



*Fédération
Aéronautique
Internationale*

Agenda

of the Plenary Meeting of the
FAI Aeromodelling Commission

To be held in **Lausanne, Switzerland**
on **24 & 25 April 2015**

Issue 1

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AGENDA

CIAM PLENARY MEETING 2015

to be held in the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 24 April and Saturday 25 April 2015, at 09:15

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

According to the rules, and after confirmation at the 2014 CIAM December Bureau Meeting by the relevant Subcommittee Chairmen, the following scheduled Technical Meetings will be held: F1, F3A, F3BK, F3CN, F3D, and Education. A meeting of the UAV WG will be held. No 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. PRESENTATION IN MEMORIAM

4. MINUTES OF THE APRIL 2014 BUREAU & PLENARY MEETINGS, AND OF THE DECEMBER 2014 BUREAU MEETING

4.1. 2014 April Bureau

- 4.1.1. Corrections
- 4.1.2. Approval
- 4.1.3. Matters Arising

4.2. 2014 Plenary

- 4.2.1. Corrections
- 4.2.2. Approval
- 4.2.3. Matters Arising.

4.3. 2014 December Bureau

- 4.3.1. Corrections
- 4.3.2. Approval
- 4.3.3. Matters Arising

5. APRIL 2015 BUREAU MEETING DECISIONS

Distribution and comments of the April 2015 Bureau Meeting decisions.

6. NOMINATION OF SUBCOMMITTEE CHAIRMEN (ANNEX 1)

6.1. Subcommittee Chairmen to be elected

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

Note. 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, and before leaving the auditorium for the various Technical Meetings.

6.2. Subcommittee Chairmen to be confirmed

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

7. REPORTS

7.1. 2014 FAI General Conference, by the FAI

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

- ASC Presidents meetings May and October 2014
- CASI meeting October 2014
- Bureau activities

7.3. FAI World Air Games Dubai 2015., by the FAI

- General information
- CIAM participation

7.4. 2014 FAI World Championships, FAI Jury Chairmen (ANNEX 2)

7.4.1. 2014 FAI Juniors World Championships for Free Flight Model Aircraft. Romania. Ian Kaynes

7.4.2. 2014 FAI World Championships for Indoor Model Aircraft. Romania. Srdjan Pelagic

7.4.3. 2014 FAI World Championships for Control Line Model Aircraft. Poland. Jo Halman

7.4.4. 2014 FAI World Championships for Radio Control Slope Soaring Gliders. Slovakia. Tomas Bartovsky

7.4.5. 2014 FAI World Championships for Radio Control Duration Gliders. Slovakia. Tomas Bartovsky

7.4.6. 2014 FAI World Championships for Scale and Large Scale Model Aircraft. France. Narve Jensen

7.4.7. 2014 FAI World Championships for Electric Model Aircraft. Austria. Andras Ree

7.4.8. 2014 FAI World Championships for Space Models. Bulgaria. Srdjan Pelagic

7.5. 2014 Sporting Code Section 4: CIAM Technical Secretary, Mr Kevin Dodd (ANNEX 3)

cont/...

7.6. 2014 Subcommittee Chairmen (ANNEX 3)

- 7.6.1. Free Flight: Ian Kaynes
- 7.6.2. Control Line: Peter Halman
- 7.6.3. R/C Aerobatics: Michael Ramel
- 7.6.4. R/C Gliders: Tomas Bartovsky
- 7.6.5. R/C Helicopters: Dag Eckhoff
- 7.6.6. R/C Pylon: Rob Metkemeijer
- 7.6.7. Scale: Graham Kennedy
- 7.6.8. R/C Electric: Emil Giezendanner
- 7.6.9. Aerostats: Johannes Eissing
- 7.6.10. Space Models: Srdjan Pelagic
- 7.6.11. Education: Gerhard Woebbeking

7.7. 2014 FAI World Cups, by World Cup Coordinators (ANNEX 4)

- 7.7.1. Free Flight World Cup: Ian Kaynes
- 7.7.2. Control Line World Cup: Jo Halman
- 7.7.3. R/C Aerobatics World Cup: Rob Romijn
- 7.7.4. R/C Thermal Soaring and Duration Gliders World Cup: Ralf Decker
- 7.7.5. R/C Slope Soaring World Cup: Franz Demmler
- 7.7.6. R/C Thermal Duration Gliders World Cup: Sotir Lazarkov
- 7.7.7. R/C Hand Launch Gliders World Cup: Friedman Richter
- 7.7.8. R/C Electric Motor Glider – Thermal Duration World Cup: Emil Giezendanner

7.8. 2014 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

7.9. Aeromodelling Fund- Budget 2015, by the Treasurer, Andras Ree (ANNEX 3)

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

7.11. EDIC WG report, by Chairman, Paul Newell (ANNEX 3)

7.12. UAV WG report, by Chairman, Bruno Delor (ANNEX 3)

8. PRESENTATION OF 2014 FAI WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION

9. PRESENTATION OF 2014 WORLD CUP AWARDS CEREMONY

**INVITATION TO THE
PRESENTATION CEREMONY FOR**

The 2014 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, F3K, F3J, F5J, S4A, S6A, S7, S8E/P and S9A

will be held on Friday, 24 April 2015, at 16.30 in the Mövenpick Hotel.

10. PLENARY MEETING VOTING PROCEDURE

Confirmation of the voting procedure for the Plenary Meeting.

11. SCHOLARSHIP SELECTION APPROVAL

11.1. Scholarship report, by Gerhard Woebbeking (ANNEX 3)

11.2. Nominations (ANNEX 8)

- Bernhard FLIXEDER (Austria)
- Miodrag CIPCIC (Serbia)
- Ivailo ZAHARIEV (Bulgaria)
- Konrad ZUROWSKI (Poland)

12. NOMINATIONS AND VOTING FOR FAI-CIAM AWARDS (ANNEX 6)

Alphonse Penaud Diploma

- Benito BERTOLANI (Italia)
- Zoran KATANIC (Serbia)
- Zdenek MALINA (Czech Republic)
- Alain ROUX (France)
- Ivan TREGER (Slovakia)

Andrei Tupolev Diploma

- No Candidates

Antonov Diploma

- Miodrag PELAGIC (Slovakia)

Frank Ehling Diploma

- Nikola BOROVIAC (Serbia)
- Tatsuo YAMASHINA (Japan)

Andrei Tupolev Medal

- Igor BURGER (Slovakia)
- Carl DOGE (USA)
- Milos MALINA (Czech Republic)
- Leszek MALMYGA (Poland)

FAI Aeromodelling Gold Medal

- Pedro HENRIQUE e Figueiredo Quaresma DE ALMEIDA (Portugal)
- Joan MC INTYRE (Australia)
- Bengt-Olof SAMUELSSON (Sweden)
- Miroslav SULC (Slovakia)

13. OPEN FORUM

CIAM Bureau decided to continue this initiative. For this year, UAV WG report will be the basis of the discussion. We had received a lot of emails asking about multi-copters and their use in various countries. You will receive additional information regarding the Open Forum Session as soon as it is available.

14. SPORTING CODE PROPOSALS

The Sporting Code proposals begin overleaf.

14. SPORTING CODE PROPOSALS

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 ~~strikethrough~~ and instructions as *italic*.

Bureau proposals now appear in the appropriate rule section of item 14.

Each section begins on a new page.

14.1 Special Proposals to Plenary

a) Volume ABR **Bureau**

Amendments as shown in Agenda Annex 7o.

Section 4A

Section 4A amendments are on page 5 (Introduction), and at paragraphs A.9.1., A.9.3., A.10.

Section 4B

Section 4B amendments are at paragraphs B.1., B.2.3., B.2.4., B.2.5., B.2.8., B.3.2. b) & d), B.4.2. e), B.4.5., B.5.5., B.5.6., B.6., B.16.4. and B.19.8.

Section 4C

In Section 4C, the changes are merely to references at paragraphs 2.1.5. and 2.4.2. e).

Reason: The Volume ABR needs to be amended in accordance with adopted changes to the FAI Sporting Code General Section which will be implemented on 1st January, 2016.

b) ANNEX A.1c CIAM Championship Naming Policy **Bureau**

Amendments as shown in Agenda Annex 7o.

Reason: It was necessary to clarify with FAI some of the changes made to the Naming Policy for 2015.

cont/...

General Section

a) 3.1 Classification of Event

Germany

Delete paragraph 3.1.4 as follows:

3.1 CLASSIFICATION OF EVENTS. A Sporting Event is any air sport event or other defined contest organized by or on behalf of either an NAC or FAI in compliance with the Sporting Code. For classification purposes, the definitions in 3.1.1 to 3.1.7 apply. Other definitions and classifications may be contained in the specialised sections of the Sporting Code.

3.1.1 NATIONAL SPORTING EVENT. A sporting event open to participants of the organising NAC.

3.1.2 NATIONAL CHAMPIONSHIP. A national sporting event in which the winner is awarded the title of National Champion.

3.1.3 INTERNATIONAL SPORTING EVENT. A sporting event in which entry is open to participants from more than one NAC.

~~3.1.4 OPEN NATIONAL CHAMPIONSHIP. A national championship open for participation by other NACs, at the invitation of the organising NAC.~~

Reason: “Open National Championship” is not listed in B.2. “Types of International Contests”. There is only listed B.2.8. “Open Nationals and International series”. This makes no sense; therefore this “double-category” should be divided into “Open Nationals” and “International Series”. May be that “Open Nationals” and “Open National Championship” should be the same category, but neither the one nor the other makes sense, because this type of contest is identical with the category “Open International”.

Technical Secretary’s Note: Since its inclusion in the agenda, this proposal has become redundant with the release of the 2016 edition of the FAI General Section in which the above paragraph, 3.1.4. has been deleted.

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

14.1 Volume ABR, Section 4A (CIAM Internal Regulations – begins on page 17 (2014 Edition))

a) **A.4.3 Sub-Committees** **Poland**

Amend the paragraph as follows:

Each Sub-committee shall consist of a minimum of six members including the Chairman, all of different nationality, regardless of the number of members. The Sub-committee Chairmen shall ~~on their own initiative~~ invite the members **(one minimum)**, ~~but they must be from~~ approved by their National Airports Controls. ~~The NACs may suggest but not appoints alternative members.~~ The Sub-committee Chairman must publish on the official FAI website, a list of the members of his Committee by 1 May of every year.

Reason: National Airports Controls can effect on the activity of sub-committees they are involved in.

b) **A.6.1 Each proposal must conform to the following requirements** **F1 Subcommittee**

Add new paragraph A.6.1 i), amend paragraph A.7.1 c), delete A.7.1 d) and amend A.13 c) as follows:

A6.1. (i) Proposals which are accepted by Plenary will usually become effective from January of the year after the Plenary meeting (A.13). If a later effective date is required, this must be stated and justified in the proposal. The effective date must adhere to the dates defined in A.13.

A7.1 c) Any proposals received out of sequence with the appropriate two-year cycle (see A.13) **and without justification of a later effective date (A.6.1.i)**, will need to be re-submitted by the proposer in the correct year.

~~d) Note: Neither the CIAM nor the FAI Secretariat has the resources to retain such proposals on file until the next Plenary meeting.~~

A.13 c) 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. **If a later date is specified then the rule amendment shall be listed in the introduction of the relevant Sporting Code volume published before that date.**

Reason: To facilitate making significant changes to classes, which might render obsolete some models or components. These are more likely to be accepted by the competitor community if increased notice is given of the rule change. Any such later rule change should be listed in the introduction of the relevant Sporting Code volume for the year(s) before the change becomes effective.

Technical Secretary's Note: The proposed change to A.13 c) will create a consequential change to A.6.1.h). The proposed change to A.7.1 c) appears to permit rules out of sequence with the appropriate two-year cycle – see A.13 c).

c) A.9.1 Contest Calendar Germany

Amend paragraphs A.9.1 d) and e) as follows:

d) Open International applications received by the FAI office later than 15 November will not be eligible for inclusion in a World Cup for the following year. **This applies also for competitions of an “International Series”.**

Reason: If this is effective for World Cup competitions than it must be effective also for competitions of an “International Series”. The FAI-World Cup competitions represent also an “International Series”; therefore the rules must be also valid for competitions of another “International Series”.

e) Sanction fees and documents for World and Continental Championships, ~~and~~ World Cup competitions **and competitions of an “International Series”** must be received by the FAI by 15 November of the year preceding the Championships, ~~or~~ World Cup competitions **and competitions of an “International Series”**.

Reason: Not only the sanction fees and documents for World and Continental Championships and World Cup competitions must be received by the FAI by 15 November of the preceding year but also the documents and the sanction fees for competitions of an “International Series”. The dates of the above listed categories of competitions must be known in time to give everybody the change to take part. A later announcement is not fair and therefore not sportive for the interested pilots; everybody must have the same chance to plan his participation for the next year in time.

d) A.10 Sanction Fees Germany

Amend paragraph A.10 b) as follows:

b) The sanctions fees are as follows:

~~Limited international contests:~~

First category events

World Championship = € 500 ~~Euro~~

Continental Championship = € 300 ~~Euro~~

~~Other Limited International Contest~~ = ~~70 Euro~~

~~Other contests:~~

World Air Games (even years only) = **€ 70**

Second Category Events

~~Open International Contest~~ = € 70

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

World Cup = **€ 70 Euro**

World Cup combined with another International Series = **€ 70 Euro**

International Series no World Cup = **€ 70 Euro**

~~Open National Contest~~ = ~~40 Euro~~

Reason: The sanction fees must be conformed to the new order of competition categories. (see in addition the proposal “Volume ABR Section 4B B.2 GER 2015” and the modified form “Registration of competitions in the FAI Aeromodelling Calendar”).

- e) **ANNEX A.1a Bid Application Document** **Bureau**
Delete this annex and refer to the website.

Reason: To reduce the size of Volume ABR, forms which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

- f) **ANNEX A.1b Guide for Submitting Bulletin 0s** **Bureau**
The guide has been rewritten as shown in Agenda Annex 7p.

Reason: To improve the understanding and usefulness of the guide for submitting Bulletin 0s, the template has been re-written.

- g) **ANNEX A.1b Guide for Submitting Bulletin 0s** **Bureau**
Delete this annex and refer to the website.

Reason: To reduce the size of Volume ABR, documents which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

- h) **ANNEX A.2a Registration in the FAI Sporting Calendar** **Bureau**
Amendments as shown in Agenda Annex 7o.

Reason: At present, World Cup or Non World Cup is not marked for International Series and this would be helpful. Limited International is a type of Championship (World, Continental, WAG), not an event in its own right, so it should be deleted from this form as it is causing confusion. "Open National Contest" has been deleted in the latest FAI Sporting Code General Section.

Technical Secretary's Note: If this proposal is accepted, "Other Limited International Contest" will also need to be deleted from A.10.

- i) **ANNEX A.2a Registration in the FAI Sporting Calendar** **Bureau**
Delete this annex and refer to the website.

Reason: To reduce the size of Volume ABR, forms which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

- j) **ANNEX A.2b Explanation of the Proposal for Submission** **Bureau**
Delete this annex and refer to the website.

Reason: To reduce the size of Volume ABR, documents which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

cont/...

k) ANNEXES A.2f – A.2m FAI Nomination Forms

Bureau

Delete these annexes and refer to the website.

Reason: To reduce the size of Volume ABR, documents which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

Technical Secretary's Note: All selected forms and documents for deletion will require consequential notes in the relevant paragraph/s and in the Annex section to the effect that the forms are downloadable from the "Other Documents" section of the CIAM Website <http://www.fai.org/ciam-documents> and hence they have been deleted from the Annex.

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

14.2 Volume ABR, Section 4B (General Rules for International Contests – begins on page 38 (2015 Edition))

a) **B.2 TYPES OF INTERNATIONAL CONTESTS** **Germany**

Amend paragraphs B.2.1, B.2.2, B.2.3 as shown in Agenda Annex 7a.

Reason: The list “Types of International Contests” must be rearranged and conformed to the actual situation. The list is sorted appropriate to the importance of the different types of contest. In B.2.2.3.1. “World Cup Series combined with another International Series” is stated that a competition of a “World Cup Series” can be at the same time a competition of another “International Series”; if there is no “World Cup Series” in any category than it is possible to organize an “International Series no World Cup”.

b) **B.4.2. FAI Jury at World and Continental Championships & WAG** **Bureau**

Amend paragraph a) as follows:

a) The Jury, including ~~three~~ **two** suitable reserves **who shall also fulfil the criteria below**, should be nominated by the relevant Subcommittee Chairman after consultation with the organisers. This jury composition shall be proposed in Bulletin 0 and ~~considered by the CIAM Bureau.~~ The Jury must be approved by the CIAM Bureau.

Reason: There is no need to appoint more than two reserve jury members. Other changes are for clarification.

c) **B.4.4 Contest Officials** **Bureau**

Amend paragraph c) as follows:

c) The relevant Subcommittee Chairman, after consultation with the organisers, ~~The NAC responsible for organising a WCh or CCh~~ shall submit to the CIAM ~~or~~ CIAM Bureau, for approval, the names of the persons who shall act as judges **or reserve judges**. International judges must have had recent practical judging and/or flying experience of the category for which they are selected.

Reason: It is more appropriate for the Subcommittee Chairman to nominate the judges and reserve judges, rather than the organising NAC. The Subcommittee Chairman must still consult with the organising NAC as already happens with the Jury members.

d) **B.5.4. Entry Forms** **Bureau**

Amend paragraph a) as follows:

a) Entry forms must include sections for:

Name - First name - Date of Birth (Juniors only) - Postal address - Nationality - FAI Licence Number **and/or FAI Unique ID Number** - Class(es) entered.

Reason: The FAI Unique ID number is now an alternative method of identification, allocated automatically from the FAI Database. (See also the proposals at Agenda Items e) & s.)

e) **B.5.5. Results** **Bureau**

Amend paragraph c) as follows:

c) The results must include each entrant's FAI sporting licence number **and/or FAI Unique ID number**, the full name and nationality (or "FAI" in the case of entrants who have entered with sporting licence issued direct by the FAI) and for Scale events must also include the name of the prototype air-or spacecraft subject flown by the competitor.

Reason: The FAI Unique ID number is now an alternative method of identification, allocated automatically from the FAI Database. (See also the proposals at Agenda Items d) & s.)

Technical Secretary's Note: This change will have a consequential effect on those disciplines which also specify how to carry a national identification mark e.g. Space Models.

f) **B.5.6 Fuel** **France**

Amend paragraph c) i) as follows:

c) i) The organisers shall make available for cost, up to 20 litres of fuel per competitor for practice flying and for use in competitions. The fuel, or constituents, must be requested in advance (at the time of entry) and the organiser shall supply at least the following:

Methanol

Castor oil

Nitromethane

Synthetic oil

Ether

Kerosene Jet-A1

Unleaded gasoline (89 to 98 octane rating)

Reason: Class F3M uses unleaded gasoline fuel.

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

Amend paragraph c), add a new paragraph d) and add a new paragraph e) from text re-located from B.7.4 and added to, as follows:

c) The organiser may specify a closing date for the receipt of fees. Entries received after this date may be subject to a penalty fee or may be refused by the organiser. **A closing date shall be no earlier than 90 days before the official starting date of the contest. A penalty fee shall not exceed 20% of the obligatory entry fee. If a penalty fee is to be imposed for late entries, this must be stated no later than in Bulletin 1. A discount bonus for early payments may also be considered by the organisers.**

d) Except for events which require more than five judges, the maximum possible entry fee is 300 € for seven nights except for the following classes, F3A: 450 €; F3B: 400 €; F3C: 400 €; F3N: 400 €; F3D420 €; F4: 400 €; F5: 360 €

cont/...

e) d) For World Championship and Continental Championships that require more than five international judges, a separate additional fee may be charged to each contestant to cover the actual cost of travel, lodging and meals for those judges in excess of five. The additional fee is limited to a maximum of 165 Euro per contestant **and will be calculated as follows:- additional fee = (travel cost of extra officials + ((cost of food & accommodation for seven nights) / 7 * number of nights)) / number of competitors.**

Technical Secretary's Note: The existing part of the paragraph above has been re-located from B.7.4; see Agenda item j).

Reason: (i) There are cases where organisers defined such deadlines to be as early as 5 months before the event. Also a limit to the penalty fee is specified and a bonus is introduced.

(ii) The current rules, which include accommodation and subsistence costs within the maximum entry fee structure, discriminate against those countries which have high accommodation costs. The current rules are no longer fit for purpose.

The new calculation for extra fees for additional judges will be more transparent and will be fairer to both organisers and competitors.

(iii) Rationalisation of B.7.2 & B.74 regarding entry fees and optional fees.

h) B.7.2. Entry Fees Bureau

Amend paragraph a) as follows:

f) Items contributing to the calculation of the Basic Entry Fee are (applicable depending on local circumstances):

Reason: Clarification

Technical Secretary's Note: There will be a consequential change to B.7.3 Sponsorship

i) B.7.2. Entry Fees Bureau

Add a new paragraph h) as follows:

j) At multi class Championships when a competitor competes in more than one class, organisers may charge a full entry fee for each class entered. It is recommended that where possible a discount is offered on the second entry fee.

Reason: clarifies the position about fees for second classes.

j) B.7.4. ~~Additional~~ Optional Fees Bureau

Amend the title and paragraphs and re-number sub-paragraphs as follows:

a) Separate ~~additional~~ **optional** fees will **may** be offered ~~at choice~~ for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate ~~additional~~ **optional** fee.

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

c) ~~With the exceptions listed below, the maximum possible fee is 600 Euro for seven~~

nights, except for events which require more than five judges or more than seven nights.

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

~~b) e) The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. Using the international standard of stars accommodation to two stars (**) or equivalent is sufficient. To keep travel expenses of the team reasonable, organisers must not use the event to force teams to pay higher than the street price for accommodation. It is up to the teams whether they wish to book their own board and lodging. Using the international standard of stars the cost of two stars (**) or equivalent accommodation and typical cost of food must be included in the Championship bid documentation.~~

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

Technical Secretary's Note: The paragraph above has been re-located to B.7.2; see Agenda item g).

~~c) f) Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15th (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.~~

~~d) g) Bulletin 0 must contain a clear explanation of the hotel, food & information about banquet costs for CIAM Bureau approval and information about accommodation and food cost per person per day in Euros. After approval, Bulletin 0 will be issued as Bulletin 1 as specified in B.7.1.~~

Reason: Rationalisation of B.7.2 & B.74 regarding entry fees and optional fees.

k) B.7.2. Entry Fees Bureau

Amend paragraph a) as follows:

a) The entry fee ~~will consist of an~~ **is the** obligatory fee to be paid by all competitors and team managers ~~and an optional fee that covers accommodation and food.~~

Reason: Necessary if Agenda items g) and j) are successful.

l) B.7.4. Additional Fees Bureau

Amend paragraph a) as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet **shall not exceed the amount of 50 Euros and** may be included in the entry fee or it may be a separate additional fee.

Reason: To establish an upper limit for banquet fees.

m) **B.7.4. Additional Fees**

F3 Helicopter Subcommittee

Amend the paragraphs a), b) and c) as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate additional fee.

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

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

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

For the radio controlled classes the maximum entry fee for seven nights is 500 € excluding the banquet, food & lodging. For Championship requiring more than seven nights the formula is 500€ / 7 X number of nights (to cover the expenses for hosting the jury and judges for more days).

Reason: The organisers should not have the burden with accommodation.

n) **B.7.4. Additional Fees**

Norway

Amend the paragraph as follows:

a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet may be included in the entry fee or it may be a separate additional fee.

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

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

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

For the radio controlled classes the maximum entry fee for seven nights is € 500,- excluding the banquet, food & lodging only if a proper budget is presented showing expected income and expenses.

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

If no budget is shown the old € 700,- all inclusive still stands.

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

Reason: We have left the F1 and F2 at the present rules since it is in the RC classes we do have most of this problem, but have nothing against making this proposal valid for all classes.

Too often the organisers have had to take a loss due to the cost of accommodation

and food in their budget and rather than take the loss have then cancelled their bid and we did not get any Championship in the class.

If we concentrate our scrutiny on the Championship operation and leave the accommodation and food to the competitors, this might make it much easier to get a balanced budget.

The organisers might still help the competitors to get the accommodation and meals, but this is then no longer part of the equation for the budget.

o) B.7.4. Additional Fees United Kingdom

Amend paragraphs a) & e); replace paragraph b) entirely; delete paragraph c); re-number paragraphs d) to h) as follows:

~~a) Separate additional fees will be offered at choice for: lodging (hotel and camping) and food (excluding banquet) and other possible additional events). The banquet **cost** may be included in the entry fee or it may be a separate additional fee.~~

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

cont/...

~~c) With the exceptions listed below, the maximum possible fee is 600 Euro for seven nights, except for events which require more than five judges or more than seven nights. F3A: 750; F3B: 660; F3C: 700; F3N: 700; F3D: 720; F4: 700; F5: 660.~~

b) Except for events which require more than five judges the maximum possible fee is 300 Euro for seven nights except for the following classes, F3A: 450; F3B: 360; F3C: 400; F3N: 400; F3D: 420; F4: 400; F5: 360

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

d e) The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. Using the international standard of stars accommodation to two stars (**) or equivalent is sufficient. To keep travel expenses of the team reasonable, organisers must not use the event to force teams to pay higher than the street price for accommodation. It is up to the teams whether they wish to book their own board and lodging. **Using the international standard of stars the cost of two stars (**) or equivalent accommodation and typical cost of food must be included in the Championship bid documentation.**

e) f) Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15th (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.

f) g) Bulletin 0 must contain a clear explanation of the hotel, food & banquet costs per person per day in Euros.

cont/...

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

Reason: The current rules, which include accommodation and subsistence costs within the maximum entry fee structure, discriminate against those countries which have high accommodation costs. The current rules are no longer fit for purpose.

p) B.8.4 and Annex A.1.b Special Contest Organisation Requirements Bureau

Amend the paragraphs as follows:

Provide at least one practice day prior to the competition, to be announced in the invitation along with a flying schedule for the competition.

The organiser will provide a schedule for the official practice giving all competitors equal practice time. The practice day must not be extended so as to delay the start of official competition. **Depending on the type of the event or the class a** A reserve day ~~must~~ **may** be scheduled after the competition to allow for the completion of official flying in the event of weather or other delays preventing completion as scheduled.

Reason: Reserve day to be optional and only for type of events or classes where it is necessary.

q) B.15.1 France

Amend the sub-paragraph v) as follows:

v) For F3A, **F3M**, F5A, F3C, F4C, F3D and F5D contests when the sun is in the manoeuvring area.

Reason: This rule applies also to the F3M class.

r) B.16.1 Individual Classification South Africa

Amend the paragraph as follows:

e) For those categories where juniors **junior and woman competitors** may participate in a Continental or World Championship National Team under B.3.5. (b), individual awards for junior **and woman** competitors will be awarded to the first, second and third place juniors **and women**.

f) Where at least four juniors **or women**, from at least four different nations participate under B.3.5.(b), the winner shall earn the title of Junior **or Woman** World or Continental Champion in the category.

Reason: 1. The FAI Sporting Code General Section 2013, paragraph 3.16.3.2, states that medals will be awarded for woman's and junior's classes where appropriate, but there are currently no guiding paragraphs as to when it would be appropriate to have a woman's class.

Reason: 2. At Present the Sporting Code, paragraphs ABR B. 16.1.e) and f) exclude women in defining when it would be possible for medals to be awarded for a woman's class when one is appropriate.

Cross refer to Agenda item 14.3 Volume ABR, Section 4C, Part One, proposal c).

s) **B.17.6. Identification Marks** **Bureau**

Amend paragraph a) i) as follows:

a) Model aircraft, except for Indoor Free Flight and Scale, shall carry:

- i) the national identification mark (as listed in Annex B.2) followed by the FAI licence number **and/or FAI Unique ID number**. The letters and numbers must be at least 25 mm high and appear at least once on each model (on the upper surface of a wing for Free Flight models). See Annex B.1 for examples and Annex B.2 for the list of national identification marks;

Reason: The FAI Unique ID number is now an alternative method of identification, allocated automatically from the FAI Database. (See also the proposals at Agenda Items d) & e).)

t) **B.18 PROTESTS** **Bureau**

Amend the title as follows:

COMPLAINTS AND PROTESTS

Reason: To formally include the complaint process.

u) **B.18.1** **Bureau**

Amend paragraph a) as follows

a) All protests must be presented in writing to the Contest Director 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~~ **50** Euros. The deposit is returned only if the protest is upheld.

Reason: By increasing the protest fee from 35 to 50 Euros, CIAM Bureau expects that this will reduce the number of unjustified protests. Cross reference to h) below.

Technical Secretary's Note (i): If the proposal at Agenda item v) is successful then this paragraph will be re-numbered from a) to b).

Technical Secretary's Note (ii): This change may have consequential effect on those disciplines which require a 35 Euro fee to accompany a protest in a World Cup event, according to their World Cup rules in individual volumes (F1, F2 and Space Models ...). Will the World Cup amount also rise to 50 Euro?

v) **B.18.1** **Bureau**

Make a new paragraph a) as follows and delete the Note at the end of paragraph B.18.2.

a) The purpose of a complaint is to obtain a correction without the need to make a formal protest. **It is recommended that a complaint is filed before submitting a protest.** See Sporting Code - General Section, 5.4 **6.1**

Reason: To encourage the use of the complaint process to solve the problem.

cont/...

w) **B.18.2. Time limit for lodging protests** **Bureau**

Amend the Note at the end of B. 18.2 as follows:

Note: A complaint may also be filed. The purpose of a complaint is to obtain a correction without the need to make a formal protest. **It is recommended that a complaint is filed before submitting a protest.** See Sporting Code - General Section, 5.4 **6.1**

Reason: To encourage the use of the complaint process to solve the problem.

Technical Secretary's Note: If the second proposal dealing with B.18.1 at Agenda item v) is successful then this proposal becomes unnecessary.

x) **B.18.2 Time limit for lodging protests** **Bureau**

Amend paragraph b) as follows:

b) During the contest: a protest against a decision of the judges or other contest officials or against an error or irregularity committed during an event by another competitor or team manager must be lodged immediately. **If the Team Manager's involvement in the Championship prevents an immediate protest, either the competitor or the Team Manager must straight away announce to the Contest Director a notice of intention to protest. They shall have up to 30 minutes to submit a formal protest.**

Reason: This expands the scope of the paragraph and seeks to provide a solution to a situation which has happened in the past.

y) **B.19.4 Required (B.19 Safety Precautions & Instructions)** **F2 Subcommittee**

Add a new paragraph c) as follows:

c) B.19.4 b) does not apply to F2 model aircraft.

Reason: Following the 2012 Plenary decision to refer back to the subcommittees the proposal B.19.4 from France, the F2 subcommittee has concluded that the requirement for a 5.0mm radius on spinners and all forward facing metal or rigid objects is not appropriate for F2 models. Safety of these models is ensured by B.19.3 d) and e). It is not necessary to further state the radius of any parts which are fitted to the models; they are all tethered to the pilot and therefore the possibility of striking spectators or others is very limited, small size parts such as undercarriage legs are too narrow to have a measurable radius.

z) **B.21.6.1 Championship Trophies** **Bureau**

Amend and transpose both paragraphs as follows:

~~b)~~ **a) Prior to the contest,** the Championship organiser ~~may~~ **shall** ask the FAI office for a copy of the previous year's trophy form which contains the contact data of the current trophy holder. **The organiser shall inform the Jury President of the status of trophy delivery.**

a) **b)** At the Championship, ~~the Championship organiser, or~~ **the Jury President** or a member of the FAI Jury **appointed by him,** will use the trophy form to verify the

status of the trophy and note the details, including identification data, of the new holder.

Reason: To make the procedure clearer. Jury members, especially the President, are representing CIAM at an event, and it is more appropriate for the Jury to handle the trophies at the Championships, than the organiser.

aa) ANNEX B.4. FAI Perpetual Aeromodelling Trophies

Bureau

Delete this annex and refer to the website.

Reason: To reduce the size of Volume ABR, documents which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website. This will also make it easier for the Secretary to update the list of trophies when new trophies are donated during the year.

Volume ABR, Section 4C, Part One begins overleaf

14.3 Volume ABR, Section 4C, Part One (General Regulations for Model Aircraft – page 71 (2014 Edition))

a) **1.1. General Definition of Model Aircraft** **Bureau**

Amend the paragraphs as follows:

- a) A model aircraft is an aircraft of limited dimensions, with or without a propulsion device, not able to carry a human being and to be used for competition, sport or recreational purposes
- b) For the whole flight, a radio-controlled model aircraft ~~shall be in the direct control of the flier, via a transmitter, and in the flier's sight other than for momentary periods~~ **must be within visual line of sight (VLOS) of the flier who directly assumes its control or who is in a situation to take the direct control at any moment, including if the model is being flown automatically to a selected location.**
- c) For control line model aircraft, the flier must physically hold the control line handle and control the model aircraft himself.
- d) Free flight model aircraft must be launched by the flier, and must not be **equipped with any device that allows them to be flown automatically to a selected location or** controlled remotely during the flight other than to stop the motor and/or to terminate the flight
- e) ~~A model aircraft shall not be equipped with any device that allows it to be flown automatically to a selected location.~~
- f)e) In the case of record attempts conducted under Part 2, claimant(s) shall confirm that the submitted record claim is for a model aircraft record as noted in Table III.

Reason: Modification of the definition of a model aircraft according to the recommendation of the UAV Working Group report.

b) **1.3 Classification Of Model Aircraft** **Bureau**

Delete 1.3.6 Category F6 with a consequential amendment to the Introduction on page 5 and delete Volume F6.

~~**1.3.6. Category F6 – Airsports Promotion**~~

~~This category is divided into the following classes:~~

~~Class: F6A – ARTISTIC AEROBATICS~~

~~F6B – AEROMUSICALS~~

~~F6D – HAND THROWN GLIDERS~~

~~F6E – AEROBATIC REGATTA~~

Reason: F6 promotional classes will be absorbed by the existing Subcommittees' activities and be part of their classes.

c) **ANNEX - 1.1 World Championship Events for Model Aircraft** **South Africa**

Add a new paragraph 8 as follows

8. RC Category for Women:

a) F3K Radio Controlled Hand Launch Gliders

Reasons: 1. Due to the physical nature of the launch method of this class, woman competitors are disadvantaged similarly to juniors in comparison to male competitors. Launch height is an important aspect of this class and women generally attain a much lower launch height in comparison to male competitors due to the physical differences between the sexes.

2. The introduction of this category will not increase the number of World and Continental Championships since the Women would join the Senior and Junior competitors in the same event.

3. The immediate introduction of this category would be in line with the ideal stated by the 2013 CIAM Workshop of “more competitors without more championships” in time for the class to be offered in 2015.

Supporting Data: 1. Female competitors from the following countries have expressed interest in taking part in a Woman’s class for F3K in 2015: Canada, Germany, Great Britain, Norway, South Africa, Switzerland, Ukraine and the United States of America.

2. The Organisers of the 2015 F3K World Championships are supportive of the inclusion of a Woman’s Class at the event.

Cross refer to Agenda item 14.2 Volume ABR, Section 4B, proposal r).

Volume ABR, Section 4C, Part Two begins overleaf

14.3 Volume ABR, Section 4C, Part Two

(Records – page 77 (2014 Edition))

a) **2.2.2. Motive Power**

Bureau

Add a new paragraph b) and re-number the subsequent paragraphs as shown:

a) The total swept volume of the piston(s) of the motor(s) shall not exceed 10 cm³. Pulse-jet reaction motor(s) are not permitted except for circular flight (record No. 135).

b) The maximum no load voltage for electric motors shall be 72 volts, except for competition records.

b) **c)** Power sources for electro model aircraft:

c) **d)** here will be three different possibilities of power sources:

Reason: Records from F1 to F7 are named with the “F” prefix followed by “Open” to define those records which do not have to conform to the competition class requirements **or** they are named (for example) F5D to define a record set in competition. Our ABR states the boundaries quite well for all classes except F5. It says that for an F1 Open record there are no restrictions on the weight of extensible motors except in the case of competition records and for F2 there are no restrictions on construction of the control lines or composition of the fuel except in the competition classes. This sentence is added to remove confusion between F5 Open Record and the F5 competition classes which are restricted to 42V.

b) **Records Table II A, Table II B and Table III**

Bureau

Delete these tables and refer to the website

Reason: To reduce the size of Volume ABR, forms which are available on the FAI website will be deleted from the Volume and reference made to their location in the CIAM documents section of the website.

Volume F1 – Free Flight begins overleaf

14.6 Section 4C Volume F1 - Free Flight

F1A

a) 3.1.1 Definition

Germany

Amend the paragraph as follows:

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of camber or incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum extended mode.~~ **Variable geometry or area is not allowed.**

Requested later implementation date of 01/01/2018

Reasons: 1. Reduce the building complexity of free flight models

2. Reduce the costs of free flight models

3. Reduce the potential performance of free flight models

4. The rule is easy to control

5. Attractive power starts will be possible even under these rules

6. More sportsmen may have competitive models

7. As there are already “flappers” in use, the modified rule should become **effective 1.1.2018** only to give enough time for the switch.

Supporting Data: 1. not too complex to build

2. not too complex to handle

3. not too expensive

4. to give a newcomer a lot of fun and satisfaction from the beginning

5. to keep the gap between a good flyer and a high-end flyer limited

b) 3.1.2 Characteristics of Gliders F1A

Poland

Amend the paragraph as follows:

Maximum length of launching cable loaded by 5 kg ~~50~~ **40** m

Consequential change if adopted: rule 3.1.11.

Reason: In order to reduce the numbers of fly-offs.

c) 3.1.3 Number of Flights

F1 Subcommittee

Amend sub-paragraph a) as follows:

a) Each competitor is entitled to ~~seven~~ **five** official flights in World and Continental Championships. For other international events the number of official flights is seven unless a different number has been announced in advance and approved by CIAM.

b) Each competitor is entitled to one official flight in each round of the event. The duration of rounds must be announced in advance and may not be less than 30

minutes or greater than 90 minutes. The competitor must tow and release his model during the round for the official flight, including attempts and repeated attempts

Reason: To reduce the marathon nature of flying 7 rounds before the flyoff, with this ease of reaching the flyoff offset by the increased difficulty of a second long maximum flight. The maximum duration is still subject to change according to conditions. A number of World Cup events are already flown to a 5 round format without any problems.

d) 3.1.7 Duration of flights F1 Subcommittee

Amend the 1st paragraph as follows:

The maximum duration to be taken for the official flights in world and continental championships is ~~three minutes thirty seconds~~ **four minutes** for the first round and three minutes for subsequent rounds. In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.

Consequential changes if adopted: change F1B 3.2.7 and F1C 3.3.7 to read “see 3.1.7”.

Reason: To reflect performance of F1A models, which is similar to F1B and F1C which have 4 minute maximum in round one.

With this change, the wording is identical in 3.1.7, 3.2.7 and 3.3.7. It is thus proposed to simplify 3.2.7 and 3.3.7 to refer to 3.1.7 and thus maintain compatibility in any future changes.

e) 3.1.7 Duration of flights F1 Subcommittee

Amend the 1st paragraph as follows:

The maximum duration to be taken for the official flights ~~in world and continental championships~~ is four minutes for the first round **and, if conditions allow, for the last round** and three minutes for the other rounds. In ~~other~~ **open** international events different durations (not exceeding four minutes) may be used provided this has been announced in advance in the contest bulletin.

In the event of model recovery problems or to suit meteorological conditions the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be at a minimum.

Reason: To reduce the marathon nature of flying 7 rounds before the flyoff, with this ease of reaching the flyoff offset by the increased difficulty of a second long maximum flight. The maximum duration is still subject to change according to conditions. A number of World Cup events are already flown to a 5 round format without any problems.

cont/...

f) **3.1.7 Duration of flights** **Poland**

Amend the paragraph as follows:

The maximum duration to be taken for the official flights in world and continental championships is ~~three minutes thirty seconds~~ **four minutes** for the first round and three minutes for subsequent rounds. In other international events a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds

Reason: In order to reduce the numbers of fly-offs.

g) **3.1.8 Classification** **F1 Subcommittee**

Amend paragraph b) as follows:

b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be ~~five~~ **six** minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. The time of the additional flights shall not be included in the final figures of the classification for teams; they are for the purpose of determining the individual placing.

Reason: The current first stage flyoff maximum of 5 minutes often does not provide a significant test of competitors whereas 6 minutes will be a more severe test and likely to make more progress towards reaching a classification.

h) **3.18, 3.28, 3.38 Classification** **F1 Subcommittee**

Add a new sub-paragraph as follows:

f) If the number of competitors in a flyoff is 12 or more and is greater than 25% of the number of competitors in the competition, then the flyoff shall be split into two groups

1) The number of competitors in each group will be as closely as possible equal

2) Competitors are allocated a group and starting position by a single draw

3) A flyoff is flown for each group according to the other regulations of 3.1.8

4) The second group flyoff must be flown as soon as possible after the first group.

5) From both groups all flyers who achieve the maximum duration proceed to the next round

6) An equal number of flyers from each group may proceed to the next round by including competitors from one group those with the best flights below the maximum time, providing the flight times are at least 75% of the maximum.

7) If the selections (5) and (6) result in fewer than 4 competitors

proceeding to the next round, then the two competitors with the highest flight times in each of the groups will proceed to the next round.

8) Competitors eliminated in group flyoffs will be classified with final placing according to time achieved in the group flyoff

Add a new sub-paragraph at 3.2.8 F1B and 3.3.8 F1C as follows:

f) See 3.1.8.f

f) See 3.1.8.f

Reason: To ease the organisational difficulty of large flyoffs which are always possible in good weather. These stretch the facilities to the extreme both in terms of the number of timekeepers and the number of starting positions required. The proposed scheme, a simplification of a system used in Finland, endeavours to balance the potential unfairness of different flying conditions for the two groups. It is possible that on some occasions (item 7) there may be another flyoff required which might not have happened without the group flyoff system. However, this is considered worthwhile for avoiding a final choice of winner based on the results within the different conditions of 2 group flyoffs.

The flight times are used directly for ordering the people eliminating the people in the group flyoff irrespective of the different flying conditions. With another flyoff guaranteed by (7) this ordering will not determine the winners but just the lower places. The chance element of being in a group with good or bad air is no different to the starting position draw for F1B and F1C when good air goes past only one end of the starting line.

i) 3.1.11. Launching devices

Austria

Amend paragraph a) as follows:

a) shall not exceed 50 **35** metres

Consequential change if adopted: 3.1.2.

Reason: Performance of F1A models is too high for nowadays flying sites under nowadays rules. The reduction of towline length is a good means to reduce performance.

j) 3.1.11. Launching devices

United Kingdom

Amend paragraphs a) and b) as follows:

a) The glider must be launched by means of a single cable **with a minimum diameter of 1.75mm**, and its length including release equipment and launching device shall not exceed 50metres, when subjected to a tensile load of 5kg. This tensile load shall be applied by means of an appropriate apparatus available to the competitors before and during the competition and also to officials during the competition when checking at least 20% of the gliders. Metal cables are prohibited.

~~b) Launching of the glider by means of this cable may be carried out with the help of various devices such as winches, single or multiple pulley trains, or by running etc. These devices (except the launching cable) must not be thrown by the competitor, under penalty of cancelation of the flight. The competitor may release the launching cable and a lightweight marker (such as a ring, pennant or small rubber ball) at its~~

end.

b) Launching of the glider by means of this cable may be carried out by running etc. The cable may be stored on a winding device but this must be removed before the launching process begins. A lightweight marker (such as a ring, pennant or small rubber ball) may be attached at its end. The cable and its marker must not be released by the competitor until after the model has been launched from the cable, under penalty of cancellation of the flight.

Reason: The performance of F1 class Free Flight models has reached a level which now exceeds sensible limits. The UK believes that CIAM should commit to a planned stepped change in performance reduction over a period of five years. The CIAM bureau should mandate the F1Sub-committee to take action to implement the necessary changes.

Current F1 class models have become too effective in achieving the maximum times and Championships are now decided on the fly off. The numbers reaching the fly off are a high a proportion of the entry (50% at the last two events). In addition we have the situation of models out flying the sites available to us, especially at fly offs with up to 10 minute flights. We need a long-term plan to reduce performance, but without emasculating the class.

We should also seek to reduce complexity and thus cost. The models should be brought closer to the reach of the average sportsman and reduce commercial involvement. The level of performance reduction needed is 50%, to enable a meaningful competition with a round maximum of 2.30 and maximum model performance of no more than 4 minutes. The change process requires firm management and must maintain the enthusiasm for the discipline. We suggest that a programme of change over 5 years with final complete replacement of models at the end of that period.

We believe that CIAM should adopt a proactive plan to tackle the current issues:

Stage 1 - Reductions in performance without model changes – with effect from 2016.

This proposal is stage 1. The extra drag from specified line diameter will reduce the launch speed. The restriction on launch technique will cut the launch impetus and thus the altitude gain. Importantly, current models will not be made redundant.

Stage 2 - Elimination of devices/technologies that will require re-trimming of models but will not make complete airframes redundant – effective from 2018. Such changes might be:

- Flaps to wings banned.
- Restrict tow movement to three functions being straight, circle and launch.
- Release functions restricted to only launch and glide settings.

Stage 3 - Changes that require completely new airframes and will deliver still-air times of no more than 4.00 minutes and enable round maximums to be reduced to 2.30. - Effective from 2020. Such changes might be:

- Span limitation 2.00 metres.
- Reduce rounds to 5. The consistency of models means that in good conditions models will still max, the number of flights has a minimal impact. This change allows more time to organise the eventual fly off.

Within rounds allow a 10-minute working time to launch after the commitment to fly.

F1B

k) 3.2.1 Definition

Germany

Amend the paragraph as follows:

Model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and maximum-extended mode~~ **Variable geometry or area is not allowed.**

- Reason:
1. Reduce the building complexity of free flight models
 2. Reduce the costs of free flight models
 3. Reduce the potential performance of free flight models
 4. The rule is easy to control
 5. Attractive power starts will be possible even under these rules
 6. More sportsmen may have competitive models
 7. Up to now the number of “flappers” and “folders” is still limited, thus now latest window for this rule change.

- Supporting Data:
- 1 not too complex to build
 2. not too complex to handle
 3. not too expensive
 4. to give a newcomer a lot of fun and satisfaction from the beginning
 - 5 to keep the gap between a good flyer and a high-end flyer limited

l) 3.2.2 Characteristics of Model Aircraft with Extensible Motors F1B

Poland

Amend the 3rd paragraph as follows:

Maximum weight of motor(s) lubricated ~~30~~ **25 g**

Reason: In this class of models the weight of the lubricated rubber by 10% can contribute to the reduction of the numbers of fly-offs. The reducing of the weight to 25 g will let models to achieve the height (after stopping a propeller) to reach times approx 200 - 220s. The quality of the rubber for the F1B class has not be changed dramatically since last 10 years.

m) 3.2.11 Launching

United Kingdom

Add a new paragraph at e) as follows:

e) The propeller must have been released and be rotating under power before the model leaves the competitor's hands.

Reason: The performance of F1 class Free Flight models has reached a level which now exceeds sensible limits. The UK believes that CIAM should commit to a planned stepped change in performance reduction over a period of five years. The CIAM bureau should mandate the F1 Sub-committee to take action to implement

the necessary changes.

Current F1 class models have become too effective in achieving the maximum times and Championships are now decided on the fly off. The numbers reaching the fly off are a high a proportion of the entry (50% at the last two events). In addition we have the situation of models out flying the sites available to us, especially at fly offs with up to 10 minute flights. We need a long-term plan to reduce performance, but without emasculating the class.

We should also seek to reduce complexity and thus cost. The models should be brought closer to the reach of the average sportsman and reduce commercial involvement. The level of performance reduction needed is 50%, to enable a meaningful competition with a round maximum of 2.30 and maximum model performance of no more than 4 minutes. The change process requires firm management and must maintain the enthusiasm for the discipline. We suggest that a programme of change over 5 years with final complete replacement of models at the end of that period.

We believe that CIAM should adopt a proactive plan to tackle the current issues:

Stage 1 - Reductions in performance without model changes – with effect from 2016.

This proposal is stage 1. The restriction on launch technique will cut the launch impetus and thus the altitude gain. Importantly, current models will not be made redundant.

Stage 2 - Elimination of devices/technologies that will require re-trimming of models but will not make complete airframes redundant – effective from 2018. Such changes might be:

- 1. VP props banned.
- 2. Flaps to wings banned.
- 3. Only a single timer function other than DT.
- 4. Limit prop diameter to 500mm.

Stage 3 - Changes that require completely new airframes and will deliver still-air times of no more than 4.00 minutes and enable round maximums to be reduced to 2.30. - Effective from 2020. Such changes might be:

- 1. Span limitation 1.50 metres
- 2. Reduce rounds to 5. The consistency of models means that in good conditions models will still max, the number of flights has a minimal impact. This change allows more time to organise the eventual fly off.

Within rounds allow a 10-minute working time to launch after the commitment to fly.

F1C

n) 3.3.1 Definition

Germany

Amend the paragraph as follows:

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of camber or incidence. ~~Model aircraft with variable geometry or area must comply with the specifications when the surfaces are in minimum and~~

~~maximum extended mode.~~ **Variable geometry or area is not allowed.**

Requested later implementation date of 01/01/2018

Reasons:

1. Reduce the building complexity of free flight models
2. Reduce the costs of free flight models
3. Reduce the potential performance of free flight models
4. The rule is easy to control
5. Attractive power starts will be possible even under these rules
6. More sportsmen may have competitive models
7. As there are already “flappers” in use, the modified rule should become **effective 1.1.2018** only to give enough time for the switch.

Supporting Data:

1. not too complex to build
2. not too complex to handle
3. not too expensive
4. to give a newcomer a lot of fun and satisfaction from the beginning
5. to keep the gap between a good flyer and a high-end flyer limited

o) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C Austria

Amend two paragraphs.

Amend the 7th paragraph as follows:

The composition shall be as follows: 80% ~~methanol~~ **ethanol**, 10% castor or synthetic oil.

Reason: Performance is reduced about 20% without any design changes and toxic agents are no longer used

Amend the last paragraph as follows:

F1C models ~~may~~ **must** use radio control only for irreversible actions to control dethermalisation of the model.

Reason: Possibility for RDT will reduce the feasibility of accidents with physical injury to minimum.

Supporting Data: Different systems are available in the market for a good price (about 5-10% of model cost). Models and humans can be protected

p) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C Denmark

Amend the 7th paragraph as follows:

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organisers, and must be used for every official flight. The composition shall be as follows: 80% methanol, 20% ~~castor~~ or synthetic oil.

cont/...

Reason: 80% of F1C competitors use full synthetic oil.
The organisers must supply only one fuel variant.
Cleaner burning, no gum or varnish inside and outside of engine.
Less engine wear (engine lasts longer)

q) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C Germany
Amend the 7th paragraph as follows:

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organisers, and must be used for every official flight. The composition shall be as follows: 80% ~~methanol~~ **ethanol**, 20% castor or synthetic oil.

Reasons: The replacement of methanol by ethanol in the fuel for the F1C engines will reduce the performance of the engine.

Despite the nominal energy content of ethanol is higher than of methanol, it's a well known fact, that the use of ethanol reduces the performance of combustion engines, partly due to different internal cooling, partly to the reduced compression.

The main advantage of this measure is to achieve a performance reduction without change of the model itself. May-be the compression must be reduced a bit, which is a simple action.

A further advantage is to get rid of the poison methanol.

If there should be any reason not to replace the methanol completely by ethanol, a mixture with a defined percentage would be possible, too.

r) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C Poland
Amend the 5th paragraph as follows:

Maximum duration of motor run: ... ~~5~~ **4** seconds from release of model

Reason: In order to reduce the numbers of fly-offs.

s) 3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C United Kingdom

Amend the 5th paragraph as follows:

Maximum duration of motor run: ... ~~5~~ **4** seconds from release of model

Reason: The performance of F1 class Free Flight models has reached a level which now exceeds sensible limits. The UK believes that CIAM should commit to a planned step change in performance reduction over a period of five years. The CIAM bureau should mandate the F1Sub-committee to take action to implement the necessary changes.

Current F1 class models have become too effective in achieving the maximum times and Championships are now decided on the fly off. The numbers reaching the fly off are a high a proportion of the entry (50% at the last two events). In addition we have the situation of models out flying the sites available to us, especially at fly offs with up to 10 minute flights. We need a long-term plan to reduce performance, but without emasculating the class.

We should also seek to reduce complexity and thus cost. The models should be brought closer to the reach of the average sportsman and reduce commercial

involvement. The level of performance reduction needed is 50%, to enable a meaningful competition with a round maximum of 2.30 and maximum model performance of no more than 4 minutes. The change process requires firm management and must maintain the enthusiasm for the discipline. We suggest that a programme of change over 5 years with final complete replacement of models at the end of that period.

We believe that CIAM should adopt a proactive plan to tackle the current issues:

Stage 1 - Reductions in performance without model changes – with effect from 2016.

This proposal is stage 1. This will cut the climb height. Importantly current models will not be made redundant.

Stage 2 - Elimination of devices/technologies that will require re-trimming of models but will not make complete airframes redundant – effective from 2018. Such changes might be:

- Geared engines banned.
- Flapped wings banned.
- Folding wings banned.
- VP props banned.

Stage 3 - Changes that require completely new airframes and will deliver still-air times of no more than 4.00 minutes and enable round maximums to be reduced to 2.30. - Effective from 2020. Such changes might be:

- Span limitation 2.10 metres.
- Reduce rounds to 5. The consistency of models means that in good conditions models will still max, the number of flights has a minimal impact. This change allows more time to organise the eventual fly off.

Within rounds allow a 10-minute working time to launch after the commitment to fly.

t) **Annex 1 – Rules for Free Flight World Cup**

F1 Subcommittee

Amend the paragraph as follows:

8. Communications

The ~~Free Flight Subcommittee~~ **World Cup Coordinator** should receive the results from each contest in the World Cup and then calculate and publish the current World Cup positions. These should be **made available via the FAI web site.** ~~distributed to the news agencies and should also be available by payment of a subscription to any interested bodies or individuals. Latest results will also be sent to the organiser of each competition in the World Cup for display at the competition. Final results of the World Cup are to be sent also to the FAI, National Airsports Controls and the Aeromodelling press.~~

Reason: To update the paragraph to reflect current practice, with the World Cup Coordinator having responsibility for the results and publication on the internet instead of distributing copies of results.

cont/...

u) **3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1, 3.K.1 Definition** **F1 Subcommittee**

Amend paragraphs 3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1, 3.K.1 as follows:

Model aircraft not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight, except for changes of ~~camber or~~ incidence.

Reason: To eliminate changes of camber of the lift generating flight surfaces, that is wing flaps not allowed. Flaps are being used on F1A F1B and F1C models and introduce a significant extra complexity. This change is to prevent the use in F1E, F1P, F1G, F1H, F1J, F1K to avoid the added complexity before any work is undertaken to develop them.

v) **3.6.1 Definition** **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Reason:

1. Reduce the building complexity of free flight models
2. Reduce the costs of free flight models
3. Reduce the potential performance of free flight models
4. The rule is easy to control
5. More sportsmen may have competitive models
6. Up to now the number of “flappers” is still none or very limited, thus now latest window for this rule change.

Supporting Data:

1. not too complex to build
2. not too complex to handle
3. not too expensive
4. to give a newcomer a lot of fun and satisfaction from the beginning
5. to keep the gap between a good flyer and a high-end flyer limited

w) **3.G.1 Definition** **Germany**

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Reason: As Agenda proposal v)

x) **3.H.1 Definition** **Germany Amend the paragraph as follows:**

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight,

except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Reason: As Agenda proposal v)

y) 3.J.1 Definition

Germany

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Reason: As Agenda proposal v)

z) 3.K.1 Definition

Germany

Amend the paragraph as follows:

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in ~~camber or~~ incidence. **Variable geometry or area is not allowed.**

Reason: As Agenda proposal v)

aa) F1S USA

New class as shown in Agenda Annex 7b.

Reasons: To create a simple mini-electric event complimenting F1Q. In the States E36 has allowed many fliers to become familiar with simple electric technology, without the complexities of energy limiters.

F1S is modelled on the very successful E36 event developed in the USA and many kits have sold internationally. It's the fastest growing free flight event. F1S uses the same model specification as E36, namely batteries, wing span, minimum weight and locked surfaces. F1S models qualify to fly in F1Q as models without energy limiters and their energy is estimated according to 3.Q.2.b. (If F1S will be recognized by CIAM, fliers in the States could use the same models to fly E36 and F1S over a weekend.)

Timing electric motors is notoriously inaccurate. Instead, motor runs are timed statically *before* and/or *after* the flight. To avoid pre-flight static motor verifications from interfering with flying, they are barred towards the end of rounds and in flyoff windows.

Volume F2 Control Line begins overleaf

14.7 Section 4C Volume F2 - Control Line

F2B

- a) **4.2.15.17 Landing Manoeuvre** **F2 Subcommittee**

Add a new paragraph as follows:

d.) At the end of the ground roll, electric powered model aircraft must be restrained by an assistant until the power system is secured against accidental motor start. The pilot must remain in the centre of the circle and he must not release the control handle until the model aircraft has been restrained. Failure to comply will result in the loss of all landing points.

Reason: The electric motors on some aircraft have started without warning after landing causing the aircraft to move without anyone to control them.

F2C

- b) **ANNEX - 4C Team Race Judges Guide** **F2 Subcommittee**

Amend paragraph 4.C.1.3 as follows:

4.C.1.3. Judges should allocate the specific tasks of warnings operation, microphone use and note taking prior to commencement of the contest. They should also practice working together by observing the official practice flights and by viewing videos from recent championships. It is recommended that ~~a video camera system~~ **video recording equipment to monitor the pilots and the pilot circle is** situated in the judges' tower; this should not be used by the judges before decisions are made nor will it be made available to teams before the end of the round but will be useful for:

Reason: Clarification. There has been a move to introduce additional cameras in the F2C circle. It is necessary to amend the rule in order to clearly state the original intention of the rule.

F2D

- c) **4.4.10 Scoring** **F2 Subcommittee**

Amend paragraph b) as follows:

4.4.10. b) 100 points shall be awarded for each distinct cut of the opponent's streamer. There is a cut each time the model aircraft, propeller or lines **etc** fly through the opponent's streamer resulting in particle(s) becoming detached from the streamer. A cut that contains only string does not count.

Reason: Clarification.

- d) **4.4.12 Penalties and Disqualifications** **F2 Subcommittee**

Amend paragraph C. i) as follows:

4.4.12.C. i) If he intentionally leaves **steps out of** the pilot circle **with both feet**,

while his model aircraft is flying.

Reason: Safety. If the pilot leaves the pilot circle while his model is flying it may be very dangerous and should be penalized with a disqualification no matter if it is intentional or not.

e) **ANNEX 4D – Combat Judges Guide** **F2 Subcommittee**

Rule 4.4.9 The Heat from Start to Finish

Add a 2nd sub-paragraph as follows:

o) The landings shall be supervised and directed by the Circle Marshal to avoid dangerous situations.

Reason: Clarification and safety

f) **ANNEX 4D – Combat Judges Guide** **F2 Subcommittee**

Rule 4.4.10 Scoring

Add a new sub-paragraph at the beginning as follows:

b) No matter what part of the pilot's equipment (model, propeller, lines, streamer etc) makes the cut it should be counted.

Reason: Amendment is necessary if proposal c) is approved.

g) **ANNEX 4D – Combat Judges Guide** **F2 Subcommittee**

Rule 4.4.12 Penalties and Disqualifications

Amend paragraph A. c) as follows:

A.c) Be observant that all line tangles must be cleared before the model is serviced or the streamer is moved to the spare model. (Except for the case where both pilots have the permission of the Circle Marshal to continue). This rule is also valid if the model is outside the flying **flight** circle, for example because of a fly-away. **When a model is withdrawn from the flight circle it must be placed within the pitting area. It must remain outside the flight circle and inside the pitting area otherwise the pilot will receive a penalty of 40 points. A fly-away model may be left where it has landed but lines crossing the pitting area must be cleared so as not to cause interference with the opponent.**

Reason: Clarification

Volume F3 Aerobatics begins overleaf

14.8 Section 4C Volume F3 - RC Aerobatics

F3A

- a) **5.1.1. Definition of a Radio Controlled Aerobatic Power Model Aircraft** **F3 Aero Subcommittee**

Add a 2nd paragraph

General Characteristics of Radio Controlled Aerobatic Model Aircraft shall be verified in processing procedures as per FAI Sporting Code, Section 4, Volume ABR, for each participating model aircraft prior to a competition. Not permitted equipment must not be installed.

Reason: To emphasize that a check of model characteristics is not just restricted to Cat 1 events, but may also be implemented at other competitions, i.e. for World Cups etc. Clarification regarding not permitted equipment. The rapidly increased availability of numerous, not permitted technical equipment asks for an immediate implementation of this clarification by May 01, 2015!

Requested implementation date 1st May 2015.

- b) **5.1.2. General Characteristics of Radio Controlled Aerobatic Power Models** **F3 Aero Subcommittee**

Amend paragraph g), delete paragraph h) amend paragraph i) as follows and re-number existing paragraphs i) and j):

g) The sound/noise measurement shall be made immediately prior to each flight **as a part of model processing. Electric powered model aircraft must have installed the same batteries for all model processing procedures.** The sound test area must be located in a position that does not create a safety hazard to officials and other competitors **any person around.**

~~h) No time will be taken while the sound/noise test at the flying site is being made. The competitor shall not be delayed more than 30 seconds for this sound test.~~

i) In the event of a model aircraft failing the sound/noise test, no indication of the result or the reading shall be given to the competitor, ~~or~~ **and** his team **manager,** ~~or the judges,~~ and both the transmitter and the model aircraft shall be impounded by the **a** flight line official immediately following the flight. **sound test.** ~~No modification or adjustment to the model aircraft shall be permitted (other than refuelling or battery recharging).~~ The competitor and his equipment shall remain under supervision of the flight line director **official, while modifications or adjustments may be made and** the propulsion battery is fully recharged. The model aircraft shall be re-tested under regular operational conditions within 90 minutes by a second noise steward using a second Sound Level Meter, and in the event that the model aircraft fails the re-test, ~~the score for the preceding flight shall be zero. The score for the flight may be tabulated but not made public until the result of the re-test is communicated to the tabulators.~~ **its entire model processing has failed.**

Reason: Safety. With reference to a safety issue referred back to the Subcommittee by the Plenary 2014, these and the connected proposals 5.1.8.e), 5.1.8.k), 5.1.11.m) at Agenda items c), e) n) would eliminate the hazards addressed

by the UK NAC.

Safety: Requested implementation date 1st May 2015.

c) **5.1.8. Marking** **F3 Aero Subcommittee**

Amend paragraph e) as follows:

e) The centre line is positioned on the ground perpendicular to the safety line on the ground which is parallel to the runway. **Two starting circles of 3m diameter are marked on the runway, one left and one right at minimum 15 m off the centre line, also serving for sound/noise measurement, if required.** The upper limit of the manoeuvring zone is defined by the virtual plane stretching up 60 degrees from the ground at the intersection of all ground lines.

Reason: Safety. With reference to a safety issue referred back to the Subcommittee by the Plenary 2014, these and the connected proposals, at agenda items b) e) and n) would eliminate the hazards addressed by the UK NAC

Safety: Requested implementation date 1st May 2015.

d) **5.1.8. Marking** **F3 Aero Subcommittee**

Amend paragraph h) as follows:

h) Also, manoeuvres should be primarily performed approximately 150 m in front of the ~~security~~ **safety** line. Infractions

Reason: Corrected the word.

e) **5.1.8. Marking** **F3 Aero Subcommittee**

Amend paragraph k) as follows:

k) If, during a flight, the sound level of the model aircraft increases perceptibly as a result of an equipment malfunction, or of a condition initiated by the competitor, the flight line director may request a sound re-test **and in the event that the model aircraft fails the re-test, the score for the preceding flight shall be zero. For this re-test, both, the transmitter and the model aircraft shall be impounded by a flight line official immediately following the flight. No modification or adjustment to the model aircraft shall be permitted (other than refuelling or battery recharging).-The competitor and his equipment shall remain under supervision of the flight line official. The model aircraft shall be re-tested under regular operational conditions within 90 minutes.** If an equipment malfunction during the flight...

Reason: Safety. With reference to a safety issue referred back to the Subcommittee by the Plenary 2014, this and the connected proposals, at Agenda items b), c) and n) would eliminate the hazards addressed by the UK NAC

Safety: Requested implementation date 1st May 2015.

f) **5.1.8. Marking** **F3 Aero Subcommittee**

Amend paragraph m) as follows:

m) The team manager must be afforded the opportunity to check that the scores on each judge's score sheet **document** correspond to the tabulated scores (to avoid data capture errors). The score board/**monitor** must be located in a prominent...

Reason: Adaption to contemporary scoring equipment using electronic filing etc. This kind of technical equipment is already in use.

Requested implementation date requested 1st May 2015

g) **5.1.8. Marking** **F3 Aero Subcommittee**

Delete paragraph n) as shown:

n) All flight results before the completion of a round must be ranked alphabetically, or by country, or by contestant number, but not in order of performance or placing.

Reason: The existing alphabetical or by country listing method is practically useless since an intermediate placing can be calculated anyway. However, this awkward procedure does not allow a quick check, which paralyzes any thrill in the ongoing competition, a fact strongly in contradiction with the desired public relations of our sport. In order to give way to significantly enhanced sport promotion, this rule change not affecting the competition rules as such, is meant for immediate implementation by May 01, 2015!

Requested implementation date requested 1st May 2015

h) **5.1.9 Classification** **F3 Aero Subcommittee**

Amend paragraph d) as follows:

d) Only computer tabulation systems containing the TBL algorithm and judge analysis programs that have been **Subcommittee** approved by the CIAM Bureau can be used at World and Continental Championships. **Approved scoring systems are: F3A GNAMI V06.14, MFGL-TBL-F3A-V2.0, SMV Competition 1.0b.**

Reason: The CIAM Bureau asked the Subcommittee to change the rule that way, since the competence to approve a scoring system is rather with the Subcommittee, than with the CIAM Bureau. Helpful listing of scoring systems approved and in use.

i) **5.1.9 Classification** **F3 Aero Subcommittee**

Amend the Note 2 after paragraph f) as follows:

The TBL score tabulation system can only be applied for events with at least 5 competitors and 5 judges. ~~For those smaller events that are not scored with the TBL system, the highest and lowest marks for each manoeuvre will be discarded if four or more judges are used.~~

Reason: Avoid doubling of the rule, 5.1.10 h)

j) 5.1.10 Judging F3 Aero Subcommittee

Amend paragraph a) as follows:

a) The judges must be of different nationalities ~~and must be selected from a current list of FAI International Judges.~~ Those selected must reflect the approximate geographical distribution of teams participating in the previous World Championship with the final list approved by the CIAM Bureau. At least one third, but not more than two thirds of the judges must not have judged at the previous World Championships.

Reason: Avoid doubling of the rule, 5.1.10 b). The rule is meant to refer only to one, the latest previous World Championship.

k) 5.1.10 Judging F3 Aero Subcommittee

Amend the paragraph as follows:

b) The invited judges for a World or Continental Championship, must be selected from ~~the current~~ **the applicable** list of FAI International Judges...

Reason: Since the available number of international judges may be limited in a “current” list, ie a list becoming effective in the year of the championship actually held should also serve as a resource of appointable judges.

l) 5.1.10 Judging F3 Aero Subcommittee

Amend the paragraph as follows:

h) For open international events **or other smaller events**, where the TBL statistical averaging scoring system is not used,

Reason: Applies not only to open international events.

m) 5.1.10 Judging F3 Aero Subcommittee

Amend the paragraph as follows:

g) ~~During the flight the competitor must stay in the proximity of the judges and under the supervision of the Flight Line Director.~~

Reason: Avoid doubling of rules, issue is regulated in 5.1.11 o)

n) 5.1.11 Organisation for Radio Controlled Aerobatic Contests F3 Aero Subcommittee

Amend the paragraph as follows:

m) A competitor is allowed two (2) minutes of starting time and eight (8) minutes of flying time for each flight. The timing of an attempt starts when the contest director, or timekeeper, gives an instruction to the competitor to start and the **2-min** starting time begins. The openly displayed timing device/clock will be stopped **re-started to count the 8-min flying time when the model aircraft has been placed in the take-off circle.** ~~when the competitor is ready to take the sound measurement. The helpers who place the model aircraft, must ensure that the model aircraft is-~~

positioned as per paragraph 5.1.2. If the model aircraft is not placed correctly for the sound test **with its wheels in the starting circle** before/at **the expiration of the 2-minute starting time** mark, the contest director/time keeper will advise the competitor and helper that the flight may not proceed. The flight shall score zero points.

~~When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, and the timing device will be re-activated to start the 8-minute flying time. If the propulsion fails during the sound test and before the test is finished, the flying time of eight (8) min may have started. If so it will be interrupted to enable the sound test to be completed after the propulsion is restarted.~~

Reason: With reference to a safety issue referred back to the Subcommittee by the Plenary 2014, at Agenda items b), c) and e) would eliminate the hazards addressed by the UK NAC.

Safety: Requested implementation date 1st May 2015.

o) 5.1.13. Schedule of Manoeuvres F3 Aero Subcommittee

Amend the paragraph and manoeuvres as shown in Agenda Annex 7c.

Reason: F3A schedules change every two years

p) ANNEX 5A - Description of F3A Manoeuvres F3 Aero Subcommittee

Delete the existing schedules A-14, P-15, and F-15 and replace with those in Agenda Annex 7d.

Reason: F3A schedules change every two years

q) ANNEX 5B- F3A Manoeuvre Execution Guide F3 Aero Subcommittee

Add a new paragraph at 5B.8.8 as follows and re-number the subsequent paragraphs:

5B.8.8. TORQUE-ROLLS

A torque-roll is a roll, which is executed while the model aircraft is hovering in a vertical attitude and in a fixed position at no flying speed. If the duration of a torque-roll is less than 3 seconds and/or the fixed position is not maintained in all directions, it must be downgraded by 1 point or more, depending on the severity of the defect(s). Absence of a hover must be zeroed. Otherwise torque-rolls are judged the same way as axial rolls as far as the roll rates, the start and stop of the rotation and the roll direction is concerned.

Reason: Torque Rolls have not been mentioned yet.

r) ANNEX 5G - F3A Unknown Manoeuvre Schedules F3 Aero Subcommittee

Add a new paragraph 5G.2.5, re-number the subsequent paragraphs and amend existing paragraphs 2.6 and 2.8 as follows:

2.5 Minimum one manoeuvre of group 19. or G, and 20. or H, and 22, and 23.

cont/...

2.6-~~Four~~ **Five** manoeuvres of each schedule must have K = 5.

2.8 The summary of K-factors must be at least ~~70~~ **72**

Reason: Ensure higher diversification of manoeuvres in unknown schedules

s) ANNEX 5G- F3A Unknown Manoeuvre Schedules F3 Aero Subcommittee

At paragraph 8.2, amend the list of F3A Turnaround Manoeuvres as shown in Agenda Annex 7e.

Reason: Increase the difficulty of turnaround manoeuvres by adding higher K-factor manoeuvres with different manoeuvre elements.

t) ANNEX 5G France

At paragraph 8.2, add the list of F3A Turnaround manoeuvres as shown in Agenda Annex 7f.

Reason: For the composition of Unknown schedules, to Increase the difficulty of turnaround manoeuvres by adding higher K-factor manoeuvres.

u) ANNEX 5G - F3A Unknown Manoeuvre Schedules USA

At paragraph 8.2, add the list of F3A Turnaround manoeuvres as shown in Agenda Annex 7g.

Reason: Increase the difficulty of turnaround manoeuvres by adding higher K-factor manoeuvres with different manoeuvre elements.

v-1) ANNEX 5H - F3A Explanation of the Tarasov-Baur-Long (TBL) scoring system France

Insert a new Annex 5H to explain the Tarasov-Baur-Long (TBL) scoring system. See Agenda Annex 7n.

Reason: For several years we use TBL to obtain the rankings of the pilots in Continental and World championships Most of the pilots and team managers do not understand what does the TBL process. To clean up the climate it is thus important to explain what TBL does.

v-2) ANNEX 5N - F3A Aerobatic World Cup France

Amend the title and 1st paragraph as follows:

F3A, F3P & F3M AEROBATIC WORLD CUP

5N.1 The F3A, F3P and F3M classes ~~is~~ **are** recognised for World Cup competition.

Reason: To contribute to the development of the classes F3P and F3M, it is important to introduce a world cup into each of these classes.

- w) **ANNEX 5N - F3A Aerobatic World Cup** **F3 Aero Subcommittee**
Amend the 1st paragraph as follows:

4. Points Allocation. The points to be allocated to competitors will depend on the number (N) of competitors who have completed at least one flight in the event **with a normalised result of minimum 750.00 points** . ~~A competitor has completed a flight if he registers a score greater than zero (0).~~

Reason: Avoiding the inclusion of very poor scores in the N- count leads to a much fairer comparison of world cup competition results.

- x) **ANNEX 5N - F3A Aerobatic World Cup** **France**
Re-structure 5N.4; add a title to the existing tables a) & b) and add a new sub-paragraph and tables as follows:

4. Points Allocation. Points are allocated to the competitors who have completed at least one flight in the event, according to their placing in the results, as given in the following tables:

5N.4.1.Class F3A

[existing tables & three paragraphs]]

In the event of a tie between competitors(round up to the score to the nearest whole number of point).

5N.4.2.Classes F3M and F3P

a) N>15

<u>Placing</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>.....</u>	<u>15</u>	<u>16</u> <u>and after</u>
<u>Points</u>	<u>15</u>	<u>14</u>	<u>13</u>	<u>12</u>	<u>11</u>	<u>10</u>	<u>.....</u>	<u>1</u>	<u>0</u>

A bonus of 8 points is given to the first placed competitor; 5 points to the second placed and 3 points to the third placed.

b) N=<15

<u>Placing</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>.....</u>	<u>N-1</u>	<u>N</u>
<u>Points</u>	<u>N</u>	<u>N-1</u>	<u>N-2</u>	<u>N-3</u>	<u>N-4</u>	<u>N-5</u>	<u>.....</u>	<u>2</u>	<u>1</u>

The bonus is defined as follows:

- For first place: N/3 rounded up to the nearest whole number of points, with a maximum of 7 points;

- For second place: N/5 rounded up to the nearest whole number of points, with a maximum of 4 points;

- For third place: N/7 rounded up to the nearest whole number of points, with a maximum of 3 points.

In the event of a tie between competitors for any placing, the competitors will share the points which would have been awarded to the places covered had the tie been resolved (round up the score to the nearest whole number of

points).

Reason: Different allocation of points for the three classes (F3M and F3P different from F3A)

F3M

y) 5.10 Class F3M LARGE RADIO CONTROLLED AEROBATIC POWER MODEL AIRCRAFT France

Replace the whole of 5.10 with the rules and a Judges Guides as shown in Agenda Annex 7h:

Reason: The Large R/C aerobatic power aircraft is now days practised by a large range of competitors throughout the world. There is a large international development potential for this subject, still, three different organizations coexist (CIAM F3M class, AMA RC scale aerobatics - IMAC, European Acro Cup - DMFV) and having each one its own rules (meanwhile the specifications of the planes which are flying with those settlements are almost the same).

Because of a lack of representation of F3M class at the F3 subcommittee these last years, of inapplicable or missing rules, the current F3M rules are not suitable.

The F3M rules have to be deeply reconsidered in order to make sure that it will be compatible with the other rules in force and suitable for organisation of a World Cup, World and continental championships and World Air Games.

Almost all items are to be modified, deleted or added in comparison to the actual rules. Some explanations are to be given to facilitate the understanding of the changes.

See Agenda Annex 7i for the comprehensive explanations.

F3P

z) F3P Indoor R/C Aerobatic Power Model Aircraft Poland

Re-locate rules as requested below:

Please to remove the subclass F3P-AFM from the class F3P and to confer a new provisional status eg marked F3E or F3N with the name Indoor Aerobatic Model Aircraft Freestyle. We propose these solutions corresponding to situation in the class F3C (Aerobatic) and F3N (Freestyle) for model helicopters. Many potential competitors are very interested in Indoor Freestyle and Music and so in future this standalone “new class” can get the first one status. The provisions enclosed in existing Sporting Code are not optimal. **Attending in the F3P-AFM subclass do not effect with the results at all. This subclass seems to be “sports dead” if it stays a part of the F3P class.**

Note that this requires editorial changes at the CIAM Technical Secretary level.

Technical Secretary's Note: If this proposal is successful the new class designation would be “F3E” as F3N is already allocated.

Reason: We can observe increasing numbers of competitions for RC indoor models in Europe with running Aerobatics and Freestyle and Music The visitors and the media very much like the indoor freestyle and music and we have a duty to fully connect it with the sport. This proposal does not interfere with the development of

the twin F6B WAG class but rather will contribute significantly to its development.

aa) 5.9.10 c) Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

For World or Continental Championships the organiser must appoint one or more panels of five judges each. The judges must be of different nationalities ~~and must be selected from a current list of international Judges.~~ Those selected must reflect the approximate geographical distribution of teams having participated in the previous World Championships (if applicable) and the final list must be approved by the CIAM Bureau. **At least one third, but not more than two thirds of the judges must not have judged at the previous World Championship. Judge assignment to the panels will be by random draw.**

Reason: Avoid doubling of the rule, see 5.9.10 d). The rule is meant to refer only to one, the latest previous World Championship. Adaption to F3A

ab) 5.9.10 d) Judging **F3 Aero Subcommittee**

Amend the paragraph as follows:

The invited judges for World or Continental Championships must be selected from a ~~current~~ the **applicable** list of FAI international judges and must have had **a reasonable amount of F3P or F3A** judging experience ~~within the previous twelve months~~ and must submit a resume of his judging experience to the organiser when accepting the invitation to judge at a World or Continental Championship. The organiser must in turn submit the resumes to the CIAM Bureau for approval.

Reason: Since the available number of international judges may be limited in a „current“ list, ie. a list becoming effective in the year of the championship actually held should also serve as a resource of appointable judges. Judging criteria in F3P are equal to F3A with both of them referring to the ANNEX 5B.

ac) 5.9.13 Schedule of Manoeuvres **F3 Aero Subcommittee**

Add a new 1st paragraph as follows, delete obsolete schedules AP-15, AF-15 and add new schedules AA-17, AP-17, AF-17

The schedule F3P-AA is recommended to be flown in local competitions, so as to offer advanced pilots a suitable way to achieve skills to step-up to schedules F3P-AP.

ADVANCED SCHEDULE AA-17 (2016-2017)

<u>AA-17.01 Tilted Humpty-Bump</u>	<u>K3</u>
<u>AA-17.02 Stall Turn</u>	<u>K3</u>
<u>AA-17.03 Horizontal Circle 8</u>	<u>K6</u>
<u>AA-17.04 Half Horizontal Square Circle</u>	<u>K2</u>
<u>AA-17.05 Roll Combination with consecutive ½ roll, ½ roll</u>	<u>K4</u>
<u>AA-17.06 Knife-Edge Humpty-Bump</u>	<u>K3</u>
<u>AA-17.07 Cobra Roll with ½ roll, ½ roll</u>	<u>K5</u>

cont/...

<u>AA-17.08 ½ Horizontal Circle</u>	<u>K3</u>
<u>AA-17.09 Vertical Upline with consecutive two ½ rolls</u>	<u>K5</u>
<u>AA-17.10 ½ Square Loop</u>	<u>K3</u>
<u>AA-17.11 Loop with ½ roll</u>	<u>K5</u>
	<u>Total K = 42</u>

PRELIMINARY SCHEDULE AP-17 (2016-2017)

<u>AP-17.01 Double Immelman with roll, roll</u>	<u>K3</u>
<u>AP-17.02 Figure M with ¼ roll, ¼ roll</u>	<u>K3</u>
<u>AP-17.03 Horizontal Circle 8 with two rolls</u>	<u>K6</u>
<u>AP-17.04 ½ Horizontal Square Circle with ½ roll</u>	<u>K2</u>
<u>AP-17.05 Roll Combination with consecutive 1 ¼ roll, 1 ¼ roll</u>	<u>K4</u>
<u>AP-17.06 Knife-Edge Humpty-Bump with ½ roll</u>	<u>K3</u>
<u>AP-17.07 Knife-Edge Cobra Roll with ¼ roll, ¼ roll</u>	<u>K3</u>
<u>AP-17.08 ½ Horizontal Circle with four consecutive ¼ rolls</u>	<u>K5</u>
<u>AP-17.09 Vertical Upline with consecutive two ½ torque rolls</u>	<u>K5</u>
<u>AP-17.10 ½ Square Loop with consecutive two ¼ rolls</u>	<u>K3</u>
<u>AP-17.11 Knife-Edge Loop with ¼ roll, ½ roll, ¼ roll</u>	<u>K5</u>
	<u>Total K = 42</u>

FINAL SCHEDULE AF-17 (2016-2017)

<u>AF-17.01 Knife-Edge Humpty-Bump with ¾ roll, ¾ roll</u>	<u>K3</u>
<u>AF-17.02 Figure 9 with roll</u>	<u>K3</u>
<u>AF-17.03 Vertical 8 with roll integrated</u>	<u>K5</u>
<u>AF-17.04 ½ Horizontal Circle with consecutive eight 1/8 rolls</u>	<u>K4</u>
<u>AF-17.05 Horizontal Double Immelmann Circle with ¼ roll, ½ roll integrated, 1 ½ roll, ½ roll integrated, 1 ½ roll, ¼ roll</u>	<u>K6</u>
<u>AF-17.06 Knife-Edge Top Hat with two consecutive ¼ rolls</u>	<u>K3</u>
<u>AF-17.07 Double Fighter Turn with ¾ roll, ¾ roll</u>	<u>K6</u>
<u>AF-17.08 ½ Horizontal Square Circle with ¼ roll, two consecutive ½ rolls, ¼ roll</u>	<u>K4</u>
<u>AF-17.09 Barrel Roll</u>	<u>K5</u>
<u>AF-17.10 ½ Square Loop</u>	<u>K2</u>
<u>AF-17.11 Clover Leaf with ½ torque roll, ¾ torque roll, ¾ torque roll</u>	<u>K6</u>

ad) F3 Aero Subcommittee

Replace obsolete schedules AP-15, AF-15, with AP-17, AF-17 and add a new schedule AA-17 as shown in Agenda Annex 7j.

Reason: New schedules.

cont/...

F3S

ae) 5.12.13) Judging

F3 Aero Subcommittee

Amend the paragraph as follows:

Schedule S-15 (2011-2015 2016 -2017)

K Factor

~~S15.01: Triangle with roll~~ ~~3~~

Loop with roll integrated over top 90 degrees **4**

~~S15.13: Loop with roll integrated over top 90 degrees~~ ~~4~~

Triangle with roll **3**

Reason: The exchange of manoeuvre 01 and 13 is preferred, because the „Triangle with roll“ is critical to be performed with a full tank (at the beginning of the schedule).

Volume F3 Soaring begins overleaf

14.9 Section 4C Volume F3 - RC Soaring

F3B

a) 5.3.1.5. Definition of an Attempt

Germany

Amend sub-paragraphs b) and c) as follows:

b) The competitor is entitled to a new working time period if any of the following conditions occur and are duly witnessed by an official of the contest **or another person (other persons):**

..i) **1)** his model aircraft in flight collides with another model aircraft in flight, or another model aircraft in the process of launch (released for flight by the competitor or his helper) or, with a launch cable during the process of launching. ~~Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time.~~

ii) **2)** his model aircraft or launch cable in the process of launch collides with another model aircraft or launch cable also in the process of launch (released for flight by the competitor or his helper), or with another model aircraft in flight. ~~Should the flight continue in a normal manner, the competitor may demand that the flight in progress be accepted as official, even if the demand is made at the end of the original working time~~

iii) **3)** his launch cable is crossed or fouled by that of another competitor ~~at the point of launch of his model aircraft~~ **before he could launch his model aircraft** (released for flight by the competitor or his helper) ~~Note is made that in the event~~ **If the competitor continues to launch or does a re-launch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.**

iv) **4)** the flight has not been judged by the fault of the judges or **official** timekeepers.

v) **5)** in the case of an unexpected event, outside the competitor's control, the flight has been hindered or aborted.

~~c) For all cases described above the competitor may demand that the flight in progress in which the event occurred will be accepted as official. Note is made that in the event the competitor continues to launch or does a re-launch after clearing of the hindering condition(s) he is deemed to waive his right to a new working time.~~

c) For the cases 1) and 2) described above the competitor must decide before finishing the attempt that he will get a reflight. His decision must be signaled by interrupting his flight and landing his model. If the competitor finishes his attempt he waives his right to a new working time.

Reason: Sometimes it is necessary to have another witness (other witnesses) than an official of the contest because nobody of the officials has observed the incident.

Striking out the sentences in 2) and 3) is necessary because there is a new common declaration for the cases 1) and 2) in the new chapter c).

Modified wording of chapter 3), because it applies in this case only to the period before the height-start. Incidence during the height-start is handled in chapter 1) and chapter 2).

In chapter 4) should be clearly stated that it must be a mistake of an official timekeeper.

After a collision a pilot should decide immediately if this collision has hindered in a way that he needs a reflight; to wait until he has landed and knows the results of the other competitors in his group is not fair. If his result is bad the consequence of the collision is sincere, if his result is fine the consequence of the same collision is not so sincere. To find a witness that the collision has taken place is not difficult, because a collision needs another model and therefore another pilot.

b) 5.3.1.5. Definition of an Attempt

Germany

Replace paragraph d) in its entirety as follows:

~~d) When a competitor obtains a new working time period and his model aircraft has been damaged beyond repair during the attempt where he obtained this new working time, he is entitled to continue flying the current round with his second model aircraft and this notwithstanding rule 5.3.2.1. This rule applies only when the damage inflicted to the model aircraft is directly linked to the incident that gave the right to the re-flight.~~

d) The competitor has the right to change his model during a current round and this is not withstanding rule 5.3.2.1. if:

- 1. his model collides with another model in flight; he has the right for a reflight, but his model is not reparable in time.**
- 2. his model has landed (final or intermediate landing) and is damaged by a landing model of another competitor and the model is not reparable in time.**

Reason: d) Complete new wording, because we have not only the situation of a “midair” with the right for a reflight, but we have also the situations that a model is lying on the ground:

- the competitor has finished his flight and his model is damaged by another model without the right for a reflight.
- during an intermediate landing is model is damaged by another model with the right for a reflight.

It was also necessary to delete “beyond repair” because it’s difficult to decide if the model is beyond repair or not by the CD; the CD has other more important duties.

The decision should be made by the pilot himself; the better solution will be that the pilot takes his second (third) model and repairs the damaged model may be overnight (if necessary) or at home and not in a hurry with the risk of a sincere accident.

c) 5.3.1.8 Organisation of Starts

F3 Soaring Subcommittee

Amend paragraph a) as follows:

a) The competitors shall be combined in groups with a draw, in accordance with the radio frequencies used, to permit as many flights simultaneously as possible.

Incomplete teams may be to their request combined into a working team. The draw is organised in such a way that as far as possible there are no competitors of the same **working** team in the same group. **At World and Continental**

Championship the reigning champion, if participating outside the national team, may join his national team to form a working team.

Reason: At F3B competitions each pilot needs more helpers and winches. Usually the reigning champion, not being member of the national team, uses the same helpers and winches as his national team. To avoid problems with sharing these means the organiser often considered the reigning champion as member of the national team for the purpose of group forming. Till now this practice was not supported by the Sporting Code. To legalise this practice the proposal introduces the term of "working team" and defines the conditions for its creation.

d) 5.3.1.10. Safety rules Germany

Amend paragraph a) as follows:

5.3.2.1. Definition

a) The organizer must clearly mark the boundary between the landing areas and the safety areas assigned for other activities. **(See sketch "F3B flying field layout" page 18)**

Reason: There are normally more than one landing-and/or safety areas. It is necessary to have a detailed overview for the organizers and the competitors concerning the layout of the flying field.

e) 5.3.2.1 Definition Germany

Amend paragraph b) as follows:

b) The combination of task A, B and C constitutes a round. A minimum of two rounds must be flown. Except at World and Continental Championships the last round may be incomplete, i.e. only one task or any combination of two tasks. In the case of a World Championships each competitor is entitled a minimum of five rounds subject to the provision of rule B.13, Section 4B.

At the discretion of the organiser any task may be flown first in a scheduled round.

Due to insecure weather conditions it is possible to pre-draw a task of the following round, further changes are not allowed.

Reason: Sometimes it's appropriate to pre-draw a task of the next round because of the weather conditions. If the last task of a round is e.g. task C and the weather conditions are not stable than it's better to pre-draw task A or task B of the next round, because these tasks are "typical group-scoring tasks". This means that e.g. little rain doesn't influence the results in any way. This is a fair practice and in addition the organizer doesn't waste needless time. Further changes, e.g. mixing different groups of different tasks together should not be allowed.

f) 5.3.2.2. Launching Germany

Amend paragraph b) as follows:

Upwind turnaround devices, which must be used, shall be no more than **200 150** metres from the winch. The height of the

Reason: Till some years nearly 90% of the competitors reach the flight-time of 600s (10 minutes) at neutral weather conditions; therefore we have mostly no

differentiation of the results. In addition the “stick-landings” of F3J have found their way also to F3B; therefore is in addition no sincere differentiation by the landing-points. The task “Duration” is not the most important for the standings in a competition; task “Distance” and task “Speed” are more important because they are not “covered”. The competitor can fly as many legs as he can and he can fly as quick as he can.

Therefore an increasing of the flight-time is no good solution; it’s wasted time.

Supporting Data: There are other possibilities to solve this problem:

- Minimum (higher) wing-loading, but this must be controlled by the organizer
- Consideration of the “Height-start height” like F5J, but there is no applicable logger available at the moment

But the only practicable way to solve this serious problem is to reduce the distance between the winch and the turnaround. With this rule change we have some additional advantages:

- We can use smaller flying fields; maybe we can win new organizers
- We can fly at bad weather conditions like low clouds or folk earlier the day or we can fly at all; this was practiced at some competitions with success

Maybe that there is also a little disadvantage concerning the weather influence at task “Speed” because of the lower heights; but I’m sure that this disadvantage is less than the senseless wasting of time for task “Duration” and it will be compensated by changes concerning the configuration of the models in the near future.

g) 5.3.2.2 Launching

Belgium

Amend paragraph f) as follows:

The battery must not be charged ~~on the launching line~~ **in the winches area**

Reason: “Launching line” is too restrictive. We need to avoid charging batteries by electrical generators anywhere on the flying field, where undue noise is prone to interfere with the organisation and the concentration of the flying pilots. The term “in the winches area” includes all the space between the two winches lines mentioned on the field drawing.

h) 5.3.2.2 Launching

F3 Soaring Subcommittee

Amend paragraph s) as follows:

In the case of Continental and World Championships, a maximum of six (6) winches and six (6) batteries may be used during the competition by any ~~complete~~ **working** team (3 pilots). Interchanging among winches and batteries while keeping compliance with the minimum resistance rule is totally under the responsibility of the ~~team~~ **competitor**.

Reason: After introduction of junior as fourth member of the national team the meaning of the term "complete team" is doubtful. Also the present wording doesn't state the number of winches and batteries allowed for an incomplete team.

i) **5.3.2.2 Launching** **Belgium**

Amend paragraph s) as follows:

In the case of a Continental and World championship, a maximum of six winches and six batteries may be used during the competition **at any time on the winches line(s)** by any complete **working** team (3 pilots).

Reason: A working team can consist of 3, 4 or 5 members. It is important to specify that each pilot can have access to not more than six winches and 6 batteries during his flights, independently of the number of pilots in a working team. The number of winches at the winches line(s) is what matters. Any number of spare batteries or winches can be kept at other places.

j) **5.3.2.2 Launching** **Germany**

Amend paragraph s) as follows:

In the case of Continental and World Championships, ~~a maximum of six winches and six batteries may be used during the competition by any complete team (3 pilots).~~ **the number of winches and batteries per National Team consisting of not more than three (3) senior pilots and one (1) Junior pilot is limited to a maximum of six (6) winches and six (6) batteries. If the reigning World Champion is participating outside the National Team the working team can use six (6) additional winches and six (6) additional batteries.** ~~Interchanging among winches and batteries while~~ **Keeping** compliance with the “minimum resistance rule” while interchanging among winches and batteries, is totally under the responsibility of the team **competitor**.

Reason: The reigning World Champion has the possibility to take part at a WC or EC outside the national team but he can join them to form a working team. If he must not fly against his team mates than six (6) winches and six (6) batteries are enough. If he must fly against his team mates than the working team needs in addition six (6) winches and six (6) batteries to give the whole team a fair chance.

Supporting Data: If we have cross-wind then a working team has three (3) winches in each starting direction with tow-lines with perhaps different diameters; if only one pilot of a working team starts, then this number of winches and batteries is in order. If there are two pilots of a working team starting, then three winches in one starting direction are not enough; if there is any problem (line-break, unhooking, etc.) or one of them (or both) decide to make a restart than they have a big disadvantage compared to the other competitors. In this case additional six (6) winches and six (6) batteries are necessary.

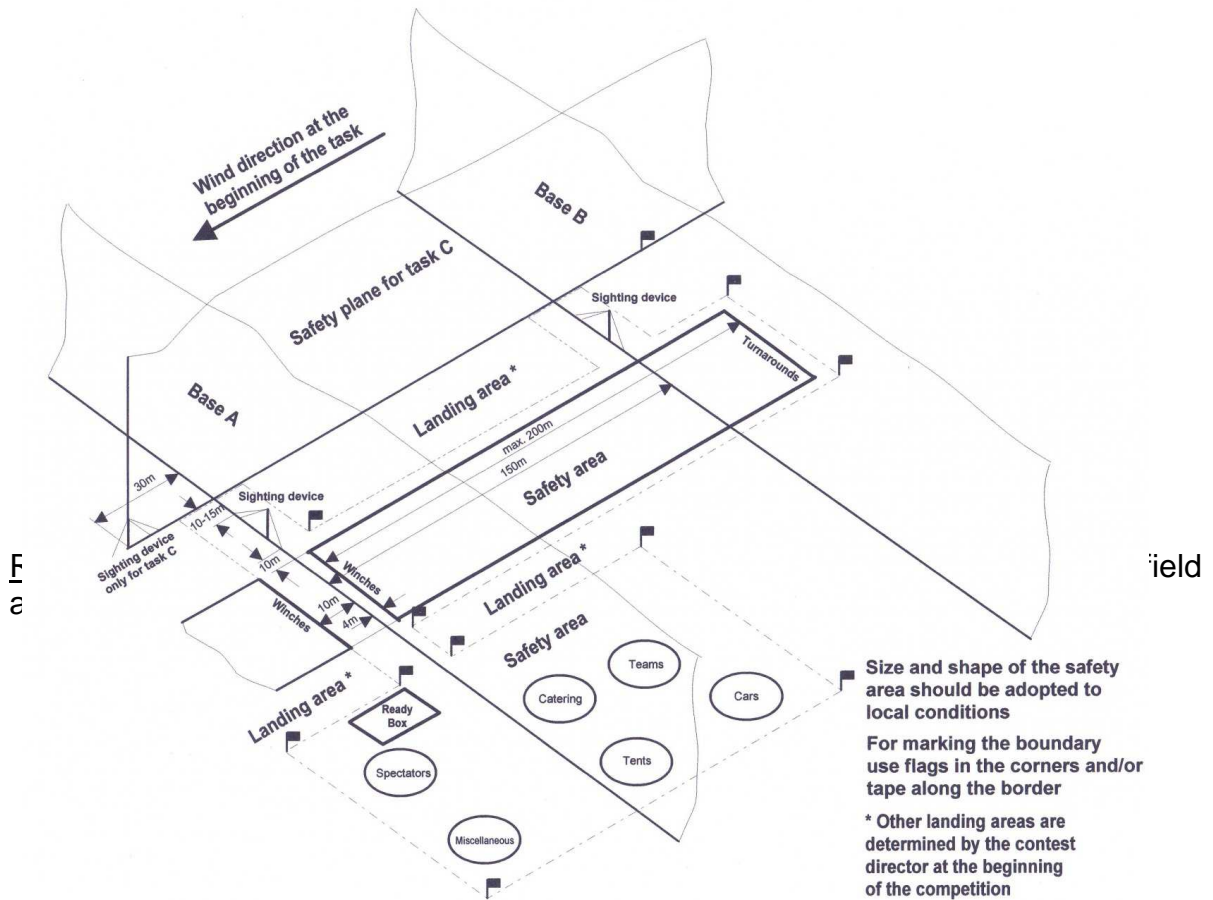
k) **5.3.2.9 Site** **F3 Soaring Subcommittee**

Replace the existing diagram with the one shown below:

The diagram appears overleaf.

Reason: The new diagram fits better to currently practiced layout of the flying field and also includes some instructions for marking of the safely area.

F3B FLYING FIELD LAYOUT
(Left hand layout shown)



F3K

l) 5.7.1.3 Transmitter Pound

USA

Amend the paragraph as follows:

The organiser should provide a transmitter pound where all transmitters and/or antennas are kept in custody while not in use during a flight or the corresponding preparation time. **Radios on 2.4g band do not have to be impounded.**

Reason: There is no need to impound 2.4g radios since they cannot interfere with each other.

m) 5.7.2 Definition of Model Glider

USA

Amend the last paragraph as follows:

The model glider may be equipped with holes, pegs or reinforcements, which allow a better grip of the model glider by hand. The pegs must be stiff and an integral part of the model glider ~~within the half-span of the wing~~, and be neither extendable nor retractable. Devices, which do not remain a part of the model glider during and after the launch, are not allowed.

Reason: The words “within the half-span of the wing” create unnecessary confusion

and do not add any information to the rule. Anything that is an integral part of the model glider is automatically within the half-span or within the span of the glider. Adding these words makes people think that the pegs cannot go past the tip of the wing, when in fact that is perfectly fine as long as the total wing span (including pegs) is within 1.5m.

n) **5.7.2.5 Radio Frequencies**

USA

Amend the paragraph as follows:

Each competitor **using a non-2.4g band radio** must provide at least two frequencies on which his model glider may be operated, and the organiser may assign any of these frequencies for the duration of the complete contest.

The organiser is not allowed to change the frequency assigned to a competitor during the event. The organiser may re-assign frequencies to competitors only if a separate fly-off is flown and only for the duration of the complete fly-off.

Reason: There is no need (and no way) to provide two frequencies when using 2.4g radios.

o) **5.7.4.3 Safety Area**

Germany

Amend the 1st paragraph and change the type of sub-paragraph numbers as follows:

The organiser must **may** define safety areas. ~~The organiser must ensure that the safety areas are permanently controlled by well-trained personnel.~~ **When applied, those safety areas have to be permanently monitored.**

Contact of the model glider:

--i) **1)** with an object, including the ground, within the defined safety area will be penalised by

deduction of 100 points from the competitor's final score.

ii) **2)** while airborne with a person (except its pilot or his helper) within the defined safety area

will be penalised by deduction of 300 points from the competitor's final score.

iii) **3)** 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 considered to be outside the safety area.

Reason: There was a mistake during the typing of the modified rule; we never spoke about "must" we spoke about "may". The new second sentence replaces the adverse wording "well-trained personnel".

In addition the wrong typed Roman numbers should be replaced by Arabic numbers.

Technical Secretary's Note: The "Roman numerals" are correctly used in this case.

p) **5.7.4.3 Safety Area**

USA

Amend the 1st paragraph and add further paragraphs at the end as follows:

The organiser must ~~may~~ define safety areas **outside of the start and landing field, for protecting people and objects**. The organiser must ensure that the safety areas are **well defined, clearly marked**, and permanently controlled by well-trained personnel.

Contact of the model glider:

--i) with an object, including the ground, within the defined safety area will be penalised by deduction of 100 points from the competitor's final score.

ii) while airborne with a person (except its pilot ~~or his helper~~) within the defined safety area will be penalised by deduction of 300 points from the competitor's final score.

iii) 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 considered to be outside the safety area.~~

Each **flight** attempt may only incur a single penalty. **If multiple safety infractions happened during the same flight attempt only the highest penalty will be applied. For example, if during the same flight attempt a competitor's model contacted a person and an object inside the safety area,** ~~if contact is made with a person and at the same attempt, an object, the 300 points penalty will be applied.~~ **In all of the above cases, if the infractions occurred as a result of a mid-air collision, no penalties will be levied, according to 5.7.4.2.**

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

Reason: The organiser can define safety areas, but does not necessarily have to do it (as the word "must" implies).

The previous rule 5.7.4.1 implies that contact with any person other than the pilot of the model is to be avoided for safety reasons. Excluding the helper in this rule (5.7.4.3) contradicts the above rule (5.7.4.1) and therefore contact of a model with the helper must be also avoided and must be penalized by 100 points.

Clarification regarding the penalties in cases of mid-air collisions is needed here. This has been a point of confusion at some contests. When a model happens to fall down in the safety area after a mid-air collision the rules (5.7.4.2) say that the penalties will not be levied.

q) **5.7.4.4 Forbidden Airspace**

Sweden

Amend the paragraph as follows:

The organiser may define forbidden airspace, flying inside of which is strictly forbidden at any altitude. If a competitor flies his model glider inside such a forbidden airspace, a ~~first warning~~ **notification** is announced to the competitor. The competitor has to fly his model glider out of the forbidden airspace immediately and by the shortest route. ~~If during the same flight the model glider enters the restricted airspace again, the competitor will receive 100 penalty points.~~ **The flight shall be**

scored zero.

Reason: Forbidden airspace is normally above safety areas or at nearby tree lines enabling slope soaring. Today the rule allow pilots to fly in the forbidden airspace while waiting for a warning and can gain a big advantage. By removing the warning procedure a bigger responsibility is placed on the pilot to keep control of the forbidden airspace and not challenging the borderline. By zeroing the flight any gain is neutralized.

r) 5.7.5 Weather Conditions

Sweden

Amend the paragraph as follows:

The maximum wind speed for F3K contests is 8 m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the **average** wind speed exceeds 8 m/s measured for at least ~~one minute~~ **30 seconds** at two meters above the ground at the start and landing field. In the case of rain, the contest director must immediately pause the contest. When the rain stops, the contest starts again with the group that was flying, which receives a re-flight.

Reason: Clarification, unclear how to interpret exceeds 8 m/s for at least one minute. Above 8m/s constantly will give an average at approx. 10m/s with gusts up to 13-14m/s.

s) 5.7.9.1 Groups

Denmark

Add a new sentence to the end of the 2nd paragraph as follows:

The normalised score for each contestant shall be recorded with no decimals.

Reason: The F3K rules state with good reason that the times shall be recorded with no rounding (5.7.7), therefore the rules need to clarify that the recording of scores must not be done with any greater accuracy than the recording of the flight times. This corresponds to the principles in the F3J rules, 5.6.10.2 & 5.6.10.11 where both time and normalized score are recorded with identical accuracy.

Consensus has been made at the recent WC F3K 2013 in Denmark and at the EC F3K 2012 in France, that ties for podium places shall be solved by extra fly offs as stated in 5.7.10.2, and not by calculation with decimals.

Supporting Data: A difference of 1 second in a round, is giving minimum a difference of 2 points: Poker, pilot A calls 9:58, pilot B calls 9:59. Pilot A scores 998 points and pilot B scores 1000 points.

Instead of determining podium places by a decimal, to maybe 5.000 points, it is better sportsmanship to make another fly off to determine the placing

This is the general feeling within the F3K community.

t) 5.7.9.1 Groups

USA

Amend the title and paragraphs as follows:

5.7.9.1. Groups and round scores

The contest is organised in rounds. In each round the competitors are arranged in as few groups as possible. A group must consist of at least 5 competitors. The

composition of groups has to be different in each round.

The results are normalised within each group, 1000 points being the basis for the best score of the winner of the group. The result of a task is measured in seconds **and truncated down to the whole seconds according to 5.7.7.** The normalised scores within a group are calculated by using the following formula: normalised points **score = competitor's score / best competitor's score x 1000. The normalised scores are rounded to whole numbers, e.g., a score of 771.429 is rounded to 771, a score of 799.523 is rounded to 800.**

Reason: The rules are ambiguous regarding the precision of calculating the normalized scores and situations are possible when competitors' scores can differ only by a fraction of a point depending on how the normalized scores are calculated and rounded. Since the flight times are truncated, precision of the flight times is automatically reduced and it does not make sense to use a higher precision for calculating the normalized round scores. The rules must be clear about how normalized scores are calculated to eliminate arguable situations with competitors' scores.

u) **5.7.9.3 Landing Window**

USA

Amend the 1st paragraph and add a new 2nd paragraphs as follows:

No points are deducted for flying over the maximum flight time or past the end of the working time.

For all Tasks except Task C (**All up**), 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 **and the competitor will receive a penalty of 100 points according to 5.7.9.4.**

For Task C (All up), the landing window for each flight attempt will begin at 3:03 and end at 3:33 after the start of the acoustic signal indicating the 3 second launch window. If a model glider lands after the end of the landing window, then that flight will score zero. If this happens between any two flight attempts of Task C, and the model glider is airborne during the special 60 second preparation time before the next flight attempt, the next flight attempt will also score zero according to 5.7.11.3. If this happens after the last flight attempt of Task C, the competitor will receive a 100 point penalty according to 5.7.9.4.

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

Reason: Task name should be changed to All-up (there is no “last down”). There is a 100 point penalty for flying outside of the flight testing, working, and landing time according to 5.7.9.4, so it must be clarified here also. But for Task C, there should not be a 100 point penalty when overflying happens between the flight attempts (there is no safety issue here). Instead, there should be a zero score for the next flight since the special preparation time does not allow flying before the official flight attempt (see also the proposal at Agenda Item ai)).

v) **5.7.9.4 Preparation Time**

USA

Amend the 1st paragraph and add a 3rd paragraph as follows:

For each round, the competitors receive at least 5 minutes **of** preparation time. This preparation time should ideally start 3 minutes before the end of the working time of the previous group (or at the beginning of the last **flight** attempt in the task “~~all-up-last-down~~” **Task C, All up**, of the previous group), in order to save time.

At the beginning of a preparation time, the organisers must call the names and/or starting numbers of the competitors flying in the next group.

Before each flight attempt of Task C (All up) there must be an additional preparation time period of 60 seconds when flying is not allowed (see Task C description in 5.7.11.3)

Reason: The name of the task should be “All-up” to match the proposed change to that task (there is no “last down” in this task). Proposal F3K_5.7.11.3_USA_15 clarifies that there is a special “no-fly” preparation time of 60 seconds before each flight attempt of Task C. Here the rules must mention that special preparation time and refer to the rule describing Task C.

w) **5.7.9.5 Flight Testing Time**

F3 Soaring Subcommittee

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 1 minute 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~~ **from** the start and landing field. ~~as necessary for checking their radio and the neutral setting of their model gliders.~~

Reason: According the present wording the organiser has to check whether the flying model glider crosses the border of the start and landing field. Such check would be difficult and makes no sense. Also the organiser is not able to check the purpose of the test flight.

x) **5.7.9.5 Flight Testing Time**

Denmark

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 1 minute 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 settings~~ **s** of their model gliders.

Reason: The wording “neutral setting” is confusing. Is it not allowed to test e.g. start or landing settings?

y) **5.7.9.5 Flight Testing Time**

Denmark

Further 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 1 minute 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~~ **from** the start and landing field as necessary for checking their radio and the neutral settings of their model gliders.

Reason: The wording “inside” is confusing. It can be interpreted like it is not allowed to fly outside the boundaries of the start and landing field. By changing the wording to “from” there will be no doubt that it is allowed to fly outside the boundaries of the start and landing field

z) **5.7.9.5 Flight Testing Time**

Germany

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 1 minute 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~~ **from** the start and landing field. ~~as necessary for checking their radio and the neutral setting of their model gliders.~~

Reason: According the present wording the organiser has to check whether the flying model glider did cross the border of the start and landing field. Such check would be difficult and makes no sense. In addition the wording “as many” and “as necessary” makes no sense and is therefore not necessary; to write down the reasons for the test flight (s) is not necessary, because mostly the air is tested and this would be not allowed by the former wording; but could not be controlled by the officials.

aa) **5.7.9.5 Flight Testing Time**

USA

Amend the paragraphs and add new 4th and 5th paragraphs as follows:

~~After all the model gliders of the previous group have landed~~ **the end of the landing window of the previous group** the competitors flying in the next group receive at least 1 minute 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 **before the end of the flight testing time**. The last **5 10 seconds of the flight testing time** ~~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 time, working time or landing window of his assigned group.

The organiser may choose to end the flight testing time up to 60 seconds prior to the start of the working time window. If a competitor’s model glider is airborne during this special 60 second preparation time, there will be no

penalty assigned, but the competitor's score for the round will be zero. If such special preparation time is used between the flight testing time and the working time, the last 10 seconds before the start of the working time must be announced by the organiser.

For Task C (All-up), the flight testing time must end 60 seconds before the first flight attempt of the task (see Task C definition in 5.7.11.3). The competitors are not allowed to launch or fly their model gliders during the special 60 second preparation time immediately before each flight attempt of Task C including the first flight attempt. If a competitor's model glider is airborne during that time, no penalty will be assigned, but the score for that flight attempt will be zero according to the Task C definition in 5.7.11.3. The last 10 seconds of the preparation time before each flight attempt of Task C must be announced by the organizer.

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

Reason: The rules already do not prohibit ending the flight testing time prior to the start of the working time, but the penalty for violating this rule (flying within the preparation time after the flight testing time) is not clearly defined. Here the rule must describe this scenario and define the penalty for violating the “no-fly” preparation time. Also, in Task C the penalty for flying between the flight attempts is not clearly defined.

ab) 5.7.10.2 Resolution of a Tie

Germany

Amend the paragraph as follows:

~~In the case of a tie, the best dropped score defines the ranking. If the tie still exists, the next best dropped score (if enough rounds are flown) defines the ranking. If all dropped scores are used and a ranking cannot be achieved, a separate fly-off for the relevant competitors will be flown to achieve a ranking. In this case the contest jury will define one task that will be flown for the tie-break fly-off.~~ **In case of a tie the dropped scores of the relevant competitors define the ranking. If there is still a tie, when dropped scores are used, a separate fly-off for the relevant competitors will be flown to achieve a ranking.**

Reason: 2014 we decided to have only one deleted result; therefore it's necessary to conform the wording.

ac) 5.7.10.2 Resolution of a Tie

USA

Amend the paragraph as follows:

~~In the case of a tie, the best dropped score defines the ranking. If the tie still exists, the next best dropped score (if enough rounds are flown) defines the ranking. If all dropped scores are used and a ranking cannot be achieved, a separate fly-off for the relevant competitors will be flown to achieve a ranking. In this case~~ **the contest organiser or the jury** will define one task that will be flown for the tie-break fly-off.

Reason: The rules do not allow multiple dropped rounds anymore.

ad) 5.7.10.3 Fly-off

Germany

Amend the 1st paragraph and delete the 2nd paragraphs as follows:

The organiser may announce a fly-off prior 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 three (3) rounds with a maximum of six (6) rounds. If 5 or 6 are flown, the lowest score is dropped. **If less than three (3) fly-off rounds can be completed, the results of the preliminary rounds determine the final ranking.**

~~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 but is limited to maximum of 12 competitors.~~

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 (including penalties) of the previous rounds are not considered.

Reason: The first change is necessary if the fly-off must be stopped due to bad weather conditions. The second change is necessary because have until now no proposed percentage of competitors who take part at a fly-off; at small competitions we had the situation that more than a half of the competitors took part. This was not the original intension to organize a fly-off for the best competitors.

ae) 5.7.10.3 Fly-off

Sweden

Amend the last paragraph as follows:

The organiser may announce a fly-off prior 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 % 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. **If less than 3 fly-off rounds are flown the result from preliminary rounds will count as final result.**

Reason: Clarification, Unclear how to handle the results if less than 3 fly-off rounds are flown.

af) 5.7.10.3 Fly-off

Sweden

Amend the last paragraph as follows:

The organiser may announce a fly-off prior 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 % 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~~ shall be added to get the final competition score.

Reason: 10 to 16 preliminary rounds are normally flown in championships which are then zeroed to fly 3 to 6 fly-off rounds for the final score. This change will increase number of rounds to determine the final score.

ag) 5.7.10.3 Fly-off

USA

Amend the 1st paragraph as follows:

The organiser may announce a fly-off prior 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.~~

Reason: The fly-off is a final test of the best pilots and there should be no place for occasional mistakes, bad luck, and elimination of the bad scores. There have been cases, including the World Championships, when conditions were very good during the fly-off and only one difficult round had a significant separation of scores. Dropping a bad score in this case completely eliminates the advantage of the more consistent pilots and levels the scores, creating a potential for ties when there should not be one.

ah) 5.7.11.1 Task A (Last Flight)

Germany

Amend the 1st 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 flight time is limited to 300 seconds. Any subsequent launch of the model glider annuls the previous time.

Working time: 7 minutes ~~to~~ **or** 10 minutes

Reason: 2013 we voted to change “to” into “or” in the “Sporting code 2014” but there was a mistake during the transcription to the “Sporting Code 2014”.

Technical Secretary’s Note: In 2013 the proposal from Germany of “min 7 minutes, max 10 minutes” was amended at the F3 Soaring Technical Meeting to read “7 minutes **to** 10 minutes”.

ai) 5.7.11.3 Task C(All up, last down, seconds)

Germany

Amend the title and the 4th paragraph as follows:

5.7.11.3. Task C (All up, last down, ~~seconds~~):

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the 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 end of the landing window. During this time the competitor may not perform test flights. ~~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.

Reason: The word “seconds” makes no sense and we have decided in 2013 to delete it in the “Sporting Code 2014”; but it has been forgotten. We should have consistent rules concerning “bringing back the model” and “changing the model”; there should be no difference between the different tasks at all. Also in other tasks a “far away landing” can be the reason that the following flight cannot be processed. The wording “All up” does not mean that all competitors are present, but that all present models should be started at the same moment.

aj) 5.7.11.3 Task C(All up, last down, seconds) USA

Amend the title and all the paragraphs as follows:

5.7.11.3. Task C (All up, ~~last down, seconds~~):

All competitors of a group must launch their model gliders simultaneously, ~~within 3 seconds of the acoustic signal~~ **during the 3 second continuous acoustic signal indicating the launch window**. The maximum measured flight is ~~180 seconds~~. **The target time for each flight attempt can be set by the contest organiser at 3 minutes (180 seconds), 4 minutes (240 seconds), or 5 minutes (300 seconds) and can be different for each flight.**

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~~ **after the 3 second continuous acoustic signal indicating the launch window** will result in a zero score for the flight.

The number of ~~launches~~ **flight attempts** (~~3~~ **from 2** to 5) **and the target times for each flight (3, 4, or 5 minutes)** must be announced by the organiser before the contest begins.

The flight testing time for this task must end 60 seconds before the first flight attempt. The **special preparation time between attempts before each flight attempt, including the first flight attempt, must be** ~~is limited to 60 seconds after the end of the landing window.~~ During this time the competitor may not perform test flights. **If a competitor's model glider is airborne during the special 60 second preparation time before any flight attempt, this flight attempt will get a zero score, but no penalty will be assigned to the competitor. Flying a model glider past the landing window of the last flight attempt will incur a 100 point penalty according to 5.7.9.5.**

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 **up to (not exceeding) the specified target time for each flight** will be added together and will be normalised to calculate **as** 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: The proposed changes to this task will allow the contest organisers to create more difficult and interesting combinations of the All-up flights (e.g., “All-up 3 flights 3+4+5 minutes”; or “All-up 2 flights, 5+5 minutes”; etc). The difficulty of the task can be varied by setting a lower or higher target time.

Introducing a mandatory special “no-fly” preparation time before the first flight of this task is only logical since it makes all flights the same. Setting the preparation time to exactly 60 seconds makes sure that the pilots do not fly and only read ground signs for 60 seconds and reduces the chances of using a thermal identified during a previous flight. It also gives pilots a fair chance to change their model glider or change ballast.

Currently, the penalty for flying between the flight attempts (accidentally or deliberately) is not clearly defined. This proposed change clarifies the penalty for flying between flight attempts.

ak) 5.7.11.6 Task F (3 out of 6)

Sweden

Delete the whole paragraph as follows:

~~During the working time, the competitor may launch his model glider a maximum of 6 times. The maximum accounted single flight time is 180 s. The sum of the three longest flights up to the maximum of 180 s for each flight is taken for the final score. Working time is 10 minutes.~~

Reason: Simplify, several other tasks are very similar to this and it makes small separation

al) 5.7.11.11 Task K (Lowest flight of two, “Deuce”)

USA

Add a new task as follows:

Each competitor must launch his/her model glider exactly two (2) times.

Only the lowest time of the two flights will be used as the final score for this task.

Working time: 7 minutes or 10 minutes.

Reason: This new task provides a very difficult challenge to all pilots and requires the pilots to show consistency in reading air. This task eliminates the possibility of making “scouting” flights to check the air during the working time, and does not allow pilots to quickly terminate a flight if the air is bad and re-do the flight. This task

has a severe penalty for making a single bad flight and requires the pilots to carefully read the air and make decisions about launching or terminating a flight early based on the observed and expected air conditions. The difficulty of the task can be significantly reduced if desired by the contest organisers by using the 7 minute working time.

am) 5.7.11.12 Task L (Two flights, 5 minute max)

USA

Add a new task as follows:

Each competitor must launch his/her model glider exactly two (2) times.

The maximum accounted time for each flight is 5 minutes.

The total time of both flights is the final score for the task.

Working time: 10 minutes.

Reason: This new task provides a very difficult challenge to all pilots and requires the pilots to show consistency in reading air. This task eliminates the possibility of making “scouting” flights to check the air during the working time, and does not allow pilots to make a short flight if the air is bad and re-do the flight. The penalty for making a single bad flight is severe with this task but less so than with the proposed “Deuce” task.

an) 5.7.11.13 Task M (Increasing time by 30 seconds, “Big Ladder”)

USA

Add a new task as follows:

Each competitor must launch his/her model glider exactly five (5) times to achieve five (5) target times as follows: 1:00 (60 seconds), 1:30 (90 seconds), 2:00 (120 seconds), 2:30 (150 seconds), 3:00 (180 seconds). The targets must be flown in the increasing order as specified. The actual times of each flight up to (not exceeding) the target time will be added up and used as the final score for the task. The competitors do not have to reach or exceed the target times to count each flight time.

Working time: 10 minutes.

Reason: This new task has a similar feel as the existing “Ladder” task (Increasing time by 15 seconds), but provides a more difficult challenge to pilots while eliminating the unnecessary penalty for not achieving the next target (threshold).

Volume F3 Helicopter begins overleaf

14.10 Section 4C Volume F3 - Helicopter

F3C

a) 5.4.11 Classification **F3 Heli Subcommittee**

Amend the final 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. **Not counting pilots in the team classification shall not influence on other teams result.** 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 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

Technical Secretary's Note: Team classification shall not conflict with the ABR rule and the proposed addition is not stated in ABR B.16.2

b) 5.4.11 Classification **F3 Heli Subcommittee**

Amend the 3rd paragraph as follows:

For example:

$Points_{(x)} = Score_{(x)}$ divided by $Score_{(w)}$ multiplied by 1000

Where $Points_{(x)}$ = Points awarded to competitor X

$Score_{(x)}$ = Score of competitor X

$Score_{(w)}$ = Score of winner of the round

Points (x) should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.

Ties for any of the first three places will be broken by counting the highest throwaway score. If the tie still stands a "sudden death" fly-off must take place within one hour of the end of the scheduled fly-off rounds.

Reason: To reduce the possibility of ties

c) ANNEX 5D F3C Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Replace the Schedule P and Schedule F lists as shown in Agenda Annex 7I.

Reason: The need for change of manoeuvres.

Technical Secretary's Note: The drawings for these manoeuvres will be produced for the Plenary meeting.

d) ANNEX 5H World Cup for F3C and F3N

France

Create a new ANNEX 5H as shown in Agenda Annex 7k

Reason: To contribute to development of the classes F3C and F3N, it is important to introduce a World Cup for those World Championship classes.

F3N

e) 5.11.3 Contest Area Layout

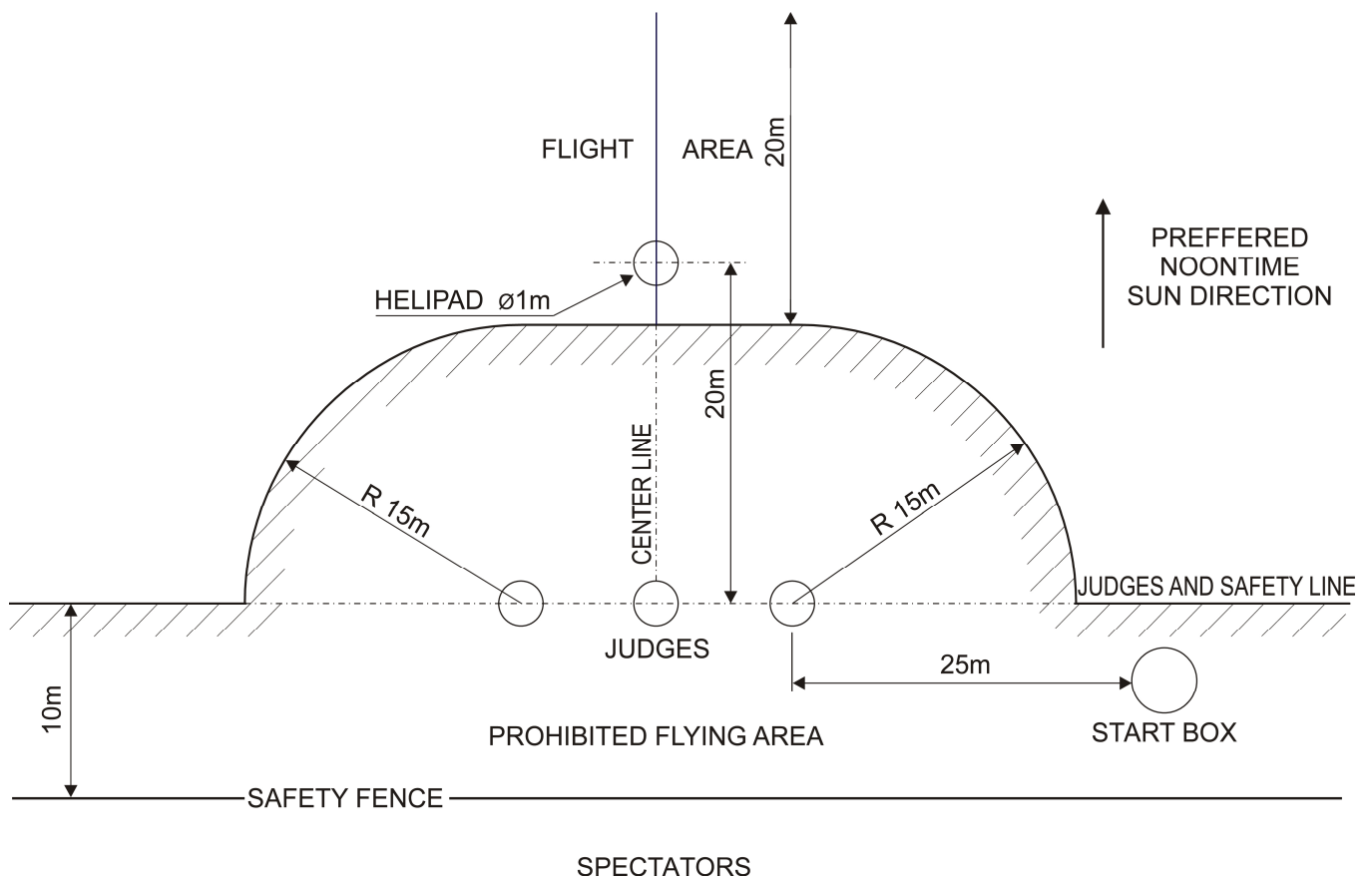
F3 Heli Subcommittee

Amend the paragraph and replace the Figure 5.11.A as follows:

Refer to Figure 5.11.A. The drawing shows the recommended layout, the shape and distances of which should be kept for safety reasons. The centreline must be clearly indicated 20m out from the helipad.

Reason: To better place the centre of the flying area for the judges and pilots.

Figure 5.11.A



f) **5.11.7 Scoring** **F3 Heli Subcommittee**

Amend the 4th paragraph as follows:

The number of judges is at least three, and no more than five. At least 20% but not more than 40% of the judges must not have judged at the previous World Championships.

In the Set Manoeuvre flight each manoeuvre is given a score between 0 and 20 points by each judge. A manoeuvre that is not completed or not flown according to the description shall be scored zero (0) points. If a manoeuvre is scored zero points all judges must agree. In the freestyle or music freestyle flights the scoring is done after the flight according to the scoring criteria.

In the Set Manoeuvre flights, only manoeuvres that are completed in the flight time of 8 minutes will receive a score. If the flight time for the Freestyle or Music Freestyle program is less than three or more than four minutes, there shall be a downgrade of 5% for the flight. A flight shorter than two or longer than five minutes shall be scored zero points.

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 **whole** point.

Reason: There is no half point in F3N

g) **5.11.8 Classification** **F3 Heli Subcommittee**

Add a new paragraph at the end 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.

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.

Technical Secretary's Note: Team classification shall not conflict with the ABR rule and the proposed addition dealing with “not counting pilots” is not stated in ABR B.16.2

h) **5.11.8 Classification** **F3 Heli Subcommittee**

Amend the 1st paragraph as follows:

After the completion of every round, all scores will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage in the ratio of actual score over the highest score of the round. **The scores should be calculated to at least two decimal places and recorded**

(truncated) to two places after decimal point.

There shall be two rounds of Set Manoeuvre flights and one round each for Freestyle and Music Freestyle. However, the lowest score of each competitor will be the throwaway score. The other scores are added together and then divided by the number of counting preliminary rounds. The result is the preliminary score. If only one round is possible then the classification will be based on that round.

After completion of the preliminary flights, the top 10 competitors are entitled to three fly-off flights, one Set Manoeuvre flight, one Freestyle and one Music Freestyle flight. The normalised results of the preliminary rounds for the top 10 pilots plus the three fly-off scores provide four normalised scores with the best three to count for the final individual classification.

At national and open international competitions the preliminary/fly-off system is not mandatory.

Ties will be broken by counting the throwaway score. If the tie still stands, a “sudden death” freestyle fly-off must take place until a decision is made.

Reason: To avoid ties.

i) **5.11.8 Classification**

F3 Heli Subcommittee

Amend the paragraphs as follows:

After the completion of every round, all scores will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage in the ratio of actual score over the highest score of the round. **The scores should be calculated to at least two decimal places and recorded (truncated) to two places after decimal point.**

There shall be two rounds of Set Manoeuvre flights and one round each for Freestyle and Music Freestyle. However, the lowest score of each competitor will be the throwaway score. The other scores are added together and then divided by the number of counting preliminary rounds. The result is the preliminary score. If only one round is possible then the classification will be based on that round.

After completion of the preliminary flights, the top 10 competitors are entitled to three fly-off flights, one Set Manoeuvre flight, one Freestyle and one Music Freestyle flight. The normalised results of the preliminary rounds for the top 10 pilots plus the three fly-off scores provide four normalised scores with the best three to count for the final individual classification.

At national and open international competitions the preliminary/fly-off system is not mandatory. Ties will be broken by counting the throwaway score. If the tie still stands, a “sudden death” freestyle fly-off must take place until a decision is made.

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 order to the highest, with complete three competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. Not counting pilots in team classification shall not influence on other teams result.

cont/...

Reason: To harmonise rule with F3C and make team classification accordingly to the ABR rule B.16.2. Team classification.

Supporting Data: European championships 2012 class F3N in Ballenstedt Germany

Technical Secretary's Note: Team classification shall not conflict with the ABR rule and the proposed addition dealing with "not counting pilots" is not stated in ABR B.16.2.

**j) 5.11.10 Flight Program F3 Heli Subcommittee
Safety During Flights**

Amend the last paragraph as follows:

The prohibited flying area (see figure 5.11.A) is observed by the judges. If the safety line is crossed the flight shall be scored zero points.

The competitor may choose his position during the flight with the following constraints:

- (a) The MA must not be flown between the pilot and judges.
- (b) The pilot must stand in front of the judges.

The non-observance of these constraints will be penalised by a zero score in the safety criterion for the manoeuvre or the flight in Freestyle.

If, during a flight in any of the schedules, a part of the helicopter except the landing gear or tail fin touches the ground the flight is terminated and scored zero points.

~~This does not apply to the MA tilting over after a landing or autorotation.~~ **This also applies to the MA tilting over after a landing or autorotation.**

Reason: Emphasise of safety criteria.

**k) ANNEX 5F - F3N Manoeuvre Descriptions F3 Heli Subcommittee
and Diagrams**

Amend paragraph 1.2 as follows:

- 1.2 Inverted pirouette 4.0 **5.0**
MA hovers in inverted flight and performs a slow (at least 4 seconds) 360°-pirouette, maintaining its lateral position.

Reason: General change of manoeuvre

**l) ANNEX 5F - F3N Manoeuvre Descriptions F3 Heli Subcommittee
and Diagrams**

Amend paragraph 1.3 as follows:

- 1.8 Inverted horizontal eight 5.0
MA enters in inverted forward flight parallel to the judges' line, performs a 90°-turn to a straight flight above the centre line and then performs a horizontal eight, consisting of two 360° circles.

The manoeuvre is not intended as a hover manoeuvre. In case of low flying speed and banking angle less than 45deg, a maximum of 15 points can be given.

Reason: General change of manoeuvre

m) **ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams**

F3 Heli Subcommittee

Amend the paragraph as follows:

1.25 Double 4-point Tic-toc ~~9.0~~ **8.0**

~~MA hovers and then is rotated (Nose up) about 135°. It then starts rotating alternately about the lateral axis for about 45° in each direction. Both 45° positions have to be reached one time (ie one tic-toc) and then the MA performs a quarter pirouette. It performs another complete tic-toc in this position, then again performs another quarter pirouette and so on, until it performed two complete pirouettes while executing tic-tocs.~~

MA hovers and then is rotated (Nose up) 135°. It then starts rotating alternately about the lateral axis for about 45° in each direction. Both 45°-positions have to be reached one time (ie one tic-toc) and then the MA performs a quarter pirouette. It performs another tic-toc in this position, then again performs another quarter pirouette and so on, until it performed two complete pirouettes while executing tic-tocs. The quarter pirouette can either be performed just when the model reaches one of the 2 end position, or integrated in the movement back, before the next tic-toc is performed.

Reason: General change of manoeuvre

n) **ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams**

F3 Heli Subcommittee

Replace the whole manoeuvre as follows:

1.28 Square of rainbows ~~9.0~~

~~MA hovers and enters the manoeuvre with a rainbow, ie a not stationary flip that follows a semi-circular flight path of at least 10 metres diameter. On top of the rainbow the MA performs a half flip about the axis that is vertical at this point (e.g. on a pulled rainbow the MA performs a flip about the longitudinal axis (like a half roll); on a rainbow flown sideways it performs a half (pushed or pulled) flip). MA then hovers and enters another rainbow, alternately about the longitudinal and the lateral axis, until it reaches the starting position after the fourth rainbow. The four hovering positions between the rainbows are situated on the edges of a square of at least 10 metres.~~

Duus Igglo 9,5

MA is hovering upright tail in on centre line. Model then performs half rainbow, while also doing fully integrated half pirouette. At top of rainbow model makes sharp quarter right aileron roll, and completes second half of the rainbow parallel with flight line while making another half pirouette. MA hovers upright shortly, now with boom parallel to flightline. Same sequence is then repeated another 3 times, until MA is back at starting point. Viewed from above the top of the half rainbows, the manoeuvre will look like a +.

Technical Secretary's Note: The diagrams to accompany these manoeuvre descriptions will be produced for the Plenary meeting.

o) ANNEX 5F - F3N Manoeuvre Descriptions and Diagrams **F3 Heli Subcommittee**

Replace the whole manoeuvre as follows:

1.29 Four-way pirouetting tic-toc 10.0

~~MA hovers and starts pirouetting. It then is rotated about 135° and continues rotating alternately about the lateral or the longitudinal axis for about 45° in each direction while it performs pirouettes of a constant rate. Both 45° positions have to be reached two times (i.e. two tic-tocs). After two tic-tocs MA changes the direction of the tic-tocs about 90° (viewed from above), performs two more tic-tocs, changes the direction again about 90° and continues until 2-pirouetting tic-tocs in all 4 directions are performed.~~

~~There has to be at least one complete pirouette on each tic-toc~~

Pirorainbow X reversal **11.5**

MA hovers over the centre line with an angle of 45°, then enters the manoeuvre with a rainbow, a not stationary flip that follows an arched flight path of at least 10 metres length. During the rainbow the MA performs one pirouette in each direction, with the reverse on the top of the rainbow. Then another rainbow (with pirouette reversal) leads back to the starting point. MA then continues with these rainbows alternately about the longitudinal and the lateral axis, until the four outer points of an X (viewed from above) are reached and MA hovers where it started the manoeuvre. MA does not perform any part of pirouettes, when hovering in the centre. During the stops at the four outer points, rotor disk must be horizontal but there should be no hovering.

Reason: General change of manoeuvre

p) ANNEX 5G – F3N Judges Guide **F3 Heli Subcommittee**

Amend the title, replace the 1st paragraph and add new paragraphs as follows:

~~5G.8 CRITERIA FOR JUDGING FREESTYLE FLIGHT~~

~~For freestyle or music freestyle flights the entire flights will be judged according to the following spreadsheet:~~

5G.8 CRITERIA FOR JUDGING FREESTYLE FLIGHT AND MUSIC FREESTYLE

For Freestyle and Music Freestyle flights, the entire flights will be judged according to the table below.

	Criterion	Max Points Freestyle	Max Points Music Freestyle
Difficulty		80	40
Harmony		20	40 60
Creativity		20	40
Precision		20	20
Safe presentation		20	20

For both the Freestyle and Music Freestyle flights the judges can give up to the maximum points (80 for difficulty and 20 for the other criteria).

For Music Freestyle only, the points for Difficulty are multiplied by a K-factor of 0,5 and the points for Harmony are each multiplied by a K-factor of 3. Creativity are multiplied by a K-factor of 2.

Reason: For making it easier for the judges to judge Freestyle and Music Freestyle.

q) **ANNEX 5G – F3N Judges Guide**

F3 Heli Subcommittee

Add a final paragraph as follows:

5G.8.2 HARMONY

The combination of the manoeuvres, smooth or flowing transitions between them are the main factors for this criterion. Also the manoeuvres size and dynamic in relation to the model aircrafts performance is of influence. The pace is not of influence here, harmony can be as well demonstrated in dynamic as in gentle sequences.

In Music flights also the harmony between the music and the presentation comes to influence here.

If there is musical accompaniment, the flying and the manoeuvres should be in complete harmony with the music, and the music must not be used only as background.

The competitor must avoid repetitive use of the same manoeuvres, and only in exceptional circumstances will repeat manoeuvres be tolerated to emphasise a particular passage in the music.

The entire flight must retain the interest of judges, with a natural flow from start to finish, with coherent matching of manoeuvres.

Reason: Emphasise of judging criteria

Volume F3 Pylon Racing begins overleaf

14.11 Section 4C Volume F3 – Pylon Racing
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F3D

- a) **5.2.6 Lifting Surfaces** **F3 Pylon Subcommittee**

Amend paragraph 5.2.6.1 as follows:

5.2.6.1. Area of Surfaces

Total projected area of the lifting surfaces (wing and horizontal tail combined) shall be a minimum of 34 dm². **The wing and tailplane areas in the fuselage will be calculated as a straight connecting line between the points where the wing and tailplane intersect the fuselage.** With a biplane, the smaller of the two wings shall have at least 2/3 of the area of the larger wing. ~~No delta or flying wing type aircraft are permitted.~~

Reason: Clarification

- b) **5.2.7 Engine(s)** **F3 Pylon Subcommittee**

Amend the paragraph as follows:

Engine(s) must be of the reciprocating piston type, with a maximum total swept volume of 6.6 cm³. **Engine(s) must be naturally aspirated.** Propellers must rotate at the speed of the crankshaft. Total engine air intake cross sectional area is limited to a total of 114 mm².

Reason: Rule to prevent development of turbo charging which could cause (unwanted) increased speed of models.

- c) **5.2.8 Propellers and spinners** **F3 Pylon Subcommittee**

Amend the paragraph as follows:

Only fixed propellers may be used. Two-bladed wooden or two or more bladed composite resin continuous fibre construction propellers may be used. **A propeller blade is considered to be a propeller blade when it differs less than 10 mm in length from the other blade(s).** A rounded nose spinner with a diameter of at least 25 mm and a nose radius of not less than 5 mm (ABR B.19.4) must be fitted.

Reason: Clarification to prevent use of single blade or otherwise dangerous propellers.

F3T (Annex 5X)

- d) **5X.12 Fuel** **F3 Pylon Subcommittee**

Replace the paragraph as follows:

~~The fuel will consist of 60-80% methanol, a minimum of 18% oil, (wherein a minimum of 3% is castor oil) and will contain not more than 15% nitromethane. All percentages by volume.~~

~~The composition (or commercially available type of the fuel) shall be announced in the invitation of the competition and will be supplied and dispensed by the~~

~~organizer.~~

~~In case an organiser supplies fuel without nitromethane, see 5.W.6 for air intake diameter.~~

The fuel composition (or commercially available type of the fuel) shall be announced in the invitation of the competition and will be supplied and dispensed by the organiser.

The fuel will consist of :

methanol

a minimum of 18% and a maximum of 23% oil

a maximum of 15% nitro methane

All percentages by volume.

Oil may be:

castor oil

synthetic oil*

a mix of castor oil and a synthetic oil*

***Note: Synthetic oils must have a sufficient high temperature resistance and have to be of a type with a flash point >200 degrees C and a flame point >270 Degrees C.**

Reference products: Ucon MA 731, Aerosynth 3, Klotz types 100, 104 (R50), 200.

Adding 3-5% of Castor oil is recommended for maintaining lubrication at very high temperatures (during lean runs) and also to make it possible to “read” the setting of the engine from the colour of the glow plug after a run.

Reason: Adjusting the rule to the way the current rule was applied and leaving less room for deviations from the original intention of the rule.

e) 5.X.21 Scoring and Classification

F3 Pylon Subcommittee

Add additional rules as shown in Agenda Annex 7m and number the paragraphs accordingly.

Reason: This is a frequently used, exiting, easy-to-understand scoring system in pylon racing to be used as an alternative to the traditional time trial racing

Agenda Item 15 - Election of Bureau Officers and Subcommittee Chairmen begins overleaf

15. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

15.1. Subcommittee Chairmen

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

16. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS 2015 – 2018

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 request 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

2015 FAI World Championships for	Awarded To	Location and Actual Dates
F1A, F1B, F1C Seniors	MONGOLIA	Ulaanbaatar 27 July – 3 August
F1E (Seniors and/or Juniors)	SERBIA	Slatibor 23 - 29 August
F3A (Seniors and Juniors)	SWITZERLAND	Dubendorf 6 – 16 August
F3B (Seniors and Juniors)	NETHERLANDS	Arnhem/Deelen 27 July – 1 August
F3CN (Seniors and Juniors)	AUSTRIA	Klopeinensee 2 – 12 July
F3D (Seniors and Juniors)	CZECH REPUBLIC	Olomouc 7 – 11 July
F3K (Seniors and/or Juniors)	CROATIA	Ludbreg 19 – 26 July
F3P (Seniors and Juniors)	POLAND	Proszkow 14 – 21 March

cont/...

2016 FAI World Championships for...	Bids From	To be Awarded in 2015
F1A, F1B, F1P Juniors	awarded in 2014 FYR OF MACEDONIA	-----
F1D (Seniors and/or Juniors)	awarded in 2014 ROMANIA	-----
F2A, F2B, F2C, F2D (Seniors and Juniors)	awarded in 2013 AUSTRALIA	-----
F3F (Seniors and Juniors)	Denmark (firm)	
F3J (Seniors and/or Juniors)	awarded in 2014 SLOVENIA	-----
F4CH (Seniors and Juniors)	awarded in 2014 ROMANIA	-----
F5B, F5D (Seniors and Juniors)	Italy (tentative)	
SPACE MODELS (Seniors and Juniors)	awarded in 2014 UKRAINE	-----

2017 FAI World Championships for...	Bids From	To be Awarded in 2015
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	awarded in 2014 to FRANCE	-----

cont/...

2018 FAI World Championships for...	Bids From	To be Awarded in 2016
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and Juniors)	United Kingdom (firm)	
F3J (Seniors and/or Juniors)	Offers invited	
F4CH (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

CONTINENTAL CHAMPIONSHIPS

2015 FAI Continental Championships for...	Awarded To	Location and Actual Dates
F1A, F1B, F1P Juniors	ROMANIA	Salonta 10 -16 August
F1D (Seniors and/or Juniors)	ROMANIA	Slanic 28 March – 2 April
F2A, F2B, F2C, F2D (Seniors and Juniors)	BULGARIA	Pazardzhik 22 - 29 August
F3J (Seniors and/or Juniors)	BULGARIA	Dupnitsa 26 July – 2 August
F4CH (Seniors and Juniors)	-----	-----
F5B, F5D (Seniors and Juniors)	-----	-----
SPACE MODELS (Seniors and Juniors)	UKRAINE	Lviv 21 – 28 August

cont/...

2016 FAI Continental Championships for...	Bids from	To be Awarded in 2015
F1A, F1B, F1C Seniors	awarded in 2014 SERBIA	-----
F1A, F1B, F1C Seniors Asian-Oceanic	Australia (firm)	
F1E (Seniors and/or Juniors)	awarded in 2014 ROMANIA	-----
F3A (Seniors and Juniors)	awarded in 2014 GERMANY	-----
F3A Asian-Oceanic (Seniors and Juniors)	awarded in 2014 CHINESE TAIPEI	-----
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3M (Seniors and/or Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

2017 FAI Continental Championships for...	Bids from	To be Awarded in 2015
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and/or Juniors)	Romania (firm)	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm)	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4CH (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

cont/...

2018 FAI Continental Championships for...	Bids from	To be Awarded in 2016
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

18. ANY OTHER BUSINESS

19. NEXT CIAM MEETINGS

The table of Agenda Annexes appears overleaf.

ANNEXES TO THE AGENDA OF THE 2015 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1 (a-b)	FAI Code of Ethics, Nomination Form for Office Holders
ANNEX 2 (a-h)	2014 Championship Reports
ANNEX 3 (a-q)	2014 Subcommittee Chairmen Reports, Technical Secretary, Treasurer, CIAM Flyer, EDIC WG, UAV WG, Scholarship
ANNEX 4 (a-i)	2014 World Cup Reports
ANNEX 5 (a-d)	2014 Trophy Reports
ANNEX 6 (a-e)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a	B.2 Types of International Contests
ANNEX 7b	F1S New Class
ANNEX 7c	F3A 5.1.13 Schedule of Manoeuvres
ANNEX 7d	F3A Annex 5 Description of Manoeuvres
ANNEX 7e	F3A Annex 5G.8.2 Turnaround Manoeuvres
ANNEX 7f	F3A Annex 5G.8.2 Turnaround Manoeuvres
ANNEX 7g	F3A Annex 5G.8.2 Turnaround Manoeuvres
ANNEX 7h	F3M New Rules & Judges Guide
ANNEX 7i	F3M Comprehensive Reasons for New Rules
ANNEX 7j	F3P ANNEX 5M Description of Manoeuvres
ANNEX 7k	F3C & F3N Annex H World Cup
ANNEX 7l	F3C Annex 5D Manoeuvre Descriptions
ANNEX 7m	F3T Alternative Scoring System
ANNEX 7n	F3A Annex 5H TBL Information
ANNEX 7o	ABR Edition 2015 Revised
ANNEX 7p	ANNEX A.1b Guide for Submitting Bulletin 0s
ANNEX 8 (a-d)	Scholarship Candidates

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