REVISION of
RECORDS VOLUME

CIAM BUREAU MEETING 2 – 3 DECEMBER 2016

General

- The volume refers to records in classes F and S.
- U is excluded (for now.) *An aerodyne with means of propulsion that does not carry a human, and which is designed for scientific research, commercial, governmental or military purpose*
- “model aircraft and airships” is replaced by “model aircraft” , (since airships are model aircraft).
- A structure of the information from general to specific: General regulations, General model specifications, general rules, class specific rules and specific rules for the different types of records.
- Coherence with the GS 2016 chapters 7- INTERNATIONAL RECORDS and 8 MEASUREMENTS, CALCULATIONS AND MARGINS. Correlation between measurement accuracy and minimum record improvement
- A number of rule changes and clarifications

Rule amendments/clarifications

par. 1.2.1

In the current Records Section two statements are made for aerostats:

2.2.10. Assistant Pilots

Following Rule 2.1.2, in case of a team effort, each member of the team may act as pilot during the attempt. Team records are not permitted in Aerostats (see 2.10.1.3)

and

2.10.1.3 Assistant pilot

Assistant pilots are not permitted for aerostat records.

The current proposal includes both exceptions for aerostats .

This is necessary unless by definition an assistant pilot is part of a team effort.

Rule amendments/clarifications

Table 1.

Numbering of F and S records. (Currently the same numbers can be used for F and S records)

Proposal: use prefixes F and S for record numbers.

par. 1.3.

General Rules C.5.1.2 states (from 2017) that it is not necessary for the competitor to build his model unless the requirement to do so is specifically stated in the class rules.

Do we want to relax the records rules accordingly?

In the current proposal the builder of the model rule is maintained for records, except records flown with models to competition class rules.

Rule amendments/clarifications

Par. 1.6. Preliminary claim

A preliminary claim for a World Record must be submitted by the claimant's NAC to be received by FAI within 7 days of the completion of the record attempt. For a competition record the FAI Jury must notify FAI within 7 days of the record accomplishment.

Clarified formulation. (as suggested by PH)

par 2.1.2. and 2.1.3

A general power or voltage limit to electric powered model aircraft for record purposes.

B.1.3 of the General Rules states 72 Volt (7 – 10 kW at 100 – 150 A), 2 – 3 times the power of (max 10cc) IC engines.

A simple 42,56 V (open voltage, equivalent to 10 Lipo cells) limit is now proposed for all records, since in the world of electric flying voltage limits are generally accepted.

Actually only F3C and F3N, aerobatic Helicopters, use higher voltage (51 V), all other relevant classes have 42,56 V or less.

Rule amendments/clarifications

Par. 2.1.5 .

In the current record section the use of auxiliary stabilizing devices is only explicitly forbidden for gliders and free flight.

It is proposed here to bring this rule to the general characteristics , so it will apply to all record model aircraft, except for helicopters, where gyro's are allowed.

It is questioned whether this must extended to all others sorts of autonomous control (GPS steering etc.) in order to make clear that records for that type of flying are in Section 12)

General rules B 1.1. b) does not exclude autonomous control:

For the whole flight, a radio-controlled model aircraft must be within visual line of sight (VLOS) of the person who directly assumes its control or who is in a situation to take the direct control at any moment, including if the model is being flown automatically to a selected location.

par 3.5

For all records the minimum difference between consecutive records has been defined, according to General Section 8.3.

Individual proposals for different records may need discussion.

Rule amendments/clarifications

Par 3.6

For competition records it is proposed that the best (record) performance in any round of a competition can be claimed to be a record. This means however, that in one competition more than one record claim is possible.

It may be sensible that only the record that stands at the end of the competition is the one given world record status. (as proposed by Kevin Dodd).

Both are contrary to GS 7.6 which states that only the record that stands at the end of a day (date) will be awarded

par. 4.2.1.

Accuracy of measurement has been increased to 0.001 second over a flying distance of 1 km.

This implies a minimum increase of speed records of 0.1 km/h.

With the currently commonly used Transi-Trace electronic timing system that accuracy is approximately obtained.

Only electronic timing systems are allowed in the proposal.

Rule amendments/clarifications

par. 4.4.4. Definition of weight of gas for Hot air balloons to checked. There seems confusion between gas (like helium) in a balloon or airship and gas for the burner to heat the air in a hot air ballon.

Needs clarification from F7 SC.

par. 5.3.1. As proposed by the F7 SC chairman, the base for airship indoor records is changed to 25 metres to make it possible to use most gyms for records. The F7 subcommittee will do a similar proposal for the competition rules.

Added is a more general requirement for a maximum descent of 10% during a record run for other bases than 200 m.

par. 5.3.4. A safety distance is added for RC airplanes and helicopter speed records.

Rule amendments/clarifications

par 5.4.

Change of course definition for speed in a closed circuit. All these records will now be flown around 2 pylons with off course judges (like in F3B) instead of the square 4 pylon course in the current Record Section. The reasons are safety for officials and the fact that the now proposed course is well known in many classes and a lot easier to use.

par. 5.5.

Definition for course for distance in a closed circuit made identical to courses for speed records in a closed circuit. It may be considered to create distance in closed circuit competition records for the (in competition) distance tasks in F3B and F5B and the speed task in F3B competition.

To be considered by SC chairmen F3 Soaring and F5 Electric.