Fédération Aéronautique Internationale

Minutes

Issue 2

of the Plenary Meeting of the
FAI Aeromodelling Commission

held in Lausanne, Switzerland
on 20 & 21 April 2012

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MINUTES
CIAM PLENARY MEETING 2012

held in the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 20 April and Saturday 21 April 2012, at 09:15

Present:

In the chair:	**Mr Bob Skinner (South Africa)**	**President of CIAM**
	Mr Gerhard Wöbbeking (Germany)	1st Vice-President / Delegate Education Sub-Committee Chairman
	Mr Antonis Papadopoulos (Greece)	2nd Vice-President / Delegate
	Mr Andras Ree (Hungary)	3rd Vice-President / Treasurer / Delegate
	Mr Massimo Semoli (Switzerland)	Secretary
	Mrs Jo Halman (United Kingdom)	Technical Secretary / Alternate Delegate
	Mr Ian Kaynes (United Kingdom)	F1 Sub-Committee Chairman
	Mr Bengt-Olof Samuelsson (Sweden)	F2 Sub-Committee Chairman / Delegate
	Mr Michael Ramel (Germany)	F3 Aerobatics Sub-Committee Chairman/ Alternate Delegate
	Mr Tomas Bartovsky (Czech Republic)	F3 Soaring Sub-Committee Chairman / Delegate
	Mr Dag Eckhoff (Norway)	F3 Helicopters Sub-Committee Chairman
	Mr Rob Metkemeijer (Netherlands)	F3 Pylon 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

AUSTRALIA	Mr Kevin DODD	Delegate
AUSTRIA	Mr Wilhelm KAMP	Delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate Delegate
	Mrs Paulette HALLEUX	Observer
BULGARIA	Mr Valentin SAVOV	Alternate Delegate
CANADA	Mr Jack HUMPHREYS	Delegate
CHINA		Proxy to Sweden
CYPRUS		Proxy to Greece
DENMARK	Mr Regnar PETERSEN	Delegate
FINLAND	Mr Jari VALO	Delegate
FRANCE	Mr Bruno DELOR	Delegate
	Mr Roland SURUGUE	Observer

IRELAND	Mr Joe DIBLE	Delegate
ITALY	Mr Alessandro MOSSA	Delegate
JAPAN	Mr Harunobu HIROSE	Delegate
LUXEMBURG	Mr Ernest MATTIUSSI	Delegate
	Mr Raymond PAVAN	Alternate delegate
NETHERLANDS	Mr Peter KEIM	Delegate
NEW ZEALAND	Mr Hans VISSER	Delegate
NORWAY	Mr Tom Erik SORENSEN	Alternate Delegate
POLAND	Mr Marek DOMINIAK	Delegate
PORTUGAL	Mr Emanuel FERNADES	Alternate delegate
ROMANIA	Mr Marius CONU	Delegate
	Mr Alexandru POPA CRINGU	Alternate Delegate
RUSSIA	Mr Igor SHILOV	Voting Representative
SLOVAKIA	Mr Barbaric PAVOL	Delegate
SLOVENIA	Mr Joze SUDEN	Delegate
SOUTH AFRICA (Republic of)	Mr John BRINK	Delegate
SPAIN	Mr Carles AYMAT	Delegate
SWEDEN	Mr Bengt-Olof SAMUELSSON	Delegate
	Mr Carles LINDGREN	Alternate Delegate
	Mr Per FINDHAL	Observer
SWITZERLAND	Mr Peter GERMANN	Delegate
UKRAINE	Mr Volodymyr GAVRILKO	Voting Representative
UNITED KINGDOM	Mr Peter HALMAN	Delegate
	Mr Chris ALLEN	Observer
	Mr Mike COLLING	Observer
	Mr Mike FRANCIES	Observer
USA	Mr Bob BROWN	Alternate Delegate
	Mrs Joanne BROWN	Observer
	Mr John LANGFORD	Observer
	Mr Ellis LANGFORD	Observer
	Mrs Colleen PIERCE	Observer
FAI	Dr John GRUBBSTROM	FAI President
	Mr Jean-Marc BADAN	FAI Secretary General
	Mr Rob HUGHES	FAI Senior Sports Manager
	Mrs Christine ROUSSON	FAI Competitions Manager

The FAI Senior Sports Manager conducted a roll call of Delegates and Proxies and it was established that there were 33 Delegates with 2 proxies vote, giving a total voting number of 35. The proxies were: Cyprus to Greece and China to Sweden.

For a proposal to be adopted, a simple majority of 18 votes was required.

In Memoriam

The CIAM Plenary Meeting stood in silent memory of all friends of CIAM who had died recently and especially of:

- Mr Marek Szufa (Poland) – A pilot and first class instructor, from 2006-2009 he was CIAM Delegate of the Polish NAC. He was the top aeromodeller for large scale and aerobatic model aircraft and an Organiser, Event Director and FAI Jury member of FAI and CIAM championships.
- Mr Marco Menozzi (ITA) – From 1975 he had been a competitor in the F2C class in many World and European Championships, frequently achieving a place in the F2C Finals race.
- Mr John Worth (USA) – CIAM Secretary from 1973 to 1992 and AMA President.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

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 intended to bid for World or Continental Championships.
- For organisers to provide the relevant actual or final dates for the 2012 Championships as required by rule B.6.1 Section 4, Volume ABR, Section 4B.

The following Technical Meetings were held: F1, F2, F3J, F4, F5. Plus an ad hoc meeting of the F6 Working Group. Space Models, Education. No interim Technical Meetings were held. The written reports are attached at Annex 9 (a-h).

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

The Plenary meeting re-convened at 14.00.

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. 2011 April Bureau Meeting

3.1.1. There were no corrections.

3.1.2. The Minutes of the 2011 April Bureau meeting were approved unanimously.

3.1.3. There were no matters arising.

3.2. 2011 Plenary Meeting

3.2.1. There were no corrections.

3.2.2. The Minutes of the 2011 Plenary meeting were approved unanimously.

3.2.3. There were no matters arising.

3.3. **2011 December Bureau Meeting**

3.3.1. There were no corrections

3.3.2. The Minutes of the 2011 December Bureau meeting were approved unanimously.

3.3.3. There were no matters arising.

4. MINUTES OF THE APRIL 2012 BUREAU MEETING

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

The CIAM President explained that additional Bureau proposals were distributed in the Delegates' folders.

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 were (the Bureau officers elected are shown in bold text):

5.1. **CIAM Officers**

President	**Mr Antonis Papadopoulos**, Mr Bob Skinner, Mr Bob Brown (ineligible - Alternate Delegate), Dr Andras Ree (declined), Mr Gerhard Wöbbeking (declined)
President of Honour	**Mr Bob Skinner**
1st Vice President	**Mr Gerhard Wöbbeking,** Mr Kevin Dodd, Dr Andras Ree (declined), Mr Bob Skinner (ineligible – not a Delegate)
2nd Vice President	**Mr Kevin Dodd,** Mr Srdjan Pelagic, Mr Bruno Delor (declined), Dr Andras Ree (declined)
3rd Vice President	**Dr Andras Ree**, Mr Bob Brown (ineligible – Alternate Delegate), Mr Bruno Delor (declined), Mr Peter Halman (declined), Mr Srdjan Pelagic (declined),
Secretary	**Mr Massimo Semoli,** Mr Jo Halman (declined), Mr Srdjan Pelagic (declined), Dr Andras Ree (declined)
Technical Secretary	**Mrs Jo Halman,** Mr Narve Jensen (declined)

5.2. **Subcommittee Chairmen to be elected**

F2 Control Line	**Mr Bengt-Olof Samuelsson,** Mr Bruno Delor (declined), Mr Peter Halman (declined), Mr Roland Surugue (declined), Mr Jari Valo (declined)
F4 CL/RC Scale	**Mr Narve L. Jensen,** Mr Chris Allen
F5 RC Electric	**Mr Emil Giezendanner,** Mr Norbert Hübner (not present)

cont/…

F7 RC Aerostats	**Mr Marcel Prevotat,** (no other nomination)
S Space Models	**Mr Srdjan Pelagic,** Mr Jose Cuden (declined), Mr John Langford (declined)
Education	**Mr Gerhard Wöbbeking**, Mr Joe Dible (declined), Mr Per Findal (declined), Mr Srdjan Pelagic (declined)

5.3. **Subcommittee Chairmen to be confirmed**

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

6. REPORTS

The FAI President Mr John Grubbstrom addressed the meeting describing the FAI organisation and his vision with the aid of a slide presentation. Aeromodelling with youngster involvement is one of the best means for promoting air sports. Moreover, Airsport is an “all-life” sport where people do not need to be athletic to practise it.

He stated that during his recent visit to Russia, he was very proud to wear the Yuri Gagarin medal that he received at last year’s Plenary Meeting.

6.1. 2011 FAI General Conference, by the FAI Secretary General, Jean-Marc Badan

- FAI General Conference 2011 : The Minutes were available for consultation on the -website at http://www.fai.org/structure2/general-conference.
- Regional Vice Presidents : In order to improve FAI presence in specific parts of the World, 3 Regional Vice Presidents will be appointed on a trial basis in South America, South-East Asia and Middle East.
- Expert Groups : The creation of a series of Expert Groups had been initiated to provide the Executive Board with additional “management tools” and to encourage the sharing of know-how within FAI; the "Airspace" and "Navigation" Expert Groups had already been created. The "Safety" and "Regulation" were currently under development. The "IT" and "New Technologies" Expert Groups should be the next groups to be created later in 2012.
- FAI Sports Strategy : The Executive Board was currently working on measures to improve the quality, attractiveness and visibility of air sports events. A 4-level structure of competitions would allow the introduction of new “Marketing Events” such as World Tours, Series, etc. In order to help implementing this strategy, the Board had initiated the process of appointing an external FAI Sports Marketing Agency.
- Organiser Agreement : The process of reviewing the Organiser Agreement established for each FAI Category 1 event, had been initiated, aiming to have a more understandable document that should clarify the responsibilities and duties of all parties involved in the organisation of FAI Championships.
- FAI Staff : The new FAI Senior Sports Manager, Mr Robert Hughes, had joined the FAI Office on 1 March. A new FAI IT Manager, Mr Visa-Matti Leinikki, will complete the team at the FAI Office on 1 May 2012.

- Anti-Doping : In order to maintain its status as an IOC-recognised federation, the FAI had to introduce “Out-of-Competition Testing”. A risk assessment was currently being conducted, aiming to minimise the impact of out-of-competition testing on our competitors. FAI competitors needing medication should be reminded to ask for Therapeutic Use Exemptions (TUEs) in advance. Information on TUEs is available at http://www.fai.org/cimp-projects/cimp-fai-anti-doping-programme.

6.2. 2011 CASI Meeting, by CIAM President, Bob Skinner

CASI is the Air Sport General Commission of the FAI that encompasses many problems and issues in airsports giving the opportunity to all the ASCs to attend the meeting and to provide a transversal view.

The main issue was the existence of CASI. It was debated and decided that CASI is an important group of experts providing an efficient way of solving major issues. The duties are numerous and some duplications are inevitable.

The CASI President, Mr Henk Meertens, was absent and Mr Graeme Windsor, chaired the meeting and afterwards, was elected as the new CASI President at the end of the meeting.

The report is available on the FAI website.

6.3. 2011 World Championships, Jury Chairmen (ANNEX 2)

6.3.1. F1A, F1B, F1C Free Flight. Argentina. (2 to 9 May). Ian Kaynes

Written report at Annex 2a. Successful event.

6.3.2. F1E Free Flight Seniors and Juniors. Serbia (28 August to 3 September). Gerhard Woebbeking

Written report at Annex 2b. Successful competition. Flew five rounds on four slopes.

6.3.3. F3A R/C Aerobatics Seniors and Juniors. USA. (24 July to 2 August). Michael Ramel

Written report at Annex 2c. Successful competition.

6.3.4. F3B Soaring Seniors and Juniors. China (22 September to 29) September Tomas Bartovsky

Written report at Annex 2d. The Championship was held as part of an airsports fiesta with both advantages and disadvantages.

6.3.5. F3C Helicopters Seniors and Juniors. Italy (18 to 28 August). Horace Hagen

Written report at Annex 2e. Mr Dag Eckhoff presented the report on behalf of Horace Hagen. It was a spectacular Championship where Japan nation took the top four places.

6.3.6. F3D Pylon Racing Seniors and Juniors. Australia (10 to 14 August). Rob Metkemeijer

Written report at Annex 2f. Successful championship.

6.3.7. F3K Soaring Seniors and Juniors. Sweden (1 to 10 July). Tomas Bartovsky

Written report at Annex 2g. First championship for this class.

6.4. **2011 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

The Technical Secretary highlighted four points in the 2012 edition of the Sporting Code:

1. F3 Aerobatics Volume:
   There is an error in the F3M Aresti manoeuvre drawing. A Technical Notice, with the correct drawing, will be placed on the CIAM website shortly. The error will be corrected for the 2013 edition of that volume.
2. F3 Helicopter Volume:
   The proposal at the 2011 Plenary for this manoeuvre contained an unnoticed error in one of the F3N "optional" manoeuvres, specifically B8. The error has now been corrected and a Technical Notice will be placed on the CIAM website shortly. The error will be corrected for the 2013 edition of that volume if the manoeuvre is still included in the optional manoeuvres.
3. The Technical Secretary kindly asked the delegated to read the Technical Secretary Plenary Report, Annex 3o on the Plenary Agenda Annexes, as it contains some important topics.
4. 200 proposals were submitted through the automatic submission mechanism, including 11 Bureau proposals and 16 proposals that were submitted in the wrong year and, therefore, not included on the Agenda.

6.5. **2011 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 Soaring: Tomas Bartovsky;
Written report at Annex 3d.

6.5.5. R/C Helicopters: Dag Eckhoff;
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.

The FAI President requested information about the Scale Jets competitions organised outside the CIAM. Scale Subcommittee Chairman, Mr Narve Jensen replied that all three CIAM Scale classes will consider Jet models. The CIAM President explained that contacts and information have been exchanged with IJMC but they were not fruitful. CIAM will continue to remain available, if IJMC wish, to re-start contacts and negotiations. Mr Michael Ramel added that the new Jet aerobatic class is becoming very popular.

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6.5.8. R/C Electric: Emil Giezendanner;

Written report at Annex 3h.

6.5.9. Aerostats: Marcel Prevotat.

Written report at Annex 3i.

The class is an exciting and colourful category and indoor airship competitions could be organised

The FAI Secretary General attended the Ballooning Commission meeting and its President suggested that full-size balloons and the model aerostats should explore joint endeavours.

The Helicopter Commission would like to investigate whether that Commission could have joint endeavours with model helicopters.

6.5.10. Space Models: Srdjan Pelagic;

Written report at Annex 3j.

6.5.11. Education: Gerhard Woebbeking.

Written report at Annex 3k.

The CIAM President stressed the importance of education for the development and improvement of Aeromodelling activity and promotion.

6.6. **2011 World Cups, by World Cup Coordinators (ANNEX 4)**

6.6.1. Free Flight: Ian Kaynes

Written report at Annex 4a.
Very successful with about 4,000 entries in total, across all classes.

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

The name of the agenda item will change for considering the slope soaring and hand-launched gliders World Cup competitions.

Mr Tomas Bartovsky explained about the increased World Cup series and gave the names of the various Co-ordinators as:

F3B: Ralf Decker

F3J: Erkki Arima

F3F: Franz Demmler

F3K: Miss Haley Hawes

6.6.5. Space Models: Srdjan Pelagic

Written report at Annex 4d. Very successful year.

6.7. **2011 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5a.The CIAM Secretary reported that last year the procedure established for managing the trophies did not work so well. Therefore, the Bureau will provide new proposals for a more efficient and practical procedure.

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The New Zealand NAC offered two new trophies (individual and team) to be awarded for the F3K World Championships.

The CIAM President reminded all present Delegates of the importance of the trophies and that we have the duty to take care of them. The winners and their NACs should carefully look after the trophies.

6.8. Aeromodelling Fund- Budget 2012, by the Treasurer, Andras Ree (ANNEX 3)

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

The Plenary unanimously approved the 2012 Budget.

6.9. CIAM Flyer, by the Editor, Emil Giezendanner

Hard copies of the 2011 Annual Compilation of the CIAM Flyer were made available during the meeting for the Delegates to take away with them.

6.10. World Air Games, by Jean-Marc Badan

The economic situation is very difficult and the 2013 WAG will not take place. The FAI Executive Bureau agreed to start the bid process for the 2015 WAG but it has not started yet due to the continuing bad economic situation and the present high work-load in the FAI office. This issue will be discussed at the 2012 May FAI ASC Presidents Working Group meeting.

7. PRESENTATION OF 2011 WORLD CHAMPIONSHIPS MEDALS COUNT PER NATIONS

The CIAM Secretary presented the status of the 2011 World Championships medals per nation with the aid of a PowerPoint presentation. It was warmly received by the Delegates. It will be placed on the CIAM website and in Annex 10a of these Minutes.

8. PRESENTATION OF 2011 WORLD CUP and SPACEMODELLING 50th ANNIVERSARY AWARDS CEREMONY

A successful presentation ceremony was held for the 2011 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. The list of recipients is in Annex 10b of these Minutes.

This year the Spacemodelling 50th Anniversary was celebrated and the most important organisations and people, who contributed to Spacemodelling development, were honoured. It was a very special presentation that was well attended by Delegates and visitors.

The list of recipients is in Annex 10c of these Minutes.

The prizes of the awards ceremony were distributed by the CIAM President, Mr Bob Skinner and the FAI President, Dr John Grubbström.

9. PLENARY MEETING VOTING PROCEDURE

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

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10. SCHOLARSHIP APPROVAL

Three candidates submitted applications for the second CIAM scholarship which is worth €2,000. The nomination forms are attached at Annex 8.

Nominees: Oskar Findahl (Sweden)
Tomas Frak (Poland)
Johannes Seren (Germany)

The Selection Committee unanimously voted to award the second CIAM Scholarship to Johannes Seren. The Bureau recommended Johannes Seren for the Scholarship and the Delegates at the Plenary meeting approved.

Awarded to: Johannes Seren (Germany)

The Education Subcommittee Chairman said that it was disappointing that only three candidates were submitted for the CIAM Scholarship when there are so many young people taking part in Aeromodelling world-wide and urged the Delegates to encourage their NACs to consider submitting nominations in the future.

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

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

Alphonse Penaud Diploma

Nominees: Ola Fremming (Norway)
Sandor Kalmar (Hungary)
Antonio Mazzaracchio (Italy)
Ivan Treger (Slovak Republic)

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

Awarded to: Antonio Mazzaracchio (Italy)

Andrei Tupolev Diploma

There were no nominations.

Antonov Diploma

There were no nominations.

Frank Ehling Diploma

Nominees: Tetsuo Hattori (Japan)
Radojica Katanic (Serbia)

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

Awarded to: Tetsuo Hattori (Japan)

Andrei Tupolev Medal

There were no nominations.

FAI Aeromodelling Gold Medal

Nominees: Martin Dilly (New Zealand)
Pierre Pignot (France)
Andras Ree (Hungary)
Tom Eric Sorensen (Norway)
Eugene Verbitsky (Ukraine)

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

Awarded to: Andras Ree (Hungary)

12. SPORTING CODE PROPOSALS.

SPECIAL PROPOSAL - FAI SPORTING CODE GENERAL SECTION

Chapter 6 – International Records **Bureau**

Amend the paragraph as follows:

6.1.2 To be eligible as an International World record, the performance must have been recognised as a national record by the NAC concerned, except for international team performances in Class G (Parachutes largest formation record), in Class D (Multiseat Gliders and Motor Gliders) ~~and~~ all performances in Class K (space craft)**,** ~~and~~ Class P (aerospace) **and in Class F (aeromodelling) the specific "Set in Competition" classes**. In any case the FAI rules have to be fulfilled.

Approved unanimously by the Plenary Meeting. To be forwarded to CASI as a CIAM proposal.

12.1 Volume ABR, Section 4A
(CIAM Internal Regulations – page 20 (2011 Edition))

a) A.11 Judges Lists **United Kingdom**

New third paragraph as follows:

To comply with the principle of NACs and Airsports Persons, NACS are only permitted to submit names of airsports persons of their own NAC.

Approved by the Plenary Meeting: Against 1. Carried by majority.

Effective 01/01/13.

b) A.11 Judges Lists **Germany**

Amend the paragraph as follows:

A. 11 Judges **and Contest Directors** List**s**

Nominations for persons to be put on the List of International Judges **and on the List of International Contest Directors** must be received by the FAI Office no later than November 15. The nominations are valid for two years starting the following January and can be updated annually. If no list is returned by the deadline in any year, then the old one stands for one more year. Judges **and Contest Directors** shall be chosen from the list**s**. Any judges **and any contest directors** appointed for a Championship must be on the list when selected. The nomination must contain the information requested by the FAI Secretariat on the electronic form i**t** sends to NACs.

Withdrawn by Germany. To be amended and re-submitted as a possible Bureau proposal for the 2013 Plenary Meeting.

c) A.12 Technical Experts List **United Kingdom**

A new third paragraph as follows and the existing third paragraph becomes paragraph four:

A.12 Technical Experts List

To comply with the principle of NACs and Airsports Persons, NACS are only permitted to submit names of airsports persons of their own NAC.

Approved by the Plenary Meeting: Against 1. Carried by majority.

Effective 01/01/13.

d) A.15. Change from Provisional to Official Rules **F4 Sub-committee**

Upgrade class F4H Stand-off Scale.

No text change in this paragraph. If approved, then there will be consequential changes to A.4.2. and the table of CIAM classes.

Approved by the Plenary Meeting: Against 1. Carried by majority.

Effective **01/01/14**.

e) A.16 Eligibility for World & Continental Championships **F4 Sub-committee**

Under A.16.2 to accept F4H Stand-off Scale as a World and Continental Championship Class starting at the 2013 European Championship.

It was established that this class will be a World Championship class only; F4H European Championships shall not be held. F4H World Championships shall always be held simultaneously with F4C World Championships.

The first F4H World Championship will be held in 2014.

Approved by the Plenary Meeting: Against 6; Carried by majority.

Effective **01/01/14.**

f) A.18 AEROMODELLING SCHOLARSHIP **Bureau**

Amend the paragraphs as follows:

The Aeromodelling Scholarship may be awarded to one appropriately qualified person **from age 16** up to age 21 ~~of age~~ in the year of nomination **to help with the education of the nominee.**

Only one person ……

…….educational books or other educational facilities directly to the educational establishment.

*Note i: The CIAM Scholarship cycle **is**:*

November 15	***- deadline for candidate submissions ~~deadline~~***
Following March	***- candidate approved by Plenary***
Following November 15	***- deadline for CIAM Scholar's report ~~to~~ for next Plenary by NAC Delegate ~~deadline~~***
	- deadline for next candidate submissions
Following March	***- next candidate approved by Plenary***

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~~*March 2009* - *Plenary approval*~~
~~*January 2010* - *Rule effective*~~
~~*March 2010* - *Education Scholarship Group members "appointed"*~~
~~*November 2011* - ***2nd*** *time candidate submissions deadline*~~
~~*March 2012* - ***2nd*** *time candidate approved*~~
~~*November 2012* - ***2nd*** *CIAM Scholar's report by Delegate deadline*~~
~~- ***3rd*** *time candidate submissions deadline*~~
~~*March 2013* - ***2nd*** *CIAM Scholar's report presented to Plenary*~~
~~- ***3rd*** *time candidate approved*~~
~~*November 2014* - ***3rd*** *CIAM Scholar's report by Delegate deadline*~~
~~- ***4th*** *time candidate submissions deadline*~~

Note ii: The nomination form may be downloaded from the CIAM website.

Approved unanimously by the Plenary Meeting. Effective 01/01/13

g) Annex A.1a Bid Applications **Germany**

Add to the list as follows:

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

List of international/national competitions successfully conducted for the same class(es) by the organiser or the submitting NAC. …..

Amended as shown by the Plenary Meeting: For 20; Against 12. Carried by majority. Effective 01/01/13.

h) Annex A.1c Naming of Championships

Amend the list as follows:

FAI WORLD CHAMPIONSHIPS FOR FREE FLIGHT MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR FREE FLIGHT INDOOR MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR FREE FLIGHT SLOPE SOARING MODEL AIRCRAFT
FAI JUNIOR WORLD CHAMPIONSHIPS FOR FREE FLIGHT MODEL AIRCRAFT
FAI JUNIOR WORLD CHAMPIONSHIPS FOR FREE FLIGHT INDOOR MODEL AIRCRAFT
FAI JUNIOR WORLD CHAMPIONSHIPS FOR FREE FLIGHT SLOPE SOARING MODEL AIRCRAFT

Approved unanimously by the Plenary Meeting. Effective 01/01/13
Technical Secretary's note: the same situation applies to other Championships as follows: three classes in F3 Aerobatics; four classes in F3 Soaring; two classes in F3 Helicopters and two classes in F4 Scale.

12.2 Volume ABR, Section 4B
(General Rules for International Contests – page 40 (2011 Edition))

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

In paragraph a), a new second and third paragraph as follows:

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

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

A Technical Notice will be placed on the website.

b) B.3.6. Team Manager **F3 Soaring Sub-committee**

Amend the second paragraph as follows:

The team manager may assist the competitors. He is the only person allowed to deal with the Jury or the Organiser in the case of disputes, complaints or protests and must be obligatory for World and Continental Championships. Any member of the officially entered national team may be nominated as team manager.

For Free Flight, Control Line, **RC Soaring,** Scale and Space Model competitions, the team manager may have an assistant, registered with the organiser, who will have the same duties as the team manager except that the assistant will not be allowed to deal with the Jury or the Organiser except to deliver protests.

Approved by the Plenary Meeting: Against 1. Carried by majority.

Effective 01/01/13

To be applied as a local rule for all 2012 Soaring Championships.

c) B.3.6. Team Manager **Germany**

Amend the paragraph as follows:

For Free Flight, Control Line, **F3J – RC Thermal Duration, F3K – RC Hand Launch**, Scale and Space Model competitions, the team manager may have an assistant, …

Withdrawn by Germany in favour of proposal b) submitted by the F3 Soaring Subcommittee.

d) B.4. CONTEST OFFICIALS **Bureau**

B.4.1 FAI Jury

a) ~~The Organiser of~~ **A**ll International contests included in the FAI Contest Calendar shall ~~nominate~~ **have** an FAI Jury of three members at least two of whom shall be chosen for their competence in the category being flown in the event. It is the responsibility of the Jury to see that the event is conducted in accordance with the relevant provisions of the Sporting Code Section 4b and 4c, and ~~they are~~ **it is** empowered to make all decisions dictated by any circumstances which may arise and to rule on disputes. Before the start of the competition, the FAI Jury

must make sure that the organiser has satisfied the requirements of B.8 and, where relevant, sections B.9, B.10, B.11.

b) The FAI Jury must have at least one language in common.

c) The FAI Jury ~~at World and Continental Championships~~ shall remain independent of the organiser(s) to enable ~~them~~ **it** to enforce the rules of the FAI and act as an independent arbiter in disputes between the organiser(s) and the competitors.

d) The President of the Jury at each international contest must submit a report to the FAI within one month of the contest. This report must include descriptions of any deviation from the Sporting Code and any exceptional circumstances that arose. In the situation where a new world record is set during a World or Continental Championship, it is the responsibility of the FAI Jury for that event to notify the FAI Headquarters within seven (7) days of the record accomplishment and remind the competitor and organisers of the need to assemble proper documentation within the prescribed time limit for homologation.

B.4.2 FAI Jury at World and Continental Championships & WAG

a) The Jury, including three suitable reserves, should be nominated by ~~the Chairman of~~ the relevant Subcommittee Chairman after consultation with the organisers. This jury composition shall be proposed in ~~the~~ Bulletin 0 ~~which is~~ and considered by the CIAM Bureau. ~~and The Bureau makes the final decision on the jury composition~~. **The Jury must be approved by the CIAM Bureau.**

b) ~~In the case of World Championships,~~ **T**he Jury must include at least one member of the CIAM Bureau **(which includes Subcommittee Chairmen)** or one who, over the last 5 years, has served on the Bureau~~, or the Chairman of the particular CIAM Sub-committee~~.

c) The second member **must be another Bureau member**, ~~or~~ a CIAM delegate, ~~or either~~ someone who in the past 5 years has served on a FAI ~~World~~ Championships or WAG Jury, or someone who in the past 5 years has served two consecutive years on a Subcommittee in the same category as the Championships or WAG.

d) The remaining member may be ~~delegated by the NAC of the organising~~ **selected from any** country provided that ~~if the choice is made from another country~~ approval ~~will first have~~ **has** been obtained from that ~~Jury member's~~ **person's** NAC.

e) The members of ~~a WCh or CCh~~ **the** Jury shall be of different nationalities.

f) **People named on the approved Jury reserve list**, Bureau members, Sub-committee Chairmen, any Delegate and relevant Sub-committee members are, in an emergency, automatically approved in that order for appointment as Jury members.

B.4.3 FAI Jury at Other Open International Events including World Cup Competitions.

a) The Jury must include at least **one** person approved by his own NAC. The other two members ~~can~~ **may** be **assigned** by the NAC of the organising country.

b) Members of the Jury must be from at least two different nations.

c) The Jury must be announced before the start of the event. When the contest has a subdivision into categories, one or two members of the Jury may compete in a category and must then be replaced by alternate Jury members (not competing in that category) for all matters involving that category. The alternate members must be chosen so that at all times the Jury meets nationality and language rules.

cont/…

…/cont

d) For competitions which involve a single ~~category~~ **class,** one or two jury members may be nominated from the competitors. An alternate jury member must also be nominated for each competitor jury member, to serve on the jury when considering any protest involving that competitor jury member. The members must be chosen so that at all times the Jury meets the nationality and language rules.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

e) B.4.5 Contest Officials **Bureau**

B.4.5. The organisers may appoint timekeepers and ~~other~~ contest officials from other countries provided ~~those~~ **that the officials** are approved by their own NAC.

Approved unanimously by the Plenary Meeting. Effective 01/01/13

f) B.4.5 Contest Officials **United Kingdom**

New first paragraph as follows and re-number the existing three paragraphs.

To meet the CIAM requirements on nationality, the nationality of a Judge or Jury member is deemed to be that of the NAC which is permitted to issue an FAI Sporting Licence to that person.

Approved by the Plenary Meeting: Against 2. Carried by majority

Effective 01/01/13.

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

Amend the second paragraph as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13

h) B.7.4 Additional Fees **F3 Heli Sub-committee & Germany**

Amend the paragraph as follows:

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

included) and banquet (and possible other additional events).

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

With the exceptions listed below, the maximum possible fee is 600 Euro for seven nights, except for events which require more than five judges or more than seven nights.

F3B: 660 F3C: 700 **F3N: 700** F3D: 720 F4: 700 F5: 660

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

i) B.7.4. Additional Fees **Germany**

Amend the paragraph as follows:

With the exceptions listed below, the maximum possible fee is 600 Euro for seven nights, except for events which require more than five judges or more than seven nights.

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

Approved by the Plenary Meeting: Against 10. Carried by majority.

Effective 01/01/13

j) B.9. Free Flight **USA**

Add the following to the first paragraph of B.9.1:

To retain a flight line's perpendicularity, the organisers can rotate the line approximately through its centre in 30 degree increments, accounting for lines of sight; or relocate it. For F1A, flat pole markers can be used to mark pole locations.

Withdrawn by the USA.

k) B.12.2 Space Models **Germany**

Change the whole paragraph as follows:

~~B.12.2 Provide for class S8E/P:~~

~~a) a landing line with landing circles in accordance with Volume SM paragraph 11.7.5 and relevant subparagraphs~~

~~b) a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio~~

~~interference and a means of communicating this information to the pilot(s) and/or the RSO.~~

~~c) a pound where all transmitters to be used that day in S8E/P shall be impounded on the morning of the~~

~~competition no later than one hour before the first competition is scheduled to begin and kept under~~

~~the supervision of a special official. This official will issue the transmitter to the competitor only when~~

~~the starting time for each group begins.~~

~~The transmitter frequency must be displayed on the outside of the transmitter or plug-in module or~~

~~frequency switch. Also, frequency synthesised transmitters must be designed to display the current~~

~~frequency and to change to another frequency without RF transmission.~~

B.12.2 Provide for class S8:

a) for S8A – S8F a landing area in accordance with Volume SM paragraph 11.2. and 11.5.c)

cont/…

…/cont

b) for S8E/P a landing line with landing circles in accordance with Volume SM paragraph 11.7.5 and relevant subparagraphs

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Technical Secretary's Note: A reference to ABR B.11 Radio Control will be inserted at B.12.2 Space Models in the 2013 edition of the Sporting Code.

l) B.16.1. Individual classification **Germany**

Amend the paragraph as follows:

e) For those categories where a junior may participate in a Continental or World Championship National Team, **all competitors who qualify as juniors under ABR 3.4 shall be classified in results order in both the overall and junior classifications.**

Amended as shown by the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

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

Delete paragraph c)

~~c) When teams consist of four competitors or, in the case of F2C, four pairs of competitors (ref B.3.5) then all the team members in first, second and third place will be awarded medals.~~

Rejected by the Plenary Meeting: For: 6; Against: 24.

n) B16.2. Team Classification **RSA**

Amend the paragraph as follows:

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

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

o) B.17. Processing of Model Aircraft **F2 Sub-committee**

Amend paragraph B.17.1 as follows:

B.17.1. The number of model aircraft eligible for entry are as follows

Class F4C, One (1) only.

Class F3A, F3C, F5B, F3M Two (2) only.

Class **F2A, F2B, F2C,** F3D, F3B, F3J, F5D, F3F, F3P Three (3) only.

Class F1A, F1B, F1C, F1P Four (4) only.

Class F1E, F3K Five (5) only.

Class F1D, F2D, **F3N** unlimited (two per heat in F2D).

Amended as shown at the F2 Technical Meeting, further amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

p) B.17. Processing of Model Aircraft **F1 Sub-committee**

Add a new sentence to B.17.2 as follows:

B.17.2. Any model may only be used by one competitor during a competition. **The model must not carry FAI stickers (B.17.6) or National Identification Numbers (B.17.10 if required) which relate to any person other than the competitor.**

Withdrawn by the F1 Subcommittee in favour of proposal q) submitted by Bureau.

q) B.17 Processing of Model Aircraft for International Competitions **Bureau**

Amend the paragraphs as follows:

B.17 Processing of Model Aircraft for International Competitions
Amend the paragraphs as follows:

B.17.6 Identification Marks

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

i) ~~bear the nationality abbreviation of the International Olympic Committee~~ the **national identification mark (as listed in Annex B.2) followed by the FAI licence number**. The letters and ~~figures~~ **numbers** must be at least 25 mm high and appear at least once on each model (on the upper surface of a wing for Free **F**light models). See Annex B.1 for examples and Annex B.2 for the list of ~~nationality abbreviations~~ **national identification marks;** *(Was 17.10)*

ii) ~~Except for Indoor **Free Flight** and Scale, each model shall carry~~ a model identification code (letters and/or numbers). **This code has to be different for each nominated model aircraft of the competitor**. **The model** identification code is to appear on each **main** part of the model (wing(s), tail, front and rear fuselage if detachable) so that the individual parts of a competitor's different models may be separately identified. The letters and/or numbers must be at least 10 mm high and clearly visible. The identification code of the nominated models ~~will~~ **shall** be recorded on the score card

For World or Continental Championships this must be recorded on the **M**odel **Aircraft S**pecification **C**ertificate. *(Was 17.8)*

b) A model aircraft must not carry a national identification mark, an FAI licence number, an FAI sticker , or any other reference which relates to any person other than the competitor. At the processing of the model aircraft, the organiser must mark each FAI sticker (if required) or, for Free Flight, each part of the model.

c) A**t the processing of the model aircraft** for ~~categories F2~~ classes F2A, F2C, F2D and ~~class~~ F3D, all piston motors which might be used during the contest ~~must~~ **shall** be marked with an easily visible identification mark. F**or World or Continental Championships these** details ~~of which~~ must be recorded **on the Model Aircraft Specification Certificate** at the time of checking the model. Motors which have been checked and recorded in this way may not be exchanged with other competitors.

B.17.**7.** **For World or Continental Championships**, each NAC shall process every model aircraft ~~entered for a World or Continental Championships~~ and shall issue for each model aircraft a **M**odel **A**ircraft **S**pecification **C**ertificate, provided by the FAI. **A** sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor **Free Flight** and Scale model aircraft). Examples of how to fill out and handle the Model Aircraft Specification Certificate and sticker are shown in **A**nnexes B.1.a and B.1.b. *(Was 17.6)*

(Note: the Model Aircraft Specification Certificate is only available as a download from the CIAM website. FAI stickers are still available from the FAI office or the design is available as a download from the CIAM website.)

B.17.**8.** Model aircraft not properly processed by their NAC, with FAI certificates and stickers, must be processed by the organiser at a cost of 8 Euro for each model. *(Was 17.7)*

B.17.9. Indoor free flight duration models must be processed before each flight to confirm that the model meets the dimensional and weight requirements of the class. Rubber motors are to be weighed before or after the flight to confirm that these are within the specification.

~~B.17.10. Except for Indoor and Scale, must bear the nationality abbreviation of the International Olympic Committee and for Free Flight models the FAI license number or National Identification Number of the competitor. The letters and figures must be at least 25 mm high 25 mm high and appear at least once on each model (on the upper surface of a wing for Free flight models). See Annex B.1 for examples and Annex B.2 for the list of nationality abbreviations.~~ *(Re-located to 17.6 a) i))*

~~B.17.11.For categories F2 and class F3D all piston motors which might be used during the contest must be marked with an easily visible identification mark, details of which must be recorded at the time of checking the model. Motors which have been checked and recorded in this way may not be exchanged with other competitors.~~ (Re-located to 17.6 c)

Further amended as shown at the Bureau meeting of 19th April 2012:

For 20; Against 12. Carried by majority. Effective 01/01/13

r) B.17. Processing of Model Aircraft **France**

Modify paragraph B.17.8.

Note: if the proposal is adopted, it will be necessary to do the corresponding changes on the annex B.1.b.

B.1.8. Except for **Free Flight** Indoor and Scale, each model shall carry **FAI model sticker(s)** with **mention of the FAI licence number, national identification mark, competitor name and** ~~a~~ model identification code (letters and/or numbers)~~on the and this must be recorded on the model specification certificate~~. ~~The identification code is to appear on each part of the model aircraft (wing(s), tail, front and rear fuselage if detachable) so that the individual parts of a competitor's different models may be separately identified. The letters and/or numbers must be at least 10 mm high and clearly visible. The identification code of the nominated models will be recorded on the score card.~~ **The letters and numbers on the FAI model sticker**

cont/…

…/cont

must be at least 10 mm high and clearly visible.

A FAI model ticker will be put on each part of the model aircraft so that the individual parts (wing(s), tail, front and rear fuselage if detachable) may be separately identified.

The model identification code must be also recorded on the model FAI specification certificate and on the score card of the nominated models.

Withdrawn by France in favour of proposal q) submitted by Bureau.

s) B.17. Processing of Model Aircraft **France**

Modify paragraph B.17.10.

Note: if the proposal is adopted, it will be necessary to do the corresponding changes on the annex B.1.b.

B.17.10. Except for Indoor **Free Flight** and Scale, each model must bear the **national identification mark (**nationality abbreviation of the International Olympic Committee**)** and ~~for Free Flight models~~ the FAI license number or National Identification Number of the competitor. The letters or figures must be at least 25 mm high and appear at least once on each model (on the upper surface of a wing for Free Flight models). See Annex B.1 for examples and Annex B.2 for the list of nationality abbreviations.

Withdrawn by France in favour of proposal q) submitted by Bureau.

t) B.18. Protests **France**

Amend the paragraph as follows:

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

The same person (Team-Manager or competitor depending of the type of the competition) cannot present two consecutive protests on the same ~~subject~~ incident.

Amended as shown by the F2 Technical Meeting: Against 1. Carried by majority.

Effective 01/01/13.

u) B.19.4 Safety Precautions & Instructions **France**

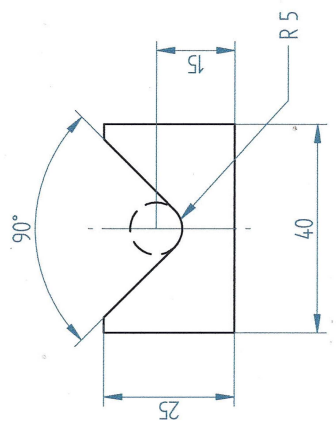
Amend paragraph b) of B.19.4 as follows:

b) All spinners and other forward-facing **(except wings)** metal or equally rigid projections should have a minimum radius of 5 mm.

A jig (as sketched below) will be applied to the front of the part to be controlled.

Whenever this part reaches the 5mm radius curve at 1 or more points, without being in contact with the two adjacent, tangent straight lines, the model will not be eligible to fly.

The sketch appears overleaf



Referred to all Subcommittees with France's agreement.

v) B.19.7. Flying Sites **F3 Aero Sub-committee**

Add a new paragraph four as follows:

At each operational flightline an appropriate fire extinguishing equipment shall be available.

Rejected by the Plenary Meeting: For 14 ; Against 22

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

This was an additional Bureau proposal generated at the Bureau meeting of 19th April 2012. See also the following proposals x) & y).

See the data in the new Minutes Annex 7m.

Approved unanimously by the Plenary Meeting. Effective 01/01/13

x) B.5.5 Results **Bureau**

This is a consequential amendment required by the approved changes to B.21.6.3

Add a new paragraph three and a note as follows.

Results for ……
…… within a month.

The results must .....
…… flown by the competitor.

For any class that has an FAI perpetual trophy, the individual or team results must include the appropriate trophy name. See Annex *(annex number still to be allocated)***.**

The nationality of competitors who have entered under General Section 3.2.1 or 3.2.3.3 shall be shown as FAI. (See also B.3.2.c.)

Results submitted to the FAI or World Cup Co-ordinator must be in electronic form to allow for publication on the official FAI website.

Note: Organisers see also ABR B.21.6.3 b) ii).

Approved unanimously by the Plenary Meeting. Effective 01/01/13

y) Annex A.1b **Bureau**

This was an additional Bureau proposal related to the other Bureau proposals for trophies.

Amend Annex A.1b as follows:

ANNEX A.1b

GUIDE FOR SUBMITTING WORLD AND CONTINENTAL CHAMPIONSHIP ORGANISER BULLETIN 0s TO CIAM BUREAU FOR APPROVAL

Organiser Bulletin 0s ……

…… permitted by the rules.

Awards

State that FAI medals and FAI diplomas for 1-2-3 individuals and teams (including Team Managers) will be awarded for World and Continental Championships.
State if additional organiser prizes will be awarded.
If the class/es have perpetual trophies, then state the class, the trophy name and the present holder's name and country.

Note: this data is obtainable from the FAI office.

Location ……

……*is detailed at B.7.1*

Approved unanimously by the Plenary Meeting. Effective 01/01/13

Continued overleaf with Volume ABR, Section 4C, Part One

12.3 Volume ABR, Section 4C, Parts One & Two

(General Regulations for Model Aircraft – page 67 and Records – page 72 (2011 Edition)

a) 1.3.2. Category F2 – Control Line Circular Flight **F2 Sub-committee**

Delete all and replace by:

a) Control Line Circular Flight is flight during which all control is accomplished via physical connection to the pilot through one or more inextensible wires or cables directly connected to the model aircraft.

The control wires or cables must be attached to a hand held device (control handle). Automatic flight path control and/or automatic manoeuvring are not allowed.

~~**b) Power plant and Primary Flight Control shall be via mechanical and/or preset, onboard processes.**~~

b) Powertrain control may be accomplished by the pilot via the wires or cables or by an onboard self-contained, automatic process.

c.) For permanent shutdown of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the country of competition. The competitor will determine the suitability for use of the chosen system. Any such device or system ~~must~~:

1) must be operated only by the pilot, and
2) must not affect any other model.

d.) 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. This pull test will be applied according to each class specification concerning the lines' pull test

e.) The regulations for classes must be set forth in class rules. Except for reasons of safety, class rules must not contradict or invalidate ABR 1.3.2

f.) Control Line Circular Flight Classes are:

F2A - SPEED MODEL AIRCRAFT
F2B - AEROBATIC MODEL AIRCRAFT
F2C - TEAM RACING MODEL AIRCRAFT
F2D - COMBAT MODEL AIRCRAFT
F2E - COMBAT MODEL AIRCRAFT WITH COMPRESSION IGNITION ENGINES
F2F - DIESEL PROFILE RACING MODEL AIRCRAFT
F2G - ELECTRIC SPEED

Amended as shown by the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

b) Annex 1.1 World Championship Events **Czech Republic**

Adjust the status of the ~~provisional~~ official class F3M to World Championship class

4. RC category for Seniors & Juniors

h) F3M Radio Controlled Large Aerobatic Power Model Aircraft

Approved by the Plenary Meeting: For 17; Against 10. Carried by majority.

Effective 01/01/13.

The Czech Republic made a successful bid for the 2013 Continental Championships.

c) 2.1 World Class Records **F7 Sub-committee**

Amend the rules to include Aerostat World Records.

See the rules in Agenda Annex 7a.

It was agreed that the new Aerostat world record rules shall be in a dedicated "Aerostats" section of ABR Part Two, Records.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

d) 2.8.1 Verification of Measurements **United Kingdom**

Move paragraph d) to become paragraph b) and add a second paragraph as follows. Re-number the subsequent existing paragraphs.

The measuring device must be zeroed at the point of launch. If the device does not have such a facility, then the start (launch) point altitude must be established and recorded. A statement clearly indicating the altitude of the start (launch) point, and the altitude attained, is required. This must be signed by the pilot and substantiated by the official observer(s) and must be included in the dossier.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

12.4 Section 4C Volume F1 - Free Flight

Free Flight Outdoor

a) 3.1.2. Characteristics of Gliders F1A **Bulgaria**

Amend the final paragraph as follows:

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

Any radio control or wireless communications with F1A glider is prohibited.

Rejected by the Plenary Meeting: For 5; Against 16

b) Annex 1 Rules for Free Flight World Cup **F1 Subcommittee**

Amend paragraphs 3 and 5.

See the rules in Agenda Annex 7b.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

c) Annex 1 Rules for Free Flight World Cup **F1 Subcommittee**

Add a new paragraph at the end of item 4 as follows:

e) If a junior competitor scores more World Cup points in an F1A, F1B, F1C or F1E open event than he would be awarded in the Junior World Cup from the junior classification, then his Junior World Cup points will be increased to the same as his open event points.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

d) Annex 1 Rules for Free Flight World Cup **F1 Subcommittee**

Amend the second sub-paragraph as follows:

Each competitor awarded placing points is eligible for a bonus according to the number of competitors they have beaten in the competition. The bonus points are calculated as ~~1 point per 20 people beaten in F1A,~~ 1 point per 10 people beaten in **F1A,** F1B, or F1E, 1 point per 5 people in F1C, F1Q, F1A Junior, F1B Junior, F1P Junior and F1E Junior. The number of bonus points is rounded down to the nearest whole number. The number of people beaten by someone in place P is (N-P) with N the number of competitors defined in b) below.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

12.5 Section 4C Volume F2 - Control Line

F2A

a) 4.1.2 Characteristics of a Speed Model Aircraft **F2 Sub-committee**

Amend the paragraph as follows:

Maximum swept volume of motor or motors 2,5 cm^3

~~Minimum total projected area 2 dm^2/cm^3 swept volume of the motor(s)~~

Minimum total projected area 5.0 dm2

Maximum total projected area 6.0 dm2

Maximum loading 100 g/dm^2

Maximum wingspan 1000 mm

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

b) 4.1.7. Control Handle and Pylon Fork **F2 Sub-committee**

Amend the paragraph as follows:

A pylon with supports as shown in the sketch will be placed at the disposal of the competitors by the organisers. It is compulsory that a pylon fork and control handle of standard dimensions as specified, be employed. The distance between the flexible point of attachment on the control handle and the point of contact of the horizontal bar on the fork shall be a maximum of 6 mm **(this is equal to half the diameter of the U shaped bracket material)**. The horizontal bar (handle pivot) must be in continuous contact with the pylon fork during the official flights. **(See notes in F2A Judges Guide)**

The pylon fork shall be infinitely adjustable between ~~1100~~ **1000** mm and 1600 mm from the ground and be steadily fixed to the ground surface. Mandatory dimensions are shown in the sketch. The pylon fork in its highest position may not deflect more than 20 mm when it is subjected to a horizontal pull test of 250 N.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

c) 4.1.12 Number of Helpers **F2 Sub-committee**

Replace the whole of the paragraph as follows:

a) **A pilot may not receive telecommunicated information during an attempt/flight.**

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

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

d) **In the case of an incomplete national Speed team, supporters or members of other incomplete national Speed teams may act as helpers provided that they are registered as such to no more than one national team for the duration of the contest.**

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

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

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

h) **The defending champion, flying as an individual, may choose any helpers he wishes.**

Note 1:- A maximum of four people may enter the circle, the pilot plus two helpers and the team manager; the fourth person may only act as an observer.

Note2:- All references to "team" mean "Speed Team"

Amended as shown by the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

d) Annex 4A - F2A Judges' Guide **F2 Subcommittee**
Rule 4.1.7 Control Handle and Pylon Fork

Amend the paragraph as follows:

- ~~The drawing accompanying this rule shows the dimension between the cross bar bobbins to be a minimum of 60 mm.~~
- ~~The maximum is 79 mm because it must be possible to fit the cross bar between the forks of the pylon.~~

It is recommended that the locking of the pylon height should be by a clamping mechanism which allows for unlimited adjustment and not by pre-set increments.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

F2B

e) 4.2.8. Number of Rounds **France**

Amend the paragraphs.

See the rules in Agenda Annex 7c.

Approved unanimously by the Plenary Meeting. Effective 01/01/13

4.2.11 Judging **Bureau**

This was an additional Bureau proposal generated at the Bureau meeting of 19th April 2012.

Amend paragraph five as follows:

At World and Continental Championships and other limited international contests, all the judges shall be selected from a list of persons proposed by the National Airsports Controls for their proficiency and experience and approved by the CIAM. **One of the judges at World and Continental Championships and other limited international contests must not have judged at the previous equivalent Championship.** In Open International contests, only two judges must be approved by CIAM for each panel of judges.

Amended as shown by the Plenary Meeting: For: 25; Against: 1. Carried by majority. Effective 01/01/13.

F2C

f) 4.3.4. Characteristics of a Team Racing Model Aircraft **F2 Sub-committee**

Amend the paragraph as follows:

b) The maximum exhaust outlet area is 60 mm^2 at the cylinder liner projected exhaust outlet or crankcase exhaust outlet. ~~If a silencer is used the measurement is taken at the exhaust outlet of the silencer. The piston face at the exhaust outlet shall not be visible from the exterior of the model aircraft when side or front exhaust engines are used.~~

~~b)~~ The model aircraft shall be ~~equipped~~ fitted with a ~~silencer~~ silencing system that:

i) either has a ~~The~~ silencer ~~shall~~ which reduces the noise to at least ~~15~~ 14 dB(A) when tested on a standardised audio noise generator. This silencer must be able to fit on the noise generator. The silencer shall have a maximum outlet area of 60mm^2;

or

ii) reduces the overall noise emitted from the model aircraft to 84 dB(A), measured in the piloting circle as described in 4.3.5e in cases where the separate silencer cannot be tested on a standardised audio noise generator.

~~In 2013 – 2016 only side exhaust engines are permitted.~~ (sentence wrongly present and removed in the issue 2 of the Plenary Minutes of Meeting).

Amended as shown by the F2 Technical Meeting and approved by the Plenary Meeting: Against 3. Carried by majority. Effective 01/01/14.

The F2 Subcommittee is to submit a proposal with a better specification for the noise testing system for Plenary 2013.

cont/…

g) 4.3.4. Characteristics of a Team Racing Model Aircraft — The Netherlands

Add a new paragraph as follows:

4.3.4 q The model aircraft shall be fitted with a silencing system that:

a) reduces the noise emitted by the engine with 14 dB(A) on a standardized test unit , see 4.3.4 e in case a muffler is used, or

b) reduces the overall noise emitted from the model aircraft to 84 dB(A), measured in the piloting circle as described in 4.3.5 e in case no separate muffler (that can be tested on a standardized unit) is used.

Withdrawn by the Netherlands in favour of proposal f) submitted and amended by the F2 Subcommittee.

h) 4.3.5 Technical Checks — The Netherlands

Add a new paragraph as follows:

e. Noise test

The noise test has to be carried out with a calibrated sound level meter according to IEC 61672-1 2002 Class 1 with a wind screen .

The "A" frequency weighting shall be used.

The performance of the muffler, when a muffler is used shall be done by using an electric acoustic actuator, both during processing and contest.

This actuator can be an 1" horn driver, fitted with an adaptor to fit the inside the intake side of the muffler.

The actuator will be fed by white noise with a limited bandwidth of 500-4000Hz, and an electric power input of approximately of 1 Watt.

The measured difference of sound level measured at the top of the actuator with and without muffler shall be at least as specified in 4.3.4.q

In case no muffler is used, the sound level shall be measured with the described sound level measuring device at the end of official practice, with just the to be checked team flying solo, in the "race" setting of the model.

The sound level testing meter shall be held in a height of app. 1,5 meter over the piloting circle.

The sound level shall not exceed the value specified in 4.3.4.q.

Referred to the F2 Subcommittee with the Netherland's agreement.

i) 4.3.10 Team Qualification and Classification — Bureau

New paragraph as follows:

4.3.10 f) In the case where any of the finalists tie for first or second place, the teams' next best times will be used as a tie break. If the tie still exists after this, then the next best times for the teams will be taken into account and so on until the tie is broken. The times will be taken firstly from the semi-finals and then from the qualifying races.

Approved by the Plenary Meeting: For 15; Against 13. Carried by majority. Effective 01/01/13.

j) 4.3.10 Team Qualification and Classification **France**

Add a new paragraph as follows:

f) A specific junior final will be flown if, at least, three junior teams have recorded a time after the eliminating races.

The result of this junior final will be taken into account only for the specific junior classification, and will not change the general placing.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

k) 4.3.12 Judges and Timekeepers **France**

Amend the paragraph as follows:

c) The time retained is the average of the registered time, made up to the next upper 1/10th second. A maximum tolerance of 0,18 seconds is allowed between ~~watches~~ **the median time watch and each of the two other times watches (lower and higher ones)**. Any single watch exceeding this tolerance shall not be counted in the average. **In the case of both the lower and upper recorded times exceeding the tolerance, the team with be given the choice between having a reflight or accepting the registered official time corresponding to the median time. Once the team has made its choice, the decision is irreversible.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

F2D

l) 4.4.8. Streamer **F2 Sub-committee**

Change the first paragraph as follows:

The streamer shall consist of double weight crepe paper (80 g/m^2) or any replacement of equivalent strength, not less than ~~2,25~~ **3** m or more than ~~3~~ **3,5** m long and 3 +/ 0,5 cm wide, fixed to a sisal (or any replacement of equivalent strength) string of ~~3,25~~ **2,75** m minimum length.

All streamers must be of the same length.

There shall be a clearly visible ink mark ~~2,5~~ **2** m from the junction of the string and streamer.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

m) 4.4.9. Heat from Start to Finish **F2 Sub-committee**

Amend paragraph k) as follows:

Only the streamer/string may be moved around the circle by the mechanics/pilot. Models in the pitting area may not be moved, other than to maintain a safe distance of approximately 5 metres from the opponent's mechanics. ~~Unless otherwise directed by the judges, it is the rearmost team's responsibility to move back before pitting~~. Under conditions of heavy wind, the Judges can allow models with a non-running engine to be moved to a safer starting position.

…/cont

.../cont

Amend paragraph l) as follows

When moving around the circle the mechanics/pilots must be on the outside of the pitting circle. Within ~~the pitting area and~~ flight circle, mechanics may only move radially inward and outward. **Within a pit crew/teams pitting area they are free to move around and also choose where to enter and step out of the pitting circle.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

n) **4.4.10. Scoring** **F2 Sub-committee**
4.4.12. Penalties and Disqualifications

Amend the paragraphs.

See the rules in Agenda Annex 7d.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

o) 4.4.11. Reflights **F2 Sub-committee**

Amend paragraph a) as follows:

In the event of a line tangle ~~resulting in the control line(s) breaking~~ and only one model aircraft being grounded, making it impossible to clear the line tangle.

Amend paragraph c) as follows:

At the discretion of the Judges/Circle Marshal if an unfair **or unsafe** situation occurs and none of the pilots/mechanics is to blame.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

p) 4.4.12. Penalties and Disqualifications **United Kingdom**
Section C

Amend the paragraph n) as follows:

n) If he releases the handle ~~and~~ **and** ~~**or**~~ the safety strap separates from handle or wrist, or **if** he removes the safety strap, for any reason, while the model aircraft is flying.

Amended as shown by the F2 Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

Technical Secretary's Note: With the approved amendment by the F2 Technical Meeting, this rule is now identical to the existing rule in the 2012 edition of the Sporting Code, therefore the effective date is irrelevant.

4.4.15 Cancellation of the Flight **Bureau**

This was an additional Bureau proposal generated at the Bureau meeting of 19th April 2012.

An entrant will be eliminated from the heat and his opponent declared the winner, subject to 4.4.12.c), if:

(a) …(r)

s) if a mechanic jumps over the opponent's model aircraft(s) and lines kept within the pitting area;

Approved unanimously by the Plenary Meeting. Effective **01 May 2012**.

A Technical Notice will be placed on the website.

q) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
Processing 3

Amend the paragraph b) as follows:

~~that the model is marked with the FAI License Number (minimum size specified in the ABR volume of the Sporting Code.)~~

Withdrawn by the F2 Subcommittee.

r) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
4.4.8 Streamer

Amend the first paragraph as follows:

The mechanic(s)/pilot may not ask for another streamer just to save time in a heat; for example if it is wrapped around the lines **or if a fly-away occurs. If a fly-away occurs and the model is stuck up in a tree or a net or is unable to be reached the pilot may choose to continue with a new full length streamer instead of having a reflight (if granted be the Judges).**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

s) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
4.4.9. The Heat from Start to Finish

Amend paragraph k) as follows:

In conditions of heavy wind, a grounded model which does not have a running engine may be moved to a safer launching position under supervision by the Judges. While doing this, the mechanics are not allowed to carry the model aircraft and lines over an opponent's grounded model aircraft and/or pitting crew. Parts of a crashed model aircraft are not considered a grounded model aircraft. **It is a crashing/landing team's responsibility to maintain a safe distance. If two teams crash/land close to each other, it is the rearmost team's responsibility to move backwards unless they are blocked by the other team's second model. This will be supervised by the Judges and they will advise the teams if any unclear situation occurs.**

Amend paragraph l) as follows:

The mechanic(s)/pilot may move around ~~in the vicinity~~ **within their pitting area. A team's pitting area is considered to be the place where they have one or both of the models and a distance of approximately 2 metres on each side of the model(s). To assist in untangling lines, mechanics/pilots may be allowed to move around inside the flight circle.**

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

t) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
4.4.11. Re-Flights

Amend paragraph c) as follows:

A reflight may be granted if, for instance, the model is stuck high up in a tree or in a safety net where it will take too long, or be impossible, to retrieve the streamer**. The pilot may choose to continue with a new full length streamer instead of accepting the granted reflight. It is also possible for the Judges to grant a**

reflight if an unsafe situation occurs and continuing the heat would cause risk to the competitors or others.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

u) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
4.4.12. Penalties and Disqualifications
Section A

Amend paragraph b) as follows:

In order to reach a grounded model the mechanics are not allowed to cut across the flying or pitting circle (See sketch). If a model has crashed close to the centre circle, it is especially important that the mechanic(s) are observant regarding the point at which to enter the circle.

A penalty should be given if, for example, the pilot picks up the crashed model on one side of the centre circle and brings it out on the opposite side of the circle.

If the mechanics run in the pitting area and jumps over the other teams model or lines they should be disqualified instead of getting minus 40 points as this is a safety issue.

Approved unanimously by the Plenary Meeting. Effective 01/01/13

v) Annex 4D – F2D Judges' Guide **F2 Subcommittee**
4.4.15. Judges and Timekeepers

Amend the paragraph b) as follows:

All scorers should count cuts as well as record airtime for the competitor. Every scorer should have a notepad where he/she can make records of the number of cuts as well as the air time (after the heat). A good way is to divide the six scorers into three pairs and spread them around the circle. Each pair will consist of a scorer for each pilot and they should be instructed to talk to each other during the scoring. If, after the heat, the scorers have a different cut count they must confer and try to come to a decision. They may also ask the Judges for advice. **It is recommended to use three Scorers per competitor also at World Cup contests.**

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

w) Annex 4E - F2 World cup Rules **F2 Subcommittee**
4.E.3 Contests

Amend paragraphs a) and b) as follows

a) ~~a maximum of two contests in each class may be selected for any one country unless the particular country extends over three or more time zones, when two competitions may be organised and held within each time zone.~~ **Any country may host two competitions in each class on its own behalf** unless the particular country extends over three or more time zones, when **it may host** two competitions **on its own behalf** within each time zone.

Additionally, any country may host a maximum of one competition in each class on behalf of another organising country regardless of whether or not the host country extends over three or more time zones.

cont/…

…/cont

b) **E**ach competitor (team in F2C) may count only one competition from each **organising** country in Europe (taking the better score for any European **organising** country in which he has scored in two competitions). When two competitions per time zone have been organised and held within a time zone, the better score per time zone counts.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

x) Annex 4F – Control line Organisers' Guide **F2 Subcommittee**

Add a new section as follows:

8.8 Recording of Results

It is recommended that the organisers use software programmes which are approved by the F2 sub committee to record the Championships results. Where possible results shall be transferred electronically between contest directors and the Championship secretariat.

Amended as shown at the F2 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

y) Annex 4F – Control line Organisers' Guide **The Netherlands**

Amend paragraph 8.5 as follows:

Sound level measuring device as specified in 4.3.5.e

Sound level test actuator, as described in 4.3.5.e

Referred to the F2 Subcommittee with the Netherland's agreement to generate a proposal for the 2013 Plenary Meeting.

12.6 Section 4C Volume F3 - RC Soaring

F3F

a) 5.8.2. Characteristics of Radio Controlled Slope Gliders **Germany**

Insert the relevant template without the gap for the tow-hook

Characteristics of Radio Controlled Slope Gliders

Maximum surface area (St) 150 dm2

Maximum flying mass. ..... 5 kg

Loading on St ..... between 12 and 75 g/dm2

Minimum radius of fuselage nose……..7.5 mm in all orientations ~~(see F3B nose definition for measuring technique).~~ **(see template)**

Template for nose radius to be inserted here.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

b) 5.8.2. Characteristics of Radio Controlled Slope Gliders **Germany**

Eliminate the lower limit of the wing-loading

Characteristics of Radio Controlled Slope Gliders

Maximum surface area (St) 150 dm2

Maximum flying mass . ..... 5 kg

Loading on St ..... ~~between 12 and~~ **<**~~75~~ g/dm^2

Minimum radius of fuselage nose 7.5 mm in all orientations (see F3B nose definition for measuring technique).

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

c) 5.8.2. Characteristics of Radio Controlled Slope Gliders **Germany**

Add a new final paragraph:

~~**Any transmission of information from the model aircraft to the competitor is prohibited, with the exception of signal strength and voltage of the receiver battery. Any additional/other use of any kind of transmission (sending or receiving data of any kind e.g. height, climb or decline, temperature, wind speed, humidity, etc.) and telecommunication devices (including like transceivers, and telephones, headphones, earphones, etc) in the field by competitors, helpers or team managers is not allowed. If an infringement to this paragraph occurs the flight will be penalized with 1000 points. The penalty of 1000 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.**~~

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

Amended as shown by the F3 Soaring Technical Meeting: For 18; Against 7. Carried by majority. Effective 01/01/13

d) 5.8.6. Cancellation of a flight **Germany**

Amend paragraph h) as follows:

h) the model (ie ~~the centre of gravity~~ **any part of the model aircraft)** fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

e) 5.8.9. The Speed Course **Germany**

Removal of three words and addition of six words in 5.8.9.

The speed course is laid out along the edge of the slope and is marked at both ends with two clearly visible flags. The organiser must ensure that the two turning planes are mutually parallel and perpendicular to the slope. Depending on the circumstances, the two planes are marked respectively Base A and Base B. Base A is the official starting plane. At Base A and Base B, an official announces the passing of the model aircraft (ie ~~the fuselage nose~~ **any part of the model aircraft)** with a sound signal when the model is flying out of the speed course. Furthermore, in the case of a signal announces the first time the model is crossing Base A in the direction of Base B.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

F3J

f) 5.6.1.3. Characteristics of Radio Controlled Gliders **Germany**

Amend paragraph c) as follows:

~~Any transmission of information from the model aircraft to the competitor is prohibited, with the exception of signal strength and voltage of the receiver battery.~~ **~~Any additional/other~~** ~~use~~ **~~of any kind of transmission (sending or receiving data of any kind eg height, climb or decline, temperature, wind speed, humidity, etc) or~~** ~~devices~~ **~~such as~~** ~~transceivers, telephones,~~ **~~headphones, earphones, etc)~~** ~~in the field by competitors, helpers or team managers is not allowed.~~ **~~If an infringement of this rule occurs, the flight will be penalized with 1000 points. The penalty of 1000 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.~~**

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

Amended as shown by the F3 Soaring Technical Meeting: For 17; Against 10. Carried by majority. Effective 01/01/13

g) 5.6.1.4 Competitors and Helpers **USA**

Amend paragraph b) as follows:

b) Each competitor is allowed three **four** helpers. ~~When a team manager is required, he is also permitted to help the competitor~~. When a team manager is available he is considered one of the four helpers. A maximum of two helpers are permitted for towing during the launch as described in 5.6.8.2. **During the flyoffs any four helpers are permitted.**

Rejected by the Plenary Meeting: For 5; Against 18.

h) 5.6.4 Re-Flights **USA**

Amend sub-paragraphs of the fourth paragraph and replace the final paragraph in its entirety:

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

1. if the event causing the reflight in the last group of a round or in the fly-off group occurs in the first 30 seconds of the working time ~~slot~~, the entire group will be called down and a new preparation and working time will be started. No results from the aborted working time ~~slot~~ will be recorded.

~~1~~ **2**. in an incomplete group, or in a complete group on additional launching/landing spots;

~~2~~ **3**. if this is not achievable, then in a new group of several (minimum 4) re-flyers. ~~**The reflight group can be completed by accumulating pilots requiring reflights from multiple flight groups and flown at a time chosen by the CD**~~. Other competitors ~~**may be**~~ selected by random draw to the number of 4 ~~**if required.**~~ If the frequency or team membership of the drawn competitor does not fit or the competitor will not fly, the draw is repeated;

~~3~~ **4**. if this is also not achievable, then with his original group at the end of the ongoing round.

~~In priority-case 2 and 3, the better of the two results of the original flight and the re-flight will be the official score, except for the competitors who are allocated the new attempt. For those the result of the re-flight is the official score. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of hindering.~~

~~**Scores for randomly selected pilots will only be used to calculate the group scores for the competitors who are allocated the new attempt. For competitors who are allocated the new attempt the result of the re-flight is the official score. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of hindrance.**~~

In priority-case 2 and 3, the better of the two results of the original flight and the reflight will be the official score, except for the competitors who are allocated the new attempt. For those the result of the re-flight is the official score. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of hindering.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

Technical Secretary's note: In paragraphs 3 and 4, the amendments made at the F3 Soaring Technical Meeting make the amended proposal identical to the existing rule in the 2012 edition of the Sporting Code, therefore the effective date for these two paragraphs is irrelevant.

i) 5.6.8.7. Towlines b) **Bulgaria**

Amend paragraph b) as follows:

The length of the towline shall not exceed ~~150~~ **100** metres when tested under a tension of 20 N.

Rejected by the Plenary Meeting: For 2; Against 26.

F3K

j) 5.7.2.2. Unintentional jettisoning **F3 Soaring Sub-committee**

Amend the paragraph as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

k) 5.7.9.3. Landing window **F3 Soaring Sub-committee**

Delete the last sentence of the first paragraph in article 5.7.9.3 Landing window.

5.7.9.3. Landing Windows

No points are deducted for flying over the maximum flight time or past the end of the working time. Immediately after the end of the working time, or after each attempt for the task "all-up-last-down", the 30 seconds landing window will begin. Any model gliders still airborne must now land. ~~If a model glider lands later, then that flight will be scored with 0 points.~~

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

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

Amend the fourth paragraph as follows:

5.7.9.4. Flight testing time

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

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

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

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

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Continued overleaf with Volume F3 Helicopter

12.7 Section 4C Volume F3 - Helicopter

F3C

a) 5.4.10. Scoring **Germany**

Amend first paragraph as follows:

Each manoeuvre is given a score between 0 and 10 (including half) points by each judge. A new score sheet is issued to each competitor for each round. Only the competitor's number (no name or nationality) will appear on the score sheet. Any manoeuvre not completed shall be scored zero (0) points. If a manoeuvre is scored zero points all judges must agree. **Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the "Not Observed" (N.O.) mark. In this case, the scoring tabulators will, as the judge's mark for that particular manoeuvre, enter the average of the numerical marks given by the other judges, rounded down to the nearest whole number.** There shall be an official located on the field where any flight over the prohibited area can be observed. The prohibited area is the shaded area in Figure 5.4.A behind the judges' line. The area extends to infinity to the left, right and rear. A visual or audible signal shall be given to indicate such over flights. Competitors flying over this area will be penalised by scoring zero (0) points for the current flight. However, the judges shall score all manoeuvres. If an infringement has been made, the scores will be deleted from all score sheets after the flight. In addition, there shall be no score when:

Referred to the F3 Helicopter Subcommittee with Germany's agreement for further study.

b) 5.4.12. Judging **Bureau**

Amend the paragraph as follows:

At Continental and World Championships the organiser must appoint a panel of five judges for each round/flight line. When the entry exceeds 55, two flight lines must be used. The judges must be of different nationalities and must be selected from the current CIAM list of international judges. When using two separate panels, the organiser is allowed to use two judges of the same nationality, one on each panel. Those selected must reflect the approximate geographical distribution of teams participating in the previous World Championship with the final list approval by the CIAM Bureau. **At least 20% but not more than 40% of the judges ~~must~~ may not have judged at the previous World Championships.**

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

c) 5.4.13 Organisation **Norway**

Amend paragraphs three and five as follows:

PREPARATION TIME

A competitor must be called at least 5 minutes before he is required to enter the start circle. A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A). When the previous competitor's flight time reaches 6 minutes the flight line director can give the signal

to start the engine. **In the case of electric motors, the battery must not be connected before signal has been given.** The competitor is given 5 minutes to start the engine and make last minute adjustments. The model aircraft may only be hovered in the start circle up to 2m and must not be rotated beyond 180º left or right relative to the competitor. If the model aircraft is rotated beyond 180º the flight is terminated.

RESTRICTIONS

After starting the model aircraft in the start circle the model aircraft must be flown at 2m to the helipad along the model entry path shown on the Contest Area Layout (Figure 5.4.A). The pilot may test hover the helicopter on the helipad and reposition it, before announcing the start of the first manoeuvre, to accommodate wind conditions. If the engine stops the flight is terminated.

After the flight: In case of electric motors, the battery must be disconnected before the pilot brings the helicopter over the judging line.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

d) 5.4.14 Manoeuvre schedules **F3 Heli Sub-committee**

Amend the paragraph as follows:

PERFORMANCE OF THE SCHEDULES

The competitor must stand in the 2m circle (labelled P in Figure 5.4.A - F3C Contest Area Layout) located 6m in front of the centre judge. Before the start of the first manoeuvre the ~~competitor must fly the model aircraft at 2m altitude to the 1m circle of the helipad.~~ **~~The pilot or his helper may also carry the model to the helipad.~~**

pilot may fly or carry the model to the helipad. If the model is flown to the helipad then it must be flown at a height of 2 m (for safety reasons.) Alternatively, the helper may carry the model aircraft to the helipad.

The model aircraft may face left or right but must be parallel with the judges' line. Each hovering manoeuvre ends with a landing on the helipad and after each landing the model aircraft may be repositioned (but maintains same direction) prior to the next take off. After completing the hovering manoeuvres the competitor is allowed one free pass to set up for the flying sequence. All aerobatics manoeuvres must be performed in an airspace that will allow them to be clearly seen by the judges. This airspace is defined by a field of view up to 60º above the horizon and between lines 60º to the right and left of judges 1 and 5. The non-observance of this rule will be penalised by a loss of points. The aerobatics manoeuvres must be performed in a smooth flowing sequence, with a manoeuvre performed on each pass before the judges. There are no restrictions on turnaround manoeuvres. The competitor must perform each listed manoeuvre only once during a flight. The competitor or his caller must announce the name (number) and start and finish of each manoeuvre. A manoeuvre performed out of sequence will result in a zero score for that manoeuvre only. Before the autorotation manoeuvre the competitor is allowed another free pass to accommodate a possible change in wind direction.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/13.

cont/…

…/cont

e) Annex 5D – F3C Manoeuvre Descriptions & Diagrams F3 Heli Sub-committee
5D.2 P10 Autorotation with two 90° turns – (DU)

Amend the paragraph as follows:

MA flies at a minimum altitude of 20 m. Manoeuvre begins when MA crosses an imaginary plane that extends vertically upward from a line drawn from the centre judge out through the helipad. MA must be in the autorotation state when it cuts this plane. The engine power must be reduced to idle (or off) at this point and the MA must be descending. The first 90º turn must be made after the MA has made 1/3 of the total descent. After this turn the MA must fly straight before the next turn is made after the MA has made 2/3 of the descent. The MA then flies straight down to the helipad. Each leg of the manoeuvre must be a minimum of 10m in length. The descent rate must be constant from start to a point just before touchdown on the helipad. The flight path of the MA must appear as an open square when viewed from above, starting at the vertical plane and ending at a line drawn from the centre judge through the helipad. **If the helicopter flies out of the 120° window during the second turn it shall not result in a downgrade of 2 points.**

Scoring criteria for landing: See ANNEX 5E Paragraph 5E.6.10.

Approved unanimously by the Plenary Meeting. Effective **1st May 2012.**

A Technical Notice will be placed on the website.

f) Annex 5E – F3C Judges Guide F3 Heli Sub-committee
5E.6.3 STOPS

Amend the paragraph as follows:

For the hovering manoeuvres the stops must be equal to or greater than 2 seconds in duration if not otherwise specified. All stops must be of the same duration. If a stop is less than 2 seconds long, a downgrade of half a point should be made. If a stop is greater than 2 seconds, no downgrade should result as long as the MA does not move.

In manoeuvres containing stops of unspecified duration (but are a necessary part of the manoeuvre) no downgrade shall be made for the stops.

Approved unanimously by the Plenary Meeting. Effective **1st May 2012.**

A Technical Notice will be placed on the website.

F3N

g) 5.11.5 Number of Model Aircraft Bureau

Amend the paragraph as follows:

The number of MA is not limited. ~~One MA may be used by several pilots~~.

Approved by the Plenary Meeting: For 20; Against 3. Carried by majority.

Effective 01/01/13.

cont/…

…/cont

h) 5.11.7 Scoring **Bureau**

Amend the paragraph as follows:

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

Amended as shown by the Plenary Meeting and approved by the Plenary Meeting: For: 22; Against: 1. Effective 01/01/13.

12.8 Section 4C Volume F3 – Pylon Racing

F3D

a) 5.2.18 Timekeeping and Judging **Bureau**

With reference to F3D 5.2.18, paragraphs c – h, it is proposed that CIAM initiates a project to substitute human judges **with** an electronic judging system for those classes for which it may be appropriate **and for appropriate record classes.**

Initially, this had been a proposal from Germany for only F3D. Bureau had amended it to cover all appropriate classes across all the categories.

It was established that developments are already underway and CIAM should liaise with the developers and others.

Approved unanimously by the Plenary Meeting. Effective **01/05/12.**

A Technical Notice will be placed on the website.

b) Add a new class F3T **Germany**

Add a new Pylon Racing class.

See the rules in Agenda Annex 7e.

Germany agreed to refer this to the F3 Pylon S-C but requested to accelerate the decision making. It is intended to be a proposal for the 2013 Plenary Meeting.

12.9 Section 4C Volume F4 - Scale

F4C

a) 6.1.4 Judges **Norway**

Amend the first paragraph as follows:

The organiser of Scale R/C World or Continental Championship (F4C) shall appoint three (or six for two panels) judges to do static judging, plus a separate panel of five to judge the flying. **If there are more than 50 competitors at a World Championship, then the organisers can use two flightlines with three judges on each flightline.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

b) 6.1.6. Remarks **F4 Sub-committee**

Amend paragraph h) as follows:

…

No modification of the model aircraft except exhausting of fuel and cleaning of the model aircraft is allowed, ~~but any items which were dropped during the official flight (eg bombs, tanks), must be replaced on the model aircraft.~~ If found to be overweight, then …

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

c) 6.1.8 Helpers **F4 Sub-committee**

Amend the first paragraph as follows:

Each competitor is permitted one (1) helper during a flight. An additional helper may assist with engine starting and pre-flight preparation, should the competitor require this. All but one helper must retire clear of the flying area before the ~~flight~~ **take-off** is called. For radio control events no helper may touch the transmitter during an official flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

d) 6.1.10. Judging for Fidelity to Scale and Craftsmanship **Spain**

Amend as follows:

		K Factor	
1.	Scale accuracy		
	a. Side view	~~13~~	**12**
	b. End view	~~13~~	**12**
	c. Plan view	~~13~~	**12**
2.	Colour		
	a. Accuracy	3	
	b. Complexity	2	
3.	Markings		
	a. Accuracy	8	
	b. Complexity	3	
4.	Surface texture and scale realism		
	a. Surface texture	7	
	b. Scale realism	7	
5.	Craftsmanship		
	a. Quality	12	
	b. Complexity	5	
6.	Scale detail		
	a. Accuracy	~~9~~	**8**
	b. Complexity	~~5~~	**4**

cont/…

…/cont

7. Operational scale details

a. Accuracy 3

b. Complexity 2

Total K factor K = 100

Items .1 to be judged at a minimum distance of 3m in F4B, and 5m in F4C**/G**, from the centre of the model aircraft. Judges must not touch the model aircraft.

Withdrawn by Spain.

e) 6.3.2 Noise **F4 Sub-committee**

Amend the first paragraph as follows:

If a model aircraft appears to be noisy in flight, the **Chief** Judge~~s~~ or ~~Contest/~~Flightline Director can demand a noise test. The transmitter and the model aircraft will then be impounded by the flightline official immediately following the flight. No modification or adjustment to the model aircraft shall be permitted other than refuelling. If the model aircraft features variable pitch propeller(s), the noise test will cover the total variation of pitch. The model aircraft shall be tested by a noise steward and in the event the model aircraft failing the noise test it will be re-tested by a second noise steward, using a second noise meter. If the model aircraft **also** fails the retest, the score for the preceding flight shall be zero**, this is a final decision.** The sonometers must be of good quality with a test system (reference noise).

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

f) 6.3.3. Official Flights **F4 Sub-committee**

Amend paragraph a) as follows:

a) Each competitor will be called to fly three ~~times~~ **rounds** and must execute an official flight within the required time limit (see 6.3.4.) on each occasion to be eligible for flight points for that flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

g) 6.3.3. Official Flights **Norway**

Amend paragraph a) as follows:

a) Each competitor will be called to fly three times, and must execute an official flight within the required time limit (see 6.3.4.) on each occasion to be eligible for flight points for that flight.

If there are more than 50 competitors in a WCH. the organiser is allowed to use two flightlines. In that case, ~~the competitors~~ each competitor will fly four rounds, two in front of each judges panel and two on each flight line and the lower score from each panel will be deleted.

Amended as shown by the F4 Subcommittee and approved unanimously by the Plenary Meeting. Effective 01/01/13.

h) 6.3.7. Optional Demonstrations **F4 Sub-committee**

Amend the second paragraph as follows:

Competitors may demonstrate up to two different flight functions of their own choice, but must ~~be prepared to~~ supply evidence that each function was performed by the prototype modelled. Competitors must indicate **on the declaration form and** to the **Chief** Flight Judge~~s~~ the nature of the demonstration(s) before going to the flight line).

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

i) 6.3.7. Optional Demonstrations **F4 Sub-committee**

Amend the third paragraph as follows:

Selection must be indicated on the score sheet and given to judges before commencing the flight. The options may be flown in any order. Options A (Chandelle), N (Overshoot), R (Flight in triangular circuit), S (Flight in rectangular circuit), T (Flight in a straight line at constant height), ~~W (Wing over)~~ and Z (Procedure Turn) may only be chosen by subjects certified and approved as "non-aerobatic" on the Competitor's Declaration Form (Annex 6E.1). These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

j) 6.3.11. Safety **F4 Sub-committee**

Amend the text as shown.

c) If a model aircraft is, in the opinion of the **Chief** Judge or ~~Contest/~~Flightline Director, unsafe or being flown in an unsafe manner, they may instruct the pilot to land.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

k) Annex 6A – F4 Judges Guide for Static Judging **F4 Sub-committee**
6A.1. General

Amend paragraph a) as follows:

a) Before static judging commences the judges should review the whole entry ~~at a distance not closer than 3 metres~~ in order that a standard be established for grading the points to be awarded. The entries should be studied in relationship to each other from a superficial aspect before detailed examination commences. The Chief Static Judge should take this opportunity to ensure that all judges are of a similar mind as to what is involved, particularly with respect to complexity aspects where these are applicable.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

l) Annex 6A – F4 Judges Guide for Static Judging **F4 Sub-committee**
6A.1. General

Amend paragraph c) as follows:

c) A Chief Judge shall be appointed as a spokesman for the static judges, and if two panels of static judges are to be used, the second panel will have a Deputy Chief Judge appointed to assist the Chief Judge in his work. The Chief/Deputy Chief Judge should discuss the merits and criticisms of each item in his responsible area with the other judges in his team, ~~making~~ **asking for** suggestions for the scores.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

m) Annex 6A – F4 Judges Guide for Static Judging **F4 Sub-committee**
6A.1. General

Amend paragraph e) as follows:

e) The chief judge should discuss the merits and criticisms of each item with the other judges, ~~making~~ **asking for** suggestions for the scores to be awarded as a basis for further discussion. The use of half points (see 6.1.5.) is important when judging top-class model aircraft. There may be instances where, for example, a 9 would be too low and a 10 too high, and a suitable score might be, say, 9,5.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

n) Annex 6A – F4 Judges Guide for Static Judging **F4 Sub-committee**
6A.1.9. Documentation for Proof of Scale

Amend paragraph a) as follows:

a) Less than 3 full photos of prototype: ZERO points for Scale Accuracy (6.1.10.1)
~~Likely~~ **Possible** downmarking of Realism (6.1.10.4)
~~Likely~~ **Possible** downmarking of Craftsmanship (6.1.10.5)
~~Likely~~ **Possible** downmarking of Scale Detail (6.1.10.6)

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

o) Annex 6A – F4 Judges Guide for Static Judging **F4 Sub-committee**
6A.1.9. Documentation for Proof of Scale

Amend paragraph c) as follows:

c) No photo of subject aircraft: ZERO points for markings (6.1.10.2)
~~Likely~~ **Possible** downmarking for Realism (6.1.10.4)
Possible downmarking of Scale Details (6.1.10.6)

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

p) Annex 6C – F4 Judges Guide for R/C Flight **F4 Sub-committee**
6C.3.7. Optional Manoeuvres

Delete the last paragraph.

The selection of optional manoeuvres should demonstrate the fullest possible capabilities of the aircraft subject type modelled.

The selection of manoeuvres and the order in which they are to be flown must be shown on the score sheet and given to the judges before each flight. This order must be adhered to and any manoeuvre flown out of sequence will score ZERO.

~~Whilst a competitor may choose any of the optional manoeuvres listed, the following six manoeuvres, Options A (Chandelle), N (Overshoot), R (Flight in triangular circuit), S (Flight in rectangular circuit), T (Flight in a straight line at constant height) and W (Wing Over) are intended for aircraft for which the original prototype had little or no aerobatic capability.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

q) Annex 6C – F4 Judges Guide for R/C Flight — F4 Sub-committee
6C.3.7.W. Wingover

Amend the first paragraph as follows:

W Wingover

The model aircraft approaches in straight and level flight on a line parallel with the Judges' line. After passing the judges' position a smooth climbing turn is commenced away from the judges. At the apex of the turn**, the model should track 90° to the entry track and the bank angle should be at least 60º for a non-aerobatic model and at least 90° for an aerobatic model. The height gain should be appropriate to the capability of the prototype. The model then continues on a mirror image of the entry flight path and recovers to straight and level flight at the same height but on the opposite heading to the entry and on a line displaced away from the judges.**

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

r) Annex 6C – F4 Judges Guide for R/C Flight — F4 Sub-committee
6C.3.6.10. Approach and Landing

Amend item 12 in the Errors section

12. Model aircraft noses over (note ~~30%~~ **2 points** penalty if only nose-down - zero if it over-turns).

Note: A crash landing scores zero points, but if the model aircraft makes a good landing and then stops nose down towards the end of the landing run, then the landing marks that would have been otherwise awarded should be reduced by ~~30%~~.**2 points.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

s) 6C.3.6.11 Realism in Flight — Spain

Add a new paragraph (location to be decided) as follows:

Judges will take in consideration the different type of flight characteristics expected from the prototype, by sample the different type of flight from an early biplane to a WW2 fighter or to a jet trainer or fighter

Withdrawn by Spain.

F4G

t) 6.8 Class F4G - Large Scale R/C Model Aircraft (PROVISIONAL) **United Kingdom**

Replace the entire existing F4G rules with the new rules as shown below.

Note (i): This will make the F4G competition a FLYING ONLY event.

Note (ii): Adoption of this proposal will result in a change to ANNEX 6E.1

Paragraph 6.8.1. General Rules

This is a 'Flying Only' class using the flying rules for F4C. with the exception that the maximum take-off weight shall be 25Kg.

No Static Judging will take place, the competition result being settled entirely on the flying of the model.

Models used must be clearly recognisable as bona fide models of full size prototypes. The Contest Director may disallow any entries that he considers do not fit this specification.

The requirement for the competitor to have constructed his own model (Rule 6.1.9.4e) does not apply and the Declaration Requirements are for Flight Judging only (ANNEX 6E.1 refers).

Withdrawn by the United Kingdom.

F4H

u) 6.9 – Stand-off Scale **United Kingdom**

Replace the existing Class F4H rules with the new rules.

See the rules in Agenda Annex 7f.

Note (i): There are three additional proposals submitted separately in relation to the proposed rule changes. These are:

ANNEX 6E.3 GBR12 - Competitors Declaration for F4H

ANNEX 6E.4 GBR12 - Static Score Sheet for F4H

ANNEX 6F GBR12 - Static Judges Guide for F4H

Note: (ii) Adoption of these proposals will result in a consequential change to ANNEX 6E.1

Referred to the F4 Subcommittee.

v) 6.9.2 Documentation **F4 Sub-committee**

Amend paragraph 1 & 3 as follows:

1. Scale drawings should be limited to one 3-view or set of scale drawings of normal size, **not less than 150 mm.**

3. Proof of colour – colour photographs, ~~and~~ black & white photographs ~~as well as~~ **with** colour chips **and colour profiles** can be used.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

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

Amend the paragraph as follows:

The competitor has to declare that the complete colour scheme and markings are applied to the surface of the model by the competitor. No other **static** declaration is required. **If selecting flight option P or Q these have also to be described on the Declaration Form.**

Amended as shown at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

x) Annex 6E Forms for Use in Scale Contests **United Kingdom**
6E.1 Classes F4B, F4C, F4G Competitor's Declaration Form

Amend Annex 6E.1.

See the form and the reasons for the proposal in Agenda Annex 7h.

Referred to the F4 Subcommittee.

y) Annex 6E Forms for Use in Scale Contests **United Kingdom**
6E.3 Class F4H Competitor's Declaration Form

Insert the new Annex 6E.3.

See the form and the reasons for the proposal in Agenda Annex 7i.

Referred to the F4 Subcommittee.

z) Annex 6E Forms for Use in Scale Contests **United Kingdom**
6E.4 Class F4H Static Score Sheet

Insert the new ANNEX 6.E.4.

Note: There will be a consequential change to the existing ANNEX 6E.1 to remove any reference to F4H

See the form and the reasons in Agenda Annex 7j.

Referred to the F4 Subcommittee.

aa) Annex 6F Class F4H Static Judges' Guide **United Kingdom**

Insert the new ANNEX 6F

See the F4H Static Judges' Guide and the reasons in Agenda Annex 7k.

Referred to the F4 Subcommittee.

ab) 6.10. New class F4K Team Scale **F4 Sub-committee**
R/C Model Aircraft (Provisional)

To introduce a new subclass of F4C with rules as follows:

6.10.1. Model aircraft specification: The same as F4C (§ 6.3.1.)

6.10.1.1. A F4K team shall consist of one pilot and one designated builder with their Sporting license issued by the same NAC. The pilot can only be the pilot of one builder.

cont/…

…/cont

6.10.2. Documentation: The same as F4C class (§ 6.1.9.)

6.10.3. Competitor's declaration, the same as F4C class (Annex 6E.) to be signed by both the Builder and the pilot.

6.10.4. Judging for Fidelity to Scale and Craftsmanship. Same as F4C class (6A.1.)

6.10.5. Flight: The flight schedule is the same as the F4C class. (6C.1.)

Technical Secretary's Note: The class will be F4J.

Amended as shown by the F4 Technical Meeting: For 19; Against 1; Carried by Majority. Effective 01/01/13.

ac) 6.10. New class: F4K Flying Scale Models Aircraft Team R/C (Provisional) **Spain**

To add a new F4 class with rules as follows:

6.10.1 Specific Rules.

In the F4K class the team will be formed by the pilot and one builder's official representative. A builder, will be a particular person, a group of persons or a company.

During the championship and in the contest area, will be present, the pilot and the builder's official representative(one person).

To the podium can ascend, the pilot and the builder's official representative(one person).

All the other rules and specifications as F4C.

This class is a individual classification class

Withdrawn by Spain in favour of proposal ab) submitted by the F4 Subcommittee.

12.10 Section 4C Volume F5 - Electric

a) 5.5.1.4 Energy Limiter **F5 Sub-committee**

Amend the paragraph as follows:

~~In classes where an energy limit is defined an energy limiter device must be used. The energy limiter cuts off the motor when the given energy limit is reached.~~ **~~The energy limiter should also cut off the motor if it detects more than 400 A persisting for more than 0.2 seconds, any condition which will prevent a correct energy measurement being made.~~** The energy limiter/**logger** is located in the electric circuit between the battery and the motor. **In case of a limiter, t**he interruption must either persist permanently or for a defined period of time. **Instead of an energy limiter, the contest organiser can supply a "real time radio telemetry logger" that transmits logged data to the ground. The energy data and motor-run data are available to the pilots.**

Amended as shown at the F5 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

b) 5.5.1.5 Procedure for Limiter Checking F5 Sub-committee

Amend paragraph b) as follows:

b. The check shall be carried out immediately after landing. All limiters/loggers shall be tested using the same method. **The limiter checking device can be an external device or a device that is carried within the model.**

Amend paragraph f) as follows:

~~f.~~ A variable current load should be used, simulating, as far as possible, a typical flight. ~~In the case where the limiter checking device is external to the model a variable current load should be used, simulating, as far as possible, a typical flight. All limiters must log the data necessary to supervise the energy-limit. This recorded data must be accessible to the CD or his designated official(s) immediately after the flight.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

c) 5.5.1.5 Procedure for Limiter Checking Kazakhstan

Add a new paragraph as follows:

k) For World and Continental Championships, directly after landing each limiter from the top 10 competitors is determined by the results from all previous round will be disconnected under supervision of an official and the device checked for correct operation. In the case of round 1, a minimum of 5 random competitors will be checked

Rejected unanimously by the Plenary Meeting.

d) 5.5.4.1. Definition Austria

Amend paragraph f) as follows:

f) Starting order for other competitions

Before starting the first round the contest director will inform the pilots which mode of starting order will be established.

Mode A:

The starting order for the first round will be established by random draw.

The number of pilots is then divided by the number of rounds giving “x” result.

For each subsequent round, the first number “x” of pilots in the starting order moves to the end of the starting order

Example:

Given that there are 24 pilots and four rounds then the calculation results in 6.

The starting order for the rounds would then be as follows:

Round 1: Starting order 1-24.

Round 2: Starting order – the first six pilots move to the end of the starting order which is now 7-24 and 1-6.

Round 3: Starting order – the first six pilots move to the end of the starting order which is now 13-24 and 1-12

cont/…

…/cont

Round 4: Starting order – the first six pilots move to the end of the starting order which is now 19-24 and 1-18.

Mode B:

The starting order for the first round will be established by random draw.

This starting order will be used for all subsequent rounds except for the last round.

For the last round the starting order will follow the reversed ranking list.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

e) 5.5.4.1. Definition, F5 Sub-committee

Amend paragraphs b), c), d) as follows:

5.5.4.1 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 ~~only serial~~ cells	10 **(ten) in series**
~~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/**logger** ~~that stops the motor~~	max 1750 Watt-min

~~The limiter is checked by the organiser during the contest.~~

The limiter is checked by the organiser during the contest.

~~**The limit is checked by an electronic limiter that stops the motor, checked during the competition, or by an organiser supplied logger which is read during or immediately after the flight. With the logger, 1 (one) point is deducted for every 3 (three) watt-min used over the limit.**~~

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

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

c) If a logger is used, the data is retrieved during or immediately after the flight.

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

Amended as shown at the F5 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

f) 5.5.4.1 Germany

Amend paragraph c) as follows:

c) **For Continental and World Championships only**: Maximum number of battery packs to enter the contest: 1 pack per 2 rounds; 1 pack for reflights

Withdrawn by Germany.

g) 5.5.4.1.Definition **Kazakhstan**

Amend paragraph e) as follows:

e) Starting order for World and Continental Championships: the starting order for the first round will be established by random draw. For the next rounds the starting order will follow the reversed ranking list. Frequency will not follow frequency and team member will not follow team members. **For continental and world championships, is mandatory integration of participants into groups of 5-6 pilots in the group, consisting of consecutive pilots in the start list. Groups vary in the composition of each round in accordance with the change of the order of the start**

Rejected unanimously by the Plenary Meeting.

h) 5.5.4.3 Scoring **Kazakhstan**

Amend paragraph d) as follows:

d) For the continental and world championships, the individual results of each pilot of each round is normalised to the points of the best competitor of his group.

$$\text{P group round} = 1000 \times \frac{\text{Individual points}}{\text{Points of the best competitor in group}}$$

Rejected unanimously by the Plenary Meeting.

i) 5.5.4.2 Course Layout and Organisation **F5 Sub-committee**

Amend paragraph a) 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 devices used to detect the crossing of the Bases A and B are placed at a distance of a **minimum 5 m from the safety plane outside of the course.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

j) 5.5.4.2. Course Layout and Organisation **Kazakhstan**

Amend paragraph c) as follows:

c) Alarm button on the intersection of the base must be directly connected to single piece of cable with speaker, power source and back-up warning light. Inadmissible any intermediate devices. Speaker and signal lamp shall be installed at the intersection of the projection on the ground plane of the base "A" and the projection on the ground plane of the security. The sound volume should be sufficient to uniquely identify the signal on the intersection of the base is not only a pilot, but also with other participants located in the zone of teams.

Rejected unanimously by the Plenary Meeting.

cont/…

…/cont

k) 5.5.4.2 Course Layout and Organisation **Kazakhstan**

d) For continental and world championships, in order to obtain an objective and a guaranteed result, to ensure control of intersection of each plane bases, two judges at the same time. Alarm buttons should be duplicated at each base and connected in parallel.

Rejected unanimously by the Plenary Meeting.

l) 5.5.4.2 Course Layout and Organisation **Kazakhstan**

Amend paragraph e) as follows:

e) For the continental and world championships, to accept the video registered as the instrument which allows to determine the outcome or validity of the pilot implementation of the required manoeuvres and other race situation.

Rejected unanimously by the Plenary Meeting.

m) 5.5.4.8 Re-Flights **Belgium**

Add a new paragraph

Whenever a refly needs to be granted to a competitor because of an error of the timekeepers (example: a timekeeper forgets to press the button when the model passes his line of sight), the refly needs to be performed with the same model the original flight was performed with. No part of the model can be changed other than the charging or replacement of the propulsion and/or receiver battery. To enforce this rule, the model will remain under the supervision of an official at all times from the moment the model lands after the flight where the error occurred until the moment the refly starts.

Withdrawn by Belgium.

F5D

n) 5.5.6.4 Racing Course Specification **Austria**

The legend in the drawing should correspond with the wording in the applicable rules.

~~Pylon judge #1~~ **Pylon #1 judges**

~~Pylon judge #2~~ **Pylon #2 judges**

~~Pylon judge #3~~ **Pylon #3 judges**

~~Time/Lap counter~~ **Time/Lap counters**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

cont/…

…/cont

o) 5.5.6.6 Officials **Austria**

Amend paragraphs c), f) g) as follows:

c) At the No. 1 pylon there will be one official as pylon judge and signaller for each competitor in the heat.

The pylon judge/signaller will stand perpendicular to the direction of the course on the safety side of the course**. A sighting device for the judge(s) is obligatory.** Each pylon signaller will have a distinctive colour allocated, and the contest director will arrange for each model aircraft to be identified by one pylon judge-signaller before the start of every heat.

f) Pylon judge No.2 is placed behind the base of the triangle at a safe distance in a 45 degrees ~~angel~~ **angle** to the line between pylon 2 and 3. **A sighting device for the judge(s) is obligatory.**

g) Pylon judge No. 3 is placed at a safe distance in a 45 degrees ~~angel~~ **angle** to the line between pylon 2 and 3 in the direction of pylon No. 1. **A sighting device for the judge(s) is obligatory.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

p) 5.5.6.7 Starting Procedure **Austria**

Add a new paragraph at g) as follows:

g) Cutting a pylon after the motor of the model aircraft has stopped due to the energy-limit constitutes disqualification for that flight.

Withdrawn by Austria.

q) 5.5.6.9 Scoring **F5 Sub-committee**

Amend paragraph g) as follows:

~~g) The winner of the event is the competitor who has accumulated the lowest score after the conclusion of all heats. If four or more rounds are flown, each competitor's worst score shall be discarded. If nine or more rounds are flown, each competitor's worst two scores shall be discarded.~~

g) The winner of the event is the competitor who has accumulated the lowest score after the conclusion of all heats. If four or more rounds are flown, each competitor's worst (highest) score shall be discarded. If eight *or* more rounds are flown, each competitor's worst (highest) two scores shall be discarded. If twelve or more rounds are flown, each competitor's worst (highest) three scores shall be discarded.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

r) New class Indoor Racing Model Aircraft **F5 Sub-committee**

5.5.9 F5I – Indoor Racing Model Aircraft (Provisional)

5.5.9.1 General

a) This contest is a racing contest in halls and indoor sport arenas.

b) Racing course depends oft the size of building and is marked by two poles or

lines hanging from the ceiling.

c) Model aircraft specifications.

Maximum weight 200 g

Only electric motor(s)

Only 2.4 GHz RC equipment

5.5.9.2 Operation oft the Race

a) A maximum of four (4) model aircrafts per heat will be allowed.

b) Model aircrafts start from the ground (no hand launching is allowed).

c) All laps must be flown counter-clockwise with turns to the left.

d) 10 laps must be completed.

e) Every cut will be penalized by one more lap.

Technical Secretary's Note: The class designation is F5K and the correct paragraph numbering is 5.5.12

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

12.11 Section 4C Volume F7 - Aerostats

F7A

a) 7.1.11.8 Circle **F7 Sub-committee**

Amend the fourth paragraph as follows:

~~Scoring is based on the final position of the dropped marker. The flight score will be zero if the drop of the marker fails. Nevertheless, the competitor is allowed to draw his balloon out of the circle for immediate action and to retry but the timing of the flight continues.~~

The measured distance is from the centre of the container to the first contact of the marker with the ground. If the marker is dropped, the final position of the marker is considered for measurement.

If the competitor decides to restart his flight (ie for corrective action) the timing of the flight continues.

The precision bonus is obtained if the marker is dropped and remains in the container.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

F7B

b) 7.2.11.4 Precision Flight **F7 Sub-committee**

Delete paragraphs 7.2.11.4 to 7.2.11.11 inclusive.

Paragraphs to be deleted not shown because of space restrictions.

Add a new paragraph 7.2.11.4 as follows.

7.2.11.4 Precision task

Prior to the flight, the Flight Director places, or asks to be placed, 5, 8 or 10 targets (horizontal or vertical circle surfaces, 1 meter diameter) at different places on the flight site. The airship of the competitor must try to have a clear

contact with each of the targets in a specified order. The contact is obtained from the bottom part (gondola) of the airship for horizontal targets or from the nose of the airship for vertical targets.

If the competitor fails on one target, he can decide not to retry and to fly to the next target.

The flight duration is recorded starting/ending when the nose of the airship crosses the start/finish line(s).

Out of the targets, contacts with the soil or with any other parts on the site are allowed but induce one penalty each time.

For the targets score, each obtained target is 200 points if 5 targets, 125 points if 8 targets or 100 points if 10 targets.

For the time score, the best competitor obtains 1000 points. The time score of the other competitors is the ratio : 1000 x Competitor time / best competitor time. No time factor is to be applied.

The basic score of the competitor is the total of the targets score plus the time score less the penalties but cannot be negative. For the calculated score, refer to paragraph 7.1.10.2

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

12.12 Section 4C Volume Space Modelling

Part One – General Regulations

a) 2.4. Construction Requirements **Serbia, United Kingdom, USA, Romania**

Amend paragraph as follows:

2.4.3 Construction shall be of **any modelling material** ~~**(like** wood, paper, rubber, breakable plastic,~~ **carbon** ~~or similar materials)~~ without substantial metal parts. **A substantial metal part is a nose cone, body tube, fins, any hard, sharp and external pointed part or any internal heavy metal part that can cause injuries to persons or damages to property.**

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

Amended by the Subcommittee and approved unanimously by the Plenary Meeting. Effective 01/01/13.

Part of the amendment by the Space Modelling Technical Meeting was to move the strike-through paragraph above to below the table in the existing paragraph 2.4.4. see overleaf:

cont/…

…cont/

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

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

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

Amended as shown at the Space Modelling Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

b) 2.4. Construction Requirements **Serbia**

Amend the paragraph and table as follows:

2.4.4. Minimum dimensions of subclasses of classes S1, S2, S3, **S4**, S5, S6,**S8,** S9 and S10 must not be less than:

Classes	S1, S2, S3, S5, S6, S9 and S10				S4 and S8	
Event Class	Minimum Body [*] Diameter (mm)		Minimum Overall Length (mm)		Minimum Wing Span (mm)	
A/2	~~30~~	30	~~350~~	350	-	300
A	~~40~~	40	~~500~~	500	~~500~~	500
B	~~40~~	50	~~500~~	650	~~650~~	650
C	~~50~~	60	~~650~~	800	~~800~~	950
D	~~60~~	70	~~800~~	950	~~950~~	1100
E	~~70~~	80	~~950~~	1100	~~1100~~	1250
F	~~80~~	90	~~1100~~	1250	~~1250~~	1400

[*]For at least 50% of overall length for (S1, S2, S3, S6, S9 and S10) and 20% for S5.

Minimum diameter of upper stages of multi stage space models shall not be less than 20 mm (except at the nose cone). Boat tails and/or reducers are allowed if they meet this requirement.

Referred to the Space Modelling Subcommittee.

c) 2.4. Construction Requirements **Serbia, USA**

Amend the paragraph as follows:

2.4.5 Design and construction shall include attached surfaces that will provide aerodynamic stabilising and restoring forces necessary to maintain a substantially true and predictable flight path. If required by **the rules for a specific class, local rules for competition** and/or safety officers or judges, the builder of the model must present data regarding the locations of the centre of gravity, centre of pressure, gross weight, burnout weight, and/or calculated or measured flight performance of the model. **These data must be submitted with models S5 and S7 at model processing before a model is entered to competition.**

Amended as shown at the Space Modelling Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

d) 2.4. Construction Requirements **Germany**

Amend the paragraph as follows:

2.4.7. In classes S4, S8 and S10, the minimum weight of the gliding portion of the model that returns to ground in stable gliding flight supported by aerodynamic lifting surfaces, shall not be less than ~~30~~ **80** % of the maximum specified weight for the particular subclass.

Withdrawn by Germany in favour of proposal d) submitted by the Space Modelling Subcommittee.

e) 2.4. Construction Requirements **Serbia, Slovenia**

Amend the paragraph as follows:

2.4.7. ~~In classes S4, S8 and S10, the minimum weight of the gliding portion of the model that returns to ground in stable gliding flight supported by aerodynamic lifting surfaces, shall not be less than 30% of the maximum specified weight for the particular subclass.~~

Models in Classes S4, S8 and S10 must fly and land without separation of any part in flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Part Four – General Rules for International Contests

f) 4.1 World Championship Events for Space Models **Serbia, Slovenia**

Amend the two paragraphs as follows:

The following events are recognised (2001) as World Championships for Space Models:

i) W/CH for Senior classes:

a) altitude models – ~~S1B~~ **S1C**

~~b) parachute duration models – S3A~~

c) boost glider duration models – S4A

d) scale altitude models – ~~S5C~~ **S5D**

cont/…

…/cont

~~e) streamer duration models – S6A~~

f) scale – S7

g) rocket glider duration and precision landing models – ~~S8E/P~~ **S8D/P**

h) gyrocopter duration models – S9A

ii) W/CH for Junior classes:

a) altitude models ~~S1A~~ **S1B**

b) parachute duration models – S3A

c) boost glider duration models – S4A

d) scale altitude models – ~~S5B~~ **S5C**

e) streamer duration models – S6A

~~f) scale – S7~~

g) rocket glider duration models – ~~S8D~~ S8C

~~h) gyrocopter duration models – S9A~~

Withdrawn by Serbia & Slovenia.

g) 4.3 LAUNCHING **Serbia**

Add the following sentence just below the title.

Before the beginning of any Spacemodelling competition the organizer is obliged to provide conditions for competition in accordance with the provision of the FAI Sporting Code, Section 4, Volume ABR, paragraph B.12.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

h) 4.3.3 Launching device **Serbia**

Amend the paragraph as follows:

A launching device or mechanism must be used that shall restrict the horizontal motion of the model until sufficient flight velocity shall have been attained for reasonably safe, predictable flight **(for example a launching rod)**. **Launchers like piston are allowed if they meet provisions of paragraph 4.3.4.** A launching angle of more than 60 degrees from the horizontal must be used.

Withdrawn by Serbia.

i) 4.4.2 Model Marking and Identification **Serbia**

Amend the paragraph as follows:

Each entry shall carry, prominently displayed upon its body, fins, or other exterior part, the competitor's FAI license number in letters and numbers approximately one (1) centimetre high **except in classes S5 and S7 where it is 7 mm for the 1stage and 4 mm for upper stages.** The name, national insignia, or international identification mark (see Section 4b, Annex B.2) of the competitor's nation must be displayed on the exterior of the model.

A light coloured area of minimum dimensions 1 cm by 3 cm must be provided for the organiser's processing mark **except in classes S5 and S7 where the mark shall be put on interior of the model**.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

j) 4.4.3 Builder of the model **Serbia, Slovakia, USA**

Amend the paragraph as follows:

The judges shall make every reasonable effort to insure that each competitor has completely constructed the model entered in the competition with "construction" to be interpreted as the action required to complete a model starting with no more prefabrication than the amount used in the average kit. Models that are completely prefabricated or require only a few minutes of unskilled effort for their completion shall be excluded from competition. Materials and design may be obtained from any source, including kits. **The competitor must prepare his model himself for flight assisted by one helper, who must be junior in junior classifications.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

k) 4.7. Radio Controlled Space Models **Germany**

Amend the paragraph as follows:

4.7.1. For transmitter and frequency control see Volume ABR, Section 4b, paragraph B.~~10~~. **11**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

l) 4.7. Radio Controlled Space Models **Germany**

Amend the paragraph as follows:

4.7.4. **Using an am/fm transmitter** the competitor has to have ability to fly on at least two frequencies.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

m) 4.8. Timing and Classification **Germany**

Amend the paragraph as follows:

4.8.1. See Section **Volume ABR**, Section 4b, paragraph B.~~12~~. **13.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

n) 4.9 Altitude Data **Serbia, Slovakia, USA**

Amend paragraph b) as follows:

For measuring and calculating altitudes may be used the method based on the principles of triangulation, the method of electronic or radar tracking ~~or the method based on calculation of the height where the horizontal distance of tracking lines of pairs of stations in space achieves their minimum.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Technical Secretary's Note: There are two a consequential changes:

(i) the data in rule 4.9.3 Minimum Horizontal Distance Method (S1X Method) must be deleted;

(ii) in Part Fourteen, Space Model Records, Sheet 3 & 4 of Table V must be deleted.

o) 4.9.2.1 Electronic Altitude Measurements **Serbia, Poland, USA**

Amend the paragraph as follows:

Electronic altimeter carrying requirements and application:

a) An electronic altimeter carried in a space model shall be completely enclosed and contained within the model, so as to be removable. It shall not be capable of separating from the model in flight.

b) An electronic altimeter shall fulfil the following technical specifications:

Must use barometric measurement technique.

Must record, as the flight altitude, the difference between peak altitude achieved and the altitude of the pad from which it was launched.

Have a data readout resolution of 1 metre or better.

Have a measurement accuracy of 2% of the recorded altitude or 2 metres, whichever is greater.

Have a data sampling rate of 10 samples per second or greater.

Must be able to register the whole trajectory during the flight that can be reproduced, measured and compared with other flights on a lap-top computer with use of standardized software.

Must be able to eliminate by filtering influences of side winds and other disturbances in flight.

Must have adjustable delay time from 0 – 300 s to prevent start of measurements before the device is inserted into a model and launched.

For second class FAI events may be used simpler devices that give the data readout of peak altitude by audio or visual means directly from the altimeter, with no external device required.

Must be capable of being completely cleared of all previous flight data before flight.

c) The technical specifications of this equipment and container shall be announced in the local rules for each altitude contest.

d) All electronic altimeters shall be impounded before the start of the event, kept safe by an official and checked and calibrated by the judges, or a qualified calibrating team, equipped with the relevant electronic equipment.

e) Competitors shall take checked and calibrated electronic altimeters from the pound and mount them on the model under the supervision of the judges. The competitor shall return the electronic altimeter to the judges as soon as possible after the flight has finished for readout data and recheck or recalibration if the judges find that necessary.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

cont/…

…/cont

Part Five – Class S1

p) 5.3 SUB-CLASSES **Serbia**

Amend the table as follows:

The following event classes are in effect for altitude competition:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)
~~S1A~~	~~0,00 - 2,50~~	~~3060~~
S1B	2,51 - 5,00	~~60~~90
S1C	5,01 - 10,00	120
~~S1D~~	~~10,01 - 20,00~~	~~240~~
S1E	20,01 - 40,00	300
S1F	40,01 - 80,00	500

Withdrawn by Serbia.

Part 6 – Class S2

q) 6.1 Definition **Serbia, USA**

Amend the paragraph as follows:

This event is open to models that carry one or more standard FAI space model payloads to the highest altitude as tracked and reduced **or to a target altitude in a specified time**.

Approved by the Plenary Meeting: For 16; Against 1. Carried by majority. Effective 01/01/13.

r) 6.2 Standard FAI Payload Specification **Serbia, USA**

Amend the paragraph as follows:

The Standard FAI space model payload is a ~~solid~~ cylinder, **sphere or ellipsoid of any modelling or natural material according paragraph 2.4.3**.~~either lead (Pb) or an alloy of lead containing no less than 60% lead by weight and weighing no less than 28 grams.~~ ~~This cylinder~~ It shall be 45 +/- 5 mm in diameter and shall weigh 60 +/- 3 grams. ~~No holes may be drilled or punched into it, and no other material may be affixed to it.~~ **The organizer may by the local rules define sophistication of the payload (photo or movie camera or electronic equipment)and to add optional tasks.**

Approved by the Plenary Meeting: For 16; Against 1. Carried by majority. Effective 01/01/13.

cont/…

…/cont

s) 6.7 Subclasses **Serbia, USA**

Amend the table as follows:

CLASS	TOTAL IMPULSE (Newton-seconds)		MAXIMUM WEIGHT (g)	NUMBER OF PAYLOADS CARRIED
~~S2C Single~~	~~5,01~~	~~10,00~~	~~90~~	~~1~~
S2E ~~Dual~~	20,01	40,00	~~180~~ 300	~~2~~ 1
S2F Open	40,01	80,00	500	4 2

Withdrawn by Serbia & USA.

t) 6.8 – New Class - S2/P Precision Fragile Payload Competition **Serbia**

Add a new class as follows:

6.8. Class S2/P Precision Fragile Payload Competition

6.8.1 Definition/Description

This event provides a precision performance challenge in both altitude and duration for single-stage space models that are carrying a fragile payload (as a raw egg or a small fragile plastic/glass container filled with liquid). The objective is to come as close as possible to the target altitude of 300 meters and a flight duration of 60 seconds in each of three flights with one model without breaking the payload.

6.8.2. Model Requirements

Each contestant may enter only one model. The model shall have one stage but may have any weight that is in compliance with the FAI SC4 Volume SM paragraph 2.1 and any combination of engines that is in compliance with paragraph 2.2. It must contain and wholly enclose a fragile payload throughout the flight. It must use one or more parachutes as its sole recovery device. No form of external control may be used to regulate duration. During the flight no part of the model other than parachute protectors or wadding may be detached or jettisoned.

6.8.3. Payload Requirements

The fragile payload shall be in diameter than 45 +/- 5 millimetres and shall be between 60 +/- 3 grams in weight. One fragile payload shall be provided to the contestant before the first flight, flown on each flight, and inspected after the final flight.

6.8.4. Disqualification

If there is any external damage to the fragile payload when it is inspected after the contestant's final flight, the contestant shall be disqualified from the event.

cont/…

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6.8.5. Scoring

The score for each flight shall be the absolute difference between the recorded altitude and 300 meters (always a positive number) plus 3 times the absolute difference between the recorded duration and 60 seconds (always a positive number). Any flight which is disqualified for a reason other than a broken fragile payload, or which receives no altitude score, shall receive a score of 100 for that flight. The score for the event shall be the sum of the scores from each of the three flights. The lowest score is the winner. In the case of tie the best (the lowest score) in a round is decisive.

The following scoring formula shall be used for point allocation:

B = IH-300I + 3 * IT-60I,

where B=points awarded to the competitor,

H – flight altitude of the model (meters),
T – flight time of the model (seconds).

6.8.6. Model Processing and Precautions

Every model entered to this competition shall be inspected and marked before the first flight by the judges according to the SC4 Volume SM paragraph 4.4.1. The contestant must for safety reasons on request of the judges present data regarding the locations of the centre of gravity, centre of pressure, gross weight, burnout weight and/or calculated or measured flight performances of the model in accordance with the SC4 Volume SM paragraph 2.4.5.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Technical Secretary's Note: The new class will need to be added to the table at 6.7 (proposal (s) above).

Classes S3 & S6

u) 7.4 Subclasses **Serbia**

Amend the table as follows:

For Parachute and Streamer Duration Competitions the classes and their respective maximum flight tines are:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)	MAXIMUM PARACHUTE (sec)	FLIGHT TIME STREAMER (sec)
S3A/S6A	0,00 - 2,50	~~100~~60	300	180
S3B/S6B	2,51 - 5,00	10090	420	240
~~S3C/S6C~~	~~5,01 - 10,00~~	~~200~~	~~540~~	~~300~~
~~S3D/S6D~~	~~10,01 - 20,00~~	~~500~~	~~660~~	~~360~~

Withdrawn by Serbia.

cont/…

…/cont

Class S4

v) 8.4 Subclasses **Serbia**

Amend the table as follows:

For Boost/Glider Duration Competitions the classes and their respective maximum flight times are:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)	MAXIMUM FLIGHT TIME (sec.)
S4A	0,00 - 2,50	60	180
S4B	2,51 - 5,00	90	240
S4C	5,01 - 10,00	120	300
~~S4D~~	~~10,01 - 20,00~~	~~240~~	~~360~~
~~S4E~~	~~20,01 - 40,00~~	~~300~~	~~360~~
~~S4F~~	~~40,01 - 80,00~~	~~500~~	~~360~~

Withdrawn by Serbia.

Class S7

w) 9.11 Scale Judging **Serbia**

Amend the paragraph as follows:

9.11.1. A competitor who presents the following proper technical data may be awarded ~~a maximum 50 points~~ **with points defined in the paragraphs below only for items documented in these technical data:**

- authentic, authorised drawing(s) of the prototype with at least ten dimensions and three cross sections, i.e. data which define colour of cross sections and markings on it;
- workshop drawing of scale model - scale 1:1;
- at least one colour photograph of the whole prototype with clearly visible details of colour and markings;
- at least three photographs of details and assemblies;
- file containing all necessary technical data **including data regarding the locations of the centre of gravity, centre of pressure, gross weight, burnout weight and/or calculated or measures flight performance of the model necessary for safety reasons.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

x) 9.11. Scale Judging **Serbia, Slovakia**

Amend the paragraph as follows:

9.11.2. Adherence to scale: ~~250~~ 200 points maximum. To be considered as a scale model the dimensions of the body diameter, overall length, **nose cone length and one selected dimension mm** ~~overall fin span (if finless, use body length~~) should not depart from scale by more than 10% or else the model is disqualified. The judging category should be judged in ~~three~~ two areas: 1) nose cone and bodies **of each of up to three stages** – ~~125~~ **160** points maximum; ~~2) fins - 75~~

~~points maximum;~~ 3) colour and markings - ~~50~~40 points maximum. This rule shall not be applied to dimensions less than ~~5~~ 10 millimetres

~~For models with clear plastic fins see Annex 9, Cat. Scale Adherence, Sub-Cat. Fins~~

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

y) 9.11. Scale Judging **Serbia**

Amend the paragraph as follows:

9.11.3. Workmanship: ~~350~~ **250** points maximum. To be judged on neatness, care of construction, and degree of finish. The judging category will be judged in two areas: Workmanship of nose cone, body, fins and details: ~~200~~ **150** points maximum and Finish of nose cone, body and fins ~~150~~ **100** points maximum. Good workmanship that detracts from scale-such as a high gloss finish on a model that should have a flat or dull finish - will detract from maximum points.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

z) 9.11. Scale Judging **Serbia**

Amend the paragraph as follows:

9.11.4. Degree of difficulty: ~~200~~ 150 points maximum. To be judged on the degree of difficulty involved in constructing the model **up to 110 points**. Factors to be considered include symmetry of model. Number of external components, intricacy of paint pattern, degree of detailing, and degree of difficulty in adapting the model for flight conditions. **Bonus of 40 points for "originality" shall be awarded to a prototype that is only one in the event and of 20 points if two prototypes of the same kind enter the event. For three or more same models there will be no bonus points.**

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

Class S5

aa) 10.5 Sub-classes **Serbia**

Amend the table as follows:

Scale Altitude Competition may be flown in the following classes:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)
S5A	0,00 - 2,50	90
S5B	2,51 - 5,00	120
S5C	5,01 - 10,00	150
~~S5D~~	~~10,01 - 20,00~~	~~180~~
S5E	20,01 - 40,00	240
~~S5F~~	~~40,01 - 80,00~~	~~500~~

Withdrawn by Serbia.

Class S8

ab) 11.2. Purpose **Germany**

Amend the paragraph as follows:

The purpose of this competition is to achieve the longest flight duration times **in combination with a landing of any part of the model within a given landing area of 20 by 20 meters adds one minute (60 seconds)**. Model shall be timed from the instant of first motion on the launcher until the instant it touches the ground.

Amended as shown at the Space Modelling Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/13.

ac) 11.3. Disqualification **Germany**

Add a new paragraph as follows:

11.3.5. Any entry without landing within the landing area of 20 by 20 meters shall be disqualified.

Withdrawn by Germany.

ad) 11.5. Radio Controlled Flight **Germany**

Add a new paragraph as follows:

11.5.c) The contest director is responsible for determining the landing field. Any changes of the indicated landing area are forbidden during the round. The landing area must be located at a place on the field where there is no danger of collision with any person during the landing of the models.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

ae) 11.6 Sub-classes **Serbia**

Amend the table as follows:

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

Withdrawn by Serbia.

cont/…

…/cont

Class S8E/P

af) 11.7 (Title) **Serbia**

Change the title 11.7 from S8E/P to S8D/P with a consequential change to the drawing at 11.7.5.4.

Amend the second paragraph as follows:

11.7.2. SPECIFICATIONS

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

The radio shall be able to operate simultaneously with other equipment at 20 kHz spacing. Where the radio does not meet this requirement, the working bandwidth (Maximum 50 kHz) shall be specified by the competitor. **2.4 GHz radio is allowed for this competition but must be impounded along with all other radios.**

Withdrawn by Serbia.

ag) 11.7.5 Organization of starts **Serbia**

Amend the paragraph as follows:

11.7.5.4 In normal situations the circles will overlap each other but the centres should never be closer than 5 metres apart. In normal practice, the circle centres should be 10 metres apart as in the diagram above.

Competitors (pilot) and one helper can stay at model's landing outside and/or inside landing circles.

Amended as shown by the Subcommittee and approved unanimously by the Plenary Meeting. Effective 01/01/13.

Class S9

ah) 12.5 Sub-classes **Serbia**

Amend the table as follows:

12.5. SUB-CLASSES

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)	MAXIMUM FLIGHT TIME (sec.)
S9A	0,00 - 2,50	60	180
S9B	2,51 - 5,00	90	240
S9C	5,01 - 10,00	150	300
~~S9D~~	~~10,01 - 20,00~~	~~200~~	~~360~~

Withdrawn by Serbia.

cont/…

…/cont

Class S10

ai) 13.6 Sub-classes **Serbia**

Amend the table as follows:

CLASS	TOTAL IMPULSE (Newton-seconds)	MAXIMUM WEIGHT (g)	MAXIMUM FLIGHT TIME (sec.)
S10A	0,00 - 2,50	60	180
S10B	2,51 - 5,00	90	240
S10C	5,01 - 10,00	120	300
~~S10D~~	~~10,01 - 20,00~~	~~240~~	~~360~~

Withdrawn by Serbia.

Part Fourteen – Space Model Records

aj) Space Models "S" Classification of Records **Serbia**

Amend the table as follows:

TABLE I - SPACE MODELS "S" CLASSIFICATION OF RECORDS

Space Model Category	Record No.	Class	Total Impulse N sec	Maximum Weight	Number of Payloads
S-1 Altitude	~~240~~	~~S1A~~	~~0,00 - 2,50~~	~~30~~	
	141	S1B	2,51 - 5,00	~~60~~	
	102	S1C	5,01 - 10,00	120	
	~~142~~	~~S1D~~	~~10,01 - 20,00~~	~~240~~	
	143	S1E	20,01 - 40.00	300	
	~~104~~	~~S1F~~	~~40,01 - 80,00~~	~~500~~	
S-2 Payload Altitude	~~105~~	~~S2C~~	~~5,01 - 10,00~~	~~90~~	~~1~~
	106	S2E	20,01 - 40,00	~~180~~ 300	~~2~~ 1
	107	S2F	40,01 - 80,00	500	~~4~~ 1
S-3 Parachute Duration	208	S3A	0,00 - 2,50	~~100~~ 60	
	109	S3B	2,51 - 5,00	~~100~~ 90	
	110	S3C	5,01 - 10,00	200	
	~~111~~	~~S3D~~	~~10,01 - 20,00~~	~~500~~	
S-4 Boost Glider Duration	012	S4A	0,00 - 2,50	~~30~~ 60	
	013	S4B	2,51 - 5.00	~~60~~ 90	
	014	S4C	5,01 - 10,00	120	
	~~044~~	~~S4D~~	~~10,01 - 20,00~~	~~240~~	
	~~045~~	~~S4E~~	~~20,01 - 40,00~~	~~300~~	
	~~016~~	~~S4F~~	~~40,01 - 80,00~~	~~500~~	
S-5 Scale Altitude	~~217~~	~~S5A~~	~~0,00 - 2,50~~	~~90~~	
	018	S5B	2,51 - 5,00	120	
	119	S5C	5,01 - 0,00	150	
	146	S5D	10,01 - 20,00	180	
	147	S5E	20,01 - 40,00	240	
	~~121~~	~~S5F~~	~~40,01 - 80,00~~	~~500~~	

cont/…

…/cont

S-6 Streamer Duration	222	S6A	0,00 - 2,50	~~100~~ 60
	123	S6B	2,51 - 5,00	~~100~~ 90
	124	S6C	5,01 - 10,00	200
	~~125~~	~~S6D~~	~~10,01 - 20,00~~	~~500~~
S-8 Rocket Glider Duration	~~026~~	~~S8A~~	~~0,00 - 2,50~~	~~60~~
	027	S8B	2,51 - 5,00	90
	028	S8C	5,01 - 10,00	120
	029	S8D	10,01 - 20,00	~~240~~ 300
	~~030~~	~~S8E~~	~~20,01 - 40,00~~	~~300~~
	~~031~~	~~S8F~~	~~40,01 - 80,00~~	~~500~~
S-9 Gyrocopter Duration	232	S9A	0,00 - 2,50	60
	133	S9B	2,51 - 5,00	90
	134	S9C	5,01 - 10,00	150
	~~135~~	~~S9D~~	~~10,01 - 20.00~~	~~200~~
S-10 Flex-wing Duration	236	S10A	0,00 - 2,50	60
	137	S10B	2,51 - 5,00	90
	138	S10C	5,01 - 10,00	120
	~~139~~	~~S10D~~	~~10,01 - 20,00~~	~~240~~

"Note" is continued overleaf.

Note: Three figures record numbering was introduced to designate version of rules revision. First figure "0" shows the rules stayed unchanged with respect to the FAI Sporting Code Section 4d - edition 1997. The first figure "1" shows the new rules became effective Jan 1, 2001, and established record was retired. The first figure "2" corresponds to the rules effective Jan 1, 2005 and established record was retired."

Withdrawn by Serbia.

ANNEXES

ak) Annex 1 – S7 Scale Space Models Judges Guide **Serbia, Slovakia**

Amend the Judges Guide in four sections.

See Agenda Annex 7l.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

al) Annex 2 –Judges & Organisers Guide **Serbia, Russia**

Amend the paragraphs as follows:

2. Judges Tasks:

~~Flight Timers~~ Time-keepers/Field-monitors/Judges Duties:

a. Impound, safeguard, and distribute certified contest engines.

b. Impound, safeguard, and distribute FAI approved payloads.

c. Impound, safeguard, and distribute electronic altimeters.

c. Maintain stocks of flight cards as needed for the competitors.

d. Check models and recovery devices for proper identification.

e. Measure the size of recovery devices, if needed.

f. Know the maximum time limit for each duration type round.

cont/…

…/cont

g. Determine flights adherence to rules and safety. (safety rulings will also be made by the RSO or his deputies).
h. Declare disqualifications and note rationale on flight cards.
i. Time and record duration data onto flight cards.
j. Ensure completed flight cards are sent for data reduction.
k. Check-in and out stop watches, binoculars, and clipboards as needed to perform their duties.

Special Judge Duties:

a. Announces the start and stop of each round/event.
b. Responsible for the check-in and out of judges' stop watches, binoculars, **electronic altimeters** and other tools.
c. Radio control events require that all transmitters **(including 2.4 GHz)** be impounded and kept under control of a steward and be issued to the competitor at flight time then returned. The steward or the judge will also monitor radio frequencies to detect interference and communicate this information to the pilot.
d**. Altitude events with electronic altimeters require that all electronic altimeters be impounded and kept under control of a steward and be issued to the competitor at the flight time and than returned.**

Safety and Rule Compliance Officials:

a. Will give models and recovery devices a pre-flight safety and rule compliance inspection and mark each part.
b. Attest to the appropriateness of submitted FAI payloads.
c. Supervise calibration of electronic altimeters.

Engine Test Officials:

a. Will attest to the certification of team submitted engines.
b. Engines will not exceed Newton Seconds value of class.
c. Test two engines of each batch.
d. Any failure of tested engines requires rejection of batch.
e. Batch is defined as the engines required for one engine class in an event regardless of delay length. Maximum three batches are allowed per an engine class per an event.

Electronic Altimeter Test Officials:

a. Will attest to the certification of team submitted electronic altimeters.
b. Will give electronic altimeters to competitors and after flights readout, register and safely store results during the competition and when competition is finished to present them on an electronic memory to organizer of the event..

cont/…

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Scale Judges:

a. Will award scale static and flight points in accordance with scale judging guide.
b. Will be responsible for giving copies of the scale judging forms used to record a competitor's points in Scale (S7) and Scale Altitude (S5) to each competitor in these events, before the end of the contest.

5. Organisers Tasks **Serbia**

Add the following paragraph immediately after the section title.

Before the beginning of any Spacemodelling competition the organizer is obliged to provide conditions for competition in accordance with the provision of the FAI Sporting Code, Section 4, Volume ABR, paragraph B.12.

5. Organisers Tasks **Serbia, USA**

Add a new second paragraph in front of the existing second paragraph.

In World and Continental Championships a panel of five judges shall award their points independently. The highest and the lowest score shall be neglected and the average of the remaining three scores shall give the final score. In World Cups and/or in Open International-non World Cup events a panel of three judges not necessarily from different countries shall give points.

Approved unanimously by the Plenary Meeting. Effective 01/01/13.

am) Annex 3 –Space Model Rules for World Cups **Serbia**

Amend the paragraph as follows:

4. Points Allocation

Points are to be allocated to competitors at each contest according to their placing and results as given in the following formula below:

$$B = K \times \left(\frac{X}{Y} + \frac{\log(A) - \log(N)}{10} \right) \times 100 + \textbf{(C-2)}$$

where B = points awarded to the competitor
X = competitors score
Y = winners score
A = number of competitors
N = placing of competitor
C= number of participating countries.

Points are awarded only to competitors completing at least one flight in the contest.

In the event of a tie for any placing, all competitors with that placing receive the number of points appropriate to that placing, rounding up the score to the nearest whole number of points

Withdrawn by Serbia.

an) Annex 4 – Space Models International Ranking **Serbia**

Amend the paragraph as follows:

5. Points Allocation

Points are allocated as follows:

$$B = K \times \left(\frac{X}{Y} + \frac{\log(A) - \log(N)}{10} \right) \times 100 + \textbf{(C-2)}$$

B = points awarded to the competitor
X = competitors score
Y = winners score
A = number of competitors
N = placing of competitor.
C= number of participating countries.
K = ranking factor of a contest where for:
- World Championships .....K = 2
- Continental Championships.....K = 1.5
- World Cups.....K = 1
- Open Internationals not World Cup .....K = 0.75

Withdrawn by Serbia.

13. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

13.1. CIAM Officers

See item 5.

13.2. Subcommittee Chairmen

See item 5.

Item 14 World and Continental Championships begins overleaf

14. WORLD AND CONTINENTAL CHAMPIONSHIPS

WORLD CHAMPIONSHIPS 2013 – 2015

2013 World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	**FRANCE**	Moncontour 3 – 11 August
F1E (Seniors and/or Juniors)	**SLOVAKIA**	Martin Date to be provided
F3A (Seniors and Juniors)	**SOUTH AFRICA**	Henley-on-Klip 15 – 25 August
F3B (Seniors and Juniors)	**GERMANY**	Nardt 1 – 11 August
F3C (Seniors and Juniors) **F3N (Seniors and Juniors)**	**POLAND**	Wloklawek 27 July – 3 August
F3D (Seniors and Juniors)	**NETHERLANDS**	Deelen Date to be provided
F3K (Seniors and/or Juniors)	**DENMARK**	Herning 22 – 28 July
F3P (Seniors and/or Juniors)	**GERMANY**	Coburg Date to be provided

2014 World Championships	Bids from	Awarded to
F1A, F1B, F1P Juniors	Romania (firm)	**ROMANIA**
F1D (Seniors and/or Juniors)	Romania (firm)	**ROMANIA**
F2A, F2B, F2C, F2D **(Seniors and Juniors)**	Australia (firm) Brazil (not present) Poland (firm)	**POLAND**
F3F (Seniors and Juniors)	Slovakia (firm)	**SLOVAKIA**
F3J (Seniors and/or Juniors)	Croatia (firm) Poland (withdrawn) Slovakia (firm) Ukraine firm) USA (withdrawn)	**SLOVAKIA**
F4C (Seniors and Juniors)	France (firm) China (withdrawn) Italy (withdrawn)	**FRANCE**
F5B, F5D **(Seniors and Juniors)**	Austria (firm)	**AUSTRIA**
SPACE MODELS **(Seniors and Juniors)**	Bulgaria (firm) Poland (firm)	**BULGARIA**

2015 World Championships	Bids from	To be Awarded in 2013
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Slovakia (tentative) Romania (firm)	
F3A (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Germany (tentative)	

CONTINENTAL CHAMPIONSHIPS 2013 – 2015

2013 Continental Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	**BULGARIA**	Pazardzik 15 – 21 July
F1D (Seniors and/or Juniors)	**SERBIA**	Location and date to be provided
F2A, F2B, F2C, F2D (Seniors and Juniors)	**HUNGARY**	Bekescsaba 3 – 10 August
F3F (Seniors and/or Juniors)	**SLOVAKIA**	Banska Bystrica 14 – 21 September
F3M (Seniors and/or Juniors)	**CZECH REPUBLIC**	Brno 20 – 25 August
F3J (Seniors and/or Juniors)	**TURKEY**	Location and date to be provided
F4C (Seniors and Juniors)	Not Awarded Romania (tentative)	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	**BULGARIA**	Kaspichan 18 – 24 August

cont/… 2014-2015 Continental Championships

2014 Continental Championships	Bids from	To be Awarded in 2012
F1A, F1B, F1C Seniors	Romania (firm)	**ROMANIA**
F1E (Seniors and/or Juniors)	Romania (withdrawn) Slovakia (firm)	**SLOVAKIA**
F3A (Seniors and Juniors)	Offers invited	
F3A Asian – Oceanic (Seniors and Juniors)	Thailand (firm)	**THAILAND**
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Germany (Tentative)	

2015 Continental Championships	Bids from	To be Awarded in 2013
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3M (Seniors and/or 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)	

15. ANY OTHER BUSINESS

Mr Narve Jensen stated that very often the information of how to get to the Championship locations from overseas is missing. He asked that this information be included in the bids in the future.

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16. NEXT CIAM MEETINGS

Bureau Meeting: Friday and Saturday 7th & 8th December 2012

Bureau Meeting: Thursday 19th April 2013

Plenary Meeting: Friday and Saturday 20th & 21st April 2013

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

The President closed the meeting at 17.32

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2012 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-l)	2011 Championship Reports
ANNEX 3 (a-o)	2011 Subcommittee Reports, Technical Secretary, Treasurer & F6 WG Reports
ANNEX 4 (a-h)	2011 World Cup Reports
ANNEX 5 (a-d)	2011 Trophy Reports
ANNEX 6 (a-c)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a	Minutes Item 12.3 c) F7 Aerostat Records
ANNEX 7b	Minutes Item 12.4 b) Free Flight World Cup
ANNEX 7c	Minutes Item 12.5 e) F2B Number of Rounds
ANNEX 7d	Minutes Item 12.5 n) F2D Scoring & Penalties
ANNEX 7e	Minutes Item 12.8 b) New Pylon Racing Class
ANNEX 7f	Minutes Item 12.9 u) F4H Stand-off Scale
ANNEX 7g	Minutes Item 12.9 u) F4H Further Explanation
ANNEX 7h	Minutes Item 12.9 x) Scale Forms Annex 6E 1 of 3
ANNEX 7i	Minutes Item 12.9 y) Scale Forms Annex 6E 2 of 3
ANNEX 7j	Minutes Item 12.9 z) Scale Forms Annex 6E 2 of 3
ANNEX 7k	Minutes Item 12.9 aa) F4H Judges Guide
ANNEX 7l	Minutes Item 12.10 ak) S7 Judges Guide
ANNEX 7m	Minutes Item 12.2 w) FAI Trophies
ANNEX 8	Scholarship Candidates
ANNEX 9 (a-h)	Technical Meetings & Meeting Reports
ANNEX 10 (a-c)	Awards Recipients

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