Fédération
Aéronautique
Internationale

Minutes

Issue 1

of the Plenary Meeting of the FAI Aeromodelling Commission

held in Lausanne, Switzerland on 15 & 16 April 2011

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

MINUTES
CIAM PLENARY MEETING 2011

held in the Olympic Museum - Lausanne (Switzerland)
on Friday 15 April and Saturday 16 April 2011, at 09:15

Present:

In the chair:	**Mr Bob Skinner (South Africa)**	**President of CIAM**
	Mr Dave Brown (USA)	1st Vice-President / Delegate
	Mr Gerhard Wöbbeking (Germany)	2nd Vice-President / Delegate Education Sub-Committee Chairman
	Mr Andras Ree (Hungary)	3rd Vice-President / Treasurer / Delegate
	Mr Massimo Semoli (Switzerland)	Secretary
	Mrs Jo Halman (UK)	Technical Secretary / Alternate Delegate
	Mr Ian Kaynes (UK)	F1 Sub-Committee Chairman
	Mr Bengt-Olof Samuelsson (Sweden)	F2 Sub-Committee Chairman / Delegate
	Mr Michael Ramel (Germany)	F3A Sub-Committee Chairman
	Mr Tomas Bartovsky (Czech Republic)	F3B/J Sub-Committee Chairman / Delegate
	Mr Horace Hagen (USA)	F3C Sub-Committee Chairman
	Mr Rob Metkemeijer (Netherlands)	F3D Sub-Committee Chairman / Alternate Delegate
	Mr Narve Jensen (Norway)	F4 Sub-Committee Chairman / Delegate
	Mr Emil Giezendanner (Switzerland)	F5 Sub-Committee Chairman / Alternate Delegate
	Mr Marcel Prevotat (France)	F7 Sub-Committee Chairman
	Mr Srdjan Pelagic (Serbia)	Space Models Sub-Committee Chairman / Delegate
	Mr Guy Revel (France)	CIAM Media Consultant

ARGENTINA		Proxy to France
AUSTRALIA	Mr Kevin DODD	Delegate
AUSTRIA	Mr Wilhelm KAMP	Delegate
	Mr Martin HOFF	Observer
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Jean-Yves CASTERMANS	Observer
	Mrs Paulette HALLEUX	Observer
BULGARIA	Mr Sotir S. LAZARKOV	Delegate
CANADA	Mr Jack HUMPHREYS	Delegate
	Mr Edward SMITH	Alternate Delegate
CHINA (People's Republic of)	Mr Wang LEI	Delegate
CZECH REPUBLIC	Mr Miroslav NAVRATIL	Alternate Delegate
	Mr Ivan HOREJSI	Observer
DENMARK	Mr Regnar PETERSEN	Delegate

FINLAND	Mr Jari VALO	Delegate
	Mr Sandy PIMENOFF	Alternate Delegate
FRANCE	Mr Bruno DELOR	Delegate
	Mrs Madelyne DELCROIX	Assistant to the Secretaries
GREECE	Mr Antonis PAPADOPOULOS	Delegate
HUNGARY	Mr Ferenc ORVOS	Observer
IRELAND	Mr Joe DIBLE	Delegate
ITALY	Mr Alessandro MOSSA	Delegate
	Mr Cesare GIANNI	Observer
	Mr Adolfo PERACCHI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
KAZAKHSTAN	Mr Vladimir GOLIKOV	Delegate
LUXEMBURG	Mr Ernest MATTIUSSI	Delegate
	Mr Raymond PAVAN	Alternate delegate
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Henny VAN LOON	Observer
	Mr Marcel HUISMAN	Observer
	Mr Gerard RUTTEN	Observer
	Mr Hejne WOUT	Observer
NEW ZEALAND	Mr Martin DILLY	Delegate
NORWAY	Mr Tom Erik SORENSEN	Acting Alternate Delegate
POLAND	Mr Marek DOMINIAK	Delegate
PORTUGAL	Mr Emanuel FERNADES	Alternate delegate
ROMANIA	Mr Marius CONU	Delegate
	Mr Mikhail ZANCIU	Alternate Delegate
RUSSIA	Mr Evgeny FADEEV	Alternate Delegate
	Mr Szkady LATISHEV	Observer
	Mr Igor SHILOV	Observer
SLOVAKIA	Mr Miroslav SULC	Delegate
	Mr Marian JORIK	Alternate Delegate
	Mr Jakub DRMLA	Observer
	Mr Miroslav MAJERCIK	Observer
SLOVENIA	Mr Janko GROSELJ	Acting Delegate
	Mr Jure PECAR	Observer
SOUTH AFRICA (Republic of)	Mr John BRINK	Delegate
SPAIN	Mr Carles AYMAT	Delegate
	Mr Josè Antonio LEJARZA REMENTERIA	Observer
	Mr Agustin SEVILLA ROYO	Observer
SWITZERLAND	Mr Peter GERMANN	Delegate

TURKEY	Mr Mehmet ARSLAN	Delegate
	Mr Suat ESMER	Alternate Delegate
	Mr Serdar SUALP	Observer
UNITED KINGDOM	Mr Peter HALMAN	Delegate
	Mr Robert AILLES	Observer
	Mr Mike COLLING	Observer
USA	Mr George BATIUK	Observer
	Mr Terry EDMONDS	Observer
	Mr Derek KOOPOWITZ	Observer
	Mr Steve NEU	Observer
FAI	Mr John GRUBBSTROM	FAI President
	Mr Stéphane DESPREZ	FAI Secretary General
	Mr Jean-Marc BADAN	FAI Sport and Development Director
	Mr Rodric NERI	FAI Sports Manager

The FAI Sport and Development Director conducted a roll call of Delegates and Proxies and it was established that there were 33 Delegates with 1 proxy vote giving a total voting number of 34. The proxy was: Argentina to France.

For a proposal to be adopted, a simple majority of 18 votes was required. A two-thirds majority was 23 votes.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

He introduced the new FAI Secretariat members: Ms Faustine Carrera, Mrs Ségolène Rouillon and Mr Rodric Neri.

He introduced the new FAI President Mr John Grubbström. Mr Grubbström presented himself, welcomed the audience in the name of FAI, and gave a presentation.

There were a few moments of silence, in memory of the victims of two recent natural disasters in New Zealand and Japan.

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

Forms and information had been distributed for the following purpose:

- For identifying which World Cup winners were in attendance for the World Cup Awards Ceremony.
- For providing the information, as listed in ANNEX A.1a of the FAI Sporting Code, Section 4, Volume ABR, by those countries intending to participate in bids for World and Continental Championships.
- For confirming or notifying which countries intend to participate in the bids for the World and Continental Championships
- For providing the relevant actual or finalised dates of the 2011 Championships from the organising countries as required by rule B.6.1 Section 4, Volume ABR, Section 4B.

The following Technical Meetings were held: F1, F3A, F3B, F3C, F3D, Education. An F5 interim Technical Meeting was held. The written reports are attached at Annex 8 (a-g).

The Technical Meetings took place in the meeting rooms and in the Auditorium of the Olympic Museum and other venues available to CIAM.

The Plenary meeting re-convened at 14.00.

2. DECLARATION OF CONFLICTS OF INTEREST

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

3. MINUTES OF THE APRIL 2010 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2010 BUREAU MEETING

3.1. 2010 April Bureau Meeting

3.1.1. There were no corrections.

3.1.2. The Minutes of the 2010 March Bureau meeting were accepted unanimously.

3.1.3. There were no Matters Arising.

3.2. 2010 Plenary Meeting

3.2.1. There were no corrections.

3.2.2. The Minutes of the 2010 Plenary meeting were approved unanimously.

3.2.3. There were no Matters Arising.

3.3. 2010 December Bureau Meeting

3.3.1. There were no corrections

3.3.2. The Minutes of the 2010 December Bureau meeting were accepted unanimously.

3.3.3. There were no Matters Arising.

3.3.4.

4. MINUTES OF THE APRIL 2011 BUREAU MEETING

The Minutes of the previous day's Bureau meeting were distributed. There were no comments.

5. NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

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

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

5.1. CIAM Secretary role

The CIAM President reported on undesired action of the Italian NAC which brought serious problem to the CIAM, when the Italian NAC rescinded its support of Mr Semoli as Italian CIAM Delegate.

To retain the services of Mr Semoli, steps were taken so that he conforms to the FAI residency rules, and is now a bona fide member of the Swiss Aero Club. The Swiss NAC fully supports Mr Semoli's nomination as Secretary of the CIAM and the Swiss Delegate confirmed this. Mr Jean-Marc Badan of the FAI confirmed

that there was no contravention of FAI Statues or Bylaws in this regard.

In addition, it was clear that Mr Semoli had a lot of support, confidence, and trust from the Bureau members and CIAM Delegates for the activities he performed as CIAM Secretary.

Mr Sandy Pimenoff, President of Honour of the CIAM, who heavily contributed to the solution of this issue, presented a brief report as further support to retain the services of Mr Semoli as CIAM Secretary.

5.2. **CIAM Officers**

President	**Mr Bob Skinner,** Mr Gerhard Wöbbeking, Mr Narve Jensen (declined)
1st Vice President	**Mr Gerhard Wöbbeking,** Mr Kevin Dodd, Mr Antonis Papadopoulos, Mr Srdjan Pelagic, Mr Dave Brown (declined, expressed retirement), Dr Andras Ree (declined)
2nd Vice President	**Mr Antonis Papadopoulos,** Mr Kevin Dodd, Mr Bruno Delor (declined), Mr Ernest Mattiussi (declined)
3rd Vice President	**Dr Andras Ree**, Mr Kevin Dodd, Mr Bruno Delor (declined)
Secretary	**Mr Massimo Semoli,** Mr Peter Halman (declined)
Technical Secretary	**Mrs Jo Halman**

5.3. **Subcommittee Chairmen to be elected**

F1 Free Flight	**Mr Ian Kaynes** (no other nomination)
F3 RC Aerobatics	**Mr Michael Ramel,** Mr Henny Van Loon (declined)
F3 RC Soaring	**Mr Tomas Bartovsky,** Mr Ralph Decker (declined)
F3 RC Helicopter	**Mr Dag Eckoff,** Mr Horace Hagen (declined, expressed retirement)
F3 RC Pylon Racing	**Mr Rob Metkemeijer,** (no other nomination)

5.4. **Subcommittee Chairmen to be confirmed**

F2 Control Line	**Mr Bengt-Olof Samuelsson,** confirmed in post
F4 CL/RC Scale	**Mr Narve L. Jensen,** confirmed in post
F5 RC Electric	**Mr Emil Giezendanner,** confirmed in post
F7 RC Aerostats	**Mr Marcel Prevotat,** confirmed in post
S Space Models	**Mr Srdjan Pelagic,** confirmed in post
Education	**Mr Gerhard Wöbbeking**, confirmed in post

6. REPORTS

6.1. **2010 FAI General Conference, by the FAI Deputy Secretary General, Jean-Marc Badan**

A report on the General Conference was presented by the FAI Sport and

Development Director, Mr Jean-Marc Badan.

Mr John Grubbström was elected as new FAI President, and the six elected Executive Board members are:

- Alvaro de Orleans-Bourbon (ESP)
- Bob E. Clipsham, (CAN)
- Robert Henderson (NZL)
- Otto Lagarhus (NOR)
- Jonghoon Lee (KOR)
- Beat Neuenschwander (SUI)

At the time of the Conference, the FAI Membership consisted of 102 member countries (84 Active Members, 6 Associate Members, and 12 Temporary Members)

New Members approved by the Conference were Azerbaijan and Ecuador (Active Members), Iraq and Syria (Temporary Members) and Mali (Associate Member).

FRTF working group:

The Executive Board established the FRTF (Financial Reporting Task Force) Working Group to study how to consolidate all the commissions' accounts and to find a new accounting process.

FAI Statutes and By-laws:

The General Conference had delegated to the Executive Board the power to amend the By-laws. The goal was to improve efficiency of the General Conference, FAI governance, and the way of presenting the FAI constitution.

The next General Conference will take place in Belgrade (Serbia) from 11th to 16th October 2011.

FAI sporting licence:

After it was discovered that the FAI Sporting Licence Database had a security problem, access was stopped. During the transition period of about six months, the traditional hard-copy sporting licence will be accepted as valid. The use of the Electronic Database will be compulsory from the start of 2012.

FAI website:

The proposed new FAI website will provide a new navigation system, a password protected area, and new collaborative tools for the Commissions. In addition, it will complement the current FAI email system. The original plan was to launch this new website in March of 2011 but a hardware crash changed the situation. An emergency switch occurred when the new website was not yet completely ready. The opening of the new website is slightly delayed to the end of June/July 2011.

FAI Offices:

The FAI office is moving into its new premises at the Maison du Sport International (MSI) in Lausanne. The MSI offers the possibility of fully-equipped meeting rooms

Anti-doping:

The FAI as an IOC-recognised federation is obliged to implement the WADA anti-doping rules. If a competitor had a medical problem and is tested positive for a banned substance, without having a Therapeutic Use Exemption (TUE), he may be heavily sanctioned. The member of the FAI office responsible for WADA matters, Mrs Ségolène Rouillon, can provide support and clarifications.

The UK delegate asked about FAI sanctions should a pilot fail a test. Jean-Marc Badan confirmed that the FAI will apply the rules and the sanction can be up to 2

years. However, the competitor is sanctioned by the NAC to which he belongs. The list of banned substances is on the FAI website

Conclusion:

Good co-operation between the FAI office and the Commissions is the key element for improving FAI activity and for making airsports more attractive.

6.2. **2010 CASI Meeting, by CIAM President, Bob Skinner**

The CIAM President gave a brief report on the CASI meeting that took place in Ireland, in October 2010.

Continental records are now accepted in certain ASCs.

A presentation on a human-powered ornithopter was made by Canadian delegate Jack Humphreys. An FAI certificate of recognition was issued for this project.

6.3. **2010 World Championships, Jury Chairmen (ANNEX 2)**

6.3.1. F1A, F1B, F1P Free Flight Juniors. Romania. (1 to 7 August). Ian Kaynes on behalf of Pierre Chaussebourg
Written report at Annex 2a.

6.3.2. F1D Indoor Seniors and Juniors. Serbia (9 to 14 August). Ian Kaynes
Written report at Annex 2b.

6.3.3. F2A, F2B, F2C, F2D Control Line Seniors and Juniors. Hungary (23 to 31 July). Jo Halman
Written report at Annex 2c.

6.3.4. F3J Gliders Seniors and Juniors. France. (31 July to 8 August). Tomas Bartovsky
Written report at Annex 2d.

6.3.5. F4B, F4C Scale. Poland (30 July to 8 August). Narve Jensen
Written report at Annex 2e. Final year for the F4B class. Excellent organisation and good weather.

6.3.6. F5B, F5D Electric. USA. (19 to 25 August). Dave Brown
Written report at Annex 2f.

6.3.7. S Spacemodelling. Seniors and Juniors. Serbia. (21 to 28 August). Srdjan Pelagic
Written report at Annex 2g.

6.4. **2010 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

Written report in Annex 3l.

6.5. **2010 Subcommittee Chairmen (ANNEX 3)**

6.5.1. Free Flight: Ian Kaynes;
Written report at Annex 3a.

6.5.2. Control Line: Bengt-Olof Samuelsson;
Written report at Annex 3b.

6.5.3. R/C Aerobatics: Michael Ramel;
Written report at Annex 3c.

6.5.4. R/C Gliders: Tomas Bartovsky;
Written report at Annex 3d.

6.5.5. R/C Helicopters: Horace Hagen;
Written report at Annex 3e.

6.5.6. R/C Pylon: Rob Metkemeijer;
Written report at Annex 3f.

6.5.7. Scale: Narve Jensen;
Written report at Annex 3g.

6.5.8. R/C Electric: Emil Giezendanner;
Written report at Annex 3h.

6.5.9. Aerostats: Marcel Prevotat.
Rolf Schneider was removed as sub-committee member (not a member of the German NAC). A revised report will be issued with these minutes at Annex 3i.

6.5.10. Space Models: Srdjan Pelagic;
Written report at Annex 3j.

6.5.11. Education: Gerhard Woebbeking.
Written report at Annex 3k.

6.6. **2010 World Cups, by World Cup Coordinators (ANNEX 4)**

6.6.1. Free Flight: Ian Kaynes
Written report at Annex 4a.

6.6.2. Control Line: Peter Halman
Written report at Annex 4b.

6.6.3. R/C Aerobatics: Pierre Pignot
Written report at Annex 4c.

6.6.4. Thermal Soaring and Duration Gliders: Tomas Bartovsky
Written report at Annex 4d. An F3J world cup co-ordinator is urgently required.

6.6.5. Space Models: Srdjan Pelagic
Written report at Annex 4e.

6.7. **2010 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5a.The CIAM Secretary reported that the Hungarian NAC donated a perpetual trophy to be awarded to the Senior Team winner of the F1D Indoor European Championships. The Secretary informed the meeting that Mr Ian Kaynes is putting all the trophies' history and photographs onto the CIAM website. It was highly appreciated that the Japanese team manager for F1, whilst not competing at the World Championships in Argentina, travelled to Argentina to hand over the Wakefield Trophy.

The CIAM President reminded all present of the importance of the trophies; that they represent important sporting achievements, and that many of them have a very long history.

6.8. **Aeromodelling Fund- Budget 2011, by the Treasurer, Andras Ree (ANNEX 3)**

Written report at Annex 3m. The CIAM 1st Vice President enquired about the impact that the new FAI accounting policy may have on CIAM activities.

The Plenary unanimously approved the 2011 Budget.

6.9. **CIAM Flyer, by the Editor, Emil Giezendanner**

The CIAM President commented on the sterling job that Mr Giezendanner does in producing the CIAM flyer.

CIAM Flyer hard copies have been made available for the Delegates to take away with them during the meeting.

6.10. **FAI World Air Games and IWGA World Games, by Jean-Marc Badan (ANNEX 3)**

Written report at Annex 3n. The next WAG is scheduled for 2013 and the bid process opened in October 2010. More than 30 contacts have been established with potential bidders. The evaluation of the offers is in progress and a decision will be taken in August 2011.

In the last IWGA World Games, only parachuting represented airsports. The next edition will be held in Cali, Colombia in 2013, and two airsports will participate: parachuting and paragliding. Indoor aeromodelling will be a demonstration sport (FAI hopes to have 5 or 6 pilots) and both airsport competitions will be held close to the centre of the city. FAI would also like to have aerobatic models (not yet confirmed).

The UK Delegate asked if indoor aerobatic aeromodelling is recognised and how it may affect the other classes. Jean-Marc Badan replied that for the moment aeromodelling is not yet a recognised sport, but it is already a good step for the future.

7. 2010 PRESENTATION OF WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2010 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3J, S4B, S6B, S7, S8E/P and S9B.

There were 7 winners who were awarded in person.

8. PLENARY MEETING VOTING PROCEDURE

The CIAM President reminded the meeting about the voting procedure: a simple majority of “in favour” or “against” is sufficient; abstentions are recorded only for information.

9. SCHOLARSHIP APPROVAL

Two candidates sent their applications for the first CIAM scholarship which is worth €2,000:

Tom Linwood (Australia) 17 years old

He won the Australian Nationals in F2D twice and finished 3rd in the Junior classification at the 2010 WCh in Hungary.

cont/…

…/cont

Oliver Witt (United Kingdom) 19 years old

He won 2010 the 2010 British National Championships in F5D and was a member of the 2010 British Team at the F5D WCh in Muncie.

Both candidates are worthy nominees. The panel of seven CIAM experts voted in favour of Oliver Witt, the CIAM Bureau supported the recommendation and asked the CIAM Plenary for their endorsement.

The Plenary meeting approved unanimously the award of the CIAM Scholarship to Oliver Witt.

10. NOMINATIONS FOR FAI-CIAM MEDALS AND DIPLOMAS (ANNEX 6)

The total voting number was 33, as the proxy vote was not eligible in this process.

Alphonse Penaud Diploma

Nominees: Tetsuo Onda (Japan)
Antonio Mazzaracchio (Italy)
Stefan Mokran (Slovak Republic)

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

Awarded to: Tetsuo Onda (Japan)

Andrei Tupolev Diploma

Nominees: Vincent Labrouve & Georges Lentin (France)

The meeting was in agreement that this diploma should be awarded, and in the absence of other nominations, agreed that the diploma be

Awarded to: Vincent Labrouve & Georges Lentin (France)

Antonov Diploma

Nominee: Leszek Szwed (Poland)

The meeting was in agreement that this diploma should be awarded, and in the absence of other nominations, agreed that the diploma be

Awarded to: Leszek Szwed (Poland)

Frank Ehling Diploma

There were no nominations.

Andrei Tupolev Medal

There were no nominations.

FAI Aeromodelling Gold Medal

Nominees: Dr. Laird Jackson (USA)
Pierre Pignot (France)
Tom-Erik Sorensen (Norway)

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

Awarded to: Dr. Laird Jackson (USA)

German Aero Club - Otto Lilienthal Diploma Award to Ian Kaynes (GBR)

The German Aero Club awarded the Otto Lilienthal Diploma to Mr Ian Kaynes for "exceptional performance", in recognition of his devoted services over a period of 42

years to the Free Flight community. Mr Ian Kaynes had just completed editing the 500th edition of the “Free Flight News” magazine.

Federation Aeronautical Sports of Russia - Yuri Gagarin Medal Award to FAI President Dr John Grubbström

In commemoration of Russian cosmonaut Yuri Gagarin's "first man in space" flight on 12th April 1961, which was recognised by the FAI as a World Record, Mr Andre Pomorenko, on behalf of the Federation Aeronautical Sports of Russia, awarded the Yuri Gagarin Medal to FAI President Dr John Grubbström.

Item 11 Sporting Code Proposals, begins overleaf.

11. SPORTING CODE PROPOSALS

11.1 Volume ABR, Section 4A

(CIAM Internal Regulations – page 13 (2010 Edition))

a) A.4. Sub-Committees **Scale Sub-committee**

We propose to make the F4H class a World/Continental Championship class (and at the same time remove the F4B as no longer relevant)

A.4.2

World Championships are held as follows:

World Championships in Odd years	World Championships in Even Years
F1A-B-C Seniors	F1A-B-P Juniors
F1E	F1D (Seniors & Juniors)
F3A	F2A-B-C-D
F3B	F3J
F3C	F4~~B~~C**H**
F3D	F5B
F3K	F5D
Space Modelling (Seniors & Juniors)	

Technical Secretary's Note: F4B was removed in the 2011 edition of the F4 Sporting Code.

Technical Secretary's Note: this proposal is not requesting a change from provisional to official rules; it is requesting World Championship status.

Withdrawn by the F4 Sub-committee.

11.2 Volume ABR, Section 4B

(General Rules for International Contests – page 35 (2010 Edition))

a) B.10.1. **Bulgaria**

Amend the paragraph as follows:

B.10.1. Provide a protective wire enclosure at C/L speed and T/R contests 2.5 m high to ensure the safety of spectators. **For temporary circles, the height shall be at least 2.0 m high.** The circuit surface shall be firm, smooth and free of grit or dust. The radius of all circles shall be clearly marked with a white line at least 25mm wide. Provision of adequate areas shall be made before and during World Championships.

Amended as shown and approved by the Plenary Meeting:
For 17; Against 13; Abstentions 2. Effective 01/01/12.

b) B.11.2. Radio Control **United Kingdom**

Add a new paragraph B.11.2 and re-number the subsequent paragraphs.

The organiser shall list the radio frequencies which are permitted to be used for each Championship. He shall also provide information about the maximum permitted radio frequency power and any special exemptions to maximum radio frequency power which are available. This information must be published in the bid document.

Important Note: Consequential changes will be required to Annex A.1a "Guide for Submitting a Bid to Plenary to Host a World or Continental Championship" and Annex A.1.b "Guide for Submitting World and Continental Championship organiser Bulletin 0s to CIAM Bureau for Approval" as shown below:

Annex A.1a

The bid must include:
Year
Type of championship where the championship name conforms to CIAM championship naming policy (see Annex A.1c for the list of appropriate championship names).
Category/categories of model flying
Submitting country
Submitting NAC
Organiser of championship including contact name, telephone & fax numbers & email address
Proposed month of championship
Class(es)

Radio frequency information (see B.11.2) (For R/C championships only)

Venue
Flying site details ….
…… management of spectators

Annex A.1b

Organiser Bulletin 0s …
… Bulletin 0s must comprise, at a minimum, the following information, in the order listed as follows:

Front Page

Year & championship title, country, "from" & "to" dates (arrival & departure), FAI, NAC & sponsor logos & Bulletin Number (0).

Note: the title of the championship must be in line with CIAM championship naming policy and a list of appropriate championship names appears in Annex A.1c.

Class(es)

List the class(es) to be flown by F designation and description.

R/C Frequencies

List the frequencies that will be available.

Anti-Doping …

… spectators and media.

Rejected by the Plenary Meeting: For 7; Against 18; Abstentions 7.

c) B.16. Classification and Awards at World and Continental Championships **F3 Aerobatics Subcommittee**

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

B.16.1.

f) For R/C Aerobatic classes where there are at least four juniors from at least four different nations, there will be an additional junior classification with the winner earning the title of Junior World or Continental Champion."

Withdrawn by the F3 Aerobatics Sub-committee.

11.3 Volume ABR, Section 4C, Part One

(General Regulations for Model Aircraft – page 68 (2010 Edition)

a) 1.3.1 Category F1 – Free Flight **F1 Subcommittee**

Change text in first paragraph.

Closed loop control systems with active sensors and operating aerodynamic flight controls **or moving mass** are not allowed, except for steering in F1E.

Approved by the Plenary Meeting: For 34; Against 2; Abstentions 1.
Effective 01/01/12.

b) 1.3.1 Category F1 – Free Flight **F1 Subcommittee**

Add at the end of first paragraph.

Unless specifically stated in the rules for a class, free flight models must be launched with at least one hand holding the fuselage of the model

Approved by the Plenary Meeting: For 33; Against 2; Abstentions 1.
Effective 01/01/12.

Note: A consequential change is required to class F1N at paragraph 3.N.8 as follows: "The requirement in 1.3.1 of Section 4C that models must be launched with one hand holding the fuselage does not apply to F1N."

c) 1.3.2 Category F2 - Control Line Circular Flight **USA**

Amend the paragraph as follows:

A safety strap connecting the competitor's wrist to the control handle must be provided by the competitor and used during all flights. A pull test shall be applied separately to the safety strap ~~when attached to the competitor's wrist~~. This pull test will be applied according to each class specification concerning the lines' pull test

Approved by the Plenary Meeting: For 28; Against 3; Abstentions 6.
Effective 01/01/12.

d) 1.3.2 Category F2 - Control Line Circular Flight **USA**

Amend the paragraph as follows:

For all classes of F2 except F2C and F2F, a~~A~~ safety strap connecting the competitor's wrist to the control handle must be provided by the competitor and used during all flights. A pull test shall be applied separately to the safety strap when attached to the competitor's wrist. This pull test will be applied according to each class specification concerning the lines' pull test.

Rejected: by the Plenary Meeting: For 4; Against 26; Abstentions 4.

e) 1.4.2 Weight **United Kingdom**

Amend the paragraph as follows:

The weight taken to determine the ~~minimum~~ **wing** loading, ~~and~~ minimum ~~and~~ **or maximum** weight is that of the complete model aircraft in flying order but without fuel. **The weight shall be measured in kilograms and/or grams.**

Approved by the Plenary Meeting: For 31; Against 0; Abstentions 1.
Effective 01/01/12

f) Annex 1.1 World Championship Events For Model Aircraft **Germany**

Request for World Championship status and amend as follows:

3. RC category for Seniors

i) F3N Radio controlled helicopter freestyle

7. RC category for Juniors

c) F3N Radio controlled helicopter freestyle

Approved by the Plenary Meeting: For 27; Against 0; Abstentions 4.
Effective 01/01/12.

Note i: It was a condition of Championship status being approved that if both an F3C Championship and an F3N Championship were to be held then they had to be held together at the same time and venue therefore F3N World Championships are allocated to odd-numbered years.

Note ii: There shall not be a separate F3N Junior Championship. The now standard procedure (effective 2011) of "a-4th-team-member-if-a-Junior" applies.

Note iii: The first World Championship year is 2013. Germany has been awarded the 2012 Continental Championships and may hold an F3N Continental Championships.

cont/…

g) Annex 1.1 World Championship Events For Model Aircraft **Germany**

Request for World Championship status and amend as follows:

3. RC category for Seniors

i) F3P Radio controlled indoor aerobatic model aircraft

7. RC category for Juniors

c) F3P Radio controlled indoor aerobatic model aircraft

Approved by the Plenary Meeting: For 20; Against 6; Abstentions 9.
Effective 01/01/12.

Note i: There shall not be a separate F3P Junior Championship. The now standard procedure (effective 2011) of "a-4th-team-member-if-a-Junior" applies.

Note ii: World Championships are allocated to an odd-numbered year.

Note iii: It is preferable to hold a European Championship first therefore the first World Championship year is expected to be 2015.

11.4 Section 4C Volume F1 - Free Flight

F1 Covering all volumes except ABR **F1 Sub-Committee**

a) Change the numbering system in the technical volumes to replace the leading numbers of the current numeric system x.x.x by the class abbreviation.

Withdrawn by the F1 Sub-committee.

Free Flight Indoor

F1D Indoor

a) 3.4.7 Steering **Finland**

Restructure and amend as follows and re-number subsequent existing paragraphs from c – f to d –g.

a) Steering of the model is only allowed to avert collision with the structure of the building, its contents or other models.

b~~a~~) A balloon(s) with ~~its~~ **the** ~~line~~ attached **line**, or a rod, may be used to alter the course of the model~~, or to reposition it in another part of the flying space~~. **Altitude of the model must not change during the steering.** ~~There will be no time limit or restriction to the number of steering attempts, except that all steering shall be done from the front end of the model and never from behind.~~ **Note: If the model is moved laterally, or the model's altitude changes more than one half metre, or one metre for each 25 m of altitude (whichever is larger) the timekeeper will warn the competitor. Disregard of the timekeeper's warning will result in further warnings. Three warnings will result in a terminated flight.**

~~b) Steering must only be used to avert collision with the structure of the building, its contents or other models. Movements of the model must be primarily in a horizontal plane **Note:** If, in a timekeeper's opinion, a model's altitude change is~~

~~approaching one half metre, or one metre for each 25 m of altitude (whichever is larger) he will warn the competitor. Continued disregard of the timekeeper's warning will result in a terminated flight.~~

c) There is no restriction on the number of steering attempts. All steering must be from the front end of the model and never from behind.

Withdrawn by Finland

Free Flight Outdoor

F1A Gliders

b) 3.1.3 Number of Flights **F1 Sub-Committee**

Amend the paragraph as follows:

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**

Approved unanimously by the Plenary Meeting. Effective 01/01/12

F1B Model Aircraft with Extensible Motors

c) 3.2.3 Number of Flights **F1 Sub-Committee**

Amend the paragraph as follows:

~~See 3.1.3~~

a) See 3.1.3.a.

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 wind his rubber motor and launch his model during the round for the official flight, including attempts and repeated attempts

Approved unanimously by the Plenary Meeting. Effective 01/01/12

F1C Power Model Aircraft

d) 3.3.2 Characteristics of model aircraft with piston motors F1C **F1 Sub-Committee**

Amend the paragraph as follows:

F1C models may use radio control only for irreversible actions to ~~restrict~~ **terminate** the flight~~, that is motor stop or dethermalisation~~. **(dethermalisation). This may include stopping the motor if it is still running.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

cont/…

e) 3.3.3 Number of Flights **F1 Sub-Committee**

Amend the paragraph as follows:

~~See 3.1.3~~

a) See 3.1.3.a.

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 start his motor and launch his model during the round for the official flight, including attempts and repeated attempts

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

f) 3.3.8 Classification **F1 Sub-Committee**

Amend the paragraph as follows:

e) See 3.1.8.e. ~~The maximum duration of the motor run is 5 seconds~~

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1E Gliders with Automatic Steering

g) 3.5.3 Number of Flights **F1 Sub-Committee**

Add to the following sentence to the end of the paragraph:

For each official flight, including second attempts and repeated attempts, the model must be launched between the starting and closing time of the round.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1G Model Aircraft with Extensible Motors

h) 3.G.3 Number of Flights **F1 Sub-Committee**

Amend paragraph b) as follows:

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 wind his rubber motor and launch his model during the round for the official flight, including attempts and repeated attempts.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1H Gliders

i) 3.H.3 Number of Flights **F1 Sub-Committee**

Amend paragraph b) as follows:

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.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1J Power Model Aircraft

j) 3.J.3 Number of Flights **F1 Sub-Committee**

Amend paragraph b) as follows:

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 start his motor and launch his model during the round for the official flight, including attempts and repeated attempts**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1K Model Aircraft with CO_2 Engines

k) 3.K.3 Number of Flights **F1 Sub-Committee**

Amend paragraph b) as follows:

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 launch his model during the round for the official flight, including attempts and repeated attempts.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1P Power Model Aircraft

l) 3.6.3 Number of Flights **F1 Sub-Committee**

Amend paragraph b) as follows:

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 launch his model during the round for the official flight, including attempts and repeated attempts.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F1Q Electric Power Model Aircraft

m) 3.Q.2 Characteristics **F1 Sub-Committee**

Add the following to the end of the first paragraph:

The cells must be in original manufactured condition.

Withdrawn by the F1 Sub-committee.

n) 3.Q.2 Characteristics **Germany**

Amend the first paragraph as follows:

Batteries should be wrapped in a transparent ~~covering~~ **shrink tube** to allow their classification. The battery pack will power the motor(s) as well as the controller(s) if they are used.

Maximum weight of battery pack (including connectors on the battery; **lithium type batteries of more than one cell need to have a balancer connector)**.

Withdrawn by Germany.

o) 3.Q.2 Characteristics **F1 Sub-Committee**

Amend the second paragraph as follows:

Maximum weight of battery pack (including connectors on the battery):

125g for NiCd or NiMH batteries

90g for Li batteries

Maximum number of cells in battery:

10 for NiCd or NiMH batteries

3 for Li batteries

Maximum mass of the motor including a connector and the cables from the motor to the connector must not exceed 8% of the mass of the model (including motor and batteries) with an upper limit maximum motor mass 45g.

Withdrawn by the F1 Sub-committee.

p) 3.Q.2 Characteristics **Denmark**

Amend paragraph 3.Q.2 as follows. There will be consequential changes in paragraphs 3.Q.5, 3.Q.8 and 3.Q.9 as shown.

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

~~Batteries should be wrapped in a transparent covering to allow their classification. The battery pack will power the motor(s) as well as the controller(s) if they are used.~~

~~Maximum weight of battery pack (including connectors on the battery):~~

~~.....125g for NiCd or NiMH batteries~~

~~.....90g for Li batteries~~

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

Maximum used energy from the battery during motor run: ..... 4 Joule/g total weight of model.

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

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

~~Maximum duration of motor run: time to be specified by the organisers up to a maximum duration of 25 seconds from release of the model~~

~~Motor runs may be timed statically on the ground by timing the motor cut-off. The motor run will also be timed from the instant of launch until it becomes apparent from the model attitude that the motor has stopped. If the motor run cannot be determined by observation of the model in flight then the static ground run time is taken, if that had been demonstrated.~~

F1Q models may use radio control only for irreversible actions to restrict the flight, that is motor stop and/or dethermalisation. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Withdrawn by Denmark.

cont/…

…/cont

3.Q.5. Definition of an Unsuccessful Attempt

Consequential change: delete paragraph a) and renumber the two subsequent paragraphs.

~~An attempt is classed as unsuccessful if the model is launched and at least one of the following events occurs. If this happens on the first attempt then the competitor is entitled to a second attempt.~~
~~a) the time of the motor run from the release of the model exceeds the time specified in 3.Q.2 or 3.Q.8~~

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

~~c)~~ **b)** the duration of the flight is less than 20 seconds.

Withdrawn by Denmark.

3.Q.8. Classification

Consequential change: amend paragraphs b) and d) as follows:

a) The total time for each competitor for each of the official flights defined in 3.Q.3 is taken for the final classification.

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 motor run allowed for the first of the deciding flights shall be 5 seconds shorter~~ **The maximum allowed energy from the battery for the first of the deciding flight shall be 1 Joule/g total weight of model lower** than that used in the rounds. ~~The motor run will be reduced further by 5 seconds~~ **The maximum allowed energy from the battery will be reduced further 1 Joule/g total weight of model** for each subsequent flight, subject to a minimum ~~run of 5 seconds.~~ **of allowed energy from battery of 1 Joule/g total weight of model** The maximum time for the deciding flights will remain at that defined in 3.Q.7.

c) The organiser will establish a 10 minute period during which all fly-off competitors must launch their model. Within these 10 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to 3.Q.5. Starting positions will be decided by draw for each fly-off.

d) The Jury may permit the maximum for a round to be changed and/or ~~the motor run~~ The **Joule/g** to be changed from that given under 3.Q.8.b according to conditions.

e) ~~The motor run~~ **The Joule/g** and maximum must be announced before the start of the round.

Withdrawn by Denmark.

3.Q.9. Timing

Consequential change: delete paragraph c).

a) See Section 4b, para B.13.

b) The timing of flights is limited to the durations specified in 3.Q.7 and 3.Q.8. The total flight time is taken from the launch of the model to the end of the flight.

~~c) The motor run must be timed by two timekeepers with quartz controlled electronic stopwatches with digital readout, recording to at least 1/100 of a second. The~~

~~motor run is determined as the average of the two registered times, and this average is reduced to the nearest 1/10th of a second below.~~

Withdrawn by Denmark.

q) 3.Q.2 Characteristics **Germany**

Replace all the paragraphs of 3.Q.2

~~Batteries should be wrapped in a transparent covering to allow their classification. The battery pack will power the motor(s) as well as the controller(s) if they are used.~~

~~Maximum weight of battery pack (including connectors on the battery):~~

~~- 125g for NiCd or NiMH batteries~~

~~- 90g for Li batteries~~

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

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

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

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

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

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

b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the average wattage over the motor run multiplied by the motor run, using a freshly charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NMH cells). Average wattage is calculated by measuring the initial wattage as the motor is powered with a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant.

F1Q models may use radio control only for irreversible actions to restrict the flight, that is motor stop and/or dethermalisation. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

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

3.Q.8 Classification

a) The total time for each competitor for each of the official flights defined in 3.Q.3. is taken for the final classification.

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 minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight.

cont/…

…/cont

c) The organiser will establish a 10 minute period during which all fly-off competitors must release their model. Within these 10 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to paragraph 3.Q.5. Starting positions will be decided by draw for each fly-off.

d) In the event of exceptional meteorological conditions or model recovery problems, 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.

e) The energy and motor run limits remain as defined in 3.Q.2.

Amended as shown at the F1 Technical Meeting, further amended by the Plenary Meeting and approved unanimously. Effective 01/01/12.

r) 3.Q.2 Characteristics — F1 Sub-Committee

Amend the sixth paragraph as follows:

Maximum duration of motor run:

time to be specified by the organisers up to a maximum duration of ~~25~~ **20** seconds from release of the model

Withdrawn by the F1 Sub-committee.

s) 3.Q.2 Characteristics — USA

Amend the sixth paragraph as follows:

~~Maximum duration of motor run:~~

~~time to be specified by the organisers up to a maximum duration of 25 seconds from release of the model~~

a) The energy budget of each model is up to 4.5 (four and a half) watt-sec per gr. Calculated motor runs under 4 (four) seconds or above 15 (fifteen) seconds will be rounded up/down to 4/15 seconds respectively. A +0.2 second will be considered an over run.

b) The motor's energy in watt-sec over the motor run is calculated as the average wattage over the motor run multiplied by the motor run, using a freshly charged battery (4.15 volts per Li cell, 1.2 volts per NiCad or NMH cells). Average wattage is calculated as:

i) Statically (the default): averaging of the initial wattage as the motor is powered and the terminal wattage just before it's powered down by measured by a commercial wattmeters via 3.5 mm male and female bullet connectors furnished by the contestant.

ii) Using pre or post flight controller dumps. Controllers with this feature can display a wattage profile over time on a PC from which the initial and terminal wattage figures can be read. The contestant is responsible for the appropriate display device.

c) Motor run satisfying (a), rounded to the closest 0.5 second will be posted on the model. Motor runs exceeding 0.1 second are considered overruns.

d) If programmable energy limiters are used, then only (a) applies.

Withdrawn by the USA.

t) Q.2 Characteristics **F1 Sub-Committee**

Amend the eighth paragraph as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

u) 3.Q.3 Number of Flights **F1 Sub-Committee**

Add text to item (b)

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 launch his model during the round for the official flight, including attempts and repeated attempts.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

Free Flight World Cup

v) Annex 1 –Rules for Free Flight World Cup **Canada**

Amend the paragraph as follows

3. Contests

A maximum of two contests may be selected for any ~~one~~ **European** country. **A maximum of three contests may be selected for none European countries**

3. Contests

A maximum of two contests may be selected for any ~~one~~ **European** country. **A maximum of three contests may be selected for countries outside Europe.** ~~A maximum of two contests may be selected for any one country.~~ A country may choose to fly a World Cup event at a flying site in another country. For the purpose of counting events and classification (paragraph 5**(a)**) this event will be regarded as an event by the organising country, provided that the name of this country is included in the title of the event and the organiser contact address, telephone and fax numbers are in the organising country.

5. Classification

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions, except that

a) only one competition may be counted from each **organising** country in Europe (taking the better score for any European country in which he has scored in two competitions).

b) a maximum of two competitions can be counted from events flown in the same country (according to the venue of the competition, irrespective of the organising country). The best two scores are taken if a competitor has scored in more than two events in one country.

cont/…

…/cont

To determine the total score, up to three events may be counted, selecting each competitor's best results during the year.

Amended as shown at the F1 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

11.5 Section 4C Volume F2 - Control Line

F2A Speed

a) 4.1.5 Length of Course and Flight Circle. F2 Sub-Committee

Add new paragraph b)

b) A pilot's circle 3 metres in radius and a safety circle 21 metres in radius shall be clearly marked on the ground. See Appendix IV Annex 4E F2A Circle dimensions.

Approved unanimously by the Plenary Meeting. Effective 01/01/12

b) 4.1.12 Number of Helpers F2 Sub-Committee

Delete old paragraph b) and insert new paragraph b), c), d), e), and f). Amend existing paragraph c) and re-number as g).

~~b) Two helpers and the team manager are admitted to the contest area. Only team members (including the team manager) are allowed to start and adjust the motors(s).~~

b) Two helpers may assist the pilot in the contest circle.

c) The team manager may be one of the two helpers.

d) In the case of a complete team, the two helpers must be two of the other team members or one team member and the team manager.

e) Only team members and the team manager, if he is one of the two helpers, may start and adjust the motors(s).

f) In any case, the team manager may also enter the contest circle.

g) In the case of an incomplete national Speed team, ~~supporter(s)~~ **supporters** may act as ~~helper(s)~~ **helpers** provided that ~~he (they)~~ ~~is (are)~~ **they are** registered as such to no more than one national team ~~from the beginning of the contest through its close~~ **for the duration of the contest.** ~~and provided that the team member(s) plus the helper(s) do not exceed three persons.~~ . A maximum of four people may enter the circle, the pilot plus two helpers and the team manager.

Amended as shown by the Plenary Meeting and approved:
For 31; Against 2 ; Abstentions 1. Effective 01/01/12

Approved as a local rule for the 2011 Championships.

c) Annex 4A Class F2A Judges guide F2 Sub-Committee

1st consequential change relating to 4.1.12 Number of Helpers.

Bullet point 3: in the case of a complete team, the two helpers will **normally** be the other team members, **but one of them may be the team manager.**

New bullet point 4: **In addition to the two helpers, the team manager may enter the contest circle. When this is the case he may not assist the pilot or helpers, but he is permitted to carry and hold any equipment which the pilot and helpers require to use.**

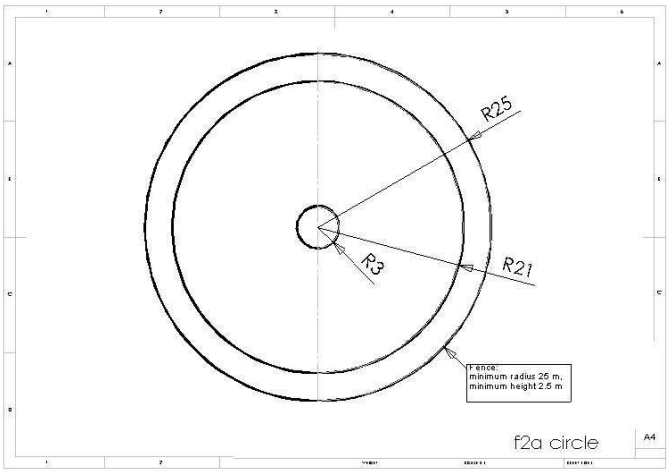
2nd consequential change relating to 4.1.12 Number of helpers, delete the following paragraph

Bullet point 7 "It is almost impossible to enforce the second sentence of this rule ….."

Approved unanimously by the Plenary Meeting. Effective 01/01/12.
Approved as a local rule for the 2011 Championships.

d) Annex 4E Class F2A **F2 Sub-Committee**

Add a new appendix (IV) and insert drawing



Consequential change of safety change to rule 4.1.5: no vote.

F2C Team Race

e) 4.3.1 Definition of a Team Racing Event **Australia**

Add a new paragraph as follows:

h) For safety, F2C is exempt from any wrist strap requirements.

Withdrawn by AUS.

cont/…

f) 4.3.1 Definition of a Team Racing Event **USA**

Add a new paragraph as follows:

h) For safety, F2C is exempt from any wrist strap requirements.

Withdrawn by USA.

F2F Team Race

g) 4.G.1 Definition of a Diesel Profile Racing Event **Australia**

Add a new paragraph as follows:

g) For safety, F2F is exempt from any wrist strap requirements.

Withdrawn by AUS.

h) 4.G.1. Definition of a Diesel Profile Racing Event **USA**

Add a new paragraph as follows:

g) For safety, F2F is exempt from any wrist strap requirements.

Withdrawn by USA.

11.6 Section 4C Volume F3 - RC Aerobatics

F3A Aerobatics

a) 5.1.1. Definition of a Radio Controlled Aerobatic Power Model Aircraft **F3 Aerobatics Sub-Committee**

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

Paragraph 1

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

Approved by the Plenary Meeting: For 27; Against 1; Abstentions 4. Effective 01/01/12.

b) 5.1.2. General Characteristics of RC Aerobatic Power Models **F3 Aerobatics Sub-Committee**

Amend paragraphs 3, 4, 9, 10 & 12 and re-number the sub-paragraphs in paragraph 12.

Paragraph 3

The propulsion device(s) must automatically shut-off or fully idle at the moment a R/C signal failure should occur.

Paragraph 4

Paragraph B.3.1.a) of Section 4B…*cont/…*

.../cont

Paragraph 9

In the event…supervision of the flight line director **while the propulsion battery must be fully recharged**. The model aircraft shall be re-tested within ~~30~~ **90** minutes by a second noise steward…

Paragraph 10

Radio equipment shall…aircraft to the ground, **except of the stipulations in Volume ABR B.11.2).** Auto-pilot control utilising…

Paragraph 12

Not permitted:

3. Auto-pilots or gyros for automatic wing levelling or other stabilisation of the model aircraft.

4. Automatic flight path guidance.

5. Propeller pitch change with automatic timing mode.

6. Any type of voice recognition system.

7. Conditions, switches, throttle curves, or any other mechanical or electronic device that will prevent or limit the **sound level** ~~maximum power or rpm~~ of the propulsion device during the sound/noise test.

8.Any type of learning function involving manoeuvre to manoeuvre or flight to flight analysis.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

c) 5.1.5. Definition of an Attempt F3 **Aerobatics Sub-Committee**

Amend second paragraph as follows.

If the propulsion device ~~stops~~ **fails** after the take-off…

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

d) 5.1.8. Marking **F3 Aerobatics Sub-Committee**

Amend paragraphs 1,2,3,4,5,6,8,10, as follows:

Paragraph 1

Each judge has to assess each manoeuvre and any other relevant action of the competitor individually and independently from the other judges. The criteria for judging are contained in the Description of Manoeuvres (Annex 5M) and in the Manoeuvre Execution Guide (Annex 5B)

Each manoeuvre may be awarded marks……multiplied by a coefficient (K-Factor) which ~~varies with~~ **depends from** the difficulty of the manoeuvre~~, usually from one to five.~~

Paragraph 2

Any manoeuvre not completed, or flown out of sequence with the stated **schedule** ~~manoeuvre on the judge's score sheet,~~ shall be scored zero (0). Zero scores need not be unanimous, except in cases where an entirely wrong manoeuvre was performed. Judges must confer after the flight in these cases, bringing it to the

attention of the flight line director/contest director on site.

Take-off and landing procedures are not judged and are not scored.

The manoeuvring zone is practically like a virtual screen, vertically spread in front of and at a distance of approximately 150 m from the pilot. It is laterally limited by two virtual vertical planes above the extension of two lines on ground each at an angle of 60 degrees left and right from the intersection of a centre line with the security line. The centre line is positioned on ground perpendicular to the security line on ground being parallel to the runway. 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.

The pilot is normally placed on the intersection of all ground lines.

Paragraph 3

Manoeuvres must be…In this case, the **judge's (judges') mark(s)** ~~scoring tabulators will, as the judge's mark~~ for that particular manoeuvre~~, enter the~~ **will be the** average of the numerical marks given by the other judges, rounded to the nearest whole number**. If no such average is achievable, the competitor has the right for a reflight as per paragraph 5.1.6.**

Paragraph 4

Centre manoeuvres should…centre of the manoeuvring ~~area~~ **zone** while turn around manoeuvres should not extend past ~~a line 60 degrees left and right of centre~~ **the lateral limits.** Vertical height should not exceed ~~60 degree~~ **the upper limit**. Also, manoeuvres should be performed at ~~a line~~ **distance** of flight approximately 150m in front of the **pilot's** ~~competitor's~~ position. Infractions of this rule will be cause for downgrading by each judge individually and in proportion to the degree of infraction. Exceptions to this rule are for the ~~rolling~~ **horizontal** circle manoeuvres which, of necessity, may deviate from the 150m ~~line~~ **distance** of flight.

Paragraph 5

The manoeuvring ~~area~~ **zone** shall be…

Paragraph 6

The judges shall…secretaries separating them. ~~The judges' line is also the zero line, and any part of a manoeuvre performed behind this line, will result in a zero score for that manoeuvre~~**.**

Paragraph 8

If a model…being flown in an unsafe **or inappropriate** manner, they may bring this to the attention of the flight line director, who may instruct the pilot to land.

Paragraph 10

All ~~preliminary~~ flight results before the completion of a round must…

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

e) 5.1.9. Classification **F3 Aerobatics Sub-Committee**

Amend paragraphs 1, 2, 3, 6, 8, as follows:

Paragraph 1

For World and…to determine the preliminary ranking. ~~All scores, preliminary, semi-final and final, will be normalised to 1000 points as described below~~. The top one third, but not…

Paragraph 2

The top ten…The best score from the known schedule will be combined with the ~~best~~ score**s** from the **both** unknown schedules for final classification…

Paragraph 3

The team classification is established at the end of the competition (after the finals) by adding the numerical final placing of the **best** three team members of each nation…

Paragraph 6

Note 1…For open international events, national championships, and domestic competitions**,** the total of the three best preliminary flights **out of four or the best two out of three** may be used to determine the individual winner and team placing. ~~Further f~~ **F**lights of Schedule F may be ~~planned~~ **incorporated** depending on local ~~conditions~~ **circumstances** and time available.

~~Organisers of Open International and National events may schedule more, or less, than four preliminary rounds/flights, depending on local conditions circumstances and time available. In such cases, at least one round/flight should always be able to be discarded to determine the final results. In the event of adverse weather conditions where…~~

Paragraph 8

Note 2:…can only be applied for events with at least ~~10~~ **5** competitors and 5 judges. For those smaller events that…the high**est** and low**est** ~~scores~~ **marks** for …

Approved by the Plenary Meeting: For 28; Against 1; Abstentions 4.
Effective 01/01/12.

f) 5.1.10. Judging F3 **Aerobatics Sub-Committee**

Amend paragraphs 2, 7, 9, as follows:

Paragraph 2

The invited judges for a World or Continental Championship **must be selected from the current list of FAI International Judges and** must have had a reasonable amount of F3A judging experience of both current P and F schedules, and must submit a résumé of his/her judging experience to the organiser during the nomination process. The organiser must in turn submit the résumés to the CIAM Bureau ~~along with the judges list~~ for approval.

Paragraph 7

For ~~international events~~ **open international events, national championships, and domestic competitions**, where the TBL statistical averaging scoring system is not used, the high**est** and low**est** ~~scores~~ **marks** for each…

Paragraph 9

Before every World **or Continental** Championship, there shall be a briefing for the judges, followed by training flights…

Approved by the Plenary Meeting: For 31; Against 1; Abstentions 0. Effective 01/01/12.

g) 5.1.11. Organisation for Radio Controlled Aerobatics Contests **F3 Aerobatics Sub-Committee**

Amend as follows and re-number paragraphs 1, 2, 5, 8, 9, 10, 11, 13, if appropriate.

Paragraph 1

Members of a National team, who have processed only one model aircraft each, may make use of the second model aircraft processed by another member of the same team. However, the model aircraft allocation is firm to the one team member who has ever made use of it in the competition. If the team member is not the one having processed this model aircraft the team manager has to request an according re-registration and re-marking by the organiser right after the first use.

For transmitter and **FM** frequency control see Section 4B, paragraph B.11.

Paragraph 2

The draw for flight order will be done for each flight line, so that **FM** frequencies are separated with two competitors in between. **T**eam members will not be drawn to fly directly after each other. Team members on separate flight lines will be separated by at least two competitors. Competitor identification numbers will only be assigned after this flight order draw, by ~~pilot~~ **competitor** group, and in numerical ascending order.

Paragraph 5

The flight order…The flight order for flights two, three and four will start ¼, ½ and ¾ down the finals flight order **with decimal-fractions rounded-up.**

Paragraph 8

If the **FM** frequency is clear the competitor or his team manager will be allowed to collect the **FM** transmitter from the transmitter pound. The competitor and his helper(s) then occupy the starting area so that a radio check can be performed to verify the correct functioning of the radio control equipment. If there is a **FM** frequency conflict, the competitor must be allowed a maximum of one minute for a radio check before the start of the ~~3 minutes~~ starting time.

Paragraph 9

The time keeper will audibly notify the competitor when the minute is finished and immediately start timing the ~~3 minutes~~ starting time. ~~Electronic timing displays must be able to be interrupted for the sound/noise test.~~

According to paragraph 5.1.2., the voltage of the propulsion battery of electric powered models, is checked by an official in the preparation area before the starting time is started.

For electric powered models, the electric power circuit(s) must not be physically connected, before the starting time is started and must be physically disconnected right after landing.

Paragraph 10

A competitor is allowed **two (2) minutes of starting time and eight (8) minutes of flying time** ~~eight (8) minutes~~ for each flight. The timing of a flight starts **with the starting time** when the contest director, or timekeeper, gives an instruction to the competitor to start. The **openly displayed** timing device/clock will be **stopped** ~~interrupted~~ when the competitor is ready to take the sound measurement. **The helper(s) who place(s)** the model aircraft, must ensure that the model aircraft is ~~placed~~ **positioned** ~~in the correct position~~, as **per paragraph 5.1.2.** ~~instructed by the~~

~~officials~~. **If the model aircraft is not placed correctly for the sound test** ~~does not roll forward deliberately~~ **before/at the 2-minute-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.** ~~continue the timing process. Before the timing device/clock reaches the 3-minute mark, the model aircraft must show a deliberate forward movement for the take-off (throttle power advanced). If the model aircraft does not roll forward deliberately before/at the 3-minute mark, the contest director/time keeper will advise the competitor and helper that the flight may not proceed. The flight shall score zero points. Under normal circumstances, the clock/timing device continues to run, and when reaching~~ **With the expiry of the 8-minute mark the scoring will cease** ~~the eight minute time limit~~, **except for the in-flight sound assessment, which is judged after the model aircraft has landed, irrespective of the time**.

Paragraph 11

The contest director/time keeper will advise the ~~competitor~~ **pilot,** helper, and the judges **of the expiry of the 8-minutes flying time**

~~No penalty is assigned to the competitor if the expiry of the 8-minute timing period occurs after the last manoeuvre, but before the landing. Thus, the wheels of the model aircraft may touch the ground after the 8-minute mark, with no penalty to the competitor.~~

Paragraph 13

During the flight, the ~~competitor~~ **pilot,** and his helper/caller (if required) must stay in the designated position in front of the judges, at the convergence of the ground ~~markings~~, **lines** and under the supervision of the flight line director**.** The ~~competitor~~ **pilot** must wear or display his identification/start number.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

h) 5.1.12. Execution of Manoeuvres **F3 Aerobatics Sub-Committee**

Amend paragraphs 1 & 2 as follows:

Paragraph 1

The manoeuvres must be executed during an uninterrupted flight in the order in which they are listed ~~on the score sheets~~ **for the schedule**. The competitor may make only one attempt at each scored manoeuvre during the flight. ~~The competitor has eight minutes to complete the flight; timing to start when the flight line official gives the signal to the competitor to start his model aircraft and ending when the model aircraft first touches the runway after completing the flight.~~

Paragraph 3

~~Scoring will cease with the expiry of the eight minute time limit, except for the in-flight sound assessment, which is done after the flight is completed, irrespective of the time.~~

The direction of the first manoeuvre or the landing may be different from that of the take-off.

After take-off, only turn-around manoeuvres, but not more than two (2), are allowed before starting with the first manoeuvre of the schedule.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

i) 5.1.13. Schedule of Manoeuvres **F3 Aerobatics Sub-Committee**

Delete the complete text and replace with the text & manoeuvre diagrams for Schedules A-12 ((2011)-2012); A-14 (2013-2014); P-13 (2012-2012); P-15 (2014-2015) in Agenda Annex 7a.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

Post-meeting note: Agenda Annex 7a contained an error on page 2 at F-13.08 which should read as follows: F-13.08 Pull-Push-Pull Humpty-Bump with consecutive four 1/4 rolls up, **1 1/2** roll down. This has been corrected in the Minutes Annex 7a and will be included in the 2012 F3 Aerobatics volume of the Sporting Code.

j) Annex 5B Judges Guide **F3 Aerobatics Sub-Committee**

Delete the complete text and replace with the text in Agenda Annex 7b.

Note that only paragraph 5B.3. remains the same as the existing Guide.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

k) Annex 5G Unknown Manoeuvres **F3 Aerobatics Sub-Committee**

Amend the paragraphs as follows:

5G.1. Unknown…shall be composed by the finalists **or by a Subcommittee approved computer software**. The composition of any unknown schedule shall…

5G.2. ~~T~~he **C**omposition of the unknown manoeuvre schedules ~~shall~~ **is** ~~be~~ done by the finalists with each finalist nominating, in turn, an appropriate centre or turn-around manoeuvre from the approved and published list of manoeuvres. This nomination and selection of manoeuvres may be either manual or computer-aided. The order of selection will be determined following the random flight draw with the order repeating until the manoeuvre schedule is complete. The nominated and selected manoeuvres must conform to the following general criteria:

~~5. All horizontal rolling manoeuvres (4 pt. rolls, 8 pt. rolls, slow rolls, etc) are usually flown in a downwind direction.~~

~~6. Snap rolls may be flown positive or negative, unless specified.~~

6. Three manoeuvres of each schedule must have K = 6

7. ~~Not more than five~~ **Four** manoeuvres of each schedule **must have** ~~may be~~ K = 5.
8. ~~Only~~ 17 manoeuvres per unknown schedule.
   ~~a) Take-off sequence into wind (not judged and not scored).~~
   ~~b)~~ **a)** 9 centre manoeuvres (5 upwind, 4 downwind).
   ~~c)~~ **b)** 8 turn-around manoeuvres (4 left and 4 right).
   ~~d) Landing sequence into wind (not judged and not scored).~~
9. ~~There is no limit on the total~~ **The summary of** K-factors **must be at least 74**~~, and the maximum score.~~

If the composition of the unknown schedules is done by computer software, the criteria 1 - 8 apply accordingly.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

cont/…

l) Annex 5G Unknown Manoeuvres **France**

5.G.8.1. Centre manoeuvres

Amend the paragraph as indicated below

1.7 Knife edge loop (K6)
1.8 Knife edge loop, inverted entry and exit (K6)
1.9 Knife edge loop from top (K6)
1.10 Knife edge loop from top, inverted entry and exit (K6)
1.11 Knife edge loop with snap roll on top (K6)
1.12 Knife edge loop with snap roll on top, inverted entry and exit (K6)
4.31 Knife edge triangular loop (base at top) (K6)
4.32 Knife edge triangular loop (base at top), inverted entry and exit (K6)
4.33 Knife edge triangular loop (base at top), snap roll on horizontal leg (K6)
4.34 Knife edge triangular loop (base at top), snap roll on horizontal leg, inverted entry and exit (K6)
4.35 Knife edge triangular loop (base at top), roll on horizontal leg (K6)
4.36 Knife edge triangular loop (base at top), roll on horizontal leg, inverted entry and exit (K6)
10.21 Knife edge Cuban eight (K6)
10.22 Knife edge Cuban eight, inverted entry and exit (K6)
10.23 Knife edge Cuban eight with full rolls (K6)
10.24 Knife edge Cuban eight with full rolls, inverted entry and exit (K6)
10.25 Knife edge reverse Cuban eight (K6)
10.26 Knife edge reverse Cuban eight, inverted entry and exit (K6)
10.27 Knife edge reverse Cuban eight with full rolls (K6)
10.28 Knife edge reverse Cuban eight with full rolls, inverted entry and exit (K6)
14.17 Vertical knife edge eight (K6)
14.18 Vertical knife edge eight, inverted entry and exit (K6)
14.19 Vertical knife edge eight with two half roll (K6)
14.20 Vertical knife edge eight with two half roll, inverted entry and exit (K6)
14.21 Vertical knife edge eight, middle entry and exit, top first (K6)
14.22 Vertical knife edge eight, middle entry and exit, top first (K6)
24.1 Double key: pull into vertical upline, ¾ pt. roll up, 5/8 knife edge loop towards the back, ¾.roll down, pull into 45°upline, ¾.roll up, 5/8 knife edge loop towards the back, ¾ pt. roll down, pull to exit upright (K6)
24.2 Double key: from inverted push into vertical upline, ¾ pt. roll up, 5/8 knife edge loop towards the back, ¾ roll down, pull into 45° upline, ¾ roll, 5/8 knife edge loop towards the back, ¾ pt. roll down, push to exit inverted (K6)
24.3 Double key: pull into a vertical upline, ¾ pt. roll up, 5/8 knife edge loop towards the back, ¾ roll down, push into a 45° upline, ¾ roll up, 5/8 knife edge loop towards the back, ¾ pt. roll down, pull to exit upright (K6)
24.4 Double key: from inverted push into vertical upline, ¾ pt. roll up, 5/8 knife edge loop towards the back, ¾ roll down, push into 45° upline, ¾ roll up, 5/8 knife edge loop towards the back, ¾ pt. roll down, push to exit inverted (K6)
25.1 Horizontal eight with one roll integrated in each loop (K6)
25.2 Horizontal eight with one roll integrated in each loop, inverted entry and exit (K6)
25.3 Horizontal eight with two rolls integrated in each loop (K6)

25.4 Horizontal eight with two rolls integrated in each loop, inverted entry and exit (K6)
25.5 Horizontal eight with four rolls integrated in each loop (K6)
25.6 Horizontal eight with four rolls integrated in each loop, inverted entry and exit (K6)

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

m) Annex 5 Rules for F3A Aerobatic World Cup — **F3 Aerobatics Sub-Committee**

5N.3. Contests

Add a new paragraph as follows:

c) Five (5) judges have to be appointed for each judges' panel and a TBL scoring system has to be applied.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F3M Large Aerobatic Power Model Aircraft

n) 5.10.3 General Characteristics — **France**

Amend the sixth paragraph as follows:

The maximum noise level will be ~~94~~ **96** dB(A) measured at ~~7~~ **3** m from the centre line of the model aircraft ….

If a concrete or macadam surface is not available then the measurement may be taken over bare earth or very short grass in which case the maximum noise level will be ~~92~~ **94** dB(A).

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

o) Annex 5L Description of Manoeuvres & related 5.10.14 Known Schedule of Manoeuvres – K factors — **France**

Replace the K-factors, the manoeuvre descriptions and the Aresti diagrams see Agenda Annex 7c.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

F3P

p) 5.9.1 Definition of an R/C Indoor Aerobatic Power Model Aircraft — **F3 Aerobatics Sub-Committee**

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

A model aircraft, but not a helicopter, which is aerodynamically manoeuvred ~~by control surface(s)~~ in attitude, direction, and altitude by a pilot on the ground using radio control. **Variable thrust direction of the propulsion device(s) is not allowed except for F3P-AFM.**

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

q) 5.9.2. General Characteristics of R/C Indoor Aerobatic Power Aircraft **F3 Aerobatics Sub-Committee**

Amend paragraphs 2, 3, 5, 7, as follows and re-number the paragraphs, if appropriate.

Paragraph 2

A tolerance of 1% will be allowed for possible inconsistencies in measurement instruments for weight and voltage unless otherwise stated.

Paragraph 3

Power device limitations: Any suitable power device may be utilised except those generating any kind of exhaust emission. Electric powered model aircraft are limited to a maximum of ~~42~~ **42.56** Volts for the propulsion circuit **measured off load, and, if considered applicable, prior to flight while the competitor is in the ready box.**

The propulsion device(s) must automatically shut-off or fully idle at the moment a R/C signal failure should occur.

Paragraph 5

Radio Equipment shall…aircraft to the ground, **except of the stipulations in Volume ABR B.11.2).** Auto-pilot control utilising…

Paragraph 7

Not permitted:

3. Auto-pilots or gyros for automatic wing levelling **or other stabilisation of the model aircraft.**

4. Automatic flight path guidance.

~~4~~ **5**. Propeller pitch change with automatic timing mode.

~~5~~ **6.** Any type of voice recognition system.

~~6~~ **7**. Any type of learning function involving manoeuvre to manoeuvre or flight to flight analysis.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

r) 5.9.3. Definition and Number of Helpers **F3 Aerobatics Sub-Committee**

Amend as follows:

A helper may be a Team Manager, another competitor or an officially registered supporter. Each pilot is permitted one helper during the flight**. Physically disabled competitors requiring an additional helper and/or caller or other assistance, must request permission with full details, with their entry, from the organiser of a championship. This additional assistance must be provided by the competitor, must not give him an unfair advantage over other competitors, and must not unduly delay or interfere with the running of the competition. Except for communication between the caller and the competitor, no other performance-enhancing communication with helpers is permitted during the flight.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

cont/…

s) 5.9.5. Definition of an Attempt **F3 Aerobatics Sub-Committee**

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

Paragraph 2

~~Note: If the propulsion device motor fails to start within the one (1) minute starting time allowed, the competitor must immediately make room for the next competitor~~. If the propulsion device ~~stops~~ **fails** after the take-off has begun~~, but before the model aircraft is airborne, it may be restarted within the one (1) minute starting period~~**. the attempt will be deemed complete.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

t) 5.9.6. Number of Attempts **F3 Aerobatics Sub-Committee**

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

Note: An attempt…manoeuvres that follow will be ~~judged~~ **tabulated. This reflight should take place within 30 minutes of the first flight, in front of the same set of judges, or be the first flight after the judges' break, or, if it involves a protest, as soon as the FAI Jury has deliberated and communicated the outcome of the protest to the contest director. The result of the reflight will be final.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

u) 5.9.8. Marking **F3 Aerobatics Sub-Committee**

Amend paragraphs 1, 4, 5, 6, 7, as follows.

Paragraph 1

Each judge has to assess each manoeuvre and any other relevant action of the competitor individually and independently from the other judges. The criteria for judging are contained in the Description of Manoeuvres (Annex 5M) and in the Manoeuvre Execution Guide (Annex 5B)

Each manoeuvre may…by a coefficient **(K-Factor)** that ~~varies with~~ **depends on** the difficulty of the manoeuvre. Any manoeuvre not completed **or flown out of sequence with the stated schedule** shall be scored zero (0)**. Zero scores need not be unanimous, except in cases where an entirely wrong manoeuvre was performed. Judges must confer after the flight in these cases, bringing it to the attention of the flight line director/contest director on site.**

Take-off and landing procedures are not judged and are not scored.

Paragraph 4

~~The manoeuvring area is limited by the floor, ceiling, and walls of the hall, as well as by the safety line (the line that the judges are seated on). A model aircraft must never cross this safety line. The centre line of the manoeuvring area stretches from the safety line (perpendicular) to the opposite long wall, and is positioned in the middle between the side walls.~~

The manoeuvring area is limited by the floor, ceiling, and walls of the hall, as well as by the ~~safety~~ **security** line ~~(the line that the judges are seated on).~~ **being parallel to the longest wall of the hall and in front of the judges**. A model aircraft must never cross this ~~safety~~ **security** line. The centre line of the manoeuvring area

stretches from the ~~safety~~ **security** line (perpendicular) to the opposite long wall, and is positioned in the middle between the side walls.

The competitor is normally placed on the intersection of the security line and the centre line.

The recommended dimensions of the hall should be about 40 x 20 metres in length and width and between 8 to 12 metres in height.

Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason ~~outside~~ **beyond** the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the "Not Observed" (N.O.) mark. In this case, the judge's **(judges')** mark**(s)** for that particular manoeuvre will be the average of the numerical marks given by the other judges **rounded to the nearest whole number. If no such average is achievable, the competitor has the right for a reflight as per paragraph 5.1.6.**

Centre manoeuvres should be ~~spaced~~ **positioned** equally above the centre…

Paragraph 5

Audible and visual signals to indicate violations of the manoeuvring area ~~are not to be employed~~**. must not be used.**

Paragraph 6

If a model aircraft is ~~unsafe,~~ in the opinion of judges, **unsafe** or being flown in an unsafe **or inappropriate** manner, they **may bring this to the attention of the flight line director, who may instruct** the **pilo**t ~~competitor~~ to land.

Paragraph 7

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

The individual manoeuvre scores given by each judge for each competitor must be made public at the end of each round of competition. The team manager must be afforded the opportunity to check that the scores on each judge's score sheet correspond to the tabulated scores (to avoid data capture errors). The score board must be located in a prominent position at the flight line, in full view of the competitors and the public.

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

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

v) 5.9.8 Marking **France**

Add following sentence:

The recommended dimensions of the hall should be about 40 x 20 metres in length and width and between 8 to 12 metres in height. **The take off must be from right to left for AP flights 1 and 3 and from left to right for AP flights 2 and 4.**

Withdrawn by France.

cont/…

w) 5.9.9. Classification **Aerobatics Sub-Committee**

Amend paragraphs 1 & 2 and Notes 1 & 2 as follows:

Paragraph 1

For World and Continental Championships, ~~E~~**e**ach competitor will have four (4) preliminary flights (schedule F3P-AP), with the ~~sum of the~~ best three **normalised scores** ~~counting~~ to determine ~~a first individual classification and the team placing if necessary~~ **the preliminary ranking**. ~~All preliminary scores will be normalised to 1000 points as described below.~~ The top 20% (twenty percent) of the classified ~~pilots~~ **competitors** with a minimum of five (5) will have three (3) additional flights. These final flights will be flown as a known, finals schedule (schedule F3P-AF). The total of the best three preliminary flights normalised again to 1000 points will count as one score. This score and the three finals scores will give four (4) normalised scores. The sum of the three best will give the final classification. In the case of a tie, the sum of all the **four (4)** scores will determine the winner.

The team classification is established at the end of the competition (after finals) by adding the numerical final placing of the best three team members of each nation. Teams are ranked from the lowest numerical scores to the highest, with complete three-competitor teams, ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In the case of a tie, the best individual placing decides the team ranking.

Paragraph 2

For World and Continental Championships, t~~T~~he scores of all ~~the~~ preliminary and **final rounds** ~~and finals~~ will be computed using the Tarasov-Bauer-Long (TBL) statistical averaging scoring system. Only computer tabulation systems containing the TBL algorithm and judge analysis programs and approved by the CIAM Bureau can be used at World and Continental Championships. All scores for each preliminary **and final** round ~~and finals~~ will be normalised as follows: when all ~~the~~ competitors have flown in front of…

Note 1: Final flights to determine the individual winner are only required for World and Continental Championships. ~~For smaller contests, the total of the three best preliminary flights may be used to determine the individual winner and the team placing.~~ **For open international events, national championships, and domestic competitions, the total of the three best preliminary flights out of four or the best two out of three may be used to determine the individual winner and team placing. Flights of Schedule F3P-AF may be incorporated depending on local circumstances and time available.**

Note 2 …can only be applied for events with at least ~~10~~ **5** competitors and 5 judges. For those smaller events that…

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

x) 5.9.9 Classification (Submitted as 5.9.8 Marking) **France**

Add Note 3

For F3P AFM each competitor will have 3 flights with the two best normalised scores to determine the ranking. The top 20% (twenty percent) of the classified pilots with a minimum of ten (10) will have three (3) additional

flights. Scores are reset in final.

The sum of the two best will give the final classification. In the case of a tie, the sum of all the three (3) scores will determine the winner.

The rule for the flight order is the same as for F3P-AP and F3P-AF

The scores will be computed using the Tarasov-Bauer-Long (TBL)

Withdrawn by France.

y) 5.9.10 Judging **F3 Aerobatics Sub-Committee**

Amend the paragraphs as follows:

b) For larger events, there might be several ~~groups~~ **panels** of judges.

c) For World or Continental Championships the organiser must appoint one **or more** panel**(s)** 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.

d) The invited judges **for World or Continental Championships must be selected from a current list of FAI international judges and must** have had F3P 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 ~~along with the judges list~~ for approval.

f) ~~Each judge has to assess each manoeuvre and any other relevant action of the competitor individually and independently from the other judges. The criteria for judging are contained in the Description of Manoeuvres (Annex 5M) and in the Judge's Manoeuvre Execution Guide (Annex 5B).~~

For open international events, national championships, and domestic competitions, where the TBL statistical averaging scoring system is not used, the highest and lowest scores for each manoeuvre may be discarded, but only where four or five judges are used

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

z) 5.9.10 Judging **France**

Add at the end of paragraph e):

For international contests two warm up flights for judges should be flown by 2 pilots drown lots before the first official preliminary flight each day.

Withdrawn by France.

aa) 5.9.11 Organisation for R/C Indoor Aerobatic **F3 Aerobatics Sub-committee**

Amend the paragraphs as follows:

a) For transmitter and **FM** frequency control see Section 4B, Para. B.11. The draw for the flight order will be done for each flight line, except when possible, frequency will not follow frequency, nor team member follow team member. Also team members on separate flight lines will be separated by at least two

competitors. **The draw for flight order will be done for each flight line, so that FM frequencies are separated with two competitors in between. Team members will not be drawn to fly directly after each other. Team members on separate flight lines will be separated by at least two competitors. Competitor identification numbers will only be assigned after this flight order draw, by pilot group, and in numerical ascending order.**

b) ~~For flights two, the flight order will start in the middle of the original flight draw and then from the beginning to the middle. For flights three, the flight order is the same as the original draw, but in reverse.~~ **For flights two, three and four of the preliminary rounds the flight order will start ¼, ½ and ¾ down the flight order respectively. Organisers must take care to avoid a flight draw which will cause competitors to fly at approximately the same time each day.**

The flight order for the first round of the finals will be established by a random draw as above. The flight order for flights two, three and four will start ¼, ½ and ¾ down the finals flight order with decimal-fractions rounded-up.

d) Competitors must be called **by a flight line official** at least five (5) minutes before they are required to occupy the starting area.

e) If his **FM** frequency is clear the competitor will be given his **FM** transmitter when he occupies the starting area so that he can perform a radio check. If there is a **FM** frequency conflict he must be allowed a maximum of one (1) minute for a radio check before the start of the one (1) minute starting time. The timer will notify the competitor when the minute is finished and immediately start timing the one (1) minute starting time. **According to paragraph 5.1.2., the voltage of the propulsion battery of electric powered models, is checked by an official in the preparation area before the 1-minute staring time is started.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

ab) 5.9.11 Organisation for R/C Indoor Aerobatic **France**

Add a new paragraph :

f) **Each pilot will be allowing at least 5 flights minimum of 3min maximum 24 hours before the start of the competition.**

Withdrawn by France.

ac) 5.9.12. Execution of Manoeuvres **F3 Aerobatics Sub-Committee**

Amend as follows:

a) In the preliminary flights (schedule F3P-AP) and the finals flights (schedule F3P-AF), the manoeuvres must be executed during an uninterrupted flight in the order that they are listed ~~on the score sheet~~ **for the schedule. The competitor may make only one attempt at each scored manoeuvre during the flight**. The direction of take-off is the ~~competitor's~~ **pilot's** choice. The direction of ~~each~~ **the first** manoeuvre ~~is~~ determine**s**~~d as a result~~ of the direction of **all** ~~the first~~ **following** manoeuvre**s**.

cont/…

d) If the model aircraft touches the floor, ceiling, walls, or any structures or fixtures of the hall, or crosses the ~~safety~~ **security** line during a manoeuvre, this particular manoeuvre is scored ZERO.

e) In AFM this rule only applies regarding the ~~safety~~ **security** line.

f) The competitor may make only one attempt at each manoeuvre during the flight. The pilot has one (1) minute **starting time** ~~to start his motor~~ and…

k) ~~The flight ends when the landing sequence is completed~~. Scoring will cease at the expiry of the five (5) minutes time limit.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

ad) 5.9.12 Execution of manoeuvres **France**

Add a new paragraph:

m) In AFM, after the crash of the model, only the pilot can put his model in flight during the period of 2 minutes of music without outside assistance.

Withdrawn by France.

ae) 5.9.13 Schedule of manoeuvres **France**

Add a new third paragraph as follows:

New schedules AF/AP must not have high transition.

Withdrawn by France.

af) 5.9.13 Schedule of Manoeuvres **France**

Cross refer to proposal ai).

Replace entirely the Schedules F3P-AP & F3P-AF (manoeuvres and K-factor) as follows:

~~**SCHEDULE F3P-AP with K-Factor**~~

~~**AP 01. Take-off Sequence 0**~~
~~**AP02. Cobra with two half rolls (Centre manoeuvre) 5**~~
~~**AP03. Stall turn with two half rolls up (Turn-around manoeuvre) 4**~~
~~**AP04. Two 3/4 rolls opposite (Centre manoeuvre) 4**~~
~~**AP05. Humpty-bump + - - with 1/4 roll up (Turn-around manoeuvre) 2**~~
~~**AP06. Stall turn with ¼ roll up (Turn-around manoeuvre) 4**~~
~~**AP07. 4 point torque roll (Centre manoeuvre) 4**~~
~~**AP08. Half circle with 2/4 point roll integrated (Turn-around manoeuvre) 5**~~
~~**AP09. Square loop with 4 half roll (Centre manoeuvre) 3**~~
~~**AP10. Inverted half cuban height (Turn-around manoeuvre) 6**~~
~~**AP11. Circle with one roll integrated (Centre manoeuvre) 2**~~
~~**AP12. Horizontal half diamond square edge (Turn-around manoeuvre) 3**~~
~~**AP13. Loop with to integrated 1/4 opposite roll in upper part (Centre manoeuvre)**~~
~~**AP14. Humpty bump +++ with half roll up (Turn-around manoeuvre)**~~

cont/…

…/cont

~~**AP15. 8 point roll (Centre manoeuvre)**~~

~~**AP16. Landing Sequence 0**~~

SCHEDULE F3P-AF-13 with K-Factor

AF-13.01 Knife Edge Loop with ½ roll	**K= 4**
AF-13.02 Stall Turn, 1 ½ roll up, ½ roll down	**K= 3**
AF-13.03 Roll Combination with two consecutive ¼ rolls, two consecutive ¼ rolls in opposite directions	**K= 5**
AF-13.04 Shark Fin with four consecutive 1/8 rolls up, ½ roll down	**K= 4**
AF-13.05 Horizontal Circle with three consecutive rolls in opposite directions	**K= 5**
AF-13.06 Trombone with ¼ roll, ¼ roll	**K= 2**
AF-13.07 Six-sided Loop with ½ roll	**K= 3**
AF-13.08 ½ Horizontal Square Circle with ¼ roll, two consecutive 1/2 rolls in opposite directions, ¼ roll	**K= 4**
AF-13.09 Knife Edge Cuban 8 with ¼ roll, ½ roll, ¼ roll	**K= 6**
AF-13.10 ½ Square Loop with ½ roll down	**K= 3**
AF-13.11 Two consecutive ¾ Torque Rolls in opposite directions	**K= 6**
	Total K=45

Note: Schedule AP was deleted and Schedule AF was amended.

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

ag) 5.9.13 **Germany**

Cross refer to proposal aj).

New manoeuvre schedules F3P-AP and F3P-AF replacing the current versions. Schedule F3P-AFM remains unchanged. See Agenda Annex 7e.

~~**SCHEDULE F3P-AP**~~	~~**K-Factor**~~
~~AP 01: Lying square eight with ½ rolls in all vertical (up and down) lines (Centre manoeuvre)~~	~~4~~
~~AP 02: Top hat with ½ roll, ¼ rolls up an down (Turn-around manoeuvre)~~	~~3~~
~~AP 03: Two rolls in opposite direction (Centre manoeuvre)~~	~~4~~
~~AP 04: Stall turn with ¼ rolls up and down (Turn-around manoeuvre)~~	~~3~~
~~AP 05: Horizontal eight with ¼-roll, full roll, and ¾-roll integrated (Centre manoeuvre)~~	~~5~~
~~AP 06: ½ horizontal knife edge square loop with $^4/_8$-pt-roll (Turn-around manoeuvre)~~	~~3~~
~~AP 07: Knife edge cuban eight with ½ rolls (Centre manoeuvre)~~	~~5~~
~~AP 08: Half circle with ¾ roll integrated (Turn-around manoeuvre)~~	~~4~~
~~AP 09: 1 $^4/_2$ torque rolls (Centre manoeuvre)~~	~~5~~
~~AP 10: Half square loop with ½ roll (Turn-around manoeuvre)~~	~~3~~
~~AP 11: 45° downline with 2 quarter rolls (Centre manoeuvre)~~	~~3~~
AP-13.01 Square Loop with ½ roll up, ½ roll down	**K= 3**
AP-13.02 Top Hat with ¼ roll up, ½ roll, ¼ roll down	**K= 4**
AP-13.03 Roll Combination with consecutive two rolls in opposite directions	**K= 5**
AP-13.04 Stall Turn with ¼ roll up, ¼ roll down	**K= 3**

cont/…

…/cont

AP-13.05	**Horizontal Circle 8 with ¼ roll, roll, ¾ roll in opposite directions**	**K= 5**
AP-13.06	**Push-Push-Pull Humpty-Bump with ¼ roll up, ¼ roll down (Option: Push-Pull-Pull)**	**K= 3**
AP-13.07	**Loop with ¼ roll, ¼ roll in opposite directions integrated**	**K= 3**
AP-13.08	**½ Horizontal Square Circle with ¼ roll, four consecutive 1/8 rolls, ¼ roll**	**K= 4**
AP-13.09	**1 ½ Torque Rolls**	**K= 6**
AP-13.10	**½ Square Loop with ½ roll up**	**K= 2**
AP-13.11	**45° Downline with two consecutive ¼ rolls**	**K= 4**
		Total K=42

Note: Schedule AF was deleted and Schedule AP was amended.

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

Note: The Technical Secretary asked the Delegates to ensure that future proposals contained only one schedule and if NACs wished to submit proposals for both schedules then they should submit two proposal forms.

ah) Annex 5M Description of Manoeuvres **F3 Aerobatics Sub-Committee**

Amend as follows.

Also amend Aresti-Drawing

AF08. Two vertical rolls opposite (Centre manoeuvre)

From level inverted flight, push to a vertical upline. Perform a full roll, followed immediately by a full roll in opposite direction. ~~Push~~ P**ull** to exit ~~upright~~ **inverted.**

AF09. Inverted top hat with ¼ rolls (Turn-around manoeuvre)

~~Push~~ **Pull** to a vertical downline, perform a quarter roll, push to horizontal inverted cross-box flight. Push to a vertical upline, perform a quarter roll, and push to exit upright.

Withdrawn by the F3 Aerobatics Sub-committee

ai) Annex 5M Description of manoeuvres **France**

Cross-refer to proposal af). Replace the description of manoeuvres and Aresti drawings for Schedules F3P-AP & F3P-AF. See Agenda Annex 7d.

Note: Cross-refer to proposal af). These are the manoeuvre descriptions for the approved amended Schedule AF. Agenda Annex 7d no longer applies.

Preliminary Schedule F3P-AF-13 (2012-2013)

AF-13.01 Knife Edge Loop with ½ roll

From upright, perform a ¼ roll, perform a knife edge loop while performing a ½ roll integrated in the top 90° of the loop, perform a ¼ roll, exit inverted.

cont/…

…/cont

AF-13.02 Stall Turn, 1 ½ roll up, ½ roll down

From inverted, push through a ¼ loop into a vertical upline, perform 1 ½ rolls, perform a stall turn into a vertical downline, perform a ½ roll, push through a ¼ loop, exit inverted.

AF-13.03 Roll Combination with two consecutive ¼ rolls, two consecutive ¼ rolls in opposite directions

From inverted, perform consecutively two ¼ rolls, perform consecutively another two ¼ rolls in opposite direction, exit inverted.

AF-13.04 Shark Fin with four consecutive 1/8 rolls up, ½ roll down

From inverted, push through a ¼ loop into a vertical upline, perform consecutively four 1/8 rolls, pull through a 5/8 loop into a 45° downline, perform a ½ roll, pull through a 1/8 loop, exit upright.

AF-13.05 Horizontal Circle with three consecutive rolls in opposite directions

From upright, perform a horizontal circle while performing a roll to the outside integrated in the first 120° of the circle, consecutively followed by another roll in the opposite direction integrated in the second 120° of the circle, and consecutively followed by another roll in opposite direction integrated in the final 120° of the circle, exit upright.

AF-13.06 Trombone with ¼ roll, ¼ roll

From inverted pull through a 1/8 loop into a 45° upline perform a ¼ roll, push through a ½ circle into a 45° downline, perform a ¼ roll pull through a 1/8 loop, exit upright.

AF-13.07 Six-sided Loop with ½ roll

From upright, pull through a six-sided loop while performing a ½ roll in the third leg, exit inverted.

AF-13.08 ½ Horizontal Square Circle with ¼ roll, two consecutive 1/2 rolls in opposite directions, ¼ roll

From inverted, perform a ¼ roll, perform a ¼ circle into a horizontal cross-box knife-edge line, perform consecutively two ½ rolls in opposite directions, perform a ¼ circle, perform a ¼ roll, exit upright.

AF-13.09 Knife Edge Cuban 8 with ¼ roll, ½ roll, ¼ roll

From upright pull through a 1/8 loop into a 45° upline, perform ¼ roll, perform a ¾ knife edge loop, perform a ½ roll, perform another ¾ knife edge loop, perform a ¼ roll, push through a 1/8 loop, exit upright.

cont/…

…/cont

AF-13.10 ½ Square Loop with ½ roll down

From upright, push through a ¼ loop into a vertical downline, perform a 1/2 roll, push through a ¼ loop, exit upright.

AF-13.11 Two consecutive ¾ Torque Rolls in opposite directions

From upright, reduce flying speed until the longitudinal axis of the model aircraft is in a vertically hovering attitude. Perform in this position a 3/4 torque roll and consecutively another ¾ torque roll in opposite direction, then accelerate to exit upright.

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

aj) Annex 5M **Germany**

Cross-refer to proposal ag). Replace the description of manoeuvres and Aresti drawings for Schedules F3P-AP & F3P-AF. See Agenda Annex 7e.

Note: Cross-refer to proposal ag). These are the manoeuvre descriptions for the approved amended Schedule AP. Agenda Annex 7e no longer applies.

Preliminary Schedule F3P-AP-13 (2012-2013)

AP-13.01 Square Loop with ½ roll up, ½ roll down

From upright, pull through a ¼ loop into a vertical upline, perform a ½ roll, push through a ¼ loop into a horizontal line, push through a ¼ loop into a vertical downline, perform a ½ roll, pull through a 1/4 loop, exit upright.

AP-13.02 Top Hat with ¼ roll up, ½ roll, ¼ roll down

From upright, pull through a ¼ loop into a vertical upline, perform a ¼ roll, pull into a horizontal cross –box line, perform a ½ roll, push through a ¼ loop into a vertical downline, perform a ¼ roll, push through a 1/4 loop, exit inverted.

AP-13.03 Roll Combination with consecutive two rolls in opposite directions

From inverted, perform a roll consecutively followed by another roll in opposite direction, exit inverted.

AP-13.04 Stall Turn with ¼ roll up, ¼ roll down

From inverted, push through a ¼ loop into a vertical upline, perform a ¼ roll, perform a stall turn into a vertical downline, perform a ¼ roll, push through a ¼ loop, exit inverted.

AP-13.05 Horizontal Circle 8 with ¼ roll, roll, ¾ roll in opposite directions

From inverted, perform a ¼ horizontal circle while performing ¼ roll to the outside, then, while performing a roll in the opposite direction, perform immediately another (full) circle in the opposite , then, while performing a ¾

roll again in the opposite direction, finish the remaining ¾ of the first circle, exit inverted.

AP-13.06 Push-Push-Pull Humpty-Bump with ¼ roll up, ¼ roll down (Option: Push-Pull-Pull)

From inverted push into a vertical upline, perform a ¼ roll, push through a ½ cross-box loop into a vertical downline, pull through a ¼ loop, perform a ¼ horizontal circle, exit upright.

Option: from inverted, perform a ¼ horizontal circle, push into a vertical upline, pull through a ½ cross-box loop into a vertical downline, perform a ¼ roll, pull through a ¼ loop, exit upright.

AP-13.07 Loop with ¼ roll, ¼ roll in opposite directions integrated

From upright, pull through a loop, while performing a ¼ roll integrated into the second quarter of the loop and another ¼ roll in opposite direction integrated in the third quarter of the loop, exit upright.

AP-13.08 ½ Horizontal Square Circle with ¼ roll, four consecutive 1/8 rolls, ¼ roll

From upright, perform a ¼ roll, perform a ¼ circle into a horizontal cross-box knife-edge line, perform consecutively four 1/8 rolls, perform a ¼ circle, perform a ¼ roll, exit upright.

AP-13.09 1 ½ Torque Rolls

From upright, reduce flying speed until the longitudinal axis of the model aircraft is in a vertically hovering attitude. Perform 1 ½ torque rolls in this position, then accelerate to exit inverted.

AP-13.10 ½ Square Loop with ½ roll up

From inverted, push through a ¼ loop into a vertical upline, perform a 1/2 roll, pull through a ¼ loop, exit inverted.

AP-13.11 45° Downline with two consecutive ¼ rolls

From inverted, pull through a 1/8 loop into a 45° downline, perform consecutively two ¼ rolls, pull through a 1/8 loop, exit upright.

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

New Provisional Class

ak) F3S Aerobatic Power Jet Models **Germany**

Add a new class F3S. See Agenda Annex 7f.

Approved by the Plenary Meeting: For 30; Against 0; Abstentions 2. Effective 01/01/12.

11.7 Section 4C Volume F3 - RC Soaring

F3B Multi-Task Gliders

a) 5.3.1.9. Organisation of Contests **Germany**

Amend the paragraph as follows:

c) Sighting apparatus, winches or any device constituting an obstacle, should be placed on Base A and Base B, a minimum of 5 metres from the safety line for task C. Apparatus for judging the safety ~~line~~ **plane** in task C shall be placed a minimum distance of 5 metres from Base A or B outside the course.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

b) 5.3.2.2. Launching **United Kingdom**

In sub paragraph f) delete the first sentence and replace with

The battery may be charged on the launch line, but only by means of another 12volt slave battery of similar size with a maximum capacity of 100 ampere hours. Only 1 (one) slave battery per team except in the case of 2 (two) winch lines operating. In this case 1 (one) slave battery may be used in each direction. Any charger used must have an automatic cut-off set at maximum of 14.7 volts to prevent overcharging and risk of explosion. The charging leads must have a maximum diameter of 3mm and must be removed from the winch battery at the time of launching the model.

By stating the maximum number of slave batteries to one or two depending on whether back to back winch lines are employed, it prevents teams from using extra slave batteries. In addition by charging the winch batteries on the line teams need only carry one battery per winch thus reducing the costs and the work load for the teams

Withdrawn by the United Kingdom.

c) 5.3.2.2. Launching **Germany**

Amend the paragraph as follows:

c) The winch shall be fitted with a single starter motor. The starter motor must come from serial production. It is allowed to fit the ~~arbour~~ **arbor** of the rotor with ball or needle roller bearings at each end. The drum ~~must~~ **can** be driven directly by the motor **or by a gear with a constant and unchangeable transmission ratio**. Any further change of the original motor will lead to disqualification according to paragraph B.18.1. The drum must have a fixed diameter.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

d) 5.3.2.2. Launching **Germany**

Amend the paragraph as follows:

k) For the test a digital voltage-measuring instrument (accuracy less or equal to 1%)

is used, which enables the measurement of the voltage of the battery and the output voltage from the
I/U-transducer 300 ms (+-30 ms) after the current to the winch is applied. The transducer for measuring the current may be a clamp transducer (range 0-600 or 0-1000A, accuracy less or equal to 2%) or a calibrated resistor (0.1 milliohm, accuracy less or equal to 0.5%) in the negative path of the circuit.
The resistance is calculated with the formula:
Measurement with clamp transducer Rtot = 1000 x Ub / I300
Measurement with shunt Rtot = (1000 x Ub / I300) – 0.1
(Rtot in milliohms, Ub in volts, I300 in amperes)
~~The winch equipment is declared as being in accordance with the rules if its total resistance is~~ at least 23 milliohms.

Withdrawn by Germany (redundant proposal).

e) 5.3.2.4. Task B – Distance **Germany**

Amend the paragraph as follows:

d) The model aircraft must be identified by the contest director or ~~designated official~~ **the flight-line manager** to the judges at Base A and B ~~before or~~ during the launch. **For this procedure the competitor or his helper must announce clearly the intention to start by calling their allocated signal (alpha, bravo, charlie, delta, echo or foxtrot); when they receive permission from the contest director or the flight-line manager to start, they must do so immediately otherwise another competitor will receive permission to start. If a competitor starts without official permission he will be called back and must land and again request permission to start.**

The competitor must stay within a distance of 10 m either side of Base A during the timed flight.

Amended as shown at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For 28; Against 3; Abstentions 3. Effective 01/01/12.

f) 5.3.2.4. Task B-Distance **Germany**

New paragraph f) as follows and re-number the existing paragraph f) to g)

f) After having completed the task, the model aircraft must land in the area(s) determined by the contest director outside the safety area(s) otherwise a penalty of 100 points will be applied to the competitor's final score.

Approved by the Plenary Meeting: For 22; Against 3; Abstentions 7.
Then amended by the Plenary meeting and approved: For: 11; Against 9; Abs: 13
Effective 01/01/12.

F3K Hand Launched Gliders

g) 5.7.1.1 Timekeepers **Germany**

Amend the paragraph as follows:

The organiser should provide a sufficient number of well-trained, official timekeepers in order to allow enough simultaneous flights at all time. The official timekeeper is not allowed to assist the competitor or his helper in any way. The competitor and his helper are entitled to read their results during the working time. **Official timekeepers may position themselves anywhere inside or outside the**

start and landing field in order to observe the flight. They must at all times ensure that they do not impede any pilot or model.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.
Approved as a local rule at the 2011 Championships.

h) 5.7.1.4 Transmitter Pound **Germany**

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. **If a pilot does not return his transmitter and/or antenna and thereby delays the beginning of a group, this is penalized by 100 penalty points.**

Withdrawn by Germany.

i) 5.7.1.5 Penalties **Germany**

Insert a new paragraph as follows:

An infringement of any rule will incur 100 point penalty to the pilot's final score unless otherwise stated.

Rejected by the Plenary Meeting: For 9; Against 10; Abstentions 13.

j) 5.7.2.3 Change of model glider **Germany**

Amend the paragraph as follows:

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must stay outside the start and landing field and one of the spare model gliders may only be brought into the start and landing field for an immediate change. If changing the model gliders **happens** during the working time, then both model gliders must be in the start and landing field. **The not-used model must be brought outside the start and landing field.**

If the change of model gliders is done outside the start and landing field or the not-used model is or remains in the start and landing field, this is penalized with 100 penalty points.

Withdrawn by Germany.

k) 5.7.2.3. Change of model glider **United Kingdom**

Amend the paragraph as follows:

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model

gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must stay outside the start and landing field and **only one model is permissible in the start and landing field to score a valid flight time. The previous model must be removed before a replacement model may be launched.**

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12

Approved as a local rule for the 2011 Championships.

l) 5.7.2.4 Retrieving of model glider **Germany**

Amend the paragraph as follows:

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

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

Amended as shown at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For 29; Against 1; Abstentions 5. Effective 01/01/12

Approved as a local rule for the 2011 Championships.

m) 5.7.3.2. Start and landing field **United Kingdom**

Amend the paragraph as follows:

The organiser must define the start and landing field before the start of the contest**.** Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 m distance to any person in the start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m). All launches and landings must happen within this area. The border line defining the start and landing field is part of the start and landing field. Any launch or landing outside this area is scored zero for the flight. Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur with the pilot and model both within the start and landing field. **Any landing with the pilot outside of this area is scored a zero for the flight.**

Withdrawn by the United Kingdom (redundant proposal).

n) 5.7.3.2 Start and landing field **Germany**

Amend the paragraph as follows:

The organiser must define the start and landing field before the start of the contest. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 m distance to any person in the start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m).

cont/…

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

~~Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur within the start and landing field.~~

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

Withdrawn by Germany (redundant proposal).

o) 5.7.6.1 Landing **Germany**

Amend the paragraph as follows:

The model glider is considered to have landed (and thereby terminated its flight) if:

(a) The model glider comes to a rest anywhere

(b) The competitor **catches** ~~touches~~ the airborne model glider ~~for the first time~~ by hand ~~or any part of his body~~ (or if the competitor is disabled, the same applies for his start helper).

Rejected by the Plenary Meeting: For 3; Against 20; Abstentions 10.

p) 5.7.6.2 Valid landing **Germany**

Amend the paragraph as follows:

Landing is considered valid, if:

(a) At least one part of the model glider at rest touches the start and landing field or overlaps the start and landing field when viewed from directly above (this provision includes any ground based object within the starting and landing field, as well as the tape marking the boundary of the landing field)..

(b) The competitor (or his **start** helper) touches the airborne model glider for the first time, while standing on the ground with both feet inside the starting and landing field.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12

Approved as a local rule for the 2011 Championships.

q) 5.7.9.4 Flight testing time **Germany**

Amend the paragraph as follows:

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

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

cont/…

…/cont

~~Competitors who are not part of this group are not permitted to perform test flights either inside or outside the start and landing field and any competitor so doing will incur a penalty of 100 points.~~

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

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

Approved by the Plenary Meeting: For 28; Against 1; Abstentions 7.

Effective 01/01/12.

r) 5.7.11 Definition of tasks (1 of 7 "task" proposals) Denmark

Add a new task I as follows:

Each competitor has an unlimited number of flights. Only the best four flights will be added together. The maximum accounted single flight is 150 seconds. Working time is 10 minutes.

Withdrawn by Denmark.

s) 5.7.11 Definition of tasks (2 of 7 "task" proposals) Denmark

If proposal v) is not approved then this proposal will be withdrawn.

~~Task G (Five longest flights)~~

~~Each competitor has an unlimited number of flights. Only the best five flights will be added~~

~~together. The maximum accounted single flight time is 120 seconds.~~

~~Working time is 10 minutes.~~

Withdrawn by Denmark.

t) 5.7.11 Definition of tasks (3 of 7 "task" proposals) Denmark

Add a new task J as follows:

Each competitor has an unlimited number of flights. Only the best four flights will be added together. The maximum accounted single flight is 180 seconds. Working time is 12 minutes.

Withdrawn by Denmark.

u) 5.7.11 Definition of tasks (4 of 7 "task" proposals) Denmark

Add a new task K as follows:

Each competitor has an unlimited number of flights. Only the best five flights will be added together. The maximum accounted single flight is 180 seconds. Working time is 15 minutes.

More and more contest have numerous rounds, and more tasks would make it easier to choose task to harden the competition, and separate the top pilots.

More tasks will increase the demand for an even wider tactical horizon.

cont/…

…/cont

The working time doesn't always have to be 10 minutes. A longer working time gives the possibility for more thermal cycles to pass through in one groups working time, together with the associated sink.

Varying working times are not new to F3K (se 5.7.11.1 task A (last flight) – working time min 7 minutes, max 10 minutes).

Withdrawn by Denmark.

v) 5.7.11 Definition of tasks (5 of 7 "task" proposals) Denmark

Add a new task L as follows:

Each competitor has an unlimited number of flights. Only the best three flights will be added together. The maximum accounted single flight is 200 seconds.

Working time is 10 minutes.

More and more contest have numerous rounds, and more tasks would make it easier to choose task to harden the competition, and separate the top pilots.

More tasks will increase the demand for an even wider tactical horizon.

The working time doesn't always have to be 10 minutes. A longer working time gives the possibility for more thermal cycles to pass through in one groups working time, together with the associated sink.

Varying working times are not new to F3K (se 5.7.11.1 task A (last flight) – working time min 7 minutes, max 10 minutes).

Amended as shown at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For 17; Against 2; Abstentions 17. Effective 01/01/12.

w) 5.7.11 Definition of tasks (6 of 7 "task" proposals) Denmark

Add a new task M as follows:

Each competitor has an unlimited number of flights. Only the best three flights will be added together. The maximum accounted single flight is 300 seconds.

Withdrawn by Denmark.

x) 5.7.11 Definition of tasks (7 of 7 "task" proposals) Denmark

Add a new task N as follows:

Each competitor has an unlimited number of flights, but only the three last flights will be scored.

Maximum time per flight is 180 seconds for 10 minutes working time.

Example: 1st flight 150 s

2nd flight 45 s

3rd flight 180 s

4th flight 150 s

Total score: 45 s + 180 s + 150 s = 375 s

Approved by the Plenary Meeting: For 10; Against 8; Abstentions 18. Effective 01/01/12

cont/…

y) 5.7.11.4 Definition of tasks **Netherlands**
Task D (Increasing time by 15 seconds)

Amend the paragraph as follows:

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

Withdrawn by the Netherlands.

z) Annex 3A Rules for World Cup Events **Czech Republic**

*Add F3K and F3F to the end of the paragraph **1. Classes**:*

*Delete from paragraph **3. Contests** the superfluous word*

1. Classes: The following separate classes are recognised for World Cup competition: F3B**,** ~~and~~ F3J**,** **F3K and F3F**.

3. Contests:…

… ~~Class F3B and F3J~~

...

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

11.8 Section 4C Volume F3 - Helicopters

F3C Helicopters

a) 5.4.3. General Characteristics **F3 Helicopter Sub-Committee**

Remove internal combustion engine displacement restrictions.

~~c) MOTOR: Maximum piston engine displacement: 15ccm two cycle~~
~~20 ccm four cycle~~
~~25 ccm gasoline only~~

c) ENGINE/MOTOR: Internal combustion engine displacement: No restrictions

Electric motors are limited to a maximum no load voltage of 51 Volts for the propulsion circuit.

Approved by the Plenary Meeting: For 21; Against 1; Abstentions 7.
Effective 01/01/12.

b) Annex 5D Manoeuvre Descriptions and Diagrams **F3 Helicopter Sub-Committee**

5D.2

Amend the paragraphs as follows:

P1. FIGURE "M" WITH HALF PIROUETTES – (UU)

The MA lifts off from the helipad and hovers at 2m. MA backs up, stops and hovers over flag 1(2). MA ascends 2.5m while performing a 180º pirouette and stops for 1 second, continues ascent while performing a 180º pirouette and

stops at 5m. MA descends 2.5m at 45º while performing a 180º pirouette and stops for 1 second. MA continues 45º descent while performing a 180º pirouette and stops at 2m. MA ascends 2.5m at 45º while performing a 180º pirouette and stops for 1 second, continues ascent while performing a 180º pirouette and stops at 5m. MA descends 2.5m while performing a 180º pirouette and stops for 1 second, continues descent while performing a 180º pirouette and stops at 2m over flag 2(1). MA backs up 5m, stops and hovers over helipad. MA descends and lands on helipad. **All 180º pirouettes can be performed in either direction.**

P9. INSIDE LOOP WITH PIROUETTE – (UU)

MA flies straight and level for 10m minimum entry. MA performs an inside loop with a travelling 360º pirouette on top with minimum duration of 2 seconds. **The pirouette can be in either direction.** Manoeuvre is completed with 10m straight and level flight.

5D.3

Amend the paragraphs as follows:

F1. CIRCLE WITH 360º PIROUETTE – (UU)

MA takes off vertically from the helipad and ascends to 2m and stops. MA starts backwards into a 5m vertical circle while simultaneously performing a 360° pirouette **in either direction**. At the end of the vertical circle MA comes to a stop at 2m over helipad. MA then descends to a landing on the helipad.

F2. INVERTED TRIANGLE 2– (UU)

MA takes off vertically from helipad and stops at 2m. MA performs a 90º pirouette so nose points to the pilot. MA ascends at 45º while performing 180º pirouette **in either direction** and stops over flag 1(2). MA then flies horizontally to flag 2(1) while performing a 4 point pirouette and stops. (The stops between the points of 4-point pirouette are of 1 second duration.) MA descends at 45º while performing 180º pirouette **in either direction** and stops at 2m over helipad. Model then performs a 90º pirouette and stops. MA then descends to and lands on helipad.

F3. OVAL 1- (UU)

MA takes off vertically from helipad to 2m and stops. MA moves 2.5m backwards while performing 90º pirouette and continues into a half ascending vertical circle of 5m diameter while simultaneously performing a 180º pirouette **in either direction**. MA hovers sideways from one halfway line to the other with nose facing the pilot. MA continues into a half descending vertical circle while simultaneously performing a 180º pirouette in opposite direction to the first and continuing to the second half way line and then continues back while performing a 90º pirouette **in the opposite direction to the first 90º pirouette** to 2m over helipad and stops. MA descends to a landing on the helipad. (There are no stops during this manoeuvre except the two over the helipad).

Approved unanimously by the Plenary Meeting. Effective 01/01/12

Approved as a local rule for the 2011 Championships.

cont/…

F3N Helicopters Freestyle

c) 5.11 Class F3N **F3 Helicopter Subcommittee**

The F3C Subcommittee respectfully requests that this class of competition be raised from official to World Championship status. We request that the requirements for paragraph "A.15. Eligibility for World and Continental championships" in section ABR be waived.

See proposal f) under 11.3 ABR, Section 4C, Part One.

Withdrawn by the F3 Helicopter Subcommittee

d) 5.11 Class F3N Rules (was Annex 5F) **F3C Subcommittee**

***Technical Secretary's Note*: As from 1st January 2011, class F3N rules appear as 5.11 and not Annex 5F.**

Amend the F3N rules as shown in the proposal. See Agenda Annex 7g.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

e) Annex 5F Manoeuvre Descriptions and Diagrams **F3 Helicopter Sub-Committee**

Cross-refer to proposal d).

Add the 10 optional set manoeuvres for 2011 to the 30 manoeuvres of proposal d).. See Agenda Annex 7h.

F3 Helicopter Sub-Committee note: This list with ten (10) optional set manoeuvres is an addition to 5F.11. It will be used for 2011 and in the future maintained and modified by the S/C chair and approved by the CIAM Bureau. This list allows for yearly changes to the optional manoeuvres to adapt the rapidly evolving F3N class.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.
Approved for use during 2011.

Note: Consequential changes may be necessary to the rule freeze paragraphs of the 2012 edition of the Sporting Code to allow annual changes to the F3N optional manoeuvres.

f) Annex 5G Judges Guide for class F3N **F3C Sub-committee**

Add a Judges' Guide for class F3N. See Agenda Annex 7i.

~~ANNEX 5F of VOLUME F3 R/C Helicopters.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

11.9 Section 4C Volume F3 – Pylon Racing

F3D Pylon Racing

a) 5.2.2 Technical Specification of Pylon Racing Aircraft **Netherlands**

Add a new rule e)

e) For the identification of models the contest director may supply coloured stickers to the competitors to be applied on the wing surfaces . These wing stickers shall have the following properties:

cont/…

…/cont

- **Width between 75 and 100 mm, length equal to local wing chord, but minimum 100 mm.**
- **Thickness maximum 0.1 mm.**
- **Total weight of stickers maximum 3 grams.**
- **Adhesive strength more than 0.5 N/mm2.**
- **Water resistant.**
- **Sufficiently flexible to follow all wing shapes**
- **Bright colour (most likely fluorescent), two highly different colours have to be available.**
- **Ability to be peeled off without damaging wing surfaces.**

The stickers must be positioned at the outer half of either the left or the right wing on top and bottom side.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

b) 5.2.6.3 Wing Thickness **F3 Pylon Sub-Committee**

Amend the paragraph as follows:

Wing thickness of the root shall be at least 22 mm for a monoplane, and 18 mm for a biplane. On a biplane with different size wings, the smaller wing must be at least 13 mm thick at the root. Wing thickness ~~may decrease in a straight line taper from root to tip as viewed from the leading or trailing edge.~~ **at any position of the wing's span shall be equal or more than that of a straight taper between the root and zero at the tip as viewed from the leading or trailing edge.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

c) 5.2.7 Engine(s) **F3 Pylon Sub-Committee**

Amend the paragraph as follows:

Engine(s) must be of the reciprocating piston type, with a maximum total swept volume of 6.6 cm3. Propellers must rotate at the speed of the crankshaft. Total engine air intake cross sectional area is limited to a total of ~~114~~ **95** mm^2.

Withdrawn by the F3 Pylon Sub-committee for further study and development.

d) 5.2.16 Racing Course Specification **Netherlands**

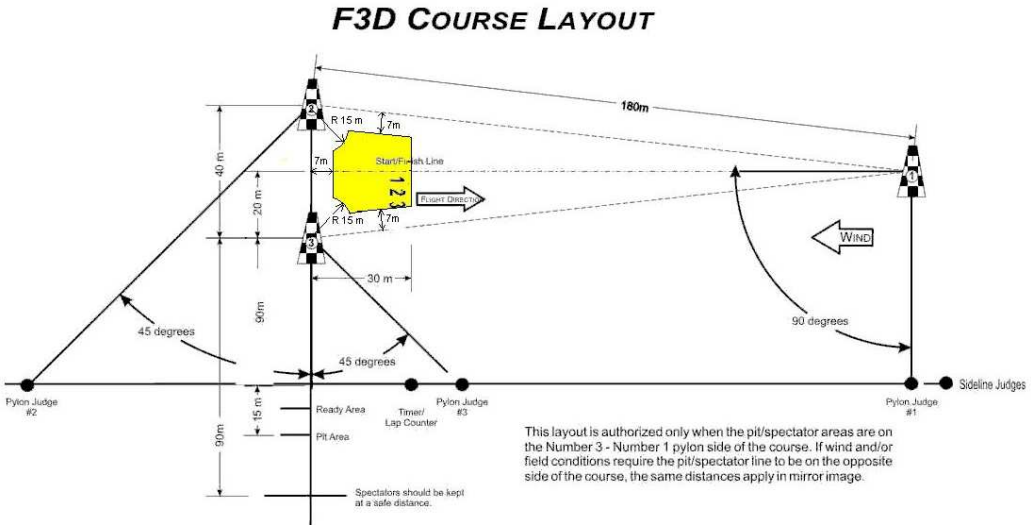
Amend paragraph (a) as follows:

(a) The race course is a triangle with sides of 40 metres, 180 meters and 180 metres, marked by 3 pylons. In this triangle ~~a circle with a diameter of 20 metres~~ **an area in the shape of, and to the dimensions and location as shown on the diagram at the end of 5.2.16,** is specified, wherein, for reasons of safety, all pilots, callers and the Starter have to stay during a race.

cont/…

…/cont

The dimensions and pilots & callers safety area in yellow.



Approved unanimously by the Plenary Meeting. Effective 01/01/12.

e) 5.2.17 Race from Start to Finish **F3 Pylon Sub-Committee**

Re-number existing paragraphs (o) to (p) and (p) to (o).

Amend existing paragraph (p) as follows:

p) Over-flying the sideline shall be considered dangerous **and will be penalised as an infringement (to be judged by the sideline judge).**

Amend paragraph (q) as follows:

q) After passing the first pylon on the first lap of the race**, low flying is considered persistent in the case of flying below the height of three consecutive pylons. Below a pylon height means that any part of the model is below the pylon height. This will be judged by the timekeeper and N° 1pylon judge. An infringement will be given after confirmation by both parties. A dedicated official may be used for this purpose.** ~~flying below the top of any pylon (to be judged by the pylon judges or the sideline judge) and over-flying the sideline (to be judged by the sideline judge) will be penalised as an infringement.~~

Amended as shown at the F3 Pylon Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/12.

Note: Consequential changes may be necessary to internal references across the volume.

f) 5.2.17 Race from start to finish **F3 Pylon Sub-Committee**

Amend the paragraph as follows:

(u) After the completion of 10 laps, the starter must immediately instruct the competitor to remove his aircraft from the course and to shut off his engine within 10 seconds. If the engine is not stopped within 10 seconds after the starters command, the competitor shall be disqualified for that flight (to be judged by the starter) In certain circumstances the starter may allow a

competitor to continue to fly for a short time.

The need to continue to fly for a short time after the end of the race must be announced to the starter before the race starts. Only two straight runs will be accepted.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

New Provisional Class

g) Annex 5W Class F3R Pylon Racing Model Aircraft of Limited Technology — **F3 Pylon Sub-Committee**

For the rules for provisional class F3R, which is a pylon racing class based on F3D but with technological limitations, see Agenda Annex 7j. See also Agenda Annex 7j-1 for the rules as they would appear in the F3 Pylon volume.

Approved by the Plenary Meeting: For 29; Against 1; Abstentions 3.
Effective 01/01/12.

Note: It is not intended that this class will ever be a Championship class.

11.10 Section 4C Volume F4 - Scale

F4H Stand-off Scale

a) 6.9.1. Model aircraft specification — **Norway**

Amend the paragraph as follows:

6.9.1 ~~The same as F4C.~~ **The same as in rule 6.1.1.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

b) 6.9.2. Documentation requirements — **F4 Scale Sub-committee**

Replace the entire paragraph as shown:

1) Photographic evidence:

At least three photographs or printed reproductions of the prototype which must show the complete aircraft, preferably from different aspects. At least one of these must show the actual subject aircraft as proof of markings.

2) Proof of Colour, any of the following is acceptable:

Colour photographs. Published descriptions if accompanied by colour chips certified by a competent authority. Samples of original paint certified by the owner of the full size aircraft. Published colour drawings, eg "Profile" type publications.

Approved unanimously by the Plenary Meeting. Effective 01/01/12

cont/…

c) 6.9.3. Competitor's declaration **F4 Scale Sub-committee**

Amend the paragraph as follows:

The competitor **is required to fill in the relevant part of the Competitor's Declaration (Annex 6.E.)** to declare that the complete colour scheme and markings are applied to the surface of the model by the competitor. No other declaration is required.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

d) 6.9.4. Judging for Fidelity to Scale & Craftsmanship **F4 Scale Sub-committee**

Add at the end of the note:

All static judging is to be done at minimum 5 metres; judges are not allowed to approach the model

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

e) 6.9.4. **F4 Scale Sub-committee**

Amend the outline K-factor

Reduce the Outline K-factor from ~~10~~ to **5**

Approved by the Plenary Meeting: For 25; Against 1; Abstentions 6.
Effective 01/01/12.

11.11 Section 4C Volume F5 - Electric

F5 Contest Rules

a) 5.5.2.1 Definition of an Official Flight **F5 Electric Sub-Committee**

Amend the paragraph as follows:

a) During a two (2) minute starting period, the competitor is allowed an unrestricted number of attempts, hand launches or starts from the ground **(except F5B, para 5.5.4.4 d)).** An attempt starts when the model aircraft is released by the competitor or his helper(s). After the first attempt, it is no longer allowed to take another model aircraft. The timekeeper will start **the timing device** ~~stopwatch~~ at each attempt. After two minutes, no further launching or takeoff is allowed and the flight is being considered as official, the model aircraft being airborne or not. The pilot may repeat a second two-minute starting period only if:

Amended as shown at the Plenary meeting and approved unanimously.
Effective 01/01/12.

cont/…

F5B Motor Gliders

b) 5.5.2.1 Definition of an Official Flight **Germany**

During a two (2) minute starting period, the competitor is allowed **one** ~~an unrestricted number of attempts,~~ hand launch~~es~~ or start~~s~~ from the ground. ~~An attempt starts when the model aircraft is released by the competitor or his helper(s). After the first attempt, it is no longer allowed to take another model aircraft~~. The timekeeper will start his stopwatch when the model is launched or ~~took~~ **takes** off ~~the ground at each attempt~~. After two minutes, no further launching or takeoff is allowed and the flight is ~~being~~ considered as official, the model aircraft being airborne or not. The pilot may repeat a second two-minute starting period only if:

a) The competitor cannot perform a flight due to outside interference verified by the organiser.

b) No scoring was made for reasons outside the control of the competitor.

In such cases, the flight may be repeated at any other time decided by the Contest Director.

Withdrawn by Germany.

c) 5.5.4.1 Definition **F5 Electric Sub-Committee**

Amend the paragraph as follows:

b) Model Aircraft specifications:

Minimum weight without battery	1000 g
Minimum surface area	26.66 dm ^{2}
Type of battery	Lithium Polymer
Maximum number of equivalent cells in series:	**10**
~~Maximum number of only serial cells~~	~~6~~
Cells in parallel are not permitted.	
Minimum weight of battery pack	450 g
~~Maximum weight of battery pack~~	600 g
Limitation of energy by an electronic limiter that stops the motor after:	1750 Watt-min

The limiter is checked by the organiser during the contest.

Amended as shown at the F5 Electric Technical Meeting and approved by the Plenary Meeting: For 16; Against 5; Abstentions 11. Effective 01/01/12

d) 5.5.4.2 Course Layout and Organisation **F5 Electric Sub-Committee**

Amend the paragraph as follows:

a) Two imaginary vertical planes at a distance of 150 m from each other determine the turnlines and are named Base A and Base B. A safety plane is established perpendicular to these planes. The safety plane is endless. **The sighting device for the safety plane is placed at a distance of a minimum of 20 m from Base A or B outside of the course.**

cont/…

…/cont

The sighting devices used to detect the crossing of the **Base A is placed at a distance of 5 m from the safety plane and the sighting device for Base B at a distance of a minimum of 20 m.**

Referred back to the F5 Sub-committee.

e) 5.5.4.4 Launching **F5 Electric Sub-Committee**

Add a new paragraph as follows:

d) After the aircraft is hand-launched and the stopwatch is started, no further launching is allowed and the flight is considered as official, the model aircraft being airborne or not.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

f) 5.5.4.5 Distance Task **F5 Electric Sub-Committee**

Amend paragraph d) and add two new paragraphs as follows:

e) The competitor, his helper(s) and the team manager must remain at Base A **on the safe side of the safety plane** until the distance part of the flight is completed. Nobody, other than the Base B signal operator, may stay in the B line and give signals

g) The flight is annulled if the duration and landing task has not been started and also the landing does not occur on the designated flying side of the safety plane and within 100 m from the intersection of that line with Base A or B.

h) If the model aircraft shows technical problems (i.e. motor stop, radio problems etc.) and/or flies in a unsafe manner during the distance task, scoring will stop competitor must land the model immediately. The flight is given a score of zero (0) for the round. Unsafe flying includes crossing of the safety line as defined in 5.5.4.2. Erratic flying may also be considered unsafe and the flight stopped at the discretion of the contest director or his designated official.

Referred back to the F5 Sub-committee.

g) 5.5.4.5d CLASS F5B - ELECTRIC POWERED MOTOR GLIDERS **Germany**

Add a new third paragraph as follows:

Interferences out of the responsibility of the pilot (malfunctions of the scoring equipment, interruptions etc.) have no effect on the safety plane, and no reflight is to be taken after crossing it. Crossing the safety plane remains unpunished only after the contest director has given his permission.

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

h) 5.5.4.6 Duration and Landing Task **F5 Electric Sub-Committee**

Add a new paragraph.

h) Flying through or close to the distance course in a manner that interferes with another competitor's distance task flight will result in a penalty of 100

points deducted from the pilot's score of this round. This penalty can be applied by the CD or a designated official.

Approved by the Plenary Meeting: For 21; Against 1; Abstentions 11. Effective 01/01/12.

F5C

i) 5.5.5 F5C **Electric Sub-Committee**

Delete the class: F5C - Electric Helicopters and associated annexes B, C & D.

Replace with a new provisional class:

5.5.5 Class F5C – Open Electric Motor Glider

5.5.5.1 Definition

a) Definition: **Same as F5B.**

b) Model Aircraft specifications:

Limitation of energy by an electronic limiter that stops the motor depends on the minimum weight incl. battery of:

1.0 kg: 500 Watt-min

1.5 kg: 750 Watt-min

Note 1: Course layout and organisation with same rules as for F5B and F5F.
Note 2: This class shall be carried out in combination with F5B and F5F contests using the same contest site and same timing equipment etc. Competitors of class F5B/F may not start in F5C at the same contest.

Approved by the Plenary Meeting: For 24; Against 7; Abstentions 3

Effective 01/01/12.

New Provisional Class

j) 5.5.10 Class F5J **F5 Electric Sub-Committee**

For the rules for provisional class F5J, see Agenda Annex 7k.

5.5.10.14.3 Groups

~~c) For World or Continental Championships, the starting order for preliminary rounds, has to ensure that, there are no competitors of the same country in the same group, as far as possible.~~

Amended as shown by the Plenary Meeting and approved:
For 23; Against 1; Abstentions 11. Effective 01/01/12.

Item 11.12 F6 Airsports Promotional Classes begins overleaf

11.12 Section 4C Volume F6 – Airsports Promotion

F6A & F6B

a) Annex F6A-3 & Annex F6B-3 **F6 Working Group via Bureau**

***Technical Secretary's note**: The 2011 edition of the F6 volume includes a combined F6A & F6B Judges guide and the proposed amendments apply to that rather than the two separate Judges Guides in the 2010 edition of the F6 volume.*

Amend the paragraphs as follows:

2.3 Overall **artistic impression** ~~appearance/impression~~

~~- Full use of performance zone~~

~~- Positioning~~

~~2.3.1 Full use of performance zone~~

~~The sequence should be centred on the judges position. Highest marks will be given when the sequence as a whole is balanced evenly in width, depth and altitude. Marks should be deducted if a programme is noticeably biased with all parts of the flight space volume not used to the same extend. The greater the degree of asymmetry, the lower should be the score.~~

~~2.3.2 Positioning of manoeuvres~~

~~Competitors should present individual figures in their best orientation and their optimum position. Judges should look for the optimum placement of manoeuvres and sequences where the most critical portions of manoeuvres can be evaluated. Figures can give different impressions when seen from different viewpoints.~~

~~Manoeuvres and figures should be performed so that they are easy to see and judge, the competitor making full and balanced use of the manoeuvring volume or performance zone. Dangerous and reckless flying, or flying an aircraft towards the spectators or the judges in an apparent uncontrollable manner, should be scored low in this category, even if the flight has technical merits and artistic quality. Judges should recognise the difference between showmanship and reckless flying.~~

The essence of Artistic Aerobatics and AeroMusicals is "artistic flying". Here is assessed to what extend the flight as a whole is not simply made of impressive, difficult or unusual manoeuvres, but how well the choice of music elements, the chosen manoeuvres and their position in space fit together to convey the wanted artistic atmosphere The proper use of the available flight space is essential, attention should be given to restricting the chosen flight space to what allows full use of it without idle times spent flying to one space location to another one without relationship with the chosen music. Contrarily to the "Artistic Quality" criteria, here the overall impression generated by the flight as a whole is judged.

Approved by the Plenary Meeting: For 22; Against 1; Abstentions 6.
Effective 01/01/12.

cont/…

F6D

b) 6.4.6. Organisation of rounds **Czech Republic**

Amend paragraph 6 as follows:

The competitors … … from qualifying round proceeds.

~~At fly off eight … … landing area.~~

***Technical Secretary's note*: this proposal has been superseded by the approved rule change at the 2010 Plenary Meeting that now forms part of the 2011 edition of the F6 volume. The proposal is, therefore, no longer necessary.**

Withdrawn by Czech Republic (redundant proposal).

c) 6.4.6.3. F6 Working Group via Bureau

Amend as shown:

6.4.6.3. To the semi-final rounds the best pilot from each qualifying group proceeds. Other pilots, up to the number specified by the organiser before the beginning of the first qualifying round, proceed to semi-final according to their normalised results. In case of tie at last proceeding places, **the result of task 1 decides. If a tie remains, the result of the next to last flight of task 1 decides.** ~~a draw decides~~. The number of semi-final groups is specified by the organiser before the beginning of the first qualifying round. The organiser may also decide to skip the semi-final if the number of competitors is small. This decision must be announced before the beginning of the first qualifying round.

***Technical Secretary's note*: the whole text of the proposal refers to a rule in the 2011 edition of the F6 volume of the Sporting Code and would, under normal circumstances be invalid on the grounds that the rule had not been published when the proposal was submitted. However, the text that is proposed to be amended was in the 2010 edition of the F6 volume and may be voted upon.**

Approved by majority vote of the Plenary Meeting: Abstentions 1.

Effective 01/01/12.

d) 6.4.6.6. F6 Working Group via Bureau

Amend as shown:

6.4.6.6. **The final round opposes eight pilots or, in exceptional cases, four pilots.** ~~At fly-off eight pilots fly in one group.~~ From each semi-final group the best pilot proceeds to the fly-off round. Other pilots, up to the number specified by the organizer before the beginning of the first qualifying round, proceed to fly-off according to their normalized results. In case of tie at last proceeding places, ~~a draw decides~~ **the pilot with better result from qualifying round proceeds. If a tie remains, the best result from task 1 decides**.

***Technical Secretary's note*: the whole text of the proposal refers to a rule in the 2011 edition of the F6 volume of the Sporting Code and would, under normal circumstances be invalid on the grounds that the rule had not been published when the proposal was submitted. However, the text that is proposed to be amended was in the 2010 edition of the F6 volume and may be voted upon.**

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

cont/…

d) 6.4.7 Total winner F6 Working Group via Bureau

Delete whole paragraph and renumber the subsequent paragraphs.

~~6.4.7.1. The winner is the pilot having the best total flight time during the fly-off round. The classification is in reverse order of total flight times. Pilots who did not proceed to fly-off are ranked according to their results at semi-final or eventually qualifying rounds.~~

~~6.4.7.2. In case of a tie at top three places, the lowest single flight at fly-off decides the ranking. If a tie remains, results of the semi-final round decides the ranking and, if a tie still remains, the qualifying results decide.~~

Technical Secretary's note: the whole text of the proposal refers to a rule in the 2011 edition of the F6 volume of the Sporting Code and is, therefore, invalid. However, proposal e) refers to the same paragraph with the correct text.

Withdrawn by the F6 Working Group (redundant proposal).

e) 6.4.7. Total winner **Czech Republic**

Concerning the section 6.4.7 Total winner – delete the whole section and renumber the following sections

~~6.4.7. Total winner~~

~~The winner is the pilot with best result from the last round at which two pilots were flying. The third place gets the pilot who has been flying in the last but one round...~~

Withdrawn by Czech Republic (redundant proposal).

f) 6.4.8.3 Task for fly-off rounds **F6 Working Group via Bureau**

Replace whole paragraph with text at Agenda Annex 7l

Note that the paragraph number may change depending on the outcome of proposals d) or e).

Approved unanimously by the Plenary Meeting. Effective 01/01/12.

g) 6.4.8.3. Task for fly-off rounds **Czech Republic**

Replace whole paragraph with text at Agenda Annex 7m

Note that the paragraph number may change depending on the outcome of proposals d) or e)

Withdrawn by Czech Republic (redundant proposal).

New Provisional Class

h) F6E Aerobatic Regatta **F6 Working Group via Bureau**

For the rules for provisional class, F6E see Agenda Annex 7n.

Approved by the Plenary Meeting: For 20; Against 3; Abstentions 12.
Effective 01/01/12.

12. WORLD AND CONTINENTAL CHAMPIONSHIPS

WORLD CHAMPIONSHIPS 2012 – 2015

2012 World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	**SLOVENIA**	To be Provided
F1D (Seniors and/or Juniors)	**SERBIA**	Belgrade 9 – 14 August
F2A, F2B, F2C, F2D (Seniors and Juniors)	**BULGARIA**	Primorsko Date to be provided
F3F (Seniors and Juniors)	**GERMANY**	6 – 13 October Kap Arkona – Isle of Ruegen
F3J (Seniors and/or Juniors)	**SOUTH AFRICA**	Kempton Park 29 July – 5 August
F4C (Seniors and Juniors)	**SPAIN**	Santa Cilia Airfield 3 – 12 August
F5B, F5D (Seniors and Juniors)	**ROMANIA**	Buzau 7 – 15 September
SPACE MODELS (Seniors and Juniors)	**SLOVAKIA**	Liptovsky Mikulas 31 August – 9 September

2013 World Championships	Bids from	Awarded to
F1A, F1B, F1C Seniors	Croatia (not present) France (firm) Slovenia (firm) Turkey (firm)	**FRANCE**
F1E (Seniors and/or Juniors)	Romania (firm) Slovakia (firm)	**SLOVAKIA**
F3A (Seniors and Juniors)	China (withdrawn) South Africa (firm)	**SOUTH AFRICA**
F3B (Seniors and Juniors)	Germany (firm)	**GERMANY**
F3C (Seniors and Juniors) **F3N (Seniors and Juniors)**	Poland (firm)	**POLAND**
F3D (Seniors and Juniors)	Sweden (withdrawn) Netherlands (firm)	**NETHERLANDS**
F3K (Seniors and/or Juniors)	France (withdrawn) Offers invited	

…/cont 2014-2015 World Championships

2014 World Championships	Bids from	To be Awarded in 2012
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Brazil (tentative) Australia (firm)	
F3F (Seniors and Juniors)	Slovakia (firm)	
F3J (Seniors and/or Juniors)	Poland (firm) Slovakia (firm) USA (withdrawn)	
F4C (Seniors and Juniors)	China (withdrawn) Italy (tentative)	
F5B, F5D (Seniors and Juniors)	Austria (tentative)	
SPACE MODELS (Seniors and Juniors)	Offers invited	

2015 World Championships	Bids from	To be Awarded in 2013
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Slovakia (tentative)	
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	

…/cont 2012-2015 Continental Championships

CONTINENTAL CHAMPIONSHIPS 2012 – 2015

2012 Continental Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	**ITALY**	Capannori 5 – 12 August
F1E (Seniors and/or Juniors)	**ROMANIA**	Turda 20 – 25 August
F3A (Seniors and Juniors)	**FRANCE**	Chateauroux 26 July – 5 August
F3A Asian – Oceanic (Seniors and Juniors)	**PHILIPPINES**	Bacolod City 6 – 12 May
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors) **F3N (Seniors and Juniors)**	**GERMANY**	Ballenstedt Date to be provided
F3C Asian – Oceanic (Seniors and Juniors)	China (withdrawn) Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	**FRANCE**	Lure Malbouhans 28 July – 5 August (to be confirmed)

2013 Continental Championships	Bids from	Awarded to
F1A, F1B, F1P Juniors	Romania (firm) Bulgaria (firm)	**BULGARIA**
F1D (Seniors and/or Juniors)	Serbia (firm)	**SERBIA**
F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm) Russia (firm) Spain (firm)	**HUNGARY**
F3J (Seniors and/or Juniors)	Slovakia (firm) Turkey (firm)	**TURKEY**
F4C (Seniors and Juniors)	Italy (withdrawn) Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)		**BULGARIA**

cont/… 2014-2015 Continental Championships

2014 Continental Championships	Bids from	To be Awarded in 2012
F1A, F1B, F1C Seniors	Romania (firm)	
F1E (Seniors and/or Juniors)	Romania (firm) Slovakia (firm)	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian – Oceanic (Seniors and Juniors)	Thailand (tentative)	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	

2015 Continental Championships	Bids from	To be Awarded in 2013
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4C (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Turkey (tentative)	

13. ANY OTHER BUSINESS

None.

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

14.1. CIAM Officers

See item 5.

14.2. Subcommittee Chairmen

See item 5.

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15. NEXT CIAM MEETINGS

Bureau Meeting: Friday and Saturday 2nd & 3rd December 2011

Bureau Meeting: Thursday 19th April 2012

Plenary Meeting: Friday and Saturday 20th & 21st April 2012

The Plenary Meeting will take place at the Mövenpick Hotel. The Olympic Museum will be closed for refurbishment.

The President closed the meeting at 18.15

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2011 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-m)	2010 Championship Reports
ANNEX 3 (a-p)	2010 Sub-committee Reports, Technical Secretary, Treasurer & F6 WG Reports
ANNEX 4 (a-f)	2010 World Cup Reports
ANNEX 5 (a-d)	2010 Trophy Report
ANNEX 6 (a-d)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a F3A_5.1.13_F3_Aero_S-C_11	Agenda Item 11.6 i) F3A Maneouvre Diagrams & Text
ANNEX 7b F3A_Annex_5B_F3_Aero_S-C_11	Agenda Item 11.6 j) F3 Aerobatic Judges Guide
ANNEX 7c F3M_Annex_5L_FRA_11	Agenda Item 11.6 o) F3M Schedule of Manoeuvres
ANNEX 7d F3P_Annex_5M_FRA_11	Agenda Item 11.6 ai) F3P Description of Manoeuvres
ANNEX 7e F3P_5.9.13_GER_11	Agenda Item 11.6 aj) F3P Description of Manoeuvres
ANNEX 7f F3S_5.x_GER_11	Agenda Item 11.6 ak) F3S New Aerobatic Jet Class
ANNEX 7g F3N_ANNEX_5F_(3)_Heli_S-C_11	Agenda Item 11.8 d) F3N Rules
ANNEX 7h F3N_ANNEX_5F_(1)_Heli S-C 11	Agenda Item 11.8 e) F3N Optional Manoeuvres
ANNEX 7i F3N_ANNEX_5F.14_Heli_S-C_11	Agenda Item 11.8 f) New Judges Guide
ANNEX 7j F3R_F3Pylon_S-C_11	Agenda Item 11.9 g) F3R New Pylon Class
ANNEX 7k F5J_5.5.10_F5_Electro_S-C_11	Agenda Item 11.11 j) F5J New Electric Gliding Class
ANNEX 7l F6D_6.4.8.3_F6WG_11	Agenda Item 11.12 f) F6D Task for Fly-Off Rounds
ANNEX 7m F6D_6.4.8.3_CZE_11	Agenda Item 11.12 g) F6D Task for Fly-Off Rounds
ANNEX 7n F6E_6.5_F6WG_11	Agenda Item 11.12 h) F6E New Aerobatic Regatta Class
ANNEX 8 (a-g)	Technical Meetings & Meeting reports

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