet model aircraft**

Reason: Adoption of the corresponding rule of class F3A with a specific addition for jet model aircraft.

Technical Secretary's Note: For clarity, this proposal should read "See 5.1.10 but giving consideration to the dimensions, inertia and speed of a jet model aircraft."

**ak) 5.12.11 Organisation for Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

*Amend as follows and re-number the paragraphs, if appropriate.*

~~For transmitters and frequency control, see section 4B, paragraph B.11.~~

~~The flight order for the first round will be determined by draw. In case of frequency conflicts the flight order may be changed by the contest director. For second round, the flight order will start at 1/3 down the list. For third round, the flight order is the reversed ranking after second round.~~

~~During the flight, the competitor must stay in front of the judges in the designated area and under the supervision of the Flight Line Director and safety steward.~~

~~The prohibited flying area is observed by the judges. If the safety line is crossed the flight will be scored zero points.~~

~~Competitors must be called at least ten (10) minutes before they are required to occupy the starting area.~~

**See 5.1.11. except for:**

**The allowed starting time is six (6) minutes and the flying time five (5) minutes. It must be indicated to the competitor, when five (5) minutes of the starting time have passed.**

Reason: Adoption of the corresponding rule of class F3A with exception of starting and flying time.

Technical Secretary's Note: The latter sentence of the new text would be better worded as "The competitor must be informed when five (5) minutes of the starting time has elapsed."

**al) 5.12.12 Execution of Manoeuvres** **F3 Aero Sub-committee**

*Amend as follows and re-number the paragraphs, if appropriate.*

~~The manoeuvres must be executed during an uninterrupted flight in the order in which they are listed in the rules.~~

~~The competitor may make only one attempt at each manoeuvre during the flight.~~

~~The pilot has six (6) minutes to start his motor, and five (5) minutes to complete his flight. The six minutes start when the competitor is given permission to start his motor. The last minute of preparation time (ie. after expiration of five minutes) must be announced to the competitor. The five minutes flight time start with either the expiration of the six minutes preparation time or when the model aircraft starts take-off sequence (whichever occurs first).~~

~~The model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the competitor must be instructed to land his model aircraft~~

immediately.

The direction of the manoeuvres is determined by the heading of the model aircraft during the take-off. After completion of manoeuvre 13 the model aircraft has to be landed immediately. The flight ends when the landing sequence is completed.

Scoring will cease with the expiration of the five-minutes flight period.

**See 5.1.12**

Reason: Adoption of the corresponding rule of class F3A.

**am) 5.12.13 Schedule of Manoeuvres**

**F3 Aero Sub-committee**

*Amend the paragraph as follows:*

**Schedule of manoeuvres:**

Take-off sequence, including single free pass (not judged, not scored)

01: Triangle loop with full roll on top	3
02: Half reverse Cuban 8 with 2/4-point roll	2
03: Opposite knife-edge	5
04: Immelmann with full roll, exit inverted	2
05: Half reverse Cuban 8 from top with 2/4-point rolls, exit inverted	4
06: Half square loop on corner	2
07: Figure 9 with full roll up	3
08: Pull-push-pull humpty bump with half roll down	3
09: 45 degree ascent with 4/8-point roll, exit inverted	3
10: Half positive loop	1
11: Half slow roll, 2/4-point roll opposite	5
12: Pull-pull-pull humpty bump with half roll down	3
13: Loop with full roll integrated on top 90 degrees	4

Landing (not judged, not scored)

For the description of the manoeuvres, judging notes, and Aresti diagrams, see Annex 5x. For the Manoeuvre Execution Guide, see Annex 5B.

<b>Schedule S-15 (2011-2015)</b>		<b>K Factor</b>
<b>S15.01:</b>	<b><u>Triangle with roll</u></b>	<b>3</b>
<b>S15.02:</b>	<b><u>Half reverse Cuban 8 with consecutive two ¼ rolls</u></b>	<b>2</b>
<b>S15.03:</b>	<b><u>Opposite knife-edge Flight</u></b>	<b>5</b>
<b>S15.04:</b>	<b><u>Immelmann with roll</u></b>	<b>2</b>
<b>S15.05:</b>	<b><u>Reverse Cuban 8 with two consecutive two ¼ rolls</u></b>	<b>4</b>
<b>S15.06:</b>	<b><u>Half square loop on corner</u></b>	<b>2</b>
<b>S15.07:</b>	<b><u>Figure 9 with roll up</u></b>	<b>3</b>
<b>S15.08:</b>	<b><u>Pull-push-pull Humpty Bump with half roll down</u></b>	<b>3</b>
<b>S15.09:</b>	<b><u>45° Upline with four consecutive 1/8</u></b>	<b>3</b>
<b>S15.10:</b>	<b><u>Half loop</u></b>	<b>1</b>

cont/...

<b><u>S15.11:</u></b>	<b><u>Roll Combination with consecutive half slow roll and in opposite direction two ¼ rolls</u></b>	<b><u>5</u></b>
<b><u>S15.12:</u></b>	<b><u>Pull-pull-pull Humpty Bump with half roll down</u></b>	<b><u>3</u></b>
<b><u>S15.13:</u></b>	<b><u>Loop with roll integrated over top 90 degrees</u></b>	<b><u>4</u></b>

Reason: Adoption of the corresponding wording and expressions of class F3A.

**an) Annex 5X – F3S Description of Manoeuvres** **F3 Aero Sub-committee**

See the manoeuvre descriptions in Agenda Annex 7t

Reason: Adoption of the corresponding wording and expressions of class F3A.

***Volume F3 Soaring begins overleaf.***

## 13.9 Section 4C Volume F3 - RC Soaring

### F3B

**a) 5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

*Amend the paragraph as follows:*

5.3.1.3. Characteristics of Radio Controlled Gliders F3B

- a) Maximum surface area ..... 150 dm<sup>2</sup>  
Maximum flying mass ..... 5 kg  
Loading ..... ~~12 to~~ ≤75 g/dm<sup>2</sup>  
Minimum radius of fuselage nose ..... 7.5 mm (see template)

Reason: Specifying a minimum wing loading is senseless and irrelevant for F3B model aircraft.

**b) 5.3.2.5.f) Task C-Speed** **Germany**

*Amend the paragraph as follows:*

5.3.2.5.f) After having completed the task, the model aircraft must land in the area(s) determined by the contest director outside the safety area(s) **otherwise the flight will be penalised with 100 points. The penalty of 100 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.**

Same situation and therefore the same wording like in 5.3.2.4.f) Task B-Distance.

Reason: Simple clarification

**c) 5.3.2.8. Classification** **F3 Soaring Sub-committee**

*Amend the paragraph as follows:*

If only five rounds are flown, the competitor's classification is determined by the sum of all Total Scores for each round. If more than five complete rounds are flown the lowest partial score of each task **with more than five results** is omitted from the sum of all partial scores. To decide the winner when there is a tie, the two (or all who have the equal score) competitors will fly an additional round (three tasks).

Reason: Simple clarification

## F3K

### d) 5.7.1.2 Helper United Kingdom

*Amend the paragraph as follows:*

Each competitor is allowed one helper who is not allowed to become physically involved in the flight, except for retrieving the airplane, if it has landed outside the start and landing field. ~~The helper is the only person allowed to help the competitor on the start and landing field. Team managers are not allowed to stand inside the start and landing field.~~

**The helper is the only person allowed to help the competitor when he is on the start and landing field.**

After the end of the working time the competitor and the timekeeper must sign the results of the round. If the result is not signed by the competitor, then the score for the round will be 0 points.

Reason: To make it clear that the Team Manager is not allowed to help the pilot in addition to the pilot's official helper.

Note: It is possible for the TM to be the official helper.

### e) 5.7.1.3 Start helper F3 Soaring Sub-committee

*A consequential change will be necessary to rule 5.7.6.1 b).*

*Amend the paragraph as follows:*

~~Disabled persons may ask for assistance at launching and retrieving (catching) their model glider. This start helper has to be different in every round, meaning that every start helper can only be used once. The competitor has to touch the start helper before each launch of the model glider.~~

During a competition with only one class, competitors of less than 1.5 metres height may be assisted for launching and/or catching.

Reason: There are many problems connected with this rule.

1. Who is responsible for providing helpers? The organiser or the pilot himself? Who should pay the entry fee and accommodation? Sometimes the number of rounds approach 20. The financial demands could be enormous. In addition the number of rounds is often not known in advance.

2. The requirement for touching the helper produces a serious disadvantage at some tasks. E.g. 5 flights with max. 2 minutes and 10 minutes working time.

3. It is not clear where the limits are. Who may be considered a disabled person? May an old person suffering from arthritis use this rule? The rule can be misused. Important part of athletics is included in this class so the result strongly depends on the physical ability of the competitor.

f) **5.7.1.3 Start helper** **United Kingdom**

*Consequential changes will be necessary to rules 5.7.4.1, 5.7.6.1, 5.7.6.2 and 5.7.7.*

*Delete the whole paragraph.*

**5.7.1.3. Start Helper**

~~Disabled persons may ask for assistance at launching and retrieving (catching) their model glider. This start helper has to be different in every round, meaning that every start helper can only be used once. The competitor has to touch the start helper before each launch of the model glider.~~

~~During a competition with only one class, competitors of less than 1.5 metres height may be assisted for launching and/or catching.~~

Reason: F3K is essentially a physical sport. A competitor using a series of 'super launchers' may have an unfair advantage.

The organisers of non-championship or local events may wish to keep their own version of this rule.

g) **5.7.2.1 Specifications** **F3 Soaring Sub-committee**

*Amend the 6th paragraph as follows:*

~~The use of gyros and variometers onboard the model glider is not allowed.~~

**Any technological device used to aide 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 is permitted. Use of corrective eyeglasses and sunglasses are permitted. If an infringement of this rule occurs, the pilot will be disqualified from the contest.**

Reason: To unify the rules for all RC-Soaring classes. The new text is identical with F3B as adapted in 2012.

It is expected that the banning of gyros will be covered by the general rule in ABR volume. Cross-refer to agenda proposal 13.4 a).

h) **5.7.2.2. Unintentional jettisoning** **Germany**

*Amend the title and paragraph as follows:*

**5.7.2.2. Unintentional jettisoning Losing a part**

If the model glider ~~suffers any unintentional jettisoning~~ **loses a part** during the flight, then the flight shall be scored zero according to ~~5.3.1.7~~ . If **the model glider loses a part** during the landing, any unintentional jettisoning occurs (ref. 5.7.6.), **that means** after the first touch of the model glider with ground, any object or person,

*cont/...*

then the flight is valid.

Reason: “Unintentional jettisoning” is not the appropriate term for loosing parts during flight. Also, the flight shall be scored zero, even if the model glider intentionally loses a part.

i) **5.7.2.2 Unintentional jettisoning** **United Kingdom**

*Amend the paragraph as follows:*

If the model glider suffers any unintentional jettisoning during the flight, then the flight shall be scored zero according to 5.3.1.7. **unless that jettisoning occurs as a result of a mid-air collision.** If, during the landing, any unintentional jettisoning occurs (~~ref. 5.7.6.~~) after the first touch of the model glider with ground, any object or person, then the flight is valid.

Reason: Reference to 5.3.1.7 (an F3B rule) is incorrect and not required and reference to (5.7.6) is not required. The mid-air collision reference is added because 5.7.4.2 states that there is no penalty for a mid-air collision.

j) **5.7.2.3. Change of model glider** **F3 Soaring Sub-committee**

*Amend the paragraph as follows:*

Each competitor... ..model gliders. All spare model gliders must stay outside the start and landing field **in a spare model area** and only one model is permissible in the start and landing field **area** to score a valid flight time. ~~The previous model must be removed before a replacement model may be launched.~~ **A model glider that has been in the start and landing field during the preparation time and working time must be placed in the same spare model area as the model that will be used next.**

Reason: To codify the already used best practice.

Technical Secretary’s Note: If the change of “field to “area” is approved then consequential changes will be necessary throughout the class rules.

k) **5.7.2.3 Change of model glider** **Sweden**

*Consequential change from agenda proposal 13.9 p).*

*Amend the paragraph as follows:*

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must ~~stay outside~~ **be placed in the marked areas for spare models gliders** the start and landing field and only one model is permissible in the start and landing field to score a valid flight time. The previous model must be removed **to the marked area for spare model glider** before a replacement model may be launched.

Reason: To avoid conflict between models and competitors.

**l) 5.7.2.3 Change of model glider**

**United Kingdom**

*Amend the paragraph as follows:*

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. ~~All spare model gliders must stay outside the start and landing field and only one model is permissible in the start and landing field to score a valid flight time. The previous model must be removed before a replacement model may be launched.~~

**Each competitor may only have one model glider in the start and landing field at any moment during the working time. Only the model gliders that are in a spare model area or in the start and landing field at the start of the working time may be used during the working time. To change model gliders, the ‘old’ one must be placed in the same spare model area as the ‘new’ one, before the ‘new’ one is taken out.**

Reason: Clarification that only one model can be in the box at any one time and that only spare models from the spare model area may be used.

Note: Rule 5.7.1.2 “... The helper is the only person allowed to help the competitor when he is on the start and landing field...” prevents other people bringing models to the spare model area or touching models that are in there during the working time

**m) 5.7.2.4 Retrieving of model glider**

**Sweden**

*Amend the paragraph as follows:*

If the competitor lands the model glider outside the start and landing field during his preparation and working time, then it has to be retrieved back to the start and landing field either by the competitor or his helper. Other people, including the team manager, are not allowed to retrieve the model glider. **Illegal retrieving of model will be penalised with disqualification in that round.**

While retrieving the model, it is not permissible to fly it back to the start and landing field. Launching outside the start and landing field in this situation will be penalised with 100 points that will be deducted from the final score.

Reason: Defining the penalty of illegal retrieving.

**n) 5.7.2.4 Retrieving of model glider**

**United Kingdom**

*Amend the 1st paragraph as follows:*

If the competitor lands the model glider outside the start and landing field during his preparation and working time, then it has to be retrieved back to the start and landing field either by the competitor or his helper. Other people, ~~including the team manager,~~ are not allowed to retrieve the model glider.

While retrieving the model, it is not permissible to fly it back to the start and landing field. Launching outside the start and landing field in this situation will be penalised with 100 points that will be deducted from the final score.

Reason: Mention of the team manager is not required and could cause confusion if  
cont/...

he is the helper. If he is not the helper, then he is included under 'other people'.

Note: Since no penalty is mentioned and the 'other person' may be a well-meaning on-looker who decides to touch the model, such incidents should be handled via a protest if required.

**o) 5.7.3.1 Flying field Sweden**

*Amend the paragraph as follows:*

~~The flying field should be reasonably level and large enough to allow several model gliders to fly simultaneously. The main source of lift should not be slope lift.~~

**The flying field needs to have a free area around the Start and Landing field that has a surface with no undulations larger than 2m over the entire flying field. Fixed obstacles shall be minimum 250 meters from the nearest edge of the Start and Landing field. Start and Landing field is part of the Flying field and preferably placed in the centre of the Flying Field. Fixed obstacles are to be declared as forbidden airspace.**

Reason: To define what is reasonably level and the maximum size of eventual obstacles and their distance to the start and landing field.

**p) 5.7.3.2 Start and landing field F3 Soaring Sub-committee**

*Consequential change to the agenda proposal 13.9 k).*

*Amend the 2nd paragraph as follows and add a new 4th paragraph:*

~~All launches and landings must happen within this area. The border line defining the start and landing field is part of the start and landing field. Any launch or landing outside this area is scored zero for the flight.~~

**More areas must be defined outside but within 2 meters of the start and landing field for storage and changing of spare models. About 2-3 square meters must be available for each competitor in a group in each area.**

Reason: Both proposals are to codify the already used best practice.

Deleting the sentence "All launches..." will remove some doubt about the arrangement of the start and landing field.

The sentence "Any launch..." is not necessary because zero for the flight is already defined in paragraph 5.7.7.

**q) 5.7.3.2 Start and landing field Sweden**

*Amend the paragraph as follows:*

The organiser must define the start and landing field before the start of the contest.

**The Start and Landing field shall have defined and marked areas for spare models.** Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 metres distance to any person in the start direction. The organiser should consider about 900 m<sup>2</sup> per competitor, (square of 30 m x 30 m). **Maximum size of the Start and Landing field is 10 000 m<sup>2</sup>.**

Reason: Defining the need for areas for reserve models and also the maximum size of the start and landing field.

r) **5.7.3.2 Start and landing field (Version 1 of 2)** **United Kingdom**

*Amend the 1st paragraph; delete the 2nd paragraph; add a new 3rd paragraph.*

The organiser must define the start and landing field before the start of the contest. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 metres distance to any person in the start direction. The organiser should consider about 900 m<sup>2</sup> per competitor, (square of 30 m x 30 m). **The border line defining the start and landing field is part of the start and landing field.**

~~All launches and landings must happen within this area. The border line defining the start and landing field is part of the start and landing field. Any launch or landing outside this area is scored zero for the flight.~~

Competitors may leave the start-and-landing field while flying their model glider. For starting their model glider and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field.

**Spare Models Areas: four areas must be defined outside, but within 2 meters of, the start and landing field for the storage and changing of spare models. About 4 square metres must be available for each competitor in a group in each area. For a rectangular start and landing field the spare model areas must be placed at the mid points of the sides. If the start and landing field is not a rectangle, the spare model areas should be distributed evenly around the perimeter.**

Reason: To formalise where the spare models may be kept during a round.

**Note:** Please also see F3K 5.7.3.2 GBR 13 Version 2 which includes a change to paragraph 3, too.

s) **5.7.3.2 Start and landing field (Version 2 of 2)** **United Kingdom**

*Identical to version 1 above but with an amendment to the existing 3rd paragraph as follows:*

~~Competitors may leave the start-and-landing field while flying their model glider. For starting their model glider, **during the flight** and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field. **If a competitor leaves the start-and-landing field during the flight, the score for that flight is zero.**~~

Reason: To prevent pilots from leaving the box to be closer to the flying model – this can help to exploit small areas of slope lift far from the box. Spare model area definition added as last paragraph.

Note: If a pilot is sure he will land out, he can leave the box to retrieve and take a zero. If he thinks he might land out, he will need to wait until he is sure. The helper may leave the box to retrieve the model if preferred.

t) **5.7.4.1. Contact with person** **F3 Soaring Sub-committee**

*Consequential change from agenda proposal 13.9 w).*

*Amend the paragraph as follows:*

In order to guarantee the highest level of safety, any contact between a flying model glider and any other person (except the competitor or start helper) either in or

outside the start and landing field has to be avoided. If such contact happens during either the **preparation, testing, working or landing** preparation time, the competitor will receive a penalty of 100 points on the total score **according to paragraph 5.7.4.3**. In addition, if the contact happens during the **testing or** working time at the launch of the model glider, this will result in a zero score for the whole round.

Reason: This proposal takes into account amendments approved previously by Plenary for rules 5.7.9.2, 5.7.9.3 and 5.7.9.4.

**u) 5.7.4.1. Contact with person Germany**

*Amend the paragraph as follows:*

In order to guarantee the highest level of safety, any contact between a flying model glider and ~~any other~~ **a** person (except the competitor or his start helper) either in or outside the start and landing field has to be avoided. If such contact happens during either **the preparation time**, the working or preparation time **or during the landing window**, the competitor will receive a penalty of 100 points on the total score. In addition, if the contact happens during the preparation and working time at the launch of the model glider, this will result in a zero score for the whole round.

Reason: For safety reasons, contact with a person during the landing window should be penalized in the same way as during the preparation and working time.

**v) 5.7.4.1 Contact with person United Kingdom**

*Amend the paragraph as follows:*

In order to guarantee the highest level of safety, any contact between a flying **moving** model glider and any other person (except the competitor or start helper) either in or outside the start and landing field has to be avoided. **This includes contact that happens while the glider is flying or while the glider is being handled by the competitor (or start helper) between landing and launching.**

If such contact happens during either the working or preparation time **the preparation time, the working time or the landing window**, the competitor will receive a penalty of 100 points on the total score. In addition, if the contact happens, during the **preparation time or** working time, at the launch of the model glider, this will result in a zero score for the whole round.

Reason: Contact during the landing window and launching during the preparation time are not currently covered; neither is contact while the pilot is touching the model, including between catching/picking up and release.

**w) 5.7.4.3. Safety area F3 Soaring Sub-committee**

*Consequential changes to agenda proposals 13.9 t and 13.9 ai).*

*Amend the 1st paragraph as shown and delete paragraphs a) & b) and add three new paragraphs a), b) & c) and a final paragraph.*

The organiser may define safety areas. The organiser must ensure that the safety areas are permanently controlled by well-trained personnel. ~~A competitor will receive a penalty of 100 points, if:~~

(a) ~~His model glider lands inside the safety area or touches any ground based~~

object like eg car or building,

(b) ~~———— The model glider flies below 3 metres over the safety area (measured from the ground).~~

**a) Contact of the model glider with an object, including the ground, within the defined safety area will be penalised by deduction of 300 points from the competitor’s final score.**

**b) Contact of the model glider while airborne with a person (except its pilot or his helper) within the defined safety area will be penalised by deduction of 1000 points from the competitor’s final score.**

**c) Contact of the model glider while airborne with a person (except its pilot or his helper) anywhere outside the defined safety area will be penalised by deduction of 100 points from the competitor’s final score. The start and landing field is also considered outside the safety area.**

**For each attempt can only be awarded one penalty. If a person and at the same attempt an object is touched the 1000 points penalty is applied.**

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

Reason: This proposal clarifies the penalties and distinguishes between contact with person and other objects. Some people considered the penalties too high, but they are equal to penalties in other RC soaring classes.

Technical Secretary’s Note: *The penultimate sentence of the new text would be better worded as “Each attempt may only incur a single penalty.”*

**x) 5.7.4.3 Safety area**

**United Kingdom**

*Amend the 1st paragraph as shown and delete paragraphs a) & b) and add three new paragraphs a), b) & c).*

The organiser may define safety areas. The organiser must ensure that the safety areas are permanently controlled by well-trained personnel. ~~A competitor will receive a penalty of 100 points, if:~~

~~(a) ——— His model glider lands inside the safety area or touches any ground based object like eg car or building,~~

~~(b) ——— The model glider flies below 3 metres over the safety area (measured from the ground).~~

**a) If his model glider makes contact with an object or person within the defined safety area, then the competitor will be penalised by deduction of 100 points from his final score.**

**b) If contact is made with more than one person or object in the same incident, then only one penalty applies.**

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

Reason: Maintain the 100 point penalty; no need for parity with other Soaring classes. (Contact with a person outside the safety area is already covered by rule 5.7.4.1).

The word, “permanently”, is removed from, “permanently controlled” as this is not practical and is only required while the competition is running. The use of safety areas should be avoided as far as possible.

y) **5.7.4.5 (new rule)** **United Kingdom**

*Add a new rule as follows:*

**5.7.4.5. Safety Helmets**

**During flying, all persons inside or within 5 metres of the boundary of the start and landing field must wear a safety helmet, with a fastened chinstrap, strong enough to withstand the impact of an F3K model aircraft in any phase of its flight.**

Reason: It is possible that someone could be injured by a model glider.

Note: The proposed words are based on F2 rules. Currently helmets in F3K are optional.

z) **5.7.5. Weather conditions** **Belgium**

*Amend the paragraph for wind speed as follows:*

The maximum wind speed for F3K contests is ~~9~~ **8** m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the wind **speed** is gets continuously stronger faster than ~~9~~ **8** m/s measured for at least one minute at two metres above the ground at the start and landing field. In case of rain, the contest director should consider interrupting the contest.

Reason: The way the maximum wind speed gets determined now causes situations that are both dangerous for the plane and the pilot. It is possible that the wind speed is on average 8 m/s, but has peaks of 12 m/s and more. Under the existing rules, we would still fly, but launches under such wind conditions can cause wing breakage. When this happens the plane becomes a dangerous spear.

aa) **5.7.5. Weather conditions** **Belgium**

*Amend the paragraph for rain as follows*

The maximum wind speed for F3K contests is 9 m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the wind is continuously stronger than 9 m/s measured for at least one minute at two metres above the ground at the start and landing field. In case of rain, the contest director should consider interrupting **immediately pauses** the contest. **The contest starts again when the rain stops with the group that was flying, which receives a re-flight.**

Reason: What mostly happens now on a contest is that the group that is flying finishes its round. This means that transmitter and plane get wet, which causes damage to the electronics. Most of us fly at 2.4GHz, which is even more susceptible to moisture.

ab) **5.7.5. Weather conditions** **Germany**

*Amend the paragraph as follows:*

The maximum wind speed for F3K contests is 9 m/s. The contest has to be interrupted or the start delayed by the contest director ~~or the jury~~ if the wind is continuously stronger than 9 m/s measured for at least one minute at two metres above the ground at the start and landing field. In case of rain, the contest director

should consider interrupting the contest.

Reason: It's not the jury's duty to interrupt the contest due to wind.

Technical Secretary's Note: *It is the Jury's duty; refer to rule ABR B.15.1.*

ac) **5.7.5. Weather conditions**

**Germany**

*Amend the paragraph as follows:*

The maximum wind speed for F3K contests is 9 m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the wind is continuously stronger than 9 m/s measured for at least one minute at two metres above the ground at the start and landing field. In case of rain, the contest director should consider interrupting the contest.

Reason: The rules should be clear in the event of rain.

ad) **5.7.8. Re-flights (new rule)**

**F3 Soaring Sub-committee**

*Add new rule 5.7.8. and re-number the existing paragraph 5.7.8. and subsequent paragraphs.*

**The competitor is entitled to a new working time if his attempt could not be performed correctly due to organisers fault.**

**The new working time is to be granted to the competitor according to the following order of priorities:**

- 1. in following group;**
- 2. if this is not achievable, then in a new group of several (minimum 4) re-flyers. New group of re-flyers can be completed by other competitors selected by random draw to the number of 4. If the frequency or team membership of the drawn competitor does not fit or the competitor will not fly, the draw is repeated;**
- 3. if this is also not achievable, then with his original group at the end of the ongoing round. In priority-case 2 and 3, the better of the two results of the original flight and the re-flight will be the official score, except for the competitors who are allocated the new attempt. For those the result of the re-flight is the official score. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of organisers fault.**

Reason: The reason is evident. The text is brought from F3J, modified accordingly.

ae) **5.7.8. Re-flights (new rule)**

**United Kingdom**

*Add a new rule at 5.7.8 and re-number the existing 5.7.8 and subsequent paragraphs.*

**The competitor is entitled to a new working time if his attempt has not been judged correctly by the official time-keepers. The new working time is to be granted to the competitor according to the following order of priorities:**

- 1. in a following group, provided existing flyers in that group do not object;**
- 2. if this is not achievable, then a new group of pilots (minimum 4) should be flown. The new group should be made up of other competitors,**

**selected by random draw. If the transmitting frequencies of the drawn competitors conflict or a member of the same team as the re-flight competitor is selected or the drawn competitor does not wish to fly, the draw is continued until a group can be formed;**

- 3. if this is not achievable, then the original group will fly again at the end of the current round.**

**In cases 2 and 3, the better of the two results of the original flight and the re-flight will be the official score of the competitors in the re-flight group, except for the competitor entitled to the re-flight who takes the result of the re-flight as his official score for the round.**

**A competitor chosen at random for a re-flight group will not be entitled to a further re-flight for any reason.**

Reason: There is no existing rule to cover this.

**af) 5.7.9.2. Landing window United Kingdom**

*A consequential change will be necessary to agenda proposal 13.9 aq).*

*Amend the paragraph as follows:*

No points are deducted for flying over the maximum flight time or past the end of the working time. ~~Immediately after the end of the working time, or after each attempt for the task “all up last down”, the 30 seconds landing window will begin. Any model gliders still airborne must now land. If a model glider lands later, then that flight will be scored with 0 points.~~ **For all Tasks except Task C, a 30 seconds landing window will begin at the end of the working time. For Task C (All up, last down, seconds) the landing window will end 3:33 after the start signal. Any model gliders still airborne must land before the end of the landing window. If a model glider lands later, then that flight will score zero.**

The organiser should announce the last ten seconds of the landing window by counting down.

Reason: There is no working time for “all up last down” and a 3 second launch window is available. With a signal 3:30 after the launch signal, often used now, late launchers will have a less than 30 seconds landing window. By fixing the end of the landing window at 3:33 after the start signal for this task only, all pilots will have at least until the watch shows 3:30 for their flight to land.

**ag) 5.7.9.4. Flight testing time F3 Soaring Sub-committee**

*Amend the 3rd paragraph as follows:*

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least 2 minutes of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the neutral setting of their model gliders.

Each competitor has to ensure that he is finished in time with his test flights and is ready to start when the working time of the group begins. The last 5 seconds before the start of the working time have to be announced by the organiser.

A competitor will receive a penalty of 100 points if he starts or flies his model glider

outside of the **testing**, working and preparation **landing** time of his assigned group. Competitors may test fly before the transmitter impound and after the last working time of the day.

Reason: This change is a consequence of changes previously approved by CIAM Plenary.

ah) **5.7.9.4 Flight testing time**

**Sweden**

*Amend the 1st paragraph as follows:*

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least ~~2 minutes~~ **30 seconds** of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the neutral setting of their model gliders.

Each competitor has to ensure that he is finished in time with his test flights and is ready to start when the working time of the group begins. The last 5 seconds before the start of the working time have to be announced by the organiser.

A competitor will receive a penalty of 100 points if he starts or flies his model glider outside of the working and preparation time of his assigned group.

Competitors may test fly before the transmitter impound and after the last working time of the day.

Reason: 30 seconds is enough to see that the model is OK. 2 minutes flight testing is mostly used to test where possible thermals are.

ai) **5.7.10.1. Final score**

**F3 Soaring Sub-committee**

*Consequential change from agenda proposal 13.9 w).*

*Amend the paragraph as follows:*

The final score is the sum of normalised scores of rounds minus penalty points.

If 5 or more rounds are flown then the lowest score is dropped.

~~If 9 or more rounds are flown then the lowest two scores are dropped.~~

~~If 14 or more rounds are flown then the lowest 3 scores are dropped.~~

~~If 19 or more rounds are flown then the lowest 4 scores are dropped.~~

~~If 24 or more rounds are flown then the lowest 5 scores are dropped.~~

Penalty points must be shown in the results list with an indication of the round in which they were levied. The penalty points are retained even if the score of the round in which the offence occurred is dropped.

If a competitor collects more than ~~300~~**1000** penalty points, he will be disqualified from the contest.

Reason: Simplifying. The change of limit for disqualification is connected with the change of paragraph 5.7.4.3.

aj) **5.7.10.1 Final score**

**United Kingdom**

*Amend the paragraph as follows:*

The final score is the sum of normalised scores of rounds minus penalty points.

If 5 or more rounds are flown then the lowest score is dropped.

~~If 9 or more rounds are flown then the lowest two scores are dropped.~~

~~If 14 or more rounds are flown then the lowest 3 scores are dropped.~~

~~If 19 or more rounds are flown then the lowest 4 scores are dropped.~~

~~If 24 or more rounds are flown then the lowest 5 scores are dropped.~~

Penalty points must be shown in the results list with an indication of the round in which they were levied. The penalty points are retained even if the score of the round in which the offence occurred is dropped.

If a competitor collects more than 300 penalty points, he will be disqualified from the contest.

Reason: To reduce the number of dropped rounds.

ak) **5.7.10.3. Fly-off**

**F3 Soaring Sub-committee**

*Amend the paragraphs as follows:*

The organiser may announce a fly-off prior at the beginning of the event. **For World and Continental Championships the fly-off is mandatory.** The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % of the total number of competitors.

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors flyoff. A separate junior fly-off is not mandatory.

If a fly-off is flown, the points **(including penalties)** of the previous rounds are not considered

Reason: Stating the fly-off mandatory just make the practice applied at previous World and Continental championships a rule.

Adding the explanatory words into the last sentence of the paragraph removes any doubt.

al) **5.7.10.3 Fly-off**

**United Kingdom**

*Amend the paragraphs as follows:*

The organiser may announce a fly-off prior at **to** the beginning of the event. **For World and Continental Championships the fly-off is mandatory for seniors.**

The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % **percent** of the total number of competitors.

*cont/...*

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors' fly-off.

A separate junior fly-off is not mandatory.

If a fly-off is flown, the points of the previous rounds are not considered.

Reason: To introduce mandatory fly-offs at Championships (for seniors).

**am) 5.7.11.1. Task A (Last flight)**

**Germany**

*Amend the paragraph as follows:*

Each competitor has an unlimited number of flights, but only the last flight is taken into account to determine the final result. The maximum ~~length of the flight time~~ is limited to 300 seconds. Any subsequent launch of the model glider ~~in the start and landing field~~ annuls the previous time.

Working time: min 7 minutes, max 10 minutes

Reason: Clarification: The flight **time** is measured in seconds. The length of a flight would be something else. The remark "in the start and landing field" is redundant.

**an) 5.7.11.1. Task A (Last flight)**

**Germany**

*Amend the paragraphs as follows:*

Each competitor has an unlimited number of flights, but only the last flight is taken into account to determine the final result. The maximum length of the flight time is limited to 300 seconds. Any subsequent launch of the model glider in the start and landing field annuls the previous time.

Working time: **alternatively 10 minutes or 7 minutes**

**Example for 10 minutes working time:**

<u>Flight time</u>	<u>Scored time</u>
<b>1st flight 120 s</b>	<b>0</b>
<b>2nd flight 80 s</b>	<b>0</b>
<b>3rd flight 130 s</b>	<b>0</b>
<b>4th flight 100 s</b>	<b>0</b>
<b>5th flight 90 s</b>	<b>90 s</b>
<b><u>Final score: 90 s</u></b>	

Reason: The existing rule allows choosing any working time between 7 and 10 minutes. It's unnecessary to have a working time of 8min 25s for example, so there should only be a choice between two times, as is the case with Task B.

**ao) 5.7.11.3. Task C (All up last down, seconds)**

**Germany**

*Amend the paragraphs as follows:*

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the ~~organiser's~~ acoustic signal. The maximum measured flight time is 180 seconds.

The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not from the **start of the**

acoustic signal. Launching a model glider **before or** more than 3 seconds after the **start of the** acoustic signal will result in a zero score for the flight.

The number of launches (3 to 5) must be announced by the organiser before the contest begins.

The preparation time between attempts is limited to 60 seconds after the 30 seconds landing window. During this time the competitor may retrieve or change his model glider or do repairs. If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving and bringing back the one which has landed outside the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.

The flight times of all attempts of each competitor will be added together and will be normalised to calculate the final score for this task.

No working time is necessary.

Example **for 3 flights**:

Competitor A: 45 s + 50 s + 35 s = 130 s = 812.50 points

Competitor B: 50 s + 50 s + 60 s = 160 s = 1000.00 points

Competitor C: 30 s + 80 s + 40 s = 150 s = 937.50 points

Reason: This clarification is necessary in order to define clearly, that only the start of the acoustic signal can be taken as a reference for the launching window.

**ap 5.7.11.3. Task C (All up last down, seconds)**

**Germany**

*Amend the paragraphs as follows:*

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the organiser's acoustic signal. The maximum measured flight time is 180 seconds.

The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not from the acoustic signal. Launching a model glider more than 3 seconds after the acoustic signal will result in a zero score for the flight.

The number of launches (3 to 5) must be announced by the organiser before the contest begins.

The preparation time between attempts is limited to 60 seconds after the 30 seconds landing window. During this time the competitor may **not perform test flights** ~~retrieve or change his model glider or do repairs~~. If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving and bringing back the one which has landed outside the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.

The flight times of all attempts of each competitor will be added together and will be normalised to calculate the final score for this task.

No working time is necessary.

Example:

Competitor A: 45 + 50 + 35 s = 130 s = 812.50 points

Competitor B: 50 + 50 + 60 s = 160 s = 1000.00 points

Competitor C: 30 + 80 + 40 s = 150 s = 937.50 points

*cont/...*

Reason: The word “seconds” in the heading is obsolete, because there are no different versions of the “All up last down” task any more. Also, it’s more practical to state, what a pilot is **not** allowed to do – in comparison to his standard preparation time - between attempts.

**aq) 5.7.11.3 Task C (All up, last down, seconds) United Kingdom**

*Consequential change from agenda proposal 13.9 af).*

*Amend the paragraph as follows:*

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the organiser’s acoustic signal. The maximum measured flight time is 180 seconds. The official timekeeper takes the individual flight time of the competitor according to 5.7.6 and 5.7.7 from the release of the model glider and not from the acoustic signal. Launching a model glider more than 3 seconds after the acoustic signal will result in a zero score for the flight.

The number of launches (3 to 5) must be announced by the organiser before the contest begins.

The preparation time between attempts is limited to 60 seconds after the ~~30 seconds~~ **end of the** landing window. During this time the competitor may retrieve or change his model glider or do repairs. If a competitor’s model glider lands outside the start and landing field, the competitor may change his model glider without retrieving and bringing back the one which has landed outside the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.

The flight times of all attempts of each competitor will be added together and will be normalised to calculate the final score for this task. No working time is necessary.

Example: Competitor A:  $45+50+35\text{ s} = 130\text{ s} = 812.50\text{ points}$

Competitor B:  $50+50+60\text{ s} = 160\text{ s} = 1000.00\text{ points}$

Competitor C:  $30+80+40\text{ s} = 150\text{ s} = 937.50\text{ points}$

Reason: This is a consequential amendment required if the amendment to 5.7.9.3 is approved. ( It removes the reference to “the 30 seconds”.)

**ar) 5.7.11.5. Task E (Poker-variable target time) Germany**

*Amend the 2nd paragraph as follows:*

Before the first launch, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

~~The announcement may be repeated 5 times.~~ **The target time must be announced clearly in the official contest language or alternatively shown to the timekeeper in written numbers (e. g. „2:38“) by the competitor’s helper.**

The 5 flights with achieved targets **times** are scored. The achieved target times are

added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

Reason: It is not necessary to repeat the target time five times; more important is to announce the target times clearly and in the official language. To avoid misunderstandings the better solution would be to show the target time in written data to the official timekeeper. "The 5 flights with achieved targets times are scored" is a better wording.

**as) 5.7.11.5. Task E (Poker-variable target time) Germany**

*Amend the title and paragraphs as follows:*

**5.7.11.5. Task E (Poker - variable target time (s))**

**Each competitor has an unlimited number of flights to achieve or exceed up to five target times.** Before the first launch, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The ~~5-flights~~ **target(s) (1- max 5)** with achieved targets **time(s)** are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

Reason: The existing wording suggests that there must be 5 targets to get a valid result. Only one target with 9:58 min would be not counted.

**at) 5.7.11.5. Task E (Poker-variable target time) Germany**

*Amend the 1st paragraph as follows:*

Before the first launch **of a new target**, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds.

*cont/...*

Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The 5 flights with achieved targets are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

Reason: The existing wording can lead to a misunderstanding that the competitor has to announce the times of all targets to the timekeeper before he starts the first time.

au) 5.7.11.5

United Kingdom

*Amend the paragraphs as follows:*

**5.7.11.5. Task E (Poker - variable target time)**

Before the first launch, each competitor announces a target time to the official timekeeper. **The maximum target time that can be announced is 9 minutes and 58 seconds.**

He **The competitor** can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The 5 flights with achieved targets are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

Example: Announced time	Flight time	Scored time
45 s	1st flight 46 s	45 s
50 s	1st flight 48 s	0 s
	2nd flight 52 s	50 s
47 s	1st flight 49 s	47 s
60 s	1st flight 57 s	0 s
	2nd flight 63 s	60 s
60 s	1st flight 65 s	60 s
Total score is 262 s		

Reason: A flight of 9:59 may be theoretically possible but it depends too much on the skill of the timekeeper to judge the moment of launch accurately and the

*cont/...*

reaction times to operate the stopwatch at the start of the flight and for the landing.

A genuine 9:59 might be scored as 9:58 giving a zero score.

“The 5 flights with achieved targets are scored”, changed to, “The flights with achieved targets are scored”, because there may be less than 5 flights.

av) **5.7.11.8. Task H (One, two, three and four minute flights, any order) Germany**

*Amend the title and paragraphs as follows:*

**5.7.11.8. Task H (One, two, three and four minute flights ~~targets~~, any order)**

During the working time, each competitor has an unlimited number of flights. He has to achieve four flights each of different target duration. The target flight times are 60, 120, 180 and 240 seconds in any order. Thus the competitor’s four longest flights flown in the working time are assigned to the four target times, so that his longest flight is assigned to the 240 seconds target, his 2nd longest flight to the 180 seconds target, his 3rd longest flight to the 120 seconds target and his 4th longest flight to the 60 seconds target. ~~Flight seconds longer than the target seconds are not taken into account.~~ **For scoring only the flight time up to the assigned target time is taken into account.**

Working time is 10 minutes.

Example:	Flight time	Scored time
1st flight	63 s	60 s
2nd flight	239 s	239 s
3rd flight	182 s	180 s
4th flight	90 s	90 s

Total score of this task would be: 60 s + 239 s + 180 s + 90 s = 569 s

Reason: The change is necessary to clarify, that the flight time **doesn’t** have to match or exceed the target time to count towards the total score.

aw) **5.7.9.5 Reflight**

**Sweden**

*Add a new rule as follows:*

**Errors by organisation, malfunction of organisers equipment**

**- Time, equipment and human errors will after complaint to flight line director or contest director be handled in the following ways:**

**- If the complaint is accepted and verified the competitor will have a reflight.**

**- If the complaint is rejected a formal protest has to be made.**

**Reflights will be given in a new group in the same round with consideration of national team separation.**

**If the error occurs in the last group of the round, the competitor will be put in to a random selected group with consideration of national team separation.**

**The selected group will keep their original scores and if the results are improved the improved result will be registered.**

Reason: Defining how to deal with errors done by the organiser.

**F3Q**

**ax) 5.Q.2.2.5 Speed flight cancellation France**

*Delete paragraph d) entirely and move to rule 5.Q.2.2.6 as shown:*

~~d) The glider loses any part during the timed portion of the flight.~~

and

**5.Q.2.2.6 Speed task scoring**

**e) 200 penalty points are deducted from the score if any part of the glider is lost during the timed part of the flight.**

**Qualified loss element: an element which stands out of the glider and falls on the ground..**

Reason: The penalty in “ 5.Q.2.2.5 Speed flight cancellation “ is too severe for the fault. The loss of part of a glider is sufficiently punitive. The penalty will be the same for the duration task and speed task in case of loss element

**ay) Annex 3A - RC Soaring World Cups Germany**

**5. Classification**

*Amend the 1st paragraph as shown:*

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions. ~~except that only one competition may be counted from each country in Europe (taking the better score for any European country in which he has scored in two or more competitions).~~ **In the case of more than three (3) competitions in a country the results (the better results) of maximal two (2) competitions will count.** To determine the total score, **the results of** up to three (3) events may be counted, selecting each competitor's best results during the year. **If there are more than three (3) competitions in one country, the results of four (4) events will be counted.**

Reason: If there are many World Cup Competitions in one country the results of more than one competition should count. In case of up to three competitions only one result counts; over three competitions the results of two competitions count. If the results of two competitions shall count, we need more than three results for the total score otherwise we will get a misbalance of the results between different countries. An analysis of the World Cup Competitions F3B 2012 shows, that the 50 best ranked competitors visited on average 4.5 competitions. If the number of counted competitions increases from three to four, in practice the efforts remain the same.

**az) Annex 3A - RC Soaring World Cups Germany**

**5. Classification**

*Amend the 2nd paragraph as shown:*

In the event of a tie the winner will be determined according to the following scheme. The number of **counted** events ~~counted~~ will be increased from three, one

at a time, **not considering the country in which the result was achieved**, until the winner is obtained. If this does not separate the tied competitors then the winner will be determined by considering the points obtained in the best three events multiplied by the number of competitors flying in each event. The winner is the one with the greatest total thus calculated.

Reason: If there is a “tie” and the results of additional competitions will be considered, it is not clearly expressed that more than one result of one country can be taken in account.

**ba) Annex AA3 - RC Soaring World Cups**

**Germany**

**4. Points Allocation**

*Amend the 2nd paragraph as shown:*

The number of competitors considered for the awarding of points is limited to those who ~~completed at least one round (all three tasks)~~. **gained a counted result**.

Reason: The rule should be valid for all classes F3B, F3F, F3J and F3K. To hinder any manipulation concerning the number of competitors of a competition it is enough that the considered competitors gained a counted result.

***Volume F3 Helicopter begins overleaf.***

## 13.10 Section 4C Volume F3 - Helicopter

### F3C

a) **5.4.3 General Characteristics** **F3 Heli Sub-committee**

*Amend the 4th paragraph as follows:*

~~d) GYROS: The use of automatic stabilisation devices that utilise external references is forbidden. The use of pre-programmed flight manoeuvres is forbidden. The use of an electronic rate sensor is limited to rotation about the yaw axis.~~

**The use of pre-programmed flight manoeuvres is forbidden. The use of automatic position (latitude and longitude) locking devices and altitude locking devices with external references or not is forbidden.**

Reason: Allowing Fly bar less system in this class

Technical Secretary's Note: The latter part the second sentence of the proposal would be better worded as "and altitude locking devices, whether with external references or not, are forbidden."

b) **5.4.10 Scoring** **F3 Heli Sub-committee**

*Add a new paragraph as follows:*

**e) Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may put a "Not Observed" (N.O.) mark. In this case, his score will, for that particular manoeuvre, be set to the average score given by the other judges, rounded to the nearest half point**

Reason: Wording on what is in practise already. Request immediate implementation.

c) **5.4.11 Classification** **F3 Heli Sub-committee**

*Amend the 5th paragraph as follows:*

~~The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation. Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.~~

**The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation. Therefore a ranking list is prepared which contains only the three best members of each team, i.e. without the defending champion (if he is not member of a team) or possible fourth pilots. Not counting pilots shall not have**

**influence on other teams results. Teams then are ranked from the lowest numerical order to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.**

Reason: To make team classification accordingly to the ABR rule B.16.2. Team Classification. When using scores, pilots not counting in the teams will not influence on other teams result. When using the sum of the individual numerical order in the finals, the not counting pilot can make significant change on the result.

Supporting data: European championships 2012 class F3N in Ballenstedt Germany.  
Request immediate implementation.

**d) Annex 5D F3C Manoeuvres Descriptions and Diagrams**

**F3 Heli Sub-committee**

**F3C Manoeuvres**

*Delete the existing Schedules P & F and insert the following new Schedules P & F:*

**SCHEDULE P**

<b>P1. TRIANGLE 1</b> .....	(UU)
<b>P2. FLOWER</b> .....	(UU)
<b>(FLY BY)</b>	
<b>P3. CANDLE WITH DESCENDING FLIP</b> .....	(DD)
<b>P4. PULLBACK WITH 3 HALF LOOPS</b> .....	(UU)
<b>P5. UX</b> .....	(DD)
<b>P6. OVAL WITH TRAVELLING FLIP</b> .....	(UU)
<b>P7. OPPOSITE TWO ROLLS</b> .....	(DD)
<b>P8. DOUBLE STALLTURNS</b> .....	(UU)
<b>(FLY BY)</b>	
<b>P9. AUTOROTATION WITH TWO 90° TURNS</b> .....	(DU)

**SCHEDULE F**

<b>F1. UMBRELLA</b> .....	(UU)
<b>F2. CONTINUOUS PIROUETTING TRIANGLE</b> .....	(UU)
<b>(FLY BY)</b>	
<b>F3. DOUBLE CANDLE WITH DESCENDING FLIP</b> .....	(DD)
<b>F4. W</b> .....	(UU)
<b>F5. DOUBLE STALL TURN and FLIP</b> .....	(DD)
<b>F6. TRIANGLE WITH FLIP</b> .....	(UU)
<b>F7. TWO LOOPS WITH HALF ROLLS</b> .....	(DD)
<b>F8. LOOP WITH FLIP</b> .....	(UU)
<b>(FLY BY)</b>	
<b>F9. AUTOROTATION WITH LOOP</b> .....	(DU)

**e) Annex 5D F3C Manoeuvres Descriptions and Diagrams**

**Norway**

*Amend the 1st paragraph as follows:*

The manoeuvre ... .. indicated. The competitor has 40 **9** minutes to complete each schedule. Schedule P ... .. Fly-Off rounds.

Reason: With less manoeuvres the flying time does not need to be 10 minutes.

- f) **Annex 5D F3C Manoeuvres Descriptions and Diagrams** **F3 Heli Sub-committee**  
**5D2 Schedule P**  
*Replace the manoeuvres*  
See the descriptions and diagrams in Agenda Annex 7u  
Reason: New manoeuvres.
- g) **Annex 5D F3C Manoeuvres Descriptions and Diagrams** **Germany**  
**5D2 Schedule P**  
*Replace the manoeuvres*  
See the descriptions and diagrams in Agenda Annex 7v  
Reason: After many years of service a new Schedule P for F3C is due.
- h) **Annex 5D F3C Manoeuvres Descriptions and Diagrams** **F3 Heli Sub-committee**  
**5D3 Schedule F**  
*Replace the manoeuvres*  
See the descriptions and diagrams in Agenda Annex 7w  
Reason: New manoeuvres.
- i) **Annex 5D F3C Manoeuvres Descriptions and Diagrams** **Germany**  
**5D3 Schedule F**  
*Replace the manoeuvres*  
See the descriptions and diagrams in Agenda Annex 7x  
Reason: After many years of service a new Schedule F for F3C is due.

## **F3N**

- j) **5.11.6 The Official Flight** **F3 Heli Sub-committee**  
*Amend the paragraph as follows:*  
There are three different flight programs: Set Manoeuvre flight, Freestyle flight and Music Freestyle flight. Before the flight the pilot has to be officially called. The MA can be flown or be carried to the flying area. The Set Manoeuvre flights begin when the MA leaves the start box. The Freestyle flights begin with the announcement of the start. ~~The pilot is allowed to restart his engine only in the Set Manoeuvre flights and only then only once after an autorotation.~~  
Reason: Autorotation is no longer proposed in the set manoeuvres.

k) **5.11.7 Scoring** **F3 Heli Sub-committee**

*Add a new paragraph at the end.*

**Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may put a “Not Observed” (N.O.) mark. In this case, his score will, for that particular manoeuvre, be set to the average score given by the other judges, rounded to the nearest half point.**

Reason: Wording on what is in practise already.

l) **5.11.8 Classification** **F3 Heli Sub-committee**

*Add a new paragraph at the end.*

**The team classification for World and Continental Championships is established at the end of the competition (after the fly-off flights) by adding the numerical final placing of the three team members of each nation. Therefore a ranking list is prepared which contains only the three best members of each team, i.e. without the defending champion (if he is not member of a team) or possible fourth pilots. Not counting pilots shall not have influence on other teams results. Teams then are ranked from the lowest numerical order to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.**

Reason: The class has no rule about the team classification. Request immediate implementation.

m) **5.11.9 Organisation** **F3 Heli Sub-committee**

*Immediate implementation*

*Amend paragraph as follows:*

**Preparation Time:** A competitor must be called at least 5 minutes before he is required to enter the start box. The MA may be hovered only up to 2m in the start box. After the preceding competitor has finished his flight, the competitor is given another minute (two minutes in Freestyle) to make last minute adjustments or checks, and then his flight time starts.

**If the model leaves the start box earlier the flight time starts at that moment.**

Reason: Clarification. Request immediate implementation.

n) **Annex 5F** **F3 Heli Sub-committee**  
**5F.1**

*Amend paragraph (b) as follows:*

The competitor or his caller must announce the name and start and finish of each manoeuvre. All aerobatic manoeuvres start and end with a straight and level flight of 10 metres minimum length parallel to the judges' line. All manoeuvres from stationary flight start and end with a hovering of at least 1 second with the MA

parallel or vertical to the flight line. All manoeuvres (considering also entry and exit) should be performed symmetrical to the centre line. ~~If the engine is running during the autorotation there will be a downgrade of 4 points by each judge. If the engine is still running during the landing after an autorotation the score will be zero.~~ The drawings in paragraph 5.11.12 illustrate the manoeuvres, in case of a dispute the following text takes precedence over the drawings. All manoeuvres can also be flown in opposite direction to that shown in the drawings.

Reason: It is proposed that the autorotation is taken out of set manoeuvres.

**o) Annex 5F F3N Manoeuvre Descriptions & Diagrams      F3 Heli Sub-committee**  
*Amendments to some of the manoeuvres*

See the descriptions and diagrams in Agenda Annex 7y.

Reason: New manoeuvres.

Technical Secretary's Note: *The reason does not match the content of the Annex which are amendments to some manoeuvres and K factors.*

***Volume F3 Pylon Racing begins overleaf.***

## 13.11 Section 4C Volume F3 – Pylon Racing

### F3D

**a) Annex 5Y - F3T New Pylon Class** **F3 Pylon Racing Sub-committee**

See the new rules in Agenda Annex 7z.

Reason: F3T is based on the AMA 422 class (Q40), which is a popular class and flown in many countries all over the world at national contests and in Europe as an international competition.

Some countries used the AMA 422 rule with some differences.

This set of rules preserves the semi scale approach and the requirements for engine and propeller technology by the installation of a special committee.

Models, power plant and propeller and the safety approach of the F3D class, are consolidated in this proposal.

*Technical Secretary's Note: The proposals, a) above and b) below, for a new Pylon Racing class look identical but there is a small number of critical differences.*

**b) Annex 5Y - F3T New Pylon Class** **Germany**

See the new rules in Agenda Annex 7aa.

Reason: Q40 is an American and a European class and is flown all over the world. Because no common rules are agreed, international competitions are unsatisfying to organise and must be flown with different or diverging rules within one contest. Universal rules are most desirable in order to support further development of the class.

**c) World Cup Annex 5Z Pylon Racing World Cup** **Germany**

See the rules at Agenda Annex 7ab.

Reason: For many years the EuroCup events of the classes F3D, Q40 and Q500 attracted pilots out of whole Europe. Condition for a World Cup Event would have been a development of the European classes Q40 and Q500 to world wide recognized FAI classes. Now, in 2011, Q500 succeeded to become F3R (effective January 2012), for 2014 Q40 is expected to become F3T.

***Volume F4 Scale begins overleaf.***

## 13.12 Section 4C Volume F4 - Scale

### F4G

a) **6.8.1. General rules** **Norway**

*Change the paragraph as indicated:*

As 6.1. with the following addition:

Maximum weight without fuel 20 kg

Remark:

**Maximum take-off weight including fuel: 25 kg still applies, ref ABR 4C.1.2. and may be checked at random**

Reason: None.

### F4H

b) **6.9 Class F4H - Stand-Off Scale(Provisional)** **United Kingdom**

*Replace the existing Class F4H rules entirely*

See the reasons and rules at Agenda Annex 7ac.

c) **6.9.2.Documentation** **Norway**

*Amend the paragraphs as follows:*

1. Photographic evidence – at least **minimum** three **and maximum 5** photographs or printed reproductions of the prototype, **of** which **three** must show the complete aircraft, preferably from different aspects. At least one of these must show the actual subject aircraft as proof of makings.

2. **Scale drawings should be limited to one 3-view or set of scale drawings of minimum 150mm size**

3. Proof of colour – any of the following is acceptable:

Colour photographs.

Published descriptions if accompanied by colour chips certified by a competent authority.

Samples of original paint certified by the owner of the full size aircraft.

Published colour drawings, eg "Profile" type publications.

Reason: To better clarify the documentation..

**d) Annex 6E Forms for use in Scale Model Aircraft Contests United Kingdom  
6E.1 C**

*Replace the existing form in its entirety. Cross-refer to agenda proposal 13.12 b.*

See the form at Agenda Annex 7ad.

Reasons:

- 1 This is a change which will be necessary following the adoption of the revised rules for Class F4H under proposal F4H 6.9 GBR 2013.
- 2 This is essential clarification of the Competitors Declaration requirements for Classes F4C, and F4G.

During the 2012 World Championships for F4C and the open competition for F4G in Spain, there was strong suspicion of cheating and clear evidence of breaches of the Builder of the Model rule (6.1.9.4 e). There is a growing awareness that something must be done to make life more difficult for those who flaunt the rules. The addition of a questionnaire will help the judges prevent this unsporting activity.

- 3 The endorsement of the declaration by a Competitor's NAC will provide additional verification of the Declaration and share the responsibility with the Competition Organiser in the event of a disqualification.
- 4 Additional clarification necessary because the form is used for several classes

**e) Annex 6F United Kingdom**

*The addition of a Static Judges Guide as F4 Annex 6F.*

*Cross-refer to agenda proposal 13.12 b.*

See the new Static Judges Guide at Agenda Annex 7ae.

Reason: There is currently no Static Judges Guide for Class F4H.

***Volume F5 Electric begins overleaf.***

## 13.13 Section 4C Volume F5 - Electric

### F5D

#### a) 5.5.6.8 Operation of the race

Austria

*Add a new paragraph at f) as follows:*

**f) In case of an electronic timing device with public display only the number of laps completed and the elapsed time shall be shown for each competitor during the race. No information shall be given about the number of infringements of each competitor as long as the race is on.**

Reason: Some of the electronic timing devices with public display show the infringements of each competitor already during the race, i.e. number of “cuts” although the race is still on. This additional information very often leads to decisions which endanger all safety considerations. Many pilots do not try to complete the ten laps as soon as they have collected two cuts (= 200 sec) and abruptly move their model out of the course. An even more dangerous manoeuvre occurs, if the motor has stopped due to the energy-limit at the beginning of the last lap. Then some pilots intentionally shortcut the flightpath, provided they have not yet gathered a “cut”. The 10 percent time-penalty for one cut is considered less severe than the additional time needed to complete the last lap flying the correct flight path with the motor already stopped.

In the past this manoeuvre was named “supercut” , which shows the intention to shortcut the last lap considerably.

Intentionally shortcutting the flightpath after the motor has stopped due to the energy-limit is a very dangerous manoeuvre. The gliding model aircraft will cut slowly into the flightpath of the other model aircrafts still on the racing course or fly over the pilots, helpers and officials inside the racing course triangle.

### F5J

#### b) 5.5.11

F5 Electric Sub-committee

See the proposal in Agenda Annex 7af.

Cross-refer to the Technical Guidance proposal I)

Reason: Rules are revised in order to be according to the Technical Guidance Notes which is also included but it is not part of this rule. It is a supplement to this rule.

Some other modifications are also proposed, based on the experience gained after the last competition season.

**c) 5.5.11.1.3. Characteristics Germany**

*Amend paragraph a) as follows:*

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

Reason: For defining the best suitable size and layout of the model airplane for a new class only the general limits of 5kg max. weight, 150 dm<sup>2</sup> area and wing loading ≥ 12 g/dm<sup>2</sup> instead of 12 to 75 g/dm<sup>2</sup> are useful.

**d) 5.5.11.3 The Flying Site Germany**

**5.5.11.3.1**

*Amend the paragraphs as follows:*

~~a) The flying site shall include a marked launch corridor of 6 m width, with a central launch line. The launching corridor shall be arranged crosswind and shall include launch marks on the central launch line, at a minimum of 10 m. apart, one for each competitor of a group.~~

**a) The flying site shall include a marked preparation area for the pilots and helpers to prepare for the next round. This preparation area is to be placed in such a way that starting and landing procedures are not affected.**

~~b) The flying site shall 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 15m downwind of the launching corridor.~~

b) The flying site shall include landing spots, one for each competitor in a group at a minimum of 10 m distance from each other. Each landing spot shall include a landing mark. The landing spots are to be used as launching points as well.

Reason: Reduced effort and easy sequence control for the organizer

**e) 5.5.11.4 Safety Rules Germany**

*Amend the paragraphs and add two new paragraphs as d) & e) 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 preparation 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 preparation 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.**

Reason: Learning from F3J; Prevent of protests because of not controllable dimensions like "not below 3m height".

**f) 5.5.11.8.2. Flying in Groups Netherlands**

*Amend paragraph a) as follows:*

a) Competitors are entitled to five **two** minutes preparation time, which is counted from the moment their group is called to take position at the designated launching area, to the start of the group's working time.

Reason: Preparation time is only called out by contest director when it is clear competitors will be ready. The 5 minute preparation time causes unnecessary delays in the progress of the competition, two minutes are ample for final preparation and allow for a good progress of the competition.

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

*Amend the paragraph as follows:*

a) At all times, the models must be launched into wind and within ~~four (4)~~ **ten (10)** metres of the competitor's ~~launch~~ **landing** 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.

Reason: An extra launch corridor is not required; the proposal reduces preparation time and effort for the organiser. 10m is equal to the landing spot measuring device length to zero landing score, is plenty of space and relatively easy to be checked by the timekeepers.

**h) 5.5.11.10. Launching** **Germany**

**5.5.11.10 d)**

*Amend the paragraph as follows:*

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

**d) All altimeters /motor run timers must be initialized when the motor is switched on.**

Reason: Technically no problem to program the devices that they initialize the altimeter when the motor is switched on. Firmware update via internet is available.

Reduced complexity for the organizer: The equipment can be activated during preparation time without disadvantage because of change of atmospheric pressure during preparation time.

Initializing of the altimeter for all pilots in a group practically at the same time.

**i) 5.5.11.11 Landing** **Germany**

*Amend paragraph b) and add paragraph numbers as shown:*

**a)** Before the contest commences, organizers must allocate a landing spot to each competitor for all rounds. It is the competitor's responsibility to ensure, that he always uses the correct spot for landing.

**b)** Officials (timekeepers) must remain upwind and at least ~~45~~ **10** m away of the designated landing spot, during the working time until immediately prior to the landing.

Reason: a) b) missing. 10 m away of the designated landing spot can be easily controlled by straightening the landing tape measure upwind. Should have at least a length of 10m according to valid landing points.

**j) 5.5.11.13 Final Classification** **Germany**

**5.5.11.13 b)**

*Amend the paragraph as follows:*

b) At the end of the qualifying rounds, ~~a minimum of ten (10) the~~ competitors with the highest aggregate scores will be placed together in a single group for the fly-off rounds **according to the following breakdown:**

**more than 60 competitors ≥ 10 pilots**

**51 to 60 competitors ≥ 8 pilots**

**41 to 50 competitors ≥ 7 pilots**

**up to 40 competitors ≥ 6 pilots**

Reason: Only the best pilots out of a certain amount of competitors should be eligible for the fly off.

**k) Appendix A - Altimeter/Motor Run Timer** **Germany**

**1. Specifications for the altimeter / motor run timer**

*Amend paragraph h) as follows:*

h) Device must not allow any further restart of the motor. **Device should allow restarts of the motor earliest one (1) minute after the starting sequence of 30sec motor running time. In case of a second or any further start of the motor (eq to protect the model airplane not to land in an dangerous or not visible area) the score for this flight is zero (0) points and it should be shown in the display for registration for the timekeepers as a “999” instead of the stored height from the starting sequence (30 sec. motor plus 10 sec.).**

Reason: Safety issue to protect the model aircraft and to prevent accidents by landing or crashing in an dangerous or not visible area e.g. behind buildings, forest, trees etc.

**l) Technical Guidance Notes and Technical Specification for F5J Altimeter/Motor Run Timers** **F5 Subcommittee**

See the proposal in Agenda Annex 7ag.

Reason: Not supplied.

***Volume F7 Aerostats begins overleaf.***

## 13.14 Section 4C Volume F7 - Aerostats

### F7A

a) **7.1.8.1 Hot-air Balloon** **F7 Sub-committee**

*Amend the 1st paragraph as follows:*

~~No outboard heating or refuelling is allowed during flight.~~

**Outboard heating, refuelling, addition or subtraction of removable weights or any corrective actions on the balloon are not allowed during the flight.**

**Such actions must be made either prior to the beginning of the flight or (if not forbidden by the Flight Director) by taking the balloon back to the take-off area.**

Reason: Clarify where the competitor is allowed to make corrective actions.

Supporting data: Several concerns were raised during the last French championship due to personal understandings of the rules.

b) **7.1.11 Potential tasks** **F7 Sub-committee**

**7.1.11.1 – 7.1.11.3 and 7.1.11.5 & 7.1.11.6**

*Amend the paragraphs as follows:*

Prior to the flight **task**, the Flight Director...

Reason: Avoid conflict between task and flight definitions.

c) **7.1.11.7 Stationary** **F7 Sub-committee**

*Amend the 2nd paragraph as follows:*

...The free end of the rope must have a small weight to ensure the rope remains ~~taut~~ **in contact with the ground.**

Reason: Better wording. Having a "taut" rope is not needed to keep contact with the soil.

d) **7.1.11.8 Circle** **F7 Sub-committee**

*Amend the 3rd paragraph and delete the 5th paragraph as follows:*

...The competitor guides his balloon toward the target using a rope which length is equal to the diameter of the circle. **The rope is provided by the Organiser and must be used with no additional device.** One end of the rope is fixed to the basket **(which includes the burner frame but not the suspension units).**

~~If the competitor decides to restart his flight (ie for corrective action) the timing of the flight continues.~~

Reason: Avoid competitors to modify the rope by adding personal devices. The way a competitor can restart his flight and make corrective actions is defined in

paragraphs 7.1.8.1 and 7.1.8.2

Supporting data: Several concerns were raised during the last French championship due to personal understandings of the rules.

## **F7B**

### **e) 7.2.11.4 Precision task**

**F7 Sub-committee**

*Add a final paragraph as follows:*

**Penalties (250 points each), refer to chapter 7.1.8.2.**

Reason: Penalties were not clearly explained for airships.

***Volume S Space Modelling begins overleaf.***

<b>13.15</b> Section 4C Volume <b>Space Modelling</b>
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a)    **S13 – New Class**

**Slovakia**

**S13 - Large Models of Altitude Rockets**

Reason: Adding a new space models class S13

*See the rules at Agenda Annex 7ah.*

***Item 14. Election of Bureau Officers and Subcommittee Chairmen begins overleaf.***

## 14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

### 14.1. CIAM Officers

President  
 1st Vice President  
 2nd Vice President  
 3rd Vice President  
 Secretary  
 Technical Secretary

### 14.2. Subcommittee Chairmen

F1 Free Flight  
 F3 RC Aerobatics  
 F3 RC Soaring  
 F3 RC Helicopter  
 F3 RC Pylon Racing

## 15. WORLD AND CONTINENTAL CHAMPIONSHIPS 2013 – 2016

**VERY IMPORTANT: Each NAC/country/Delegate presenting a bid prior to voting for the award of the Championships may make a presentation of the championship organisation, lasting a MAXIMUM of 2 minutes only. Presentations for bids with only one candidate will be performed only if any of the Delegates requests so. Bidders are requested to distribute important information prior to the meeting, to each of the NACs/delegates by electronic means. This is to enable Delegates to study the contents of the bid, so that they may make informed decisions at the meeting.**

### WORLD CHAMPIONSHIPS

2013 World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	FRANCE	Moncontour 3 – 11 August
F1E (Seniors and/or Juniors)	SLOVAKIA	Martin 26 – 30 August
F3A (Seniors and Juniors)	SOUTH AFRICA	Henley-on-Klip 15 – 25 August
F3B (Seniors and Juniors)	GERMANY	Nardt 4 – 11 August
F3C (Seniors and Juniors) F3N (Seniors and Juniors)	POLAND	Wloclawek 19 - 28 July
F3D (Seniors and Juniors)	NETHERLANDS	Deelen 22 – 29 July
F3K (Seniors and/or Juniors)	DENMARK	Herning 21 – 28 July
F3P (Seniors and/or Juniors)	GERMANY	Was held at Coburg 2 – 9 February

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<b>2014 World Championships</b>	<b>Awarded to</b>	<b>Location and Actual Dates</b>
<b>F1A, F1B, F1P Juniors</b>	<b>ROMANIA</b>	
<b>F1D (Seniors and/or Juniors)</b>	<b>ROMANIA</b>	
<b>F2A, F2B, F2C, F2D (Seniors and Juniors)</b>	<b>POLAND</b>	
<b>F3F (Seniors and Juniors)</b>	<b>SLOVAKIA</b>	
<b>F3J (Seniors and/or Juniors)</b>	<b>SLOVAKIA</b>	
<b>F4C (Seniors and Juniors)</b>	<b>FRANCE</b>	
<b>F5B, F5D (Seniors and Juniors)</b>	<b>AUSTRIA</b>	
<b>SPACE MODELS (Seniors and Juniors)</b>	<b>BULGARIA</b>	

<b>2015 World Championships</b>	<b>Bids from</b>	<b>To be Awarded in 2013</b>
<b>F1A, F1B, F1C Seniors</b>	Mongolia (firm) Serbia (firm)	
<b>F1E (Seniors and/or Juniors)</b>	Romania (firm) Serbia (firm) Slovakia (tentative)	
<b>F3A (Seniors and Juniors)</b>	Switzerland (firm) Austria (firm)	
<b>F3B (Seniors and Juniors)</b>	Offers invited	
<b>F3C (Seniors and Juniors)</b>	Offers invited	
<b>F3N (Seniors and Juniors)</b>	Offers invited	
<b>F3D (Seniors and Juniors)</b>	Offers invited	
<b>F3K (Seniors and/or Juniors)</b>	Offers invited	
<b>F3P (Seniors and Juniors)</b>	Germany (tentative)	

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2016 World Championships	Bids from	To be Awarded in 2014
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Serbia (firm)	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Australia (firm)	To be awarded in 2013
F3F (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4C (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Serbia (firm)	

### CONTINENTAL CHAMPIONSHIPS

2013 Continental Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	<b>BULGARIA</b>	Pazardzik 7 – 14 July
F1D (Seniors and/or Juniors)	<b>SERBIA</b>	Belgrade 3 – 8 September
F2A, F2B, F2C, F2D (Seniors and Juniors)	<b>HUNGARY</b>	Bekescsaba 3 – 10 August
F3F (Seniors and/or Juniors)	<b>SLOVAKIA</b>	Donovaly 9 – 14 September
F3M (Seniors and/or Juniors)	Czech Republic - Cancelled	Can no longer be awarded. See ABR B.6.1
F3J (Seniors and/or Juniors)	<b>TURKEY</b>	Musellim Koyu, Saray 12 – 20 July
F4C (Seniors and Juniors)	Awarded by Bureau <b>ROMANIA</b>	Ploiesti, Strejnicu 21 – 29 July
F5B, F5D (Seniors and Juniors)	Not Awarded	Can no longer be awarded. See ABR B.6.1
SPACE MODELS (Seniors and Juniors)	<b>BULGARIA</b>	Kaspichan 24 – 30 August

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<b>2014 Continental Championships</b>	<b>Awarded to</b>	<b>To be Awarded in 2013</b>
<b>F1A, F1B, F1C Seniors</b>	<b>ROMANIA</b>	
<b>F1E (Seniors and/or Juniors)</b>	<b>SLOVAKIA</b>	
<b>F3A (Seniors and Juniors)</b>	Not Awarded	Liechtenstein (firm) San Marino (firm)
<b>F3A Asian – Oceanic (Seniors and Juniors)</b>	<b>THAILAND</b>	
<b>F3B (Seniors and Juniors)</b>	Not Awarded	Offers invited
<b>F3C (Seniors and Juniors)</b>	Not Awarded	Offers invited
<b>F3N (Seniors and Juniors)</b>	Not Awarded	Offers invited
<b>F3C Asian – Oceanic (Seniors and Juniors)</b>	Not Awarded	Offers invited
<b>F3D (Seniors and Juniors)</b>	Not Awarded	Offers invited
<b>F3K (Seniors and/or Juniors)</b>	Not Awarded	Offers invited
<b>F3P (Seniors and Juniors)</b>	Not Awarded	Germany (Tentative)

<b>2015 Continental Championships</b>	<b>Bids from</b>	<b>To be Awarded in 2013</b>
<b>F1A, F1B, F1P Juniors</b>	Romania (firm)	
<b>F1D (Seniors and/or Juniors)</b>	Serbia (firm)	
<b>F2A, F2B, F2C, F2D (Seniors and Juniors)</b>	Offers invited	
<b>F3F (Seniors and/or Juniors)</b>	Offers invited	
<b>F3M (Seniors and/or Juniors)</b>	Offers invited	
<b>F3J (Seniors and/or Juniors)</b>	Offers invited	
<b>F4C (Seniors and Juniors)</b>	Offers invited	
<b>F5B, F5D (Seniors and Juniors)</b>	Offers invited	
<b>SPACE MODELS (Seniors and Juniors)</b>	Serbia (firm) Turkey (tentative)	

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cont/... *Continental Championships*

<b>2016 Continental Championships</b>	<b>Bids from</b>	<b>To be Awarded in 2014</b>
<b>F1A, F1B, F1C Seniors</b>	Serbia (firm)	
<b>F1E (Seniors and/or Juniors)</b>	Serbia (firm)	
<b>F3A (Seniors and Juniors)</b>	Offers invited	
<b>F3A Asian – Oceanic (Seniors and Juniors)</b>	Offers invited	
<b>F3B (Seniors and Juniors)</b>	Offers invited	
<b>F3C (Seniors and Juniors)</b>	Offers invited	
<b>F3N (Seniors and Juniors)</b>	Offers invited	
<b>F3C Asian – Oceanic (Seniors and Juniors)</b>	Offers invited	
<b>F3D (Seniors and Juniors)</b>	Offers invited	
<b>F3K (Seniors and/or Juniors)</b>	Offers invited	
<b>F3P (Seniors and Juniors)</b>	Offers invited	

**16. ANY OTHER BUSINESS**

**17. NEXT CIAM MEETINGS**

**ANNEXES TO THE AGENDA OF THE 2013 CIAM PLENARY MEETING**

<b>ANNEX FILE NAME</b>	<b>ANNEX CONTENT</b>
ANNEX 1 (a-b)	FAI Code of Ethics, Nomination Form for Office Holders
ANNEX 2 (a-o)	2012 Championship Reports
ANNEX 3 (a-p)	2012 Subcommittee Reports, Technical Secretary, Treasurer & F6 WG Reports
ANNEX 4 (a-g)	2012 World Cup Reports
ANNEX 5 (a-d)	2012 Trophy Reports
ANNEX 6 (a-f)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a	ABR 16.2 Consequentials FRA
ANNEX 7b	F1Q 3.Q.2a GER
ANNEX 7c	F1Q 3.Q.2b GER
ANNEX 7d	F1Q 3.Q.2 a & b GBR
ANNEX 7e	F1 Annex 4 Free Flight Ranking Rules F1 S-C

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cont/... ANNEXES TO THE AGENDA OF THE 2013 CIAM PLENARY MEETING

<b>ANNEX FILE NAME</b>	<b>ANNEX CONTENT</b>
ANNEX 7f	F1 Annex 4 Free Flight Ranking Example F1 S-C
ANNEX 7g	F2 Annex 4M F2C Noise Testing BUREAU
ANNEX 7h	F3A Schedule A-16 F3 AERO S-C
ANNEX 7i	F3A Schedule A-16 Aresti F3 AERO S-C
ANNEX 7j	F3A Schedule F-17 F3 AERO S-C
ANNEX 7k	F3A Schedule F-17 Aresti F3 AERO S-C
ANNEX 7l	F3A Schedule P-17 F3 AERO S-C
ANNEX 7m	F3A Schedule P-17 Aresti F3 AERO S-C
ANNEX 7n	F3P Schedule AP-15 F3 AERO S-C
ANNEX 7o	F3P Schedule AP-15 Aresti F3 AERO S-C
ANNEX 7p	F3P Schedule AF-15 F3 AERO S-C
ANNEX 7q	F3P Schedule AF-15 Aresti F3 AERO S-C
ANNEX 7r	F3P Schedule AP-15 Aresti FRA
ANNEX 7s	F3P Schedule AF-15 Aresti FRA
ANNEX 7t	F3S Annex 5 Schedule Descriptions F3 AERO S-C
ANNEX 7u	F3C Schedule P F3 HELI S-C
ANNEX 7v	F3C Schedule P GER
ANNEX 7w	F3C Schedule F F3 HELI S-C
ANNEX 7x	F3C Schedule F GER
ANNEX 7y	F3N Set Manoeuvres F3 HELI S-C
ANNEX 7z	Annex 5Y – F3T Pylon Racing New Class F3 PYLON S-C
ANNEX 7aa	Annex 5Y – F3T Pylon Racing New Class GER
ANNEX 7ab	Annex 5x – Pylon Racing World Cup GER
ANNEX 7ac	F4H 6.9 Rules Re-written GBR
ANNEX 7ad	F4 Annex 6E Forms GBR
ANNEX 7ae	F4 Annex 6F F4H Judges Guide GBR
ANNEX 7af	F5J 5.5.11 Rules Re-written F5 S-C
ANNEX 7ag	F5J Technical Guidance F5 S-C
ANNEX 7ah	SM Class 13 New Class SVK
ANNEX 7ai	ABR Annex B.3 – General Organisation World Championships BUREAU
ANNEX 8 (a-h)	Scholarship Candidates

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