Fédération
Aéronautique
Internationale

Minutes

of the Plenary Meeting of the FAI Aeromodelling Commission

held in Lausanne, Switzerland on 28 & 29 March 2008

Avenue Mon-Repos 24
CH-1005 Lausanne
(Switzerland)
Tél.: +41(0) 21/345.10.70
Fax: +41(0) 21/345.10.77
E-mail: sec@fai.org
Web: www.fai.org

MINUTES
CIAM PLENARY MEETING 2008

held at the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 28 March & Saturday 29 March 2008, at 08:30

Present:

In the chair:	**Mr Sandy Pimenoff (Finland)**	**President of CIAM**
	Mr Dave Brown (USA)	1st Vice-President / Delegate
	Mr Bob Skinner (South Africa)	2nd Vice-President / Delegate F3A Sub-Committee Chairman
	Mr Gerhard Woebbeking (Germany)	3rd Vice-President / Delegate Education Sub-Committee Chairman
	Mr Massimo Semoli (Italy)	Secretary / Delegate
	Mrs Jo Halman (UK)	Technical Secretary
	Mr Hartmut Siegmann (Germany)	Assistant Secretary
	Dr Andras Ree (Hungary)	Treasurer / Delegate
	Mr Ian Kaynes (UK)	F1 Sub-Committee Chairman
	Dr Laird Jackson (USA)	F2 Sub-Committee Chairman
	Mr Tomas Bartovsky (Czech Republic)	Delegate / F3B/J Sub-Committee Chairman
	Mr Horace Hagen (USA)	F3C Sub-Committee Chairman
	Mr Bob Brown (USA)	F3D Sub-Committee Chairman
	Mr Narve Jensen (Norway)	Delegate / F4 Sub-Committee Chairman
	Mr Emil Giezendanner (Switzerland)	F5 Sub-Committee Chairman
	Mr Srdjan Pelagic (Serbia)	Space models Sub-Committee Chairman / Delegate

ARGENTINA	Mr Mario KORMAN	Voting representative
AUSTRALIA	Mr Kevin DODD	Delegate
	Mr Ivan CHISELETT	Observer
AUSTRIA	Mr Wilhelm KAMP	Alternate delegate
	Mr Peter MEISINGER	Observer
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Jean-Yves CASTERMANS	Observer
	Mr Alex GOOSSENS	Observer
	Mrs Paulette HALLEUX	Observer
	Mr Guido MICHIELS	Observer
	Mr Willy VERSCHOREN	Observer
BULGARIA	Mr Valentin SAVOV	Alternate delegate
CANADA	Mr Jack HUMPHREYS	Delegate
CROATIA	Mr Zoran LULIC	Delegate
CYPRUS		Proxy to Greece
CZECH REPUBLIC	Mr Bohumil VOTYPKA	Observer
DENMARK	Mr Regnar PETERSEN	Delegate
	Mr Henrik SOMMER	Observer
FINLAND	Mr Erkki ARIMA	Delegate

FRANCE	Mr Bruno DELOR	Delegate
	Mr Pierre PIGNOT	Observer
	Mr Roland SURUGUE	Observer
GERMANY	Mr Michael RAMEL	Alternate Delegate
	Mr Norbert HUBNER	Observer
	Mr Uwe KEHNEN	Observer
GREECE	Mr Antonis PAPADOPOULOS	Delegate
GUATEMALA	Dr M.D. Julio QUEVEDO	Delegate
IRELAND	Mr Joe DIBLE	Delegate
ITALY	Mr Piermario CAVAGGIONI	Observer
	Mr Fabrizio CECCARINI	Observer
	Mr Franco GIVONE	Observer
	Mr Vittorio GIVONE	Observer
	Mr Lucio DELLA TOFFOLA	Observer
	Mr Alessandro MOSSA	Observer
	Mr Adolfo PERACCHI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
	Mr Takashi SUZUKI	Observer
LATVIA	Mr Karlis PLOCINS	Delegate
LUXEMBURG	Mr Ernest MATTIUSSI	Delegate
NETHERLANDS	Mr Peter KEIM	Voting representative
	Mr Rob METKEMEIJER	Alternate Voting representative
	Mr Henny VAN LOON	Observer
	Mr Hans VISSER	Observer
NEW ZEALAND	Mr Martin DILLY	Delegate
POLAND	Mr Marek SZUFA	Delegate
	Mr Marek DOMINIAK	Observer
PORTUGAL	Mr Emanuel FERNANDES	Alternate Delegate
	Mr Rui FERREIRA	Observer
ROMANIA	Mr Mikhail ZANCIU	Delegate
	Mr Marius CONU	Alternate Delegate
RUSSIA	Mr Oleg KRASNOV	Delegate
	Mr Igor TRIFONOV	Alternate Delegate
	Mr Eugeny FADEEV	Alternate Delegate
	Mr Alexei KORYAPIN	Alternate Delegate
	Mr Andrey PONOMARENKO	Observer
SERBIA	Mr Zeljko OVUKA	Observer
	Mr Janko PELAGIC	Observer
SINGAPORE	Mr Christopher WEE KIM SUN	Voting representative
SLOVAK REPUBLIC	Mr Miroslav SULC	Delegate
	Mr Marian JORIK	Alternate Delegate, World Cup Space Models Coordinator
	Mr Pavol BARBARIC	Observer
SPAIN	Mr Carles AYMAT	Delegate
	Mrs Yolanda GARCIA de FUENTES	Alternate Delegate
	Mrs Neuss MISSE	Observer
	Mr Antonio ROJAS RAMOS	Observer
	Mrs Jordi ROURA FONT	Observer

SWEDEN	Mr Bengt-Olof SAMUELSSON	Delegate
	Mr Bengt LINDGREN	Alternate Delegate
SWITZERLAND	Mr Rolf GIRSBERGER	Delegate
	Mr Andy SWEETLAND	Alternate Delegate
	Mr Peter GERMANN	Observer
	Mr Peter GUTKNECHT	Observer
	Mr Peter OBERLI	Observer
	Mr Jurg SCHMITTER	Observer
TURKEY	Mr Tamer EKINCI	Delegate
	Mr Mehmet ARSLAN	Alternate Delegate
	Mr Ilknur KORYAN	Observer
	Mr Serdar SUALP	Observer
UNITED KINGDOM	Mr Nicolas J.F. NEVE	Alternate Delegate
	Mr Chris ALLEN	Observer
	Mr Mike COLLING	Observer
	Mr Mike FRANCIES	Observer
	Mr Peter HALMAN	Observer
	Mr Darron RODRIGUES	Observer
UKRAINE	Mr Victor STAMOV	Delegate
USA	Mr Harold Stan ALEXANDER	Observer
	Mr Terry EDMONDS	Observer
	Mr Bill LEE	Observer
	Mr Steve NEU	Observer
FAI	Mr Pierre PORTMANN	FAI President
	Mr Max BISHOP	FAI Secretary General
	Mr Robert HUGHES	FAI General Projects Manager
	Ms Cosette MAST	FAI Executive Secretary
	Ms Christine ROUSSON	FAI Administrative Secretary
CIAM MEDIA CONSULTANT	Mr Guy REVEL	

The Secretary General conducted a roll call of Delegates and Proxies and it was established that there were 37 Delegates including one proxy, Cyprus to Greece, giving a total voting number of 38.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 08.30.

The FAI Secretary General welcomed the Delegates, Bureau and Observers to Lausanne and explained why the meeting was taking place in a different venue. He introduced the FAI administrative staff in attendance at the meeting including a new member of staff, Mr Rob Hughes, General Projects Manager.

The FAI Secretary General explained that the Delegates had been handed a sheet of the World Cup winners and were required to identify on that sheet which winners were in attendance to be presented with their medals, diplomas and trophies, and to hand the sheet back to the CIAM Secretary.

The Technical Meeting venues were allocated as:

F2 – Hotel du Port

F3B & F3J, Space Modelling, Scale in the Plenary Meeting room (Olympia).

F3D, F5, F6, Education – Hotel Aulac.

The Plenary meeting re-convened at 14.15.

The FAI President addressed the meeting stressing that Aeromodelling has the biggest number of participants and is important in introducing young people to aeronautics. He also emphasised that both competitors and volunteers are essential to the sport and thanked CIAM for the professional and dedicated work it does.

2. DECLARATION OF CONFLICTS OF INTEREST

No conflicts of interest were declared.

3. MINUTES OF THE MARCH 2007 BUREAU & PLENARY MEETINGS AND OF THE DECEMBER 2007 BUREAU MEETING

3.1. 2007 March Bureau

3.1.1. There were no corrections.

3.1.2. The Minutes of the 2007 March Bureau meeting were approved unanimously.

3.1.3. There were no Matters Arising.

3.2. 2007 Plenary

3.2.1. There were no corrections.

3.2.2. The Minutes of the 2007 Plenary meeting were approved unanimously.

3.2.3. There were no Matters Arising.

3.3. 2007 December Bureau

3.3.1. There were no corrections.

3.3.2. The Minutes of the 2007 December Bureau meeting were approved unanimously.

3.3.3. There were no Matters Arising.

4. MINUTES OF THE MARCH 2008 BUREAU MEETING

Distribution and comments of the March 2008 Bureau Meeting.

The Minutes of the previous day's Bureau meeting were distributed. The President pointed out that, at item 3, all the nominees that accept nomination for Bureau Officers' posts will be permitted two minutes presentation in support of their nomination at the appropriate point in the proceedings. (See item 5)

The report of the Working Group on autonomous flight was distributed (ANNEX 3n) to these Minutes). Mr Ian Kaynes, Chairman of the Working Group took the meeting through the main points with emphasis on the conclusion that autonomous flight has no place in model flying. The Bureau unanimously agreed with this conclusion and the proposed changes to ABR as outlined in the report.

The President received the Plenary Meeting's unanimous approval to the proposed changes to volume ABR 1.1 General Definition of Model Aircraft and the consequential changes to Part Two, Records. They will be effective with the publication of the Plenary Minutes of meeting.

5. NOMINATION & ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

The FAI Secretary General explained that the election system would be in three steps with separate secret nominations for firstly, the post of President; secondly for the three Vice-President posts; thirdly for the Sub-committee Chairmen.

Both the nomination and voting processes are secret.

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

The nominees each gave a short presentation to support their nomination prior to the secret voting.

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

5.1. CIAM Officers

President	**Mr Bob Skinner**, Mr Sandy Pimenoff (declined), Dr Andras Ree (declined), Mr Dave Brown, Mr Gerhard Woebbeking
1st Vice President	**Mr Dave Brown**, Mr Bruno Delor (declined), Mr Martin Dilly (declined), Mrs Jo Halman (ineligible), Mr Antonis Papadopoulos (declined), Mr Ernest Mattiussi (declined), Dr Andras Ree, Mr Bengt-Olof Samuelsson (declined), Mr Bob Skinner (already elected President), Mr Gerhard Woebbeking (declined)
2nd Vice President	**Mr Gerhard Woebbeking**, Mr Bruno Delor, Mr Martin Dilly, Mrs Jo Halman (ineligible), Mr Antonis Papadopoulos (declined), Mr Ernest Mattiussi (declined), Dr Andras Ree (declined), Mr Bengt-Olof Samuelsson (declined), Mr Bob Skinner (already elected President)
3rd Vice President	**Dr Andras Ree**, Mr Bruno Delor, Mr Martin Dilly, Mrs Jo Halman (ineligible), Mr Antonis Papadopoulos (declined), Mr Ernest Mattiussi (declined), Mr Bengt-Olof Samuelsson (declined), Mr Bob Skinner (already elected President)
Secretary	**Mr Massimo Semoli**, Mr Emil Giezendanner (declined), Mrs Jo Halman (declined), Dr Andras Ree (declined)
Technical Secretary	**Mrs Jo Halman**, Mr Massimo Semoli (declined)
Assistant Secretary	**None,** Hartmut Siegmann (declined)

The President confirmed that the Bureau will appoint an Assistant Secretary when appropriate.

cont/…

Subcommittee Chairmen

F1	Free Flight	**Mr Ian Kaynes**, confirmed in post
F2	Control Line	**Mr Bengt-Olof Samuelsson**, Mr Bruno Delor (declined), Mr Peter Halman, Dr Laird Jackson (declined), Mr Ingemar Larsson (declined), Mr Bill Lee, Mr Roland Surugue
F3A	RC Aerobatics	**Mr Bob Skinner**, confirmed in post
F3BJ	RC Soaring	**Mr Tomas Bartovsky**, confirmed in post
F3C	RC Helicopter	**Mr Horace Hagen**, confirmed in post
F3D	RC Pylon	**Mr Bob Brown**, confirmed in post
F4BC	CL/RC Scale	**Mr Narve Jensen**, confirmed in post
F5	RC Electric	**Mr Emil Giezendanner**, confirmed in post
F7	RC Lighter-than-Air	**Mr Marcel Prevotat**, confirmed in post
Space Models		**Mr Srdjan Pelagic**, confirmed in post
Education		**Mr Gerhard Woebbeking**, Mr Martin Dilly (declined),

Sub-committee members' names must be sent promptly by the Sub-committee Chairmen to info@fai.org for publication on the CIAM website on 1st May.

6. REPORTS

6.1. 2007 FAI General Conference, by the FAI Secretary General, Max Bishop

The FAI Secretary General took the meeting through the main points of his report which is attached at Annex 3o.

6.2. 2007 CASI Meeting, by CIAM President, Sandy Pimenoff

The CASI meeting was held in Rhodes. During the meeting a UAVs discussion was held and a Working Group was established for reviewing relevant definitions and rules. CASI waived General Section rules for 2009 World Air Games on the recommendation of the WAG Working Group.

New international anti-doping rules were discussed and the CASI medical committee recommended publication of them on the FAI website.

Mr. Henk Meertens, Australia, was elected as the new CASI president and Sandy Pimenoff, Finland, as 1st Vice-President.

6.3. 2007 World Championships, Jury Chairmen (ANNEX 2)

6.3.1. F1A, F1B, F1C in Ukraine: Sandy Pimenoff (24th Jun to 1st Jul)

Written report at Annex 2a. Added comment that very bad weather required two reserve dates to complete the flying which underlines the need for at least one reserve date in a Championship schedule.

Regarding unsporting behaviour by the Serbian team, the President explained that he had sent, on behalf of Bureau, a very strong letter to the NAC of Serbia and there will be severe penalties if any such irregularities happen in the future.

6.3.2. F1E Seniors & Juniors in Romania: Emil Giezendanner (26th Aug to 1st Sep)

Written report at Annex 2b. Added comment that 24 Juniors flew in the Championship.

6.3.3. F3A in Argentina: Bob Skinner (8th to 18th Nov)

Written report at Annex 2c. Added comment that this was the first event on the continent. Excellent Championship.

6.3.4. F3B in Switzerland: Tomas Bartovsky (8th to14th Jul)

Written report at Annex 2d. Added comment that the difficult weather made the starting line into a marsh. Excellent Championship.

6.3.5. F3C in Poland: Horace Hagen (27th Jul to 5th Aug)

Written report at Annex 2e. Added comment that it was an excellent Championship.

6.3.6. F3D in USA: Bob Brown (23rd to 28th Jun)

Written report at Annex 2f. Added comment that 16 countries participated but one round had to be abandoned because of the weather.

6.4. **2007 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

Brief report in Annex 3l.

6.5. **2007 Subcommittee Chairmen (ANNEX 3)**

6.5.1. Free Flight: Ian Kaynes;

Brief report in Annex 3a.

6.5.2. Control Line: Laird Jackson;

Brief report in Annex 3b.

6.5.3. R/C Aerobatics: Bob Skinner;

Written report at Annex 3c with the addition that the new F3M & F3P are very exciting classes and urged the Delegates to promote these classes in their countries.

6.5.4. R/C Gliders: Tomas Bartovsky;

Written report at Annex 3d and added that there is still a strong demand for an F3K Championship.

6.5.5. R/C Helicopters: Horace Hagen;

Brief report in Annex 3e.

6.5.6. R/C Pylon: Bob Brown;

Written report at Annex 3f and added thanks to the Technical Secretary for the help in producing the wholly re-written F3D volume of Sporting Code and urged the Delegates to read the volume.

6.5.7. Scale: Narve Jensen;

Brief report in Annex 3g.

6.5.8. R/C Electric: Emil Giezendanner;

Brief report in Annex 3h.

6.5.9. Space Models: Srdjan Pelagic;

Written report at Annex 3i and added that World Cups are the best entry into Space Modelling competition.

6.5.10. Education: Gerhard Woebbeking.

Written report at Annex 3j and added that the main topic was the Scholarship proposal on the agenda.

6.6. 2007 World Cups, by World Cup Coordinators (ANNEX 4)

6.6.1. Free Flight: Ian Kaynes;

Written report at Annex 4a which is the second report and replaces the first report. An adjustment was necessary as one competitor was not eligible to be listed in the results. It had been another successful year with 3,425 participants in 58 contests organised on four continents.

6.6.2. Control Line: Jean Paul Perret;

Written report at Annex 4b. M Perret was not in attendance.

6.6.3. Thermal Soaring and Duration Gliders: Tomas Bartovský;

Written report at Annex 4c and added that this category was not as widespread as Free Flight but robust nonetheless. One of the four competitions had to be cancelled. F3J has improved and had nine competitions with 641 entrants.

6.6.4. R/C Electric: Emil Giezendanner.

Written report at Annex 4d and added that F5B held three competitions with a total 28 competitors and one F5D competition with 11 competitors.

6.6.5. Space Models: Srdjan Pelagic.

Written report at Annex 4e and added that there were 23 competitions in 18 countries over three continents with a total entry of 2,139.

6.7. 2007 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)

Written report at Annex 5a and added that the Ukraine will donate seven trophies with five for Free Flight juniors and one each for F5B & F5D.

In response to a question from New Zealand, the Secretary informed the meeting that the mechanism for keeping track of the trophies is being revised.

The United Kingdom reported that the Trophy Report was inaccurate in that the UK does not hold the F3J trophy.

6.8. Aeromodelling Fund - Budget 2008, by the Treasurer, Andras Ree

A written report was distributed and appears in Annex 3m to these Minutes. The Treasurer took the meeting through the main points.

The 2009 Budget was unanimously accepted.

6.9. CIAM Flyer, by the Editor, Emil Giezendanner

The Flyer has now developed into an excellent publication. There had been six issues of the CIAM Flyer during 2007 and all the issues since 2006 were available for downloading from the CIAM website. There were 150 copies for distribution at this meeting.

cont/…

6.10. **World Air Games, by Guy Revel**

Written report at Annex 3k and Mr Revel asked the Delegates to encourage their NACs to hold selection events and the President fully supported this request.

The WAG Working Group will consider Belgium's request to extend the selection period to March 2009 to give the NACs more time to hold competitions especially for the southern hemisphere.

Mr Fabrizio Ceccarini gave a presentation "Overview of the WAG 2009 Selection Contests" and handouts were distributed,

7. 2007 PRESENTATION OF WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2007 World Cup winners in classes F1A, F1A junior, F1B, F1C, F1E, F1E junior, F2A, F2B, F2C, F2D, F3B, F3J, S4B, S6B, S7, S8E/P and S9B,

8. PLENARY MEETING VOTING PROCEDURE

The President explained the voting options of Approve, Against, Abstain and Not Voting.

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

Provisions of the FAI Bye-laws require a vote to be taken for each of the awards to decide whether there is a worthy candidate.

Alphonse Penaud Diploma
Andre' H Stockwell (South Africa)
Radojica Katanic (Serbia)
Marian Popescu (Romania)
Vladimir Kusy (Czech Republic)

The vote on whether there was a worthy candidate was carried by majority.
Awarded: **Marian Popescu (Romania)**

Andrei Tupolev Diploma
Sergey Makarov (Russia)

The vote on whether there was a worthy candidate was carried by majority.
Awarded: **Sergey Makarov (Russia)**

Antonov Diploma
Paul Beard (United Kingdom)

The vote on whether there was a worthy candidate was carried by majority.
Awarded: **Paul Beard (United Kingdom)**

Frank Ehling Diploma
George Arghir (Romania)
Ottar Stensboel (Norway)
Jordan Kovacevic (Serbia)
Joze Cuden (Slovenia)

The vote on whether there was a worthy candidate was carried by majority.
Awarded: **Ottar Stensboel (Norway)**

Andrei Tupolev Medal
Leonid Fuzeev (Russia)
Per Findahl (Sweden)

The vote on whether there was a worthy candidate was carried by majority.
Mangalea Corneliu (Romania) is not entitle to be nominated.

Awarded: **Per Findahl (Sweden)**

FAI Aeromodelling Gold Medal
Jiri Havel (Czech Republic)
Miroslav Sulc (Slovak Republic)
G. Harry Stine (posthumously) (USA)
Martin Dilly (New Zealand)
Narve Jensen (Norway)
Bob Skinner (South Africa)

The vote on whether there was a worthy candidate was carried by majority.

Awarded: **Narve Jensen (Norway)**

10. *This item number is unused but has been retained to permit the Sporting Code proposals to be numbered as Item 11.*

11. SPORTING CODE PROPOSALS.

In the case of rule implementation earlier than 01/01/09, or in the case of application as local rules at World or Continental Championships, the Technical Secretary will place a Technical Notice on the home page of the CIAM website and email notification will be sent by the FAI to all NACs and to the appropriate 2008 Championship organisers who will be required to include the Plenary approved rules in the Championship Bulletins.

11.1 Bureau Proposals

ADDITIONAL BUREAU PROPOSALS from the 27th March Bureau Meeting

a A.7. TIMETABLE FOR PROPOSALS TO THE CIAM PLENARY MEETING AND AGENDA FOR THIS MEETING

Amend as follows:

A.7.1. All proposals from the Sub-committees and ~~from~~ the NACs for the Plenary Meeting must be received by the FAI Office by the 15th November in electronic form and hard copy in order to be included in the Agenda. The office will email the proposals to the relevant Sub-committee Chairmen, who must present their findings in print at the December Bureau Meeting. Proposals are to be approved at the Bureau meeting after which the Secretary sets up a draft of the Plenary Meeting Agenda to be approved by the President. The ~~Office will finalise the~~ finalised Agenda will be sent to the FAI office who will arrange to ~~and~~ send it out to the NACs according to A.1.3. See also A.12.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

b A.9. CONTEST CALENDAR

Amend as follows:

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

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

c A.12. EFFECTIVE DATE OF RULE CHANGES

To delete the note at the end of the paragraph.

~~Note: There are two effective dates for this rule amendment: 01/01/2007 for those classes having World Championships in 2007 and 01/01/2008 for those classes having World Championships in 2008.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

d Annex A.1a

A new Annex A.1a as follows:

ANNEX A.1a

GUIDE FOR SUBMITTING A BID TO PLENARY TO HOST A WORLD OR CONTINENTAL CHAMPIONSHIP

For successful bids, the actual dates must be presented no later than the Plenary Meeting in the year preceding the Championships.

The bid must include:

Year

Type of championship

Category/categories of model flying

Submitting country

Submitting NAC

Organiser of championship

Proposed month of championship

Class(es)

Venue

Flying site details

Transportation:

- To country
- To flying site

Planned accommodation details

Planned catering details

Local weather information

Visa requirements

Special insurance requirements

cont/…

Planned initiatives for media involvement and management of spectators

Previous successful championships or competitions in that country/at that venue

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

e Annex A.1b

A new Annex A.1b based on the text in the existing Annex A1.

ANNEX A.1b

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

Organiser Bulletin 0s must be submitted by 15th November of the year prior to the Championship to the FAI office and the CIAM Secretary for consideration at the November/December Bureau Meeting.

The organising NAC shall attend Bureau on the appropriate day, according to the published Bureau Agenda, to give further information and to answer any queries that may have arisen from the submission of Bulletin 0.

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

Front page

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

Class(es)

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

FAI Jury

List the proposed FAI Jury President and members, including appropriate reserve Jury members for approval by Bureau. Refer to the rules for the composition of FAI Juries. (Refer to ABR B.4.1 – B.44.4).

Judges & Contest Director(s)

List the proposed Judges and reserve Judges for approval by Bureau, (refer to ABR B.4.6 and the appropriate Sporting Code volume for the category) and the Contest Director(s) for information.

Entry Fees:

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

Accommodation and Catering

List the type of accommodation and whether the rooms are single, twin or multiple bedded with the cost per person of each variation. Offer a camping option if possible.

State whether there will be official meals and, if so, list the cost. If there are no official meals then include a guide on the price of local restaurant meals.

cont/…

Dates

Show the full competition schedule in sequential order by day and date starting with the arrival day and include the registration, processing, official practice, free practice, reserve date, opening & closing ceremonies, prizegiving & banquet and departure dates.

Reserve Day

One day must be set aside as a free day near the end of the competition to allow for completion of flying if the schedule is delayed by weather or other factors. **It is of primary importance to complete the flying schedule.**

If other activities are scheduled on that day, **then these are secondary to the completion** of the Championship.

Tour

It is not necessary to offer a tour. However, if a tour is offered, then it must be made clear that **this is optional** and its fee must be separate from the main entry.

Teams:

State the total number of competitors permitted from each country in each class plus the Team Manager, an Assistant Team Manager if permitted by the rules, (refer to ABR B.3.6) and any additional personnel such as time-keepers or helpers 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 Championships with CIAM medals and FAI diplomas for Continental Championships.
State if additional organiser prizes will be awarded.

Location

Describe the area and enclose a diagram or map showing the main routes to the flying site and the accommodation and from the accommodation to the flying sites.

Transportation

Indicate if any transportation will be provided by the organiser and what the cost of that will be to each person.

Organiser Contact Details

List the name, address, telephone, fax and e-mail address of the person to whom all correspondence concerning the Championship should be addressed.
List any other relevant contest personnel.

Budget

Present a budget for the total cost of the event to enable CIAM Bureau to confirm that the entry fees and accommodation and meal charges have been set at a reasonable level in accordance with ABR B.7.2 & B.7.4.

Spectators & Media

Detail the arrangements aimed at attracting and managing spectators and media.

cont/…

Notes:

1. The budget must be presented on a separate sheet as information for only the Bureau members.

2. Further details that will be included in Bulletin 1 may be included in Bulletin 0 in the appropriate place.

3. Bulletin 0 should not be issued outside the CIAM Bureau until the Bureau has approved the content.

4. After Bureau approval, Bulletin 0 may be issued to NACs & the FAI office as the formal Bulletin 1.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

f Annex A.2b

Amend paragraph (iv) in the notes as follows:

ANNEX A.2b

EXPLANATION OF THE COMPLETION OF A PROPOSAL FOR SUBMISSION TO CIAM

(Conforming to the rules in A.6.1. of Volume ABR effective 2004)

..

..

..

Notes:

(i) Multiple proposals for the same category may be included in the same document but each proposal must be laid out correctly and contain the appropriate elements.

(ii) Submit different category proposals as different documents.

(iii) Remember to send both an electronic copy and also an authorised hard copy to the FAI office.

(iv) ***Correct electronic files for submitting p****roposal****s*** ~~***forms***~~ *may be downloaded from the CIAM Documents page on the FAI website.* ***Please note that proposals received on old forms will not be accepted and will be returned to the NAC(s).***

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

g B.3.2. Sporting Licences

Create two new paragraphs and re-number the existing paragraph

B.3.2.2 Organisers of any international competition must check FAI licences and must not permit entry to the competition to anyone who does not have a valid FAI licence.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

B.3.2.3 Competitors who hold an FAI licence issued directly by the FAI office, enter as "FAI Applicants" and the Nationality shown in entry & results lists shall be "FAI".

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

h B.4. Contest Officials

Amend & restructure the paragraph as follows

B.4.2 In the case of World Championships, the Jury must include at least: one member of the CIAM Bureau **or one who, over the last 5 years, has served on the Bureau** or the Chairman of the particular CIAM Sub-committee

The second member must be a CIAM delegate or either someone who in the past 5 years has served on a FAI World Championships Jury, or in the past 5 years has served two consecutive years on a Sub-committee in the same category as the World Championships.
The remaining member ~~can~~ **may** be delegated by the NAC of the organising country provided that, if the choice is made from another country, approval will first have been obtained from that Jury member's NAC.
The members of a WCh or CCh Jury shall be of different nationalities. All WCh and CCh Juries must be approved by the CIAM Bureau. The members of an international Jury must have recent practical judging and/or flying experience of the relevant category.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

i B.5.4 Results

Amend the second paragraph and insert a new third paragraph.

Results must be despatched to the FAI and NACs taking part in the event within a month. For events included in a World Cup, the results must be despatched to the relevant World Cup Co-ordinator within a month.

The results must include the full name and nationality, of those ~~listed~~ **entered** and for Scale events must also include the name of the prototype air-or spacecraft subject flown by the competitor.

The "nationality" of competitors who have entered under General Section 3.2.1 & 6.2.1 shall be shown as "FAI".

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

Withdrawn by Bureau as there is an adequate proposal already on the Agenda.

j B.6. ORGANISATION SPECIFIC TO WORLD AND CONTINENTAL CHAMPIONSHIPS EVENTS

Amend as follows..

B.6.1 ~~The CIAM will decide which event shall be held as a World Championship and Continental Championship and to which NAC shall be delegated the responsibility for the organisation of this event.~~

It is the CIAM's responsibility to decide and award World and Continental Championships and to decide which NAC shall be delegated with the responsibility for the organisation of the Championship.

The firm acceptance of a bid will normally be made by vote of the CIAM Plenary meeting two years in advance of the year of the proposed Championships. ~~Bids to host Championships may be submitted at any time in advance of a chosen year.~~

In order to be eligible for selection, all bids must include the details required in Annex **A.1.a** ~~to Section 4a. except for Jury and Judges names~~. I

Under normal circumstances, bids may be submitted:

to the FAI Office at any time in the year prior to the Plenary Meeting two years in advance of the Championship year;

at the Plenary Meeting two years in advance of the Championship year;

~~The firm acceptance of a bid will normally be made by vote of the CIAM Plenary meeting two years in advance of the year of the proposed Championships~~.

In exceptional circumstances, the decision for awarding World and Continental Championships may be taken more than two years in advance of the year of the proposed Championships, providing a request is made by November 15 and published in the Agenda of the following Plenary Meeting.

In the event that no acceptable bid is available two years in advance, the decision may be postponed to the Plenary meeting in the year before the Championship. If no bid is accepted at that meeting, the Plenary Meeting may exceptionally delegate the decision to the CIAM Bureau meeting at the end of that year.

This is the latest time at which the decision can be made to proceed with a Championship for the following year.

The actual dates must be presented no later than the Plenary Meeting in the year preceding the Championships.

~~Before the 15th November latest of the year prior to the Championships, the dates and place of the Championship should be presented to the FAI office for publishing on the FAI website.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

k Annex B.1.b

Add a 5th paragraph to the notes at the end of the Annex and number the paragraphs as follows:

Notes:

1 *The sticker is shown larger than the actual size of 65mm x 34mm.*

2 *Only one sticker per model required (B.16.6)*

3 *However, the model aircraft identification code shall appear on each detachable main part of the model and be at least 10mm high. (B.16.8)*

4 ***The national identification mark*** ~~abbreviation of~~ *allocated by the International Olympic Committee must appear at least once on each model and be at least 25mm high. (B.16.10)*

5 ***Competitors that have been issued with an FAI licence direct from the FAI must put "FAI" as their national identification mark.***

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

l PART TWO RECORDS

Amend the paragraphs for "COMB" power sources as follows and in Tables II and II as shown:

2.2.2. Motive Power:

F5 - "COMB" All sources of current are allowed. All kinds of combinations are expressly allowed. **There must be a minimum of two sources of current.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

cont/…

TABLE II
Application for Record Attempt Confirmation – Model Aircraft

MOTOR	Electric motors:
Bore _____	Make/type _____
Stroke _____	Nominal capacity _____VA
Swept volume _____	Power source(s) S SOL COMB Encircle which is applicable
Make _____	Type of cells _____
	N°. of cells S: _____ SOL: _____
	N° of sources of current COMB: _ _ _ _ _ _ _ _ _ _ _ _ _
	Type of sources of current COMB _ _ _ _ _ _ _ _ _ _ _ _ _
	Total working voltage _ _ _ _ _ _ _ _ _ _ _ _ _ **V**

Approved unanimously by the Plenary Meeting. Effective 01/01/09

TABLE III – Checklist Record Dossier – Model Aircraft

Insert a new clause as follows:

8a **For F5 COMB records, claimants must provide authenticated evidence for each of the minimum two power sources.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

m SPECIAL RULES FOR DISTANCE RECORDS IN A STRAIGHT LINE

Amend paragraph 2.4.4 as follows:

2.4.4. Point of Landing as Defined in ~~2.2.7~~ **2.8.2**.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

n 2.8. SPECIAL RULES FOR ALTITUDE RECORDS

2.8.1. **Verification of Measurements:**

Number the paragraphs as follows:

In order to establish the height above the starting point it is required:

(a) either to use small barographs made especially for model aircraft and carried on board; the barographs having previously been approved by the National Airsports Control.

(b) or, to ensure control by qualified observers using theodolites or telemeters, provided these instruments have been previously approved by the National Airsports Control.

(c) or, by means of a barograph carried in an aircraft which follows the model but never exceeds the maximum ~~height~~ **altitude** of the model. An official observer must be present in the aircraft during the flight, and the barograph record must be counter signed by the official observer and the pilot of the aircraft.

(d) or by means of an electronic device carried on board the model aircraft and designed to register altitude and record the readings either in graph or digital format.

If theodolites or telemeters are used, the National Airsports Control:

(e) Must give a description of the instruments and the methods employed in using them, a signed statement certifying the degree of accuracy reached and a check report on the instruments and the method used.

(f) In the case of a barograph, the calibration must be performed against an absolute pressure gauge and the International Civil Aeronautics Organisation Pressure vs. Altitude Tables may then be used to compute altitude.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Original Agenda items from this point forward.

Section 4A

a) A.3.1.

Amend paragraph as follows:

The Bureau is composed of a President, three Vice Presidents, a Secretary, a Technical Secretary, **and a Treasurer plus** the Chairmen of those Sub-Committees that have official World Championship classes ~~plus~~ **as well as** the Education Sub-Committee Chairman. It is completed by the immediate past President of the CIAM, who, ~~however,~~ does not have voting rights. The President may also invite representatives of the NACs preparing World Championships or other persons required for the business of the Bureau.

Amended at the Bureau Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Section 4B

a) B.2.5. World Cup
and
B.5.4. Results

Amend paragraphs B.2.5 & B.5.4 as follows:

B.2.5. World Cup

This is a classification of the results of special open international contests during a year. A World Cup may be organised by the relevant CIAM Sub-committee for any of the classes recognised as World Championships.

If a CIAM Sub-committee chooses to run a World Cup, it must:

a) Define rules and points allocation; these must be published in the Sporting Code.

b) Nominate in advance the open international contests which are to be included from the FAI **Sporting** Calendar.

c) Check the draft FAI Sporting Calendar for errors or omissions and report to the December Bureau meeting.

d) Send a reminder communication to World Cup contest organisers at the beginning of each year. This communication is to:
request confirmation of the contest details in the FAI Sporting Calendar;
remind of the requirement to observe the Sporting Code (B.5.1);
remind of the requirement to check FAI licences of entrants;
remind of the requirements for submission of results in (B.5.4.);
give a valid email address to which the results should be sent.

e) Collect results from each competition and allocate points to competitors. **(Refer also to paragraphs B.2.6 & B.5.4.).**

f) Produce and distribute current positions in the World Cup during the year.

g) Advise Bureau of any problems with any World Cup contests.

f) In each category, award a medal and diploma from the FAI to the winner and a diploma from the FAI to the second and third places.

The Subcommittee may appoint a World Cup Co-ordinator to administer the World Cup. If it does so then items c) – g) above are the direct responsibility of the World Cup Co-ordinator. The Subcommittee Chairman shall advise Bureau of the name of the World Cup Co-ordinator.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

B.5.4. Results

Results must be despatched to the FAI and NACs taking part in the event within a month. For events included in a World Cup, the results must be despatched to the relevant World Cup Co-ordinator within a month.

The results must include ~~the~~ **each entrant's FAI licence number,** full name and nationality **(or "FAI" in the case of entrants who have entered with a licence issued direct by the FAI).** ~~of those listed and~~ **F**or Scale events the name of the prototype air-or spacecraft subject flown by the competitor must also **be** included.

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

Failure to provide results as specified above may incur sanctions and in the case of World Cup contests, will place in jeopardy the next year's contest(s). (Refer to paragraph A.9.2)

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

cont/…

b) B.7.4.

Amend B.7.4 as follows:

Additional Fees

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** ~~a large number of~~ judges or more than seven nights.

F3B 660

F3C 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. …

Amended by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

11.2 FAI Sporting Code General Section

a) 5.2.2.3 Unsporting behaviour F3 Aerobatic Subcommittee

Brought forward from the 2007 Plenary Agenda Deferred Section

Add second paragraph below existing paragraph.

Any conscious effort by a competitor, or a team member or ~~supporter~~ **helper directly involved with a national team, to influence, intimidate, or threaten contest officials or other competitors or teams, with the intent of gaining an advantage over other competitors or teams, irrespective if this occurs directly before, during, or directly after the sporting event, shall be considered unsporting behaviour, and may result in disqualification of the individual or the team from the championship.**

Recommended by the Bureau to be placed in Section 4 rather than the General Section. The Technical Secretary was tasked with finding an appropriate place.

Amended by the Plenary Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

11.3 Volume ABR, Section 4A
(CIAM Internal Regulations – page 12)

A.2 Procedure for CIAM Plenary Meetings

a) A.2.1. **Scale Subcommittee**

Add the following sentence

These meetings shall consider items in the agenda for the purpose of discussion and briefing of all those present and shall t**hrough the Subcommittee Chairman** make their recommendations thereon **together with the recommendations resulting from voting in the Subcommittee proper** to the Plenary Meeting.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

A.4 Subcommittees

b) A.4.5. **Scale Subcommittee**

Add the bold text in a new paragraph

The Subcommittee Chairman will circulate the Plenary Meeting's official agenda to the Subcommittee members and ask for a vote, this vote to be presented to the Plenary meeting together with the result from the Technical meeting at the Plenary.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

c) A.13. Aeromodelling Fund **Education Subcommittee**

Add a new paragraph:

f) paying the costs of a scholarship of 2000 Euros to be awarded to one Junior every year by the Plenary Meeting.

The Education Sub-committee changed the wording of the proposal for clarity: to award an Education Scholarship with a single one-off payment; one scholarship to be awarded annually to a new successful applicant to support the student through his education. A nomination form is attached to the distributed Education Sub-committee's Technical Meeting Minutes.

The Education Sub-committee Technical Meeting proposed that the process of shortlisting will be carried out by the Education Sub-committee with Plenary making the final choice. It is intended that the monies go to the successful applicant's NAC which will hold the money in trust and pay direct to the student's education establishment towards fees for education.

The Plenary Meeting accepted the principle of an Education Scholarship. The Education Sub-committee was instructed to specify the purpose and full operating details and present them to the 2009 Plenary Meeting.

11.4 Volume ABR, Section 4B
(General Rules for International Contests – page 31)

a) B.2.4 World Championships **Serbia/Spain**

Delete the last sentence in paragraph:

~~Number of classes in one World Championships is limited to five (5) for Seniors and five (5) for Juniors.~~

Rejected by the Plenary Meeting: For 14; Against 16; Abstentions 3; Not Voting 5.

b) B.3.4. Age Classification for the Contest **France**

Change the paragraphs as follows and add a new paragraph b):

~~b)~~ by **c)**

~~c)~~ by **d)**

b)At F1D World and Continental Championships, when juniors and seniors fly together in the same site and at the same time, the junior competitors who are members of a national senior team will appear in the individual senior classification, but must also be included in the Junior individual classification.

Withdrawn by France

c) B.6.4 **Germany**

Amend as follows:

The cost of hotel accommodation must be kept reasonable. Keep in mind that hotel accommodation is often the only possibility for overseas participants. Accommodation of acceptable middle class standard will be sufficient. There is no need for any luxury. The same applies to the food. **To keep travel expenses of the teams reasonable, organisers must not use the event to force teams to pay higher than street prices for accommodation. It is up to the teams whether they want to book board & lodging on their own.**

Approved by the Plenary Meeting: For 32; Against 2; Abstentions 0; Not Voting 4. Effective 01/01/09.

d) B.13 Interruption of the contest **Germany**

Add item c) of paragraph to B.13.1.

The contest should be interrupted or the start delayed by the Jury in the following circumstances and in other exceptional circumstances decided by the Jury:

a) The wind is continuously stronger than 12 m/s (9 m/s for Free Flight, Scale and Space Models) measured at two metres above the ground at the starting line (flight line) for at least one minute (20 seconds for Free Flight), unless specified otherwise in category rules.

cont/…

b) The visibility prohibits proper observation of the models (especially in case of F/F or R/C contest) or due to atmospheric conditions it would be dangerous to continue the competition.
c) It is necessary to reposition the starting line. This may only take place between rounds, **tasks** or groups in F3B and **between rounds or groups in** F3J.
d) The prevailing conditions are such that they may lead to unacceptable sporting results.
e) For F3A, F5A, F3C, F4C, F3D and F5D contests when the sun is in the manoeuvring area.
(f) Any incident affecting safety or requiring access for emergency services. In the event of an interruption during a round, the Jury must decide the action to be taken to complete, repeat or cancel the round. The remainder of the round may be completed as soon as conditions allow, with adequate notice given to all competitors and Team Managers.

Amended by theF3 Soaring Technical Meeting, accepted by Germany and approved unanimously by the Plenary Meeting. Effective 01/01/09.

e) ***B.15.1*** **Czech Republic**

Add in the sixth line of paragraph:

Class F1E, **F3K** five (5) only

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

11.5 Volume ABR, Section 4C, Part One
(General Regulations for Model Aircraft – page 54

a) **1.3.3 Category of Radio Controlled Flight,** **Czech Republic**
and
Annex 1.1 - ***3. RC category***

Replace the name of the F3B class by the following new one at all instances of its appearances.

~~Radio controlled thermal soaring gliders~~ ~~**Model glider triathlon**~~ **Radio controlled multi-task gliders**

Approved as amended by the F3 Soaring Technical Meeting, accepted by the Czech Republic and approved unanimously by the Plenary Meeting. Effective 01/01/09.

b) **Annex 1.1. World championship events for model aircraft**
Czech Republic

Add a new subparagraph after 3. g):

h) **F3K Radio controlled hand launch gliders**

Withdrawn by the Czech Republic

c) ANNEX 1.1 **Germany**

Amend first statement and paragraphs 3 and 7 as follow:

WORLD CHAMPIONSHIP EVENTS FOR MODEL AIRCRAFT
The following events are recognised as world championships for model aircraft (2009):

3. RC category:
a) F3A Radio controlled aerobatic model aircraft
b) F3B Radio controlled thermal soaring gliders
c) F3C Radio controlled helicopters
d) F3D Radio controlled pylon racing model aircraft
e) F3J Radio controlled thermal duration gliders
f) F5B Radio controlled electric powered gliders
g) F5D Radio controlled electric powered pylon racers
h) F3K Radio controlled hand launch gliders

7. RC Junior category:
a) F3J Radio controlled thermal duration gliders
b) F3K Radio controlled hand launch gliders

The Plenary Meeting agreed that the proposal also covered Continental Championships.

It was established that the World Championship would be allocated to the "odd-year" cycle and that the first World Championship may be held in 2011. A Continental Championship may be held in 2010.

Approved by the Plenary Meeting: For 37; Against 1; Abstentions 0; Not Voting 0. Effective 01/01/09.

11.6 Section 4C Volume F1 - Free Flight

Free Flight Outdoor

a) Annex 2, Appendix A - 3.A2A.5. Timekeeping **France**

Change the paragraph as follows:

~~Competitors at a pole fly one at a time in an order preferably established by mutual agreement of the competitors for each flight; in the event of disagreement at a pole, the official timekeeper at that pole may impose a flying order, subject to appeal to the FAI Jury.~~

Competitors at a pole fly one at a time in an order established by draw, before beginning of the first round by the official timekeeper. For the other rounds, order will be fixed by rotation according to the table below. Competitor(s) who choose(s) not to fly in this order will be placed at the end of the list.

Withdrawn by France.

11.7 Section 4C Volume F2 - Control Line

F2A Speed

a) 4.1.2 Characteristics of a Speed Model Aircraft — F2 Subcommittee

Change as follows:

Maximum swept volume of motor or motors	2,5 cm^3
Minimum total **projected** area ~~(St)~~	2 dm^2/cm^3 swept volume of the motor(s)
Maximum loading	100 g/dm^2
Maximum wingspan	100 cm

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

b) 4.1.3 Fuel — F2 Subcommittee

Change as follows:

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organisers. Its composition shall be 80% methanol, 20% **first pressing** castor oil. **Fuel shall be mixed by volume.**

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

c) 4.1.4 Diameter of Control Lines — F2 Subcommittee

First, amend the title of the following paragraph and allocate a sub paragraph number.

Second, move the subsequent paragraph from 4.1.7 to 4.1.4.

Third, separate it, number as b) and c) and insert a new final sentence at c).

4.1.4 ~~Diameter of~~ Control Lines

a) Only two-line control is allowed, minimum control line diameter is 0,40 mm with a tolerance of minus 0,011 mm. **~~Control wires shall be unplated carbon steel Piano / Music Wire.~~**

b) No intentional twisting and/or linking of the two lines together shall be permitted from the point of exit of the model aircraft to the control handle. The lines shall be separated by at least 5 mm at the point of exit from the model aircraft and at least 25 mm at the handle.

c) The lines must be round in cross-section and may not have any liquid or coating material applied. **Solvent may be applied for cleaning ~~purposes~~ only.**

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

d) 4.1.12 Helpers — F2 Subcommittee

Insert a new first paragraph, delete text as shown and apply sub paragraph numbers as shown and also to the existing paragraph.

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

b) Two helpers and the team manager are admitted to the contest area. ~~A pilot may start and adjust his own motor and at most one other motor as a helper.~~ Only team members (including the Team Manager) are allowed to start and adjust the motor(s).

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

e) 4.1.17 Classification **F2 Subcommittee**

Amend and renumber the paragraph as follows:.

The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.

Times recorded should be handled as follows:

a) In the case of manual timekeepers, the mean time of the three stopwatches shall be taken to calculate the result, unless:

- **i)** One of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake. In this case the mean time shall be calculated from the other two stopwatch times.
- **ii)** Two stopwatch times differ by more than 12/100 seconds from the middle one, or two officials report a mistake. In this case this fact should immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result, or to be allowed a~~n~~ **replacement** attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.
- **iii)** No rounding off of decimals ~~should~~ **shall** be made when calculating the mean time. The time thus obtained for calculating the speed ~~should~~ **shall** be recorded and retained.
- **iv)** **The speed in km/h shall be calculated by dividing 3600 by the time according to a), and then taken to the nearest lower 1/10 km/h.**

b) In the case of an optical electronic system, the senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short),or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.

If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used.

If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used. If an uncertainty in excess of 12/100 seconds remains, then the competitor has the choice of choosing the slowest recorded speed or being allowed a replacement attempt. His decision must be given to the Circle Marshal without delay, and is irrevocable.

Replacement attempts shall be scheduled to take place within one hour of the original attempt.

(i) The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column in the TransiTrace system).

~~c) The result of the speed in km/h shall be calculated by dividing 3600 by the time according to b), and then taken to the nearest lower 1/10 km/h.~~

c) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.

d) The **first** three ~~first~~ positions are subject to rechecking of the declared model aircraft characteristics.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09..

F2B Aerobatics

f) 4.2.14 Execution and Sequence of Manoeuvres F2 Subcommittee

Amend Modify K factors to 1 (one)

1. Starting	1	1
2. Take-off	~~2~~	1
3. Reverse wing-over	~~8~~	1
4. Three consecutive inside loops	~~6~~	1
5. Two consecutive laps of inverted level flight	~~2~~	1
6. Three consecutive outside loops	~~6~~	1
7. Two consecutive inside square loops	~~12~~	1
8. Two consecutive outside square loops	~~12~~	1
9. Two consecutive inside triangular loops	~~14~~	1
10. Two consecutive horizontal eights	~~7~~	1
11. Two consecutive square horizontal eights	~~18~~	1
12. Two consecutive vertical eights	~~10~~	1
13 Hourglass	~~10~~	1
14. Two consecutive overhead figure eights	~~10~~	1
15. Four-leaf clover	~~8~~	1
16. Landing	~~5~~	1

Withdrawn by the F2 Control Line Sub-committee.

F2C Team Race

g) 4.3.1 – 4.3.13 and Annexes 4C & 4E F2 Subcommittee

The entire text of the rules, the F2C Jury Guide and the Control Line Organiser's Guide has undergone a total revision.

See Agenda ANNEX 7a F2C Rules, Judges Guide, Organisers Guide.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

The amended proposals as approved by Plenary appear in ANNEX 7a 02 to the Plenary Minutes.

F2D Combat

h) 4.4.3. Combat Site **F2 Subcommittee**

Add a new paragraph c):

All persons like officials, contestants not flying, team managers, helpers etc... within the boundary of the flying site must wear protective headgear when active flying is going on.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

i) 4.4.4. Competitor **F2 Subcommittee**

Add at the end:

To avoid the catching of the opponent's lines the protruding parts of the helmet must be covered. No communication using electronic devices is allowed between the pilot and mechanics/persons outside the flying circle.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

j) 4.4.4 Competitor **Russia**

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend as follows:

The ~~pilot~~ **crew consisting of one pilot and one mechanic**, who shall be the entrant and known as the competitor, may employ a maximum of ~~two mechanics~~ **one helper** in any one heat. (In exceptional circumstances of wet or extremely windy weather, an additional helper may be used as a streamer holder and must perform no other function for the duration of that combat period).

For World and Continental Championships, the helpers, a maximum of ~~six~~ **three** other than team members or the team manager (or assistant team manager), must be registered for no more than one national team, from the beginning of the competition throughout to the end. During active combat periods, the pilot and his mechanic~~(s)~~ **and his helper** must wear protective headgear fitted with an effective retaining strap.

Withdrawn by Russia

k) 4.4.5. Characteristics of a Combat Model Aircraft **F2 Subcommittee**

Add at the end:

The models must be equipped with an engine shut-off device that ~~should be activated~~ activates if a fly-away occurs. The device must remain functional for the entire flight period and must be repaired or replaced before take-off if it becomes non-functional during the match.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

l) 4.4.6. Controls - Technical Verification **F2 Subcommittee**

Add at the end of paragraph b):

The strap should be as shown in the sketch i.e. it should be attached to the wrist with a loop and sliding knot so that if the handle is released it tightens itself securely around the wrist. The point of attachment at the handle is ~~up~~ left to the discretion of the pilot.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add at the end of paragraph c):

However the processing officials or judges can ask the competitor to change the lines if there is any doubt about the line quality, such as kinks, curls, stress or rubbing marks.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add a new paragraph f):

Demonstration of the engine shut-off device may be required by the judges before each heat. The engine shut-off device must stop the engine within 3 seconds of activation. Additional demonstrations may be requested by the judges after the heat.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

m) 4.4.9 Method of Starting

Brought forward from the 2007 Plenary Agenda Deferred Section

Add new paragraph i)

i) If a model aircraft flies away with or without lines, the heat shall continue, as if the model aircraft has landed (see 4.4.11.f and 4.4.15.n).

Withdrawn by Russia

n) 4.4.10 Termination of the Contest **Russia**

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend paragraph c) as follows:

c) The Circle Marshal shall signal both pilots to fly level and anti-clockwise and to cease combat when both streamer strings have been cut. If one pilot has only the string remaining he may request the circle marshal instruct both pilots to fly level and anti-clockwise and to cease combat. This decision may not be reversed, ~~once made~~ **while his model is flying. If the pilot's model lands and then flies up, he can ask the Circle Marshal once more to draw the models apart, or to permit the pilots to resume the combat after the signal to combat is given: 4.4.9.h .**

Withdrawn by Russia

o) 4.4.11. Method of Scoring **F2 Subcommittee**

Delete in paragraph a):

100 points shall be awarded for each distinct cut off the opponent's ~~crepe~~ ~~paper~~ streamer. There is a cut each time the model aircraft, propeller or lines fly through the opponent's streamer resulting in ~~paper~~ particle(s) becoming detached from the streamer.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph b):

A cut must contain at least one part of the ~~**paper or replacement**~~ streamer. A cut that contains string alone will not count.

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add a new paragraph

i) In case of a line tangle where the circle marshal estimates the tangle can't be cleared he can require both pilots to land immediately. Ground time for both pilots will start from the circle marshal's signal. After the models have landed the heat will continue as normal.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

p) 4.4.12. Attempts **F2 Subcommittee**

Add in paragraph b):

In the event of a model aircraft fly-away **where the engine shut-off device has worked properly**, as a result of the lines having been severed by his opponent's model …….

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

q) 4.4.14. Offences **F2 Subcommittee**

Add and delete in paragraph a):

if a pilot ~~unintentionally leaves~~ **steps outside the centre circle with one foot** while his model aircraft is airborne;

Add a new paragraph

g) In case of rough flying style, bad behaviour in line tangles or similar the circle marshall and/or judges can give the pilot a warning attracting a penalty of -100 points, unless it is considered severe where a disqualification should be given (subject to 4.4.15).

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

r) 4.4.15. Cancellation of the Flight **F2 Subcommittee**

Add in paragraph c):

he attempts to fly a model aircraft which at the time of launch does not have a strong effective control mechanism, or does not have a secure engine attachment **or does not have a functional engine shut-off**

device or does not have a running engine ;

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph e):

~~**he leaves the lines or any of his model aircraft, which at that moment are not airborne, in the centre circle while his opponent is flying or is ready to fly his model;**~~
while a competitor's model is not airborne and his opponent is flying or ready to fly, he leaves any parts of his model or lines in the centre circle without an immediate attempt to clear them;

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph g):

he is not present at his allotted flight time, unless he has the express permission of the circle marshal **and the team manager of his opponent**;

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph i):

he or any of his mechanics does not wear a protective helmet **according to 4.4.4;**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph k):

he flies other than level in an anticlockwise direction when only his model aircraft is airborne and there is no line entanglement. ~~**Loopings and or**~~ **Sudden or rough manoeuvres are not allowed;**

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add

m) for any other flagrant breach of the rules, **such as attacking his opponents model instead of the streamer;**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph n):

he releases the handle **and the safety strap separates from handle or wrist**, or **he** removes the safety strap, for any reason, while the model aircraft is flying;

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph o):

his model aircraft(s) does (do) not conform to para. 4.4.5.; **or the handle does not conform to paragraph 4.4.6.b;**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Brought forward from the 2007 Plenary Agenda Deferred Section **Russia**

Change as follows:

r) if the model aircraft lands with no streamer string ~~and the streamer retaining device is missing or bent~~, but not as a result of a mid-air collision;

Withdrawn by Russia

Note that the following continue the paragraphs submitted by the F2 Subcommittee

Add in paragraph s):

1) if the mechanic or pilot leaves the model (inboard wing tip) more than 0,5 metre outside the flying circle;
2) if the mechanics jump over the opponents model aircraft(s) and lines kept within the pitting area;

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add in paragraph u):

the pilot's aircraft takes off without a complete and operating silencer **or a working engine shut-off device**;

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add and delete in paragraph v):

if a mechanic carries a model aircraft and lines over an opponent's **model or** pit crew ~~he will be disqualified~~;

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Add a new paragraph y):

In the event of a flyaway where the engine shut-off device does not activate. ~~stop the engine within 5 seconds.~~

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

s) 4.4.16 Classification **Russia**

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend as follows:

Previous opponents and competitors of the same nationality shall be drawn apart if possible with competitors of the same nationality to fly against each other only if there are no remaining opponents Defending champions, not members of their national team, ~~are considered as individuals not possessing any specific nationality~~ **shall be drawn apart with their team**

members in just the same way, as if they were members of their national team.

Withdrawn by Russia.

Annex 4D – Control Line World Cup Rules

t) 4D.3 Contests **Russia**

Brought forward from the 2007 Plenary Agenda Deferred Section

Add at the end of the sentence:

a) a maximum of two contests in each class may be selected for any one country **with its territory including less than 3 hour zones.**

Referred to the F2 Control Line Sub-committee. Russia agreed

u) Annex 4E Organisers Guide **F2 Subcommittee**

Amend Third Part, items 3, 4, 6, 7, 8, 9; Fourth Part, 3, 4, 5.

See Agenda ANNEX 7b F2 Organisers Guide (Annex E).

Amended as indicated in the Minutes of the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

v) Annex 4J Electric Speed Model Aircraft **F2 Subcommittee**

Add a new provisional class F2G for electric powered Control Line Speed model aircraft.

See Agenda ANNEX 7c F2G CL Electric Speed Rules

Amended at the F2 Control Line Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

The amended proposals as approved by Plenary appear in ANNEX 7c 02 to the Plenary Minutes.

11.8 Section 4C Volume F3 - RC Aerobatics

It was noted that some of the proposals under 11.8 were amended as the result of an ad hoc meeting held by the F3 Aerobatics Sub-committee and interested persons. The Plenary Meeting was willing to accept amendments, generated from this ad hoc meeting, to the provisional class proposals on the agenda.

The Minutes of that ad hoc meeting purporting to be from a Technical Meeting are to be withdrawn and re-issued under the title “ad hoc meeting of the F3 Aerobatics Sub-Committee”.

The President explained that the mechanism for Technical Meetings was under review and there would be a Bureau proposal for the 2009 Plenary Meeting.

F3M Large Aerobatics

a) ANNEX 5L 5.L.1.14 Schedules of Manoeuvres **Czech Republic**

The current known schedule of manoeuvres has to be replaced by new schedule for years 2009 and 2010 in accordance with paragraph 5.L.1.14a.

See Agenda ANNEX 7d F3M RC Aerobatics Large Schedule of Manoeuvres

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

F3P Indoor Aerobatics

b) Class F3P **Germany**

Delete

F3P – PROVISIONAL CLASS

The Plenary meeting agreed that this proposal changed the status of F3P from a provisional to an official class. This change does not confer Championship status.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

c) 5.M.1.2 General Characteristics **France**

Change:

Maximum total weight.....~~**250g**~~ **300g**

Amended at the F3 Aerobatics ad hoc Meeting, accepted by France and approved unanimously by the Plenary Meeting. Effective 01/01/09.

d) 5.M.1.9 Classification **France**

Change

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

Scores of all preliminary rounds and finals will be computed using the Tarasov-Bauer-Long (TBL) statistical averaging scoring system. Only computer tabulation systems containing the TBL algorithm and judge analysis programs and approved by the CIAM Bureau can be used at world and continental championships. All scores for each preliminary round and finals will be normalised as follows. When all competitors have flown in front of a particular group of judges (i.e. a round) the highest score will be awarded 1000 points. The remaining scores for that group of judges are then normalised to a percentage of the 1000 points in the ratio of actual score over winner's score.

cont/...

$$\text{Points}_X = \frac{S_X}{S_W} \times 1000$$

PointsX = points awarded to competitor X

SX = score of competitor X

SW = score of winner of round.

Note 1: Final and semi-final flights to determine the individual winner are only required for World and Continental Championships. For smaller contests the total of the three best preliminary flights may be used to determine the individual winner and team placing.

Note 2: The TBL system can only be applied for events with at least 10 competitors and 5 judges. For those smaller events that are not scored with the TBL system, the high and low scores for each manoeuvre will be discarded if four or more judges are used.

Amended at the F3 Aerobatics Technical Meeting, accepted by France and approved unanimously by the Plenary Meeting. Effective 01/01/09.

e) 5.M.1.10 Judging **France**

Add

For World or Continental Championships the organiser must appoint one panel of five judges. The judges must be of different nationalities and must be selected from a current list of international Judges. Those selected must reflect the approximate geographical distribution and the final list must be approved by the CIAM Bureau.

The invited judges must have had F3P judging experience within the previous twelve months and must submit a resume of his/her judging experience to the organiser when accepting the invitation to judge at a World or Continental Championship. The organiser must in turn submit the resumes to the CIAM Bureau along with the judges list for approval.

Before every World or Continental Championship, there shall be a briefing for the judges, following by training flights by non-competitors. Also, warm up flights for the judges should be flown by non-competitors before the first official preliminary flight each day. After the preliminary flights, the highest placing non-finalist should be awarded the honour of performing the warm-up flights for finals unknown schedule. Warm-up flights should be judged but under no circumstances should be tabulated. Any deviations from the above procedures must be stated in advance by the organisers and must have prior approval by the CIAM or the CIAM Bureau.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

cont/…

f) 5.M.1.12 Execution of Manoeuvres France

Change

In the preliminary flights (schedule F3P) and the ~~unknown~~ finals flights, the manoeuvres must be executed during an uninterrupted flight in the order that they are listed on the score sheet. The direction of take-off is the competitor's choice. The direction of each manoeuvre is determined as a result of the take-off direction.

Amended by the F3 Aerobatics ad hoc Meeting, accepted by France and approved unanimously by the Plenary Meeting. Effective 01/01/09.

g) 5.M.1.13 Schedules of Manoeuvres F3 Aerobatics Subcommittee

The current schedule of manoeuvres has to be replaced by two new schedules for years 2009 and 2010 in accordance with paragraph 5.M.1.13

See Agenda ANNEX 7e F3P RC Aerobatics Indoor Manoeuvres Schedule Preliminary

In Annex 7e:

Amend manoeuvre number AP.07 to read:

Half square loop from top, with two half-rolls down, (turn-around manoeuvre). Pull to a vertical downline, perform two half rolls, and push to inverted flight. Exit inverted.

Amend manoeuvre number AP.12 to read:

One-turn spin (Centre manoeuvre). From level flight, reduce flying speed until the model stalls. Perform a one-turn spin, then recover to level flight. Exit level.

Amended by theF3 Aerobatics ad hoc Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

h) 5.M.1.13 Schedules of Manoeuvres F3 Aerobatics Subcommittee

Change as follows:

The schedule F3P-**AP is a preliminary schedule** for expert pilots in Indoor Aerobatic Power Model Aircraft competitions.

The schedule F3P-AF is a finals schedule for expert pilots in Indoor Aerobatic Power Model Aircraft competitions.

The schedule F3P-AM is for competitors to demonstrate their artistic performances in Indoor Aerobatic Power Model Aircraft in conjunction with music. It is recommended that competitors in F3P-AM have to go through a prequalification in F3P-**AP and F3P-AF** first.

See Agenda ANNEX 7f F3P RC Aerobatics Indoor Manoeuvres Schedule Finals.

In Annex 7e:

Amend manoeuvre number AF.06 to read:

One-turn inverted spin (Centre manoeuvre). From inverted flight, reduce flying speed until the model stalls. Perform a one-turn inverted spin, then recover into inverted flight. Exit inverted.

cont/…

Amend manoeuvre number AF.12 to read:

45o Downline, with two half-rolls (Centre manoeuvre). Push to a 45 degree downline, and perform two half-rolls, spaced equally over the centre-line. Exit level.

Amended by theF3 Aerobatics ad hoc Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

i) 5.M.1.13 Schedule of Manoeuvres — France

Change

The schedule F3P~~-A~~ is for expert pilots in Indoor Aerobatic Power Model Aircraft.

The schedule F3P-AM is for competitors to demonstrate their artistic performances in Indoor Aerobatic

Power Model Aircraft in conjunction with music. It is recommended that competitors in F3P-AM have to go through a pre-qualification in F3P~~-A~~ first.

SCHEDULE F3P

N° Manœuvres	K-Factor
01 Take-off Sequence	1
02 Horizontal Eight with 1/2 rolls	5
03 Half circle with a roll to the outside of the circle	4
04 Triangular loop	3
05 Pull-push-push Humpty-bump exit inverted	3
06 Slow roll, from inverted	4
07 Top hat with 1/4 rolls, from inverted exit upright	3
08 Loop with integrated half roll on top	4

continued overleaf

09 Level half rectangle in knife-edge from inverted, exit upright	4
10 Rolling circle with one and a half roll to the inside of the circle, exit inverted	5
11 180° Turn from inverted	2
12 Torque roll, 2 points roll	5
13 Stall turn from inverted	3
14 Four points of an eight point-	4
15 Landing sequence	1

The Aresti manoeuvre diagrams appear at Annex 5M Appendix 1.

An explanation of the Aresti diagrams appears in F3A Annex 5A.

The Judge's Guide appears in F3A Annex 5B.

Withdrawn by France.

j) 5.M.1.14 Description of Manoeuvres for F3P Indoor Aerobatic Power Model Aircraft — France

Change

See Agenda ANNEX 7g F3P RC Aerobatics Indoor Schedule of Manoeuvres

Withdrawn by France

11.9 Section 4C Volume F3 - RC Soaring

F3B Thermal Soaring

a) 5.3.1.10. Safety Rules **Germany**

Amend paragraph b) as follows:

b) Except in the circumstances described in paragraph 5.3.1.5 b) items 1, 2, 3, and 5 or in the case of a line break at the moment of release of the model aircraft, after release of the model aircraft from the hand of the competitor or helper, any contact of the model aircraft with any object (earth, car, stick, plant, tow- line, etc) **within the safety area will be penalised by 200 points;** ~~or~~ **the contact with a** person within the safety area will be penalised by ~~300~~ 1000 points. The number of contacts during one flight does not matter (maximum one penalty for one flight). The penalty will be a deduction of ~~300~~ **200 or 1000** points from the competitor's final score and shall be listed on the score sheet of the round in which the contact occurred.

Withdrawn by GER

F3J Thermal Duration Gliders

n) 5.6.1.3 Characteristics of Radio Controlled Gliders **Czech Republic**

Amend paragraph b) as follows:

b)The radio shall be able to operate simultaneously with other equipment at **10 kHz spacing below 50 MHz and at** 20 kHz spacing **above 50 MHz.** When the radio does not meet this requirement, the working bandwidth (max. 50 kHz) shall be specified by the competitor.

Approved by the Plenary Meeting: For 29; Against 0; Abstentions 0; Not Voting 2. Effective 01/01/09.

c) 5.6.1.3 Characteristics of Radio Controlled Gliders **Germany**

Amend paragraph b) as follows:

b) The radio shall be able to operate simultaneously with other equipment at ~~*20*~~ **10** kHz spacing~~*. When the radio does not meet this requirement, the working bandwidth (max. 50 kHz) shall be specified by the competitor*~~.

Withdrawn by GER

d) 5.6.1.3 Characteristics of Radio Controlled Gliders **Germany**

Amend paragraph f) as follows:

For the sake of randomness of the starting order among the successive rounds, each competitor must enter two different transmitter frequencies with ~~20~~ **10** kHz minimum spacing.

Withdrawn by GER

e) 5.6.1.3 Characteristics of Radio Controlled Gliders **Germany**

Amend paragraph f) as follows:

For the sake of randomness for the starting order among the successive rounds, each competitor must enter ~~two~~ **three** different frequencies with ~~20~~**10** kHz minimum spacing. ~~The competitor can be called to use either of these frequencies during the contest, so long as the call is made at least 1/2 hour prior to the beginning of a round in written form to the pilot (or team manager when applicable).~~ **The organizer is entitled to use any of these three frequencies for setting the flight matrices. Once the competitor is given one of these three frequencies he must not change to another frequency for all flights during the whole preliminary rounds other than reflights. In case of a reflight the competitor can be called to use either of these three frequencies for only this reflight, as long as the call is made at least ½ hour prior to the beginning of the reflight in written form to the pilot (or team manager when applicable)**

Amended at the F3 Soaring Technical Meeting, accepted by Germany and unanimously approved by the Plenary Meeting. Effective 01/01/09.

f) Change 5.6.1.3 Characteristics of RC Gliders **Germany**

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend paragraph 5.6.1.3.f as follows:

f) For the sake of randomness for the starting order among the successive rounds, each competitor must enter **(three)** different frequencies with 20kHz minimum spacing. **The organizer is entitled to use any of these three frequencies for setting the flight matrices. Once the competitor is given one of these three frequencies he must not change to another frequency during the whole preliminary rounds in any case other than reflights. In case of a reflight** ~~. T~~ **t**he competitor can be called to use either of these **three** frequencies **for only this reflight,** so long as the call is made at least ½ hour prior to the beginning of **the reflight** in written form to the pilot (or team manager when applicable)

Withdrawn by Germany

g) 5.6.2.4. Safety rules **Czech Republic**

Amend paragraph b) as follows:

b) The model aircraft must not be flown at low lever (below 3 meters **from the top of tents, buildings, trees or other objects on the earth**) over the safety area.

Referred to the F3 Soaring Sub-committee. Czech Republic agreed.

cont/…

h) 5.6.4. Re-flights **Germany**

Add new paragraph f) as follows:

The competitor is entitled to a new working time if:

f) A towline (others than his own) was not removed after launch and is blocking (covering) his own towline.

Approved by the Plenary Meeting: For 32; Against 0; Abstentions 2; Not Voting 3. Effective 01/01/09.

i) 5.6.8. Launching, 5.6.8.3. b) **Germany**

Amend paragraph b) as follows:

b) Immediately after the release of the model aircraft from the launching cable, without delay the towline helpers must either recover the towline on a hand reel (hand winch) or, when a pulley is used they must continue to pull the towline until it is completely removed from the towing area in order to avoid crosscutting with other lines which are still in a state of towing or will be used for towing. **This is not applicable if a line break occurs. In this case only the residual line attached to the ground or used by the towing helpers has to be removed from the launching area. A designated judge (launch line-manager) has to overview and control and - if necessary - to call on towline helpers to remove their lines out of the launching area after the model aircraft is released. If his demand is denied the pilot towed by towline helpers refusing to remove their line is to be penalized with 100 points.**

Approved by the Plenary Meeting: For 27; Against 2; Abstentions 3; Not Voting 4. Effective 01/01/09.

j) 5.6.8.7. Towlines **RC Soaring Subcommittee**

Amend paragraph b) as follows:

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

Withdrawn

k) 5.6.9.2. **Czech Republic**

Amend paragraph as follows:

Officials (timekeepers) must remain upwind of the ~~launch line~~ **15 m radius circle** during **the working time before the** landing ~~process~~. The pilot and one helper are allowed inside the 15 m radius circle.

Approved by the Plenary Meeting: For 33; Against 0; Abstentions 0; Not Voting 4. Effective 01/01/09.

cont/…

l) 5.6.10.5 Germany

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend as follows:

5.6.10.5 A landing bonus will be awarded in accordance to the distance from the landing spot marked by the organisers according to the following tabulation:

Distance from Spot (meters) up to m	Points
~~1~~	~~100~~
~~2~~	~~95~~
0,2	**100**
0,4	**99**
0,6	**98**
0,8	**97**
1,0	**96**
1,2	**95**
1,4	**94**
1,6	**93**
1,8	**92**
2	**91**
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	50
12	45
13	40
14	35
15	30
over 15	0

Approved by the Plenary Meeting: For 29; Against 2; Abstentions 1; Not Voting 4. Effective 01/01/09.

m) 5.6.10.5 Belgium

Brought forward from the 2007 Plenary Agenda Deferred Section

Add following sentence to 5.6.10.5:

No landing points are awarded if the model remains stuck in the ground and the tail of the model is not touching the ground after coming to rest. No landing points are awarded if the model ends up inverted after landing.

Withdrawn

n) 5.6.10.5 **Greece**

Amend paragraph as follows:

For the Fly-Off flights the landing bonus will be awarded in accordance to the distance from the landing spot marked by the organisers according to the following tabulation:

Distance from Spot (meters)	Points
up to m	
0,	**200**
0,4	**95**
0,6	**90**
0,8	**85**
1,0	**80**
1,4	**75**
1,8	**70**
2,2	**65**
2,6	**60**
3	**55**
3,4	**50**
3,8	**45**
4,2	**40**
4,6	**35**
5	**30**
over 5	**0**

Withdrawn

o) 5.6.12.3. Matrixes, 5.6.12.4 Frequency Groups, 5.6.12.5 The Matrixes **RC Soaring Subcommittee**

Delete all three paragraphs and replace them with one new paragraph:

5.6.12.3 Groups

a) **The composition of groups should minimise the situations where any competitor flies against another many times, except in the fly-off. It is recognised that, in practice, with certain numbers of competitors, or where more than three rounds are flown, a situation where a competitor flies against another more than once may be unavoidable. This must be kept to a minimum.**

b) In order to minimise the time needed to run the contest, it is very important to arrange the starting order to get minimum number of groups per round, with the maximum possible competitors in each group. It is recommended to put groups with vacant starting positions to the end of each round, to keep free space for contingent re-flyers.

c) The starting order has to ensure that as far as possible, there are no competitors of the same team in the same group.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

F3I Aero-Tow Gliders (Provisional)

p)

Replace the full set of rules.

See Agenda ANNEX F7h F3I Soaring Aero-Tow Rules.

Approved by the Plenary Meeting: For 25; Against 0; Abstentions 0; Not Voting 12. Effective 01/01/09.

11.10 Section 4C Volume F3 - Helicopter

F3C Helicopter

a) 5.4.11. CLASSIFICATION **F3 Helicopter Subcommittee**

Replace entire paragraph

~~After the completion of four official (preliminary) rounds, the best three normalised scores will be used to determine the team standings. The top 15 then compete in three fly-off rounds to determine the final individual classification. The normalised results of the preliminary rounds for the top 15 pilots will count as one score by dropping the lowest scoring round, adding the remaining rounds together, and dividing the resulting total by the number of counting preliminary rounds. This score, plus the three fly-off scores, provide four normalised scores with the best three to count for the final individual classification. The fly-offs to determine the individual classification are only required for Continental and World Championships. If the competition is interrupted during the preliminary rounds, the final team classification will be determined by counting all completed preliminary rounds and dropping the lowest. If the competition is interrupted during the fly-off rounds, the final individual classification will be determined by counting all completed fly-off rounds plus the results from the preliminary rounds and dropping the lowest. All scores for each round will be normalised by awarding 500 points to the average of the best 20% scoring flights. The remaining scores are then normalised to a percentage of the 500 points as follows:~~

$$\text{Points (X)} = \frac{\text{Score (X) X Total (A)}}{\text{Score (A)}} \text{ X } 500$$

~~Where: Points (X) = Points awarded to competitor X~~

~~Score (X) = Score of competitor X~~

~~Score (A) = Total sum of the best 20% (Total (A)) flights~~

~~Total (A) = 20% of the total number of pilots at the start of the competition (rounded up in case of an odd number) or a maximum of 12.~~

~~When two flight lines are used the scores will be normalised for each flight line and each day separately. In that case, Total (A) is replaced by one half of Total (A) (rounded up in case of an odd number) only for the preliminary rounds.~~

~~If only one round is possible then the classification will be based on that one round. Ties for any of the first three places will be broken by counting the highest throwaway score. If the tie still stands a "sudden death" fly-off must take place within one hour.~~

After the completion of four official (preliminary) rounds, the best three scores will be used to determine the team standings. The top 15 of all competitors then compete in three fly-off rounds to determine the final individual classification. The results of the best three preliminary rounds (normalised to 1000 points) will count as one score. This score, plus the three fly-off scores provide four scores with the best three to count for the final individual classification. The fly-offs to determine the individual classification are only required for Continental and World Championships. If the competition is interrupted during the preliminary rounds, the final team classification will be determined by counting all completed preliminary rounds and dropping the lowest. If the competition is interrupted during the fly-off rounds, the final individual classification will be determined by counting all completed fly-off rounds plus the results from the preliminary rounds. All scores for each round will be normalised by awarding 1000 points to the highest scoring flight. The remaining scores are then normalised to a percentage of the 1000 points in the ratio of actual score over the score of the winner of the round. If only one round is possible then the classification will be based on that one round.

For example:

$Points_{(X)}$ = $Score_{(X)}$ divided by $Score_{(W)}$ multiplied by 1000

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

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

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

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

Approved by the Plenary Meeting: For 32; Against 0; Abstentions 0; Not Voting 3. Effective 01/05/08.

F3N Helicopter Freestyle

b) 5F.2 GENERAL CHARACTERISTICS **Germany**

Change paragraph 5F.2

The swept area of the lifting rotor is not limited. The engine displacement is not limited.

Limitations are:

a) WEIGHT: The weight of the model aircraft (with fuel or with batteries) must not exceed 6 kg.

b) GYROS: The use of automatic stabilisation devices that utilise external references is forbidden.

The use of electronic rate sensors is not limited to any axis and several ones can be used at the same time.

cont/...

The use of pre-programmed flight manoeuvres is forbidden. ~~The use of an electronic rate sensor is limited to rotation about the yaw axis.~~ The use of a governor is permitted.

c) ROTOR BLADES: All-metal main or tail rotor blades are prohibited.

Withdrawn by Germany.

11.11 Section 4C Volume F4 - Scale

Scale General Rules and Standards for Static Judging

a) 6.1.4 Scale Subcommittee

Add to the second paragraph

For Continental Championships with less than 40 competitors in the class, the organisers are allowed to use 2 set of 2 static judges instead of one set of three judges to speed up static judging.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Change the fourth paragraph as follows

Within each class (F4B & F4C) all the judges (static and flying) must be of a different nationality and **preferably** selected from a list submitted by ~~their~~ **the** NAC**s for guidance** and approved by the CIAM Bureau).

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

b) 6.1.4 Scale Subcommittee

Brought forward from the 2007 Plenary Agenda Deferred Section

Add to the end of the paragraph:

The organiser of a Scale C/L World or Continental Championship (F4B) shall appoint five judges, of whom three will be nominated to do the static judging, but all five will judge the flying once static judging is complete. **If the number of entries by the official closing date is less than 20, the organisers only need to appoint three judges to do both static and flying.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

c) 6.1.4 Scale Subcommittee

Brought forward from the 2007 Plenary Agenda Deferred Section

Add to the end of the paragraph:

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 the number of entries by the official closing date is less than 20, the organisers only need to appoint three judges to do the flight judging.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

d) 6.1.4 USA

Change 6.1.4 from – The organizer of a Scale C/L World or Continental Championships (F4B) shall appoint five judges, from whom three will be nominated to do the static judging, but all five will judge flying once static judging is complete.

Change – The organizer of a Scale C/L World or Continental Championship (F4B) shall ***appoint three judges, all of whom will do both static and flight judging.***

The organizer of Scale R/C World or Continental Championships (F4C) shall appoint three (or six for two panels) judges to do static judging, plus a separate panel of five to judge the flying.

The organizer of Scale R/C World or Continental Championship (F4C) shall appoint four judges to do static judging in two panels, plus a separate panel of four flight judges and the chief flight judge to judge on two flight lines. Teams of two flight judges will judge, while the Chief Judge over-sees the competition scoring.

Withdrawn by USA.

e) 6.1.10 Judging for Fidelity to Scale and Craftsmanship Scale Subcommittee

Replace the K-factor table with the new one

	K-factor
1. Scale Accuracy	
a. Side view	**13**
b. End view	**13**
c. Plan view	**13**
2. Colour	
a. Accuracy	3
b. Complexity	2
3. Markings	
a. Accuracy	8
b. Complexity	3
4. Surface texture and **scale** realism	~~12~~
a. Surface texture	**7**
b. Scale Realism	**7**
5. Craftsmanship	
a. Quality	**12**
b. Complexity	**5**
6. Scale Detail	
a. Accuracy	**9**
b. Complexity	**5**
Total K Factor	K = 100

Approved by the Plenary Meeting: For 21; Against 2; Abstentions 0; Not Voting 12. Effective 01/01/09.

f) 6.1.12 USA

Proposed alteration or addition :

For transmitter and frequency control see Volume ABR Section 4b, Para B.10. 4th paragraph down.

The second flight round will start one-third the way down the flying order. ***The third flight round will start two-thirds the way down the flying order. The fourth and final round will be flown in ascending order with regard to the preliminary placings after three flight rounds and static.***

Referred to the F4 Scale Sub-committee. USA agreed.

F4B Control Line Scale

g) 6.2.2. Control Mechanism Scale Subcommittee

Change Add text to paragraph c) and replace paragraph d) as follows

c) These may include (but are not limited to) control of engine(s), landing gear, landing flaps. Secondary Control Functions may be controlled by the pilot via wires/cables, ~~*or*~~ may function completely automatically **or via 2.4 GHz "park radio" with maximum 20mW output power.** The frequency of any electro-magnetic ……

d) No control of Primary Control Functions other than through wires/cables shall be permitted. For Secondary Control Functions the use of 2.4 GHz "park radio" with maximum power output of 20 mW is allowed.

Rejected by the Plenary Meeting: For 10; Against 9; Abstentions 2; Not Voting 16.

h) 6.2.9 USA

Proposed alteration or addition :

At World and Continental Championships, or whenever u***sing three flight judges all three scores will count toward the final score.***

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

F4C Radio Control Scale

i) 6.3.1. General Characteristics Scale Subcommittee

Delete the following sentence

~~b) The maximum thrust for a turbine engine shall be 10 kg (100 Newton)~~

Note also that the 2007 Plenary Minutes Deferred Section proposal m) for 6.3.1. for turbines at 15 Kg is now redundant.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

j) 6.3.3 **USA**

Proposed alteration or addition :

a) Each competitor will be ***called to fly four 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.

Referred to the F4 Scale Sub-committee. USA agreed.

k) 6.3.6. Flight **Scale Subcommittee**

Change the K-factor table as follows

Flight Scoring:	**K-factor**
6.3.6.1. Take-off	**11**
6.3.6.2. Option 1.	**7**
6.3.6.3. Option 2.	**7**
6.3.6.4. Option 3.	**7**
6.3.6.5. Option 4.	**7**
6.3.6.6. Option 5.	**7**
6.3.6.7. Option 6.	**7**
6.3.6.8. Option 7.	**7**
6.3.6.9. Option 8.	**7**
6.3.6.10. Approach and Landing	**11**
6.3.6.11. Realism **in** flight	
a. Engine sound (realistic tone and tuning)	**4**
b. Speed of the model aircraft	**7**
c. Smoothness of flight	**7**
d. Choice of options	**4**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

l) 6.3.6. Flight **Scale Subcommittee**

Add a new note below the Flight Scoring Table and above the two existing paragraphs

The flight schedule must include the two manoeuvres "Figure Eight" and the "Descending 360°Circle" to be accepted as complete.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

m) 6.3.7. Optional Demonstrations **Scale Subcommittee**

Add the following text as a new first paragraph

The manoeuvres "Figure Eight" and "Descending 360º" are mandatory manoeuvres to be included in each flight, to be positioned at the competitor's discretion.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

n) 6.3.9 USA

Proposed alteration or addition :

At World or Continental Championships, or whenever using four flight judges in teams of two, both of the flight judges scores count towards the final score.

The flight score shall be the sum of the points awarded ***by both judges*** in 6.3.6.

Referred to the F4 Scale Sub-committee. USA agreed.

o) 6.3.10 USA

Proposed alteration or addition :

Add points earned in 6.1.10 to the average score of the two best flights under 6.3.9. If the competitor has achieved only one flight, the points awarded for that flight will be divided by two.

If for any cause beyond the control of the organizers (e.g. B.11.1) less than ***four*** official rounds are flown, the scoring shall be completed as follows:

a) If two rounds are flown, the average of the two flights as in 6.3.9 is used.

b) If only one round is flown, the single flight score of that one round is recorded.

c) The scores in an official round can be recorded only if all competitors had equal opportunity for a flight in that round.

Referred to the F4 Scale Sub-committee. USA agreed.

Scale Annexes

Annex 6A Judges Guide for Static Judging

p) 6A.1.10.4 Scale Subcommittee

Change the title and paragraph as follows:

6A.1.10.4 Surface Texture and **<u>Scale</u>** Realism

Realism is a question of how well the model captures the character ~~and surface texture~~ of the full size aircraft. The judges should …….

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Annex 6C Judges Guide for Radio Control Flight

q) 6C.1 USA

Proposed alteration or addition :

After each flight, ***the flight judges will record any non-standard event that causes downgrading or loss of flight points. The Chief Flight Judge will review all score sheets for fairness as well as any zero scores before the score sheets are taken to scoring***. As examples: Missed figures, figures flown out of order, out of flight time, flying behind the "Judges Line", missing dummy pilot or crash landing

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

r) 6C.3.7 Optional Demonstrations Scale Subcommittee

Relocate the entire paragraph and diagrams to the end of the annex.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

s) 6C.3.7.V – Lazy Eight United Kingdom

Replace existing description and diagrams of the Lazy 8 manoeuvre with that detailed below:

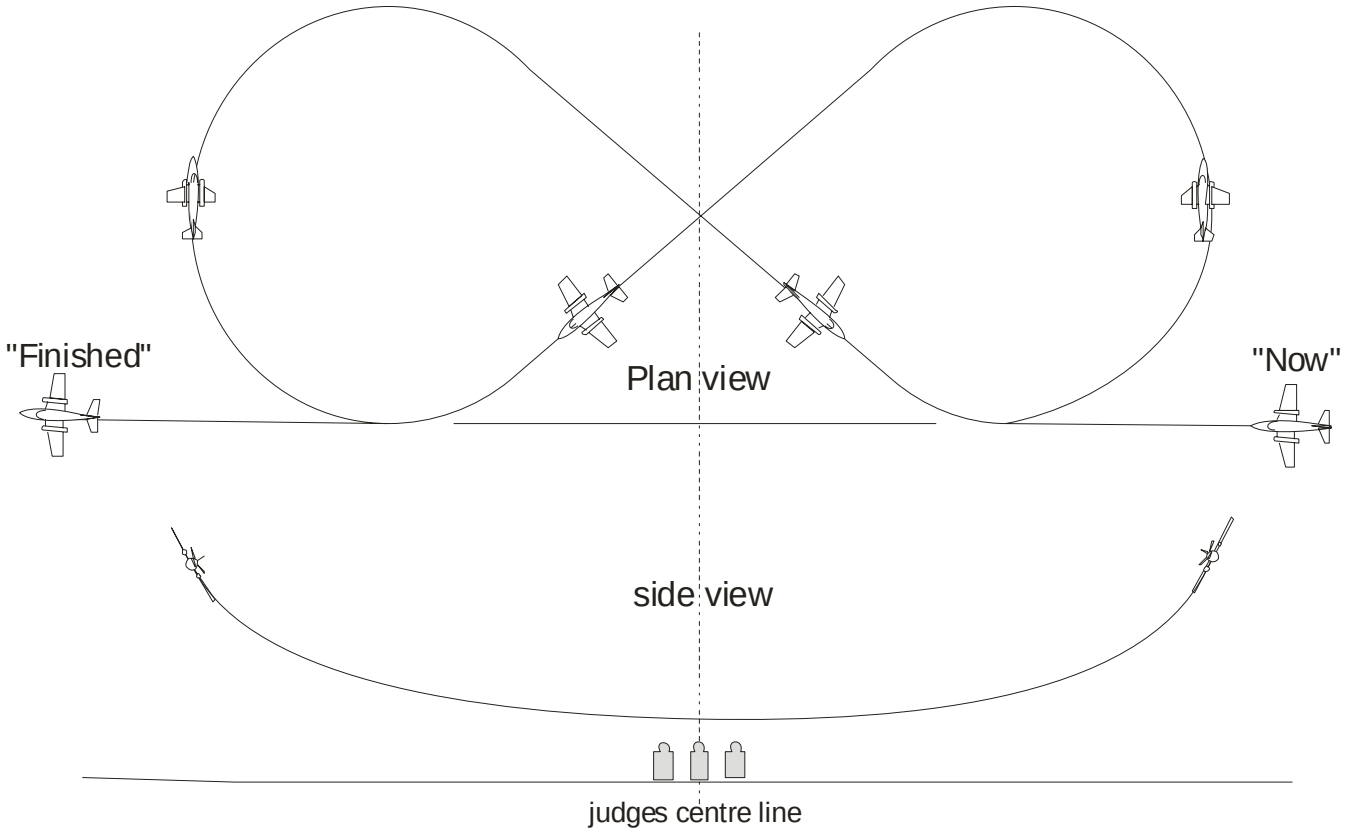
V Lazy Eight

The model approaches in straight and level flight on a line parallel with the Judges' line. ~~After passing the judges' position~~ **When the model is in line with the judges (the centre) a smooth curving climb is commenced which progresses to** a smooth climbing turn **of constant radius** ~~is commenced~~ away from the judges. At the apex of the turn the bank should be at least 60 deg **and the model shall be on a heading of 90 degrees to the judges' line**. The nose of the model then lowers and the bank comes off at the same rate as it went on. The turn is then continued beyond 180 deg to ~~cross in front of the judges with~~ **intercept the centre** with the wings level **and at the same height as the entry height into the manoeuvre.** ~~before joining and turning on to the reciprocal of the original approach track. This completes half of the figure, which is then repeated in the opposite sense to give the full manoeuvre.~~

At the centre another smooth climbing turn is immediately commenced away from the judges, the shape of which should be the same as the first turn. The second turn is then continued beyond 180 deg to cross the centre with wings level and at the same height as the entry height into the manoeuvre. The Lazy Eight is completed by maintaining this height and heading with wings level before turning to intercept ~~intercepting~~ the original approach track **to exit the manoeuvre** parallel ~~with~~ **to** the judges' line **in straight and level flight.** A low powered aircraft would be expected to execute a shallow dive at full throttle in order to pick up speed before commencing the manoeuvre. The figure should be symmetrical each side of the judges' position.

~~This manoeuvre is essentially two wingovers in opposite directions and should be capable of being flown by most aircraft.~~

The diagram appears overleaf.



Approved unanimously by the Plenary Meeting. Effective 01/01/09.

New Provisional Class

t) 6.8. Class FG Large Scale Model Aircraft (Provisional) **Scale Committee**

Insert the rules as follows:

6.8.1. General Rules,

Maximum weight including fuel 25Kg. (Maximum Take-off weight)

All other rules as in F4C.

Approved unanimously by the Plenary Meeting with the proviso that this class is to always remain as a provisional class. Effective 01/01/09.

u) New Class for R/C Scale F4 **USA**

F4**H** Scale

1. The weight limits, as well as engine requirements and aircraft requirements etc. are the same as F4C scale.

2. Scale Drawings-should be limited to one 3-view or set of scale drawings of normal size.

3. Photographic evidence – one photo of the aircraft **type** modelled**.** ~~, it does not have to show the complete aircraft .~~ Other photos are strongly suggested for maximum points.

cont/…

4. Proof of Colour – colour photographs, black & white photographs as well as colour chips can be used.

5. Competitor's declaration – the competitor is required to only finish the model in a scale colour scheme, no other declaration is needed.

Judging for Fidelity to Scale and Craftsmanship.

1. Scale Accuracy

Side View	10
End View	10
Plan View	10

2. Colour

Accuracy	10

3. Marking

Accuracy	10

4. Craftsmanship

Quality	10

5. Scale Detail-limited to surface details and engine details, the cockpit is not judged. **Maximum judging time is 10 minutes for each model aircraft.**

~~Total K factor is only 70 it could as well be eliminated for this class.~~

The Flight ~~routine for this class would be the same~~ **schedule is the same** as ~~for~~ F4C scale ~~with the following changes:~~

~~Flight~~

~~Take off K 7~~

~~Straight Flight K 4~~

~~Figure Eight K 4~~

~~Descending 360 K 4~~

~~Option K 10~~

~~Option K 10~~

~~Option K 10~~

~~Option K 10~~

~~Approach and Landing K 7~~

~~Realism in Flight K 4~~

~~Speed of the model, Smoothness of flight~~

~~Total K of 70~~

Amended at the F4 Scale Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

cont/…

11.12 Section 4C Volume F5 - Electric

General Rules

a) 5.5.1 General rules - 5.5.2 Contest rules **Electric Subcommittee**

Add new paragraph 5.5.1.4 and re-number subsequent paragraphs.
Add new paragraph 5.5.2.2.j.
Add new paragraph 5.5.2.5 and re-number subsequent paragraphs.

5.5.1.4 Energy Limiter

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 is located in the electric circuit between the battery and the motor ~~controller and overrides directly or indirectly the motor on R/C command of the pilot~~. The interruption must persist permanently or for a defined period of time.

Amended by the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08**

5.5.2.2.j If an infringement of energy limitation rules occurs the result of that round is discarded.

Amended by the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08**

5.5.2.5 Processing of Energy Limiters

~~In classes where an energy limit is defined a pilot is allowed to homologate a maximum of 3 energy limiters at the processing. In case of a failure of an energy limiter during the competition it is allowed to process another one. If an energy limiter fails the homologation the competitor may ask for a second homologation, this result is obliging. Interchanging energy limiters between competitors is not allowed.~~ The organiser of an event has to provide ~~power supply~~ equipment for energy limiter processing. The competitor must have the ability to check his limiters prior to and during the contest.

Amended by the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08**

F5B Electric Powered Motor Gliders

b) 5.5.4.1 Definition **F5 Electric Subcommittee**

Amend the model specifications as follows:

b) Model Aircraft specifications:

Minimum weight without battery	1000 g
Type of battery	Lithium Polymer
Minimum surface area	**26.66 dm^2**
Maximum number of only serial cells	6
~~(cells in parallel are not permitted.)~~	
Cells in parallel are not permitted.	

Minimum weight of battery pack	**450g**
Maximum weight of battery pack	**600 g**
Limitation of energy by an electronic limiter 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.

Amended by the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08**

d) Maximum number of battery packs to enter the contest: 1 pack per 2 rounds; 1 pack for reflights

~~**(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).**~~

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.

Amended at the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08.**

c) 5.5.4.1 Definition **Germany**

Brought forward from the 2007 Plenary Agenda Deferred Section

Amend paragraph d as follows:

d) Starting order for world and continental championships: the starting order … team members.

Starting order for other competitions: Pending on the number of pilots and planned rounds the organizer may try to divide the random starting order of the first round by the number of planned rounds to fly and shift the starting order accordingly. E.g. 24 pilots, 4 rounds. Starting order 1st round: 1….24; starting order 2nd round: 7….24, 1…6; starting order 3rd round: 13….24, 1….12 and so on.

Approved unanimously by the Plenary Meeting. Effective **15/04/08**.

F5D Electric Powered Pylon Racing

d) 5.5.6.2 Technical Specifications **F5 Electric Subcommittee**

~~*Amend as follows:*~~ *Add a new paragraph c and re-number subsequent paragraphs.*

c.) Energy Limit

~~**An energy limiter must be used which cuts off the motor when the given energy limit is reached. The energy limiter is located in the electric circuit between the battery and the motor controller and overrides the motor-on command of the pilot.**~~ **The interruption must persist for minimum period of 10 seconds. When the pilot has finished his race or has left the pylon course flight path the motor may be switched on again.**

Amended by the F5 Electric Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08**.

e) **5.5.6.2 Technical Specifications** **F5 Electric Subcommittee**

In order to replace all battery types by LiPo, amend paragraph 5.5.6.2 as follows:

a) Model Aircraft

Minimum weight 1,000 g

Maximum surface loading 65 g/dm2

b) Battery

Battery is limited by either weight or number of cells.

Type of battery: ~~NiCd or NiMH.~~ **Lithium Polymer batteries (LiPo)**

Maximum weight: ~~425g~~ **300 g** including soldering, insulations, cables and connectors.

~~Maximum number of only cylindrical cells: 7~~

Minimum number of cells: 2

Maximum number of cells: 5

~~Maximum diameter: 24 mm~~

~~Maximum length (including pole): 45 mm~~

c) Each competitor may use a maximum of three model aircraft during the contest.

A maximum of 1 battery pack is allowed to accomplish 4 competition flights

Withdrawn by the F5 Electric Sub-committee

f) **5.5.6.2 Technical Specifications** **F5 Electric Subcommittee**

Delete all the specifications with NiMH cells.

~~b) Battery~~

b) Battery

~~Battery Type: NiMH or Li-Polymer.~~

Battery Type: Li-Polymer

~~The battery technology used must be either 1 (NiMH) or 2 (Li-Polymer), as shown below,~~

~~It must be declared by the competitor at the beginning of the contest.~~

~~Changing the battery technology after this declaration will mean disqualification from the entire contest.~~

1) ~~NiMH~~

~~The battery is limited by either weight or the number of cells and dimensions:~~

~~Maximum weight: 425 g~~

~~The weight of battery includes soldering, insulations, cables and connectors.~~

~~or~~

~~Maximum number of only cylindrical cells: 7~~

cont/…

~~Maximum diameter: 24 mm~~

~~Maximum length (including pole): 45 mm~~

Amended by the Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08.**

g) 5.5.6.2 Technical Specifications **F5 Electric Subcommittee**

Amend as follows:

a) Model Aircraft

Minimum weight **ready to fly**: 1,000 g

Maximum surface loading: 65 g/dm^2

b) Battery

Type of battery: Lithium Polymer

~~The battery is limited by weight, the number of cells in serial connection only and the total number of batteries.~~

Minimum weight of battery pack: 200g

Maximum weight of battery pack: ~~275 g~~ **400g**

(the weight of battery includes soldering, insulation, cables and connectors)

Number of cells in serial connection: up to 5(S)

Cells in parallel are not permitted.

Limitation of energy by an electronic limiter that stops the motor: max. ~~800~~ 1000 watt-min

The limiter is checked by the organiser during the contest.

~~**Maximum number of battery packs: 5**~~

~~**(repair of battery packs is permitted providing the cells used in the repair came from battery packs that were checked at the start of the contest for that pilot).**~~

~~A competitor is permitted a maximum of 4 battery packs for a single contest.~~

~~The maximum average power within a 60 second period shall be 800 W.~~

~~The electric power has to be logged during flight. The logging device has to be placed in the electric circuit between the battery and motor controller. The pilot has to provide technical equipment to analyse the log with a resolution of minimum 10 Watt and minimum 2 logs per second (log frequency ≥ 2 Hz).~~

~~d) If a Li-Polymer battery is used then the electric power log has to be checked by an official. The average power analysis may be taken arbitrarily at any flight time in the log. Any 60 sec period in the log has to be within the limit. Exceeding the electric power limit by 5,0% is scored as one infringement (cut); exceeding by more than 5,0% means disqualification from that heat.~~

~~The battery is limited by weight, the number of cells in serial connection only and the total number of batteries.~~

Amended by the Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08.**

h) 5.5.6.2 Technical Specifications F5 Electric Subcommittee

Amend paragraph b) as follows.

b) Battery

Type of battery:	Li-Polymer
Minimum weight:	**200 g**
Maximum weight:	~~275~~ 400 g

The weight of battery includes soldering, insulation, cables and connectors.

Withdrawn by the F5 Electric Sub-Committee.

F5F ~~10~~ 4 Cell Motor Gliders

i) 5.5.8.1 Model Aircraft Specifications F5 Electric Subcommittee

Amend the model specification as specified below:

Minimum weight (ready to fly)	1500 g
Minimum surface area	36 dm^2
Maximum surface loading	75 g/dm^2
~~Type of battery~~	~~NiCd or NiMh~~
~~Maximum number of cells~~	~~10~~
~~Size of only cylindrical cells~~	~~1/1 SubC~~

~~Definition of SubC size:~~

~~Maximum diameter: 24mm~~

~~Maximum length (including pole): 45mm~~

Type of battery	**Lithium Polymer**
Maximum number of only serial cells	**4**

Cells in parallel are not permitted.

Minimum weight of battery pack	**300 g**

Limitation of energy by an electronic limiter that stops the motor max. ~~1100~~ 1300 watt-min

The limiter is checked by the organiser during the contest.

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

cont/…

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.

Amended by the Technical Meeting and approved unanimously by the Plenary Meeting. Effective **15/04/08.**

j) 5.5.8.1 Model Aircraft Specifications Austria

Change

Minimum weight:	1500g (ready to fly)
Minimum surface area:	36 dm^2
Maximum surface loading:	75 g/dm^2

cont/...

Type of battery: ~~NiCd~~, NiMH **or Lithium Polymer**

Maximum number of cells: **10 NiMH or 3 serial no parallel (3s1p) Lithium Polymer**

Size of only cylindrical cells NiMH: 1/1 Sub C

Definition of Sub C size: Max. diameter: 24mm

Max. length (incl. pole): 45mm

Minimum weight of Lithium Polymer battery: 320g

Maximum weight of Lithium Polymer battery: 420g

including soldering, insulations, cables and connectors

Withdrawn by Austria.

k) 5.5.8.2 Distance Task **Austria**

Amend as follows:

Same rules as F5B except:

After 200 seconds a minimum motor run time of 40 seconds must be used.

A maximum of 4 legs per climb is allowed.

If the motor run time of 40 seconds is not used completely, for each full second remains under 40 seconds, 5 points will be deducted from the score of this task.

Withdrawn by Austria.

l) 5.5.8.1 **Belgium**

Replace all battery types by the LiPo variety

Minimum weight (ready to fly) 1500g

Minimum surface area 36 dm_2

Maximum surface loading 75 g/dm_2

Type of battery ~~NiCd or NiMH~~ **LiPo**

Maximum number of cells ~~10~~ **3**

~~Size of only cylindrical cells. 1/1 SubC~~

~~Definition of SubC size:~~

~~Maximum diameter: 24 mm~~

~~Maximum length (including pole): 45 mm~~

Power limitation by an electronic logger maximum 1300 Watt-min

Withdrawn by Belgium

m) 5.5.8.1 Model Aircraft Specifications **Germany**

Cancel and add

Minimum weight (ready to fly) 1500g

Minimum surface area 36 dm^2

Maximum surface loading 75 g/dm2

Type of battery ~~NiCd or NiMH~~ **Lithium Polymer**

cont/…

Maximum number of cells ~~10~~ **3 - 4 only serial cells (Cells in parallel are not permitted)**

Minimum weight of battery pack 320 g

Limitation of energy by an electronic limiter that stops the motor at 1100 Wmin (66 kJ) maximum

~~Size of only cylindrical cells. 1/1 SubC~~

~~Definition of SubC size:~~

~~Maximum diameter: 24 mm~~

~~Maximum length (including pole): 45 mm~~

Withdrawn by Germany

11.13 Section 4C Volume F6 – Airsports Promotion

F6A Airplane Artistic Aerobatics & F6C Helicopter Artistic Aerobatics

a) 6.1 – 6.1.13.5 F6A Artistic Aerobatics F6 Working Group& Bureau

To delete the existing F6A Airplane Artistic Aerobatics & F6C Helicopter Aerobatic classes and replace them with a new class F6A Artistic Aerobatics covering aircraft, helicopters and jets.

See Agenda ANNEX 7i F6A (1) Artistic Aerobatic Rules.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

F6B AeroMusicals

b) 6.2.7.4 F6 Working Group& Bureau

Add a new paragraph at the end of 6.2.7.4

At the Organiser's discretion, access to any following round except the last one may be split into direct qualification for most of the competitors and indirect qualification for up to three (3) additional competitors to fill up the originally planned number for that round. In this case, all pilots not directly qualified may take part in an additional round to select the last qualified competitors.

Approved by the Plenary Meeting: For 24; Against 1; Abstentions 0; Not Voting 7. Effective 01/01/09.

c) 6.2.7 Number of rounds F6 Working Group& Bureau

Add a new article 6.2.7.7.

6.2.7.7. The Organiser shall set up and display for each round a timetable stating the time each competitor will be allowed to start his flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

d) 6.2.8 AeroMusicals rules **F6 Working Group& Bureau**

Delete the word " (her) " in the first sentence of paragraph 6.2.8.1. :

These are flights where each competitor must compose his ~~(her)~~ own sequence

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

e) 6.2.8.3. **F6 Working Group& Bureau**

Add at the end of second sentence:

The competitor must provide the Organiser with a record of the chosen music on CD, tape or any other suitable support **specified by the Organiser in the original invitation document.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

f) 6.2.9. Timing procedures **F6 Working Group& Bureau**

Replace original paragraph with:

6.2.9.1. ~~Before each flight, a competitor is entitled to 180 seconds preparation time after he has been given his transmitter(s).~~ **It is the competitor's responsibility to check the timetable and make sure he is ready to start at the prescribed time. He may be handed out his transmitter at any time as allowed by the Transmitter Impound Stewart but no later than the prescribed starting time of the previous competitor.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

g) 6.2.9.2. **F6 Working Group& Bureau**

Replace "30 seconds" with "15 seconds" :

.. the Steward will start the music **15** ~~30~~ seconds after the permission to start has been given.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

h) 6.2.10.1. **F6 Working Group& Bureau**

Replace "30 seconds" with "15 seconds" :

6.2.10.1. If the competitor fails to take off within **15** ~~30~~ seconds after being given permission to start ~~the music starts~~, the flight is scored 0 (zero).

Amended by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/09.

i) 6.2.11.1.2

Delete and replace as follows:

~~Each flight may be awarded marks, in half point increments, from 10 to 0 by each of the judges and for each judging criterion as defined in the Judging Guide.~~

Each flight may be awarded marks, in half point increments by each of the judges and for each judging criterion as defined in the Judging Guide.

Each judge may award a maximum of 30 points to each competitor. A judging guide shall define the judging criteria and their relative weights.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

j) Annexes **F6 Working Group& Bureau**

Add the following Annexes. The appropriate annex numbers will be allocated in due course.

See Agenda ANNEX 7j – 7r F6 (2) – (10)

Annex - Judges' Guides

Annex - Organiser's Guides

Annex - Score Sheets

Annex - Music Information Forms

Annex - Music Public Performance Guide

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

F6D Hand Thrown Gliders

j) 6.4.1 General **Germany**

Replace whole paragraph.

A contest where RC gliders must be hand thrown to altitude. ~~The organiser must provide a sufficient number of timekeepers in order to allow enough simultaneous flights at all time. In principle, each competitor is allowed one helper who should not become physically involved in the flight. Handicapped persons may ask their helpers for assistance at launching and retrieving (catching) their glider. The organiser should provide a transmitter impound where all transmitters are kept in custody while not in use during a flight or the corresponding preparation time.~~

6.4.1.1 Timekeepers

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

6.4.1.2. Helper

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

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

6.4.1.3. Start Helper

Disabled persons may ask for assistance at launching and retrieving (catching) their model glider. This start helper has to be different in

every round, meaning that every start helper can only be used once. The competitor has to touch the start helper before each launch of the model glider. During a competition with only one class, competitors of less than 1.5 m height may be assisted for launching and/or catching.

6.4.1.4. Transmitter Pound

The organiser should provide a transmitter pound where all transmitters and/or antennas are kept in custody while not in use during a flight or the corresponding preparation time.

Referred to the WAG Working Group.

k) 6.4.2. Definition of hand thrown gliders **WAG Selection Working Group**

Modify the last paragraph of this article as follows

Unless a spread spectrum modulation system is used, each competitor must provide **a sufficient number of frequencies, at least ~~two~~ three**, on which his model aircraft may be operated to **allow the organiser to set up flight groups** and the organiser…

Amended by Tech Meeting and unanimously approved

l) 6.4.2. Definition of hand thrown gliders **Germany**

Replace the whole paragraph and sub-paragraphs as shown

6.4.2 Definition of model glider (hand thrown glider)

6.4.2.1. Specifications

Model gliders are gliders with the following limitations:

Wingspan maximum 1500 mm

Weight maximum 600 g

Radius of the nose must be a minimum of 5 mm in all orientations. (See F3B nose definition for measurement technique.)

The model glider must be launched by hand and is controlled by radio equipment acting on an unlimited number of surfaces.

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

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

6.4.2.2. Unintentional jettisoning

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.K.6.) after the first touch of the model glider with ground, any object or person, then the flight is valid.

6.4.2.3. Change of model glider

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must stay outside the start and landing field and one of the spare model gliders may only be brought into the start and landing field for an immediate change. If changing the model gliders during the working time, then both model gliders must be in the start and landing field.

6.4.2.4. Retrieving of model glider

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

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

6.4.2.5. Radio frequencies

Each competitor must provide at least FIVE frequencies on which his model glider may be operated, and the organiser may assign any of these frequencies for the duration of the complete contest. The organiser may re-assign frequencies to competitors only if a separate fly-off is flown and only for the duration of the complete fly-off.

6.4.2.6. Ballast

Para B3.1 of section 4 b (builder of the model airplane) is not applicable to class F3K. Any ballast must be inside the model glider and must be fixed safely

Referred to the WAG Working Group. Germany agreed.

m) 6.4.3. Definition of the flying field — Germany

Replace the whole paragraph and sub-paragraphs as shown

6.4.3. Definition of the flying field

6.4.3.1. Flying field

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

6.4.3.2. Start and landing field

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

cont/…

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

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

6.4.3.3 Safety

6.4.3.3.1 Contact with person

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

6.4.3.3.2. Mid air collision

In cases of mid-air collisions of two or more model gliders the competitors will not be granted re-flights nor will penalties be levied.

6.4.3.3.3. Safety area

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

(a) His model glider lands inside the safety area or touches any ground based object like e.g. car or building,
(b) The model glider flies below 3 metres over the safety area (measured from the ground).

6.4.3.3.4. Forbidden airspace

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

6.4.3.4. Weather conditions

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

In case of rain, the contest director should consider interrupting the contest.

Referred to the WAG Working Group. Germany agreed.

n) 6.4.4. Definition of landing **Germany**

Replace the whole paragraph and sub-paragraphs as shown

6.4.4.1. Landing

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

(a) The model glider comes to a rest anywhere

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

6.4.4.2. Valid landing

A landing is valid, if:

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

b) in the instance of a competitor catching their model, this defines a valid landing providing at the point of catching, the competitor is fully inside the start and landing field. If a competitor attempts to catch their model and as a result, the model then comes to rest fully outside of the start and landing field, this is not regarded as a valid landing.

Rejected by the Plenary Meeting: For 2; Against 2; Abstentions 4; Not Voting 23.

o) 6.4.5. Flight time **Germany**

Replace the whole paragraph and sub-paragraphs as shown

6.4.5. Flight time

The flight time is measured from the moment the model glider leaves the hands of the competitor (or his start helper) until a landing of the model glider as defined in 5.K.6. or the working time expires.

The flight time is official if:

The launch happened from inside the start and landing field and the landing is valid according to 5.K.6., and

The launch happened within the working time of the task.

This means that if the airplane is launched before the beginning of the working time then that flight receives a zero score.

In those tasks, where maximum or target flight times are specified, the flight time is scored up to this maximum or target flight time only.

Withdrawn by Germany.

p) *6.4.6. Organisation of rounds* **WAG Selection Working Group**

Replace the whole text of paragraph 6.4.6 by this one:

The contest is organised in qualifying, semi-final and fly-off rounds. At qualifying rounds the task 1 and 2 is flown. The start and end of the working time are announced with a sound-signalling device. The competitors are arranged in groups. For qualifying and semi-final

rounds a group should be a minimum of 5 pilots. The results are normalised within each group, 1000 points being the basis for the winner of the group.
It is the Organiser's choice to set up one or several qualifying rounds, provided this is announced in the preliminary contest information. At the conclusion of each round, only the best ranking competitors are entitled to take part in the following round. The number or percentage of competitors flying in any following round is defined by the Organiser according to the expected competition duration.
At the Organiser's discretion, access to any following qualifying round may be split into direct qualification for most of the competitors and indirect qualification for up to three (3) additional competitors to fill up the originally planned number for that round. In this case, all pilots not directly qualified may take part in the additional round to select the last qualified competitors.
To the semi-final rounds the best pilot from each qualifying group proceeds. Other pilots, up to a maximum ~~the~~ number of 24, proceed to semi-final according to their normalised results. In case of tie at last proceeding places a draw decides.
At semi-final rounds the pilots fly task 2 in three groups (or two groups if the number of qualified pilots is less than 15).
To the final (fly-off) group the best pilot from each semi-final group proceeds. Other ~~five~~ pilots proceed to final according to their normalised results. In case of tie at last proceeding places, the pilot with better result from qualifying rounds proceeds.
At fly-off eight pilots fly in one group. All pilots with non zero score proceed to the following round. Usually the number of pilots is reduced by one at each consecutive round, so that at the last round only two pilots compete for the total winner. If in any round al pilots fly more then three minutes, then the pilot who landed last doesn't proceed to the next round. If in any round all pilots get zero score the round is repeated.
For each round, the competitors receive 2 minutes preparation time, as announced by the organiser. During the preparation time, the competitor is allowed to turn on and check his radio, but is not allowed any launch of his glider, either outside or inside the launching and landing area.

Referred back to the WAG Working Group.

The interim solution detailed in the Minutes of the F6 Technical Meeting was approved unanimously by the Plenary Meeting. Effective **15/04/08**.

6.4.6. Organisation of rounds — Germany

Replace the whole paragraph and sub-paragraphs as shown.

6.4.6. Definition of a qualification round

6.4.6.1. Groups

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

The results are normalised within each group, 1000 points being the basis for the best score of the winner of the group. The result of a task is measured in seconds. The normalised scores within a group are calculated by using the following formula:

normalised_points = competitor's_score / best_competitor's_score x 1000

6.4.6.2. Working time

The working time allocated to a competitor is defined in the task list. The start and end of the working time must be announced with a distinct acoustic signal. The first moment, at which the acoustic signal can be heard, defines the start and end of the working time.

6.4.6.3. Landing window

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.

6.4.6.4. Preparation time

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

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

6.4.6.5. 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.

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

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

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

6.4.6.6. Qualification rounds

At qualifying rounds the task 1 and 2 is flown. The start and end of the working time are announced with a sound-signalling device. The results are normalised within each group, 1000 points being the basis for the winner of the group.

6.4.6.7. Semi final rounds

To the semi-final rounds the best pilot from each qualifying group proceeds. Other pilots, at least 60 % of the competitors of the qualification rounds up to the maximum number of 24, proceed to semi-final according to their normalised results. In case of tie at last proceeding places a draw decides.

At semi-final the pilots fly task 2 in three groups.

To the final group the best pilot from each semi-final group proceeds. Other five pilots proceed to final according to their normalised results. In case of tie at last proceeding places, the pilot with better result from qualifying round proceeds.

At fly-off eight pilots fly in one group. All pilots with non zero score proceed to the following round. Usually the number of pilots is reduced by one at each consecutive round, so that at the last round only two pilots compete for the total winner. If in any round all pilots get zero or maximum score the round is repeated.

For each round, the competitors receive at least 2 minutes preparation time, as announced by the organiser.

Referred to the WAG Working Group. Germany agreed.

r) 6.4.8 Tasks Germany

Replace the whole paragraph and sub-paragraphs as shown.

6.4.8.1. Task 1 (Last flight):

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

Working time: min 7 minutes, max 10 minutes

6.4.8.2. Task 2 (All up, last down, seconds):

All competitors of a group must launch their model gliders simultaneously, within 3 seconds of the organiser's acoustic signal. The maximum measured flight time is 180 seconds. The official timekeeper takes the individual flight time of the competitor according to 5.K.6 and 5.K.7 from the release of the model glider and not from the acoustic signal. Launching a model glider more than 3 seconds after the acoustic signal will result in a zero score for the flight.

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

The preparation time between attempts is limited to 60 seconds after the 30 seconds landing window. During this time the competitor may retrieve or change his model glider or do repairs.

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

No working time is necessary.

Example:	**Competitor A:**	**45+50+35 s = 130 s =**	**812.50 points**
	Competitor B:	**50+50+60 s = 160 s =**	**1000.00points**
	Competitor C:	**30+80+40 s = 150 s =**	**937.50 points**

Referred to the WAG Working Group. Germany agreed.

11.14 Section 4C Volume F7 – Lighter-than-Air

F7A Hot Air Balloons

a) 7.1.1. – 7.1.15.9

Re-structure, re-number paragraphs, insert new paragraphs, delete some paragraphs, amend some existing paragraphs.

See Agenda ANNEX 7s F7 Rules

There may be some anomalies between paragraphs referring to Judges, Jury & FAI Jury. Plenary agreed that the Technical Secretary should attend to this.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

11.15 Section 4C Volume S – Space Modelling

Part Two Specification

a) 2.1 WEIGHT **Space Modelling Subcommittee**

Change data

Gross or maximum weight, including space models engine or engines shall in no event exceed ~~0,5 kg (500 grams) except S7 shall not exceeded 1,00 kg (1000 grams)~~ **~~2 kg~~ 1,500 grams. It will be specified separately for each class in these rules.**

Amended at the Space Modelling Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

b) 2.2. PROPELLANT AND TOTAL IMPULSE **Space Modelling Subcommittee**

Change data and add wording

No more than 125 g **~~200 g~~** of propellant materials shall be contained in its space model engine(s) **~~or~~ nor shall their total impulse ~~shall~~ exceed 160 Newton-seconds (Ns) /alternative: 240 Ns/.**

Amended at the Space Modelling Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/09.

c) 2.4.2 Space Modelling Subcommittee

Delete second part of the first sentence.

A space model must not eject its engine(s) in flight unless it/they are enclosed in an airframe that will descend in accordance with the provisions of paragraph 2.4.1 ~~and in case of boost-gliders, engine casings not enclosed in an airframe or boost-glider engine pods, must descend with a deployed streamer with dimensions not less than 25 mm by 300 mm or a parachute with an area no less than 4 dm2.~~ The engine(s) of the model can not be fastened by glue and can not be an integral part of models construction.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

d) 2.4 CONSTRUCTION REQUIREMENTS Space Modelling Subcommittee

Add new paragraph 2.4.8

Space models shall have an attractive appearance and shall be painted in bright colours, except scale models which shall resemble colour of the prototype.

Withdrawn by the Space Modelling Sub-committee.

Part Three - Engine Standards

e) 3.12 STATIC TEST EQUIPMENT – 3.12.1 Space Modelling Subcommittee

Add the new sentence.

Engine thrust will be measured with the engine in horizontal position. Thrust shall be measured and recorded to an accuracy of +/- 1% of the full scale of the particular measuring range. **Absolute measurements error shall not exceed +/- 0,05 N while testing engines of total impulse up to 5 Ns during burning and delay time.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Part Four General Rules for International Contests

f) 4.3.2. Flight permission and Launch Space Modelling Subcommittee

Complete the title of the paragraph and add new subparagraph

Launch of a space model is time from its first motion on the launcher, after space models engine(s) ignition, until it leaves the launcher and becomes airborne.

Withdrawn by the Space Modelling Sub-committee.

g) 4.6. DISQUALIFICATION Space Modelling Subcommittee

Add new paragraphs following paragraph 4.6.4 numerated as 4.6.5, 4.6.6, 4.6.7, 4.6.8, 4.6.9 and 4.6.10. Delete paragraph 6.5 DISQUALIFICATIONS and renumerate paragraph 6.5 to 6.4. Delete paragraph 10.4 and

renumerate paragraph 10.5 to 10.4. Delete the whole section 11.3 DISQUALIFICATIONS and renumerate the subsequent paragraphs

A model's official flight will be disqualified if the payload separates during flight or landing and thereby becomes separated from the model.

4.6.6 Any entry which, under any circumstances or in any manner, separates into two or more unattached pieces, or discards its engine casing(s) shall be disqualified.

4.6.7 Any entry that is supported by aerodynamic lifting forces in such a manner that it ascends in a climb not substantially vertical, within a 60 degree cone centred vertically on the launcher while under rocket power shall be disqualified from this competition.

4.6.8 Any radio controlled rocket glider that descends with parachute and/or streamer recovery device(s) attached shall be disqualified.

During the powered phase of flight, spinning or looping of the entry is permitted only around the roll axis or a parallel axis. Entries which spin or loop around the pitch or yaw axis shall be disqualified.

The judges must disqualify from scale altitude competition any entry , which in their opinion, does not show sufficient scale quantities or evidence of normal level of workmanship required for a scale model under the provisions of the scale competition (Part 9) in order to eliminate from scale altitude competition any entry which has scale qualities subordinated in favour of altitude performance qualities.

Referred back to the Space Modelling Sub-committee.

h) 4.6 Disqualification United Kingdom

Add new paragraph 4.6.5

A flight will be disqualified if any part of the model, as launched, becomes detached. The only exception to this will be for S4, boost glider, where the model must eject its engine(s) in accordance with the provisions of paragraph 2.4.1.

Referred to the Space Modelling Sub-committee. United Kingdom agreed.

i) 4.9.2. Electronic or Radar Tracking Space Modelling Subcommittee

Replace the whole paragraph to read

4.9.2.1 Electronic altitude measurements

4.9.2.1.1 Electronic altimeter carrying requirements and application

Electronic altimeter carried in a space model shall be completely enclosed and contained within the model, so to be removable. It shall not be capable of separating from the model in flight. Technical specifications of this equipment shall and required container shall be announced in the local rules for each altitude contest.

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

Competitors shall take checked and calibrated electronic altimeters from the impound and mount them on the model in controlled by judges.

The competitor shall return electronic altimeter to the judges in shortest possible time for readout data and recheck or recalibration if the judges found that appropriate.

Referred back to the Space Modelling Sub-committee.

4.9.2.1.2. Radar altitude measurements

Subjected to the radar equipment to be used for radar altitude measurements, the organizer of the event shall announce special request for the type of reflective surface or responders to be used in particular event.

Referred back to the Space Modelling Sub-committee.

Part Eight – Boost/Glider Duration (Class S4)

j) 8.1 DEFINITION/DESCRIPTION Space Modelling Subcommittee

Delete the last sentence

This competition comprises a series of events open to any free flight space model that ascends into the air without use of lifting surfaces which sustain the entry against gravity during that portion of flight when it is being subjected to or accelerated by thrust from its space model engine; and that returns its glider portion to the ground in stable gliding flight supported by aerodynamic lifting surfaces which sustain the portion against gravity. The intent of this competition is to provide a sporting competition for space models with gliding recovery. Space models that ascend into the air in a spiralling climb under rocket power in such a manner that they are supported during their rise by wings shall not be eligible for entry in this competition. ~~In this competition the entry must eject its engine(s) in accordance with the provisions of paragraph 2.4.2.~~

Approved by the Plenary Meeting: For 16; Against 1; Abstentions 1; Not Voting 20. Effective 01/01/09.

k) 8.1 Definition/Description United Kingdom

Delete some text and add two words.

This competition comprises a series of events open to any free flight space model that ascends into the air without use of lifting surfaces which sustain the entry against gravity during that portion of flight when it is being subjected to or accelerated by thrust from its space model engine; and that returns ~~its glider portion~~ to the ground in stable gliding flight supported by aerodynamic lifting surfaces which sustain the ~~portion~~ **space model** against gravity. The intent of this competition is to provide a sporting competition for space models with gliding recovery. Space models that ascend into the air in a spiralling climb under rocket power in such a manner that they are supported during their rise by wings shall not be eligible for entry in this competition. In this competition the entry must eject its engine(s) **only,** in accordance with the provisions of paragraph 2.4.1.

Withdrawn by the United Kingdom.

Part Eleven – Rocker Glider Duration (Class S8E/P)

l) 11.1. GENERAL **Space Modelling Subcommittee**

Add the last sentence from former paragraph 11.3.5. as new paragraph.

Any model that qualifies for flex-wing rules 13.1.1 or 13.2 is not eligible for this event.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

m) 11.7.1 Purpose **United Kingdom**

Amend the paragraph as shown.

The purpose of the competition is to achieve as exactly as possible the given time of 360 seconds and to precisely land the model in a specified ~~rectangular area 50 metres long.~~ **circle of 10 metres radius.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

n) 11.7.3 Landing Area **United Kingdom**

Amend the paragraph as shown.

Before the start of each round, the organiser must provide:

(a) **an appropriate number of non-extensible measuring tapes, marked every one metre. The number will be determined by the maximum number of flyers in a slot.**

(b) ~~the~~ **a** landing area ~~50 metres long aligned with the wind direction~~ **consisting of the appropriate number of 10 metre landing circles, laid out square to the wind direction and with the marked landing tapes pinned down at the centre of each circle** ~~before the start of each round~~. The contest director is responsible for determining the direction ~~of the landing area~~ **and layout of the circles.** Any changes of 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 01/01/09.

o) 11.7.4.6. Additional points will be awarded for landing **United Kingdom**

Amend the paragraph as shown.

When the nose of the model comes to rest ~~in the central landing area one metre in breadth~~ **within one metre of the centre of the designated landing circle,** 100 points will be given. ~~Coming to rest in one of the two outer landing areas two metres in breadth gives 50 points and 25 points will be awarded for landing in the rest of marked landing area~~. **10 points are deducted, from the maximum 100, for every further metre from the centre. If the nose of the model lands between marks it is the lower of the two marks that counts.**

No additional points will be awarded if the landing occurs 390 seconds after the start or if the model lands outside of the designated landing ~~area~~ **circle**. **If, on landing, the model strikes the pilot or his helper, or the pilot**

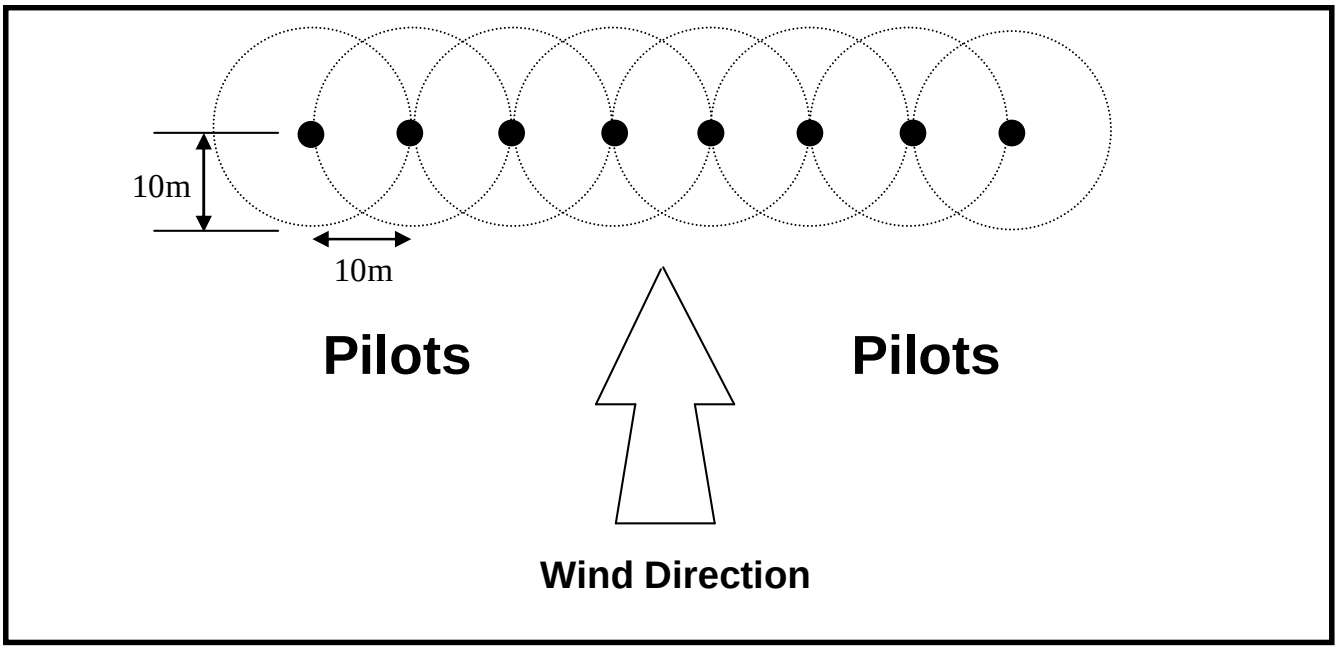
stops the model, no additional points will be awarded for landing. For each flight, the total score is compiled by adding points for flight time and additional points for landing.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

p) 11.7.5.4 Organisation of Starts **United Kingdom**

Replace the landing area diagram as shown and move the title to the top of the diagram.

S8E/P Landing Area



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

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Part Twelve – Gyrocopter Duration (Class S9)

q) 12.3. SPECIFICATIONS – 12.3.1 **Space Modelling Subcommittee**

Change to read.

12.3.1. Each entry must be decelerated during descent by its auto-rotating recovery device. The resulting autorotation must be around the roll axis of the **role axis of the auto rotating recovery device** and must be the result of proper deployment and operation of the recovery system.

Approved by the Plenary Meeting: For 15; Against 2; Abstentions 0; Not Voting 22. Effective 01/01/09.

cont/…

Part Fourteen – Space Model Records

r) 14.1 GENERAL **Space Modelling Subcommittee**

Change the first sentence to read

All FAI space model performance records must be established in **or at FAI first or second class sporting events listed in the FAI Sporting Calendar and organized** by the FAI representative National Airsports Control or its affiliate in accordance with this Sporting Code **if the weather conditions and schedule of the event permits.**

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

Annex 2 – Judges and Organisers Guide

s) 3. GENERAL JUDGING CRITERIA Space Modelling Subcommittee

Type the instruction in the space below: Replace the second paragraph with the following text.

WHO CAN DISQUALIFY A FLIGHT (DQ). The RSO and his deputies are the only persons who can disqualify flight in the FAI First Class events (World Air Games, World and Continental Championships and International sporting events approved by CIAM). Time-keepers may be called upon to make decisions on flight adherence to rules and safety in the FAI Second Class events (other international sporting events organized by or under authorization of NACs. In case of Scale competition (Class S7) Scale Judges, who judge flights for flying characteristics shall continue to judge regardless if the RSO declare DQ, so if there is a protest upheld by the FAI Jury, given points for flight characteristics shall count.

Approved unanimously by the Plenary Meeting. Effective 01/01/09.

New Provisional Classes

t) Streamer target time duration competition – Class (S6A/P)
Space Modelling Subcommittee

7.5. Streamer target time duration competition-Class (S6A/P)

7.5.1. Purpose of competition

The purpose of this competition is to achieve, as exact as possible the given time of 240 sec. and precision of launch in 5 minutes time. Model shall be timed from the instant of first motion on the launcher until the instant it touches the ground.

Construction requirement and specification

Models for this class are identical with those in Class S6A – Streamer duration competition.

Entry

Two models are shall be inspected and marked by the judges for this competition.

7.5.3. Timing and classification

FAI Sporting Code Volume ABR Section 4B paragraph B.11 applies to this competition.

cont/…

One point will be awarded for each full second of flight time up to a maximum of 240 points (i.e. 240 seconds a maximum).

The winner of a particular flight in the relating group receives a score of 1000 points. Other competitor receive points as follows:

$$P_C = 1000 * \frac{R_C}{R_W}$$

Where P_C - points of the competitors

R_W - result of the winner in the relating group

R_C - result of the competitor

The five competitors with the highest scores after three starts qualify for final round.

There will be one final flight for a group consisting of all participants of final round.

7.5.3.5.The winner of competition will be determined by the result of final flight of competitors of final round.

7.5.3.6 When there is a tie, the best score of previous rounds shall be used to determine the individual winner. If a further tie occurs, the first best score of one round shall decide the winner. If a further tie occurs, the second best score of one round shall decide the winner.

7.5.4 Organization of starts

7.5.4.1 The competitors shall be combined in groups by draw, to permit as 5-7 flight simultaneously. The draw is organized in such a way that, as far as possible, there are no competitors of the same team in the same group. The flying order of different groups is established by the draw, too. A different composition of groups shall be used for each round.

7.5.4.2 Each group is entitled five minutes of preparation time before the starter announces beginning of the working time. In preparation time each competitor shall prepare his models for flight.

7.5.4.3 Each group of the competitors has five minutes of working time to perform one official flight. Each competitor has only two attempts of launch. In case of the catastrophic failure of the model, caused by the catastrophic failure of engine, competitor may launch his second model in working time.

7.5.5 The starting order of the competitors in each group will be determined by order in which competitors announce their wish to fly to the range safety officer. In the case of a misfire, the competitor is allowed to repeat the start only after the attempts of all competitors, who are registered for start at the time of his attempt.

Approved by the Plenary Meeting: For 15; Against 1; Abstentions 0; Not Voting 22. Effective 01/01/09.

u) Scale altitude competition with electronic altimeter – Class S5F/P
Space Modelling Subcommittee

Insert the new provisional class at the appropriate page

10.5 Scale altitude competition with electronic altimeter–Class S5F/P

10.5.1 Definition and purpose of competition

cont/...

This event involves altitude competition with scale models in which flight characteristics is altitude of flight measured by electronic altimeter.

Objective of the competition is to achieve the highest sum of points for static scale judging and altitude of flight in best of three flights.

10.5.2 Construction requirements

In this class shall be flown one to three stage models of minimum overall length of 1500 mm. Diameter of the first stage shall be at least 70 mm, of the second stage 50 mm and of the third stage 30 mm. Diameter of the upper stage defined by diameter of the electronic altimeter casing is decisive for diameters of lower stages to preserve proportions of the prototype.

Gross maximum weight of the model shall not exceed 0,5 kg (500 g).

Total impulse of all engines shall not exceed 80 Ns

10.5.3 Proof of scale and static scale judging points

Rules 9.1 to 9.11 shall be applied.

10.5.4 Electronic altitude measurements

Rule 4.9.2.1.1 apply.

10.5.5 Scoring

Total number of scale quality points awarded to an entry will be added to the highest official altitude achieved by the entry in one out of three flights. If altitude data from electronic altimeter is lost no altitude is added. Point for altitude shall be allocated by rate 1 meter is equal to 1 point.

Withdrawn by the Space Modelling Sub-committee.

Item 12. World and Continental Championships 2009-2011 begins overleaf

12. WORLD AND CONTINENTAL CHAMPIONSHIPS 2009 – 2011

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	F1A, F1B, F1C		CROATIA
	F1E (Seniors and Juniors)		GERMANY
	F3A		PORTUGAL
	F3B	Czech Republic (Firm) Ukraine (withdrawn)	CZECH REPUBLIC
	F3C		USA
	F3D		GERMANY

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1P Juniors	Romania (firm) Slovakia (withdrawn) Bulgaria (firm)	ROMANIA
	F1D (Seniors and Juniors)	Romania (firm) Serbia (firm)	SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Hungary (firm) Serbia (firm) Spain (firm)	HUNGARY
	F3J (Seniors and Juniors)	Czech Republic (firm) France (firm) Hungary (withdrawn) Croatia (firm) Slovakia (firm)	FRANCE
	F4B, F4C	Czech Republic (withdraw) Poland (firm)	POLAND
	F5B, F5D	USA (withdrawn)	Offers Invited
	SPACE MODELS (Seniors and Juniors)	Poland (firm) Serbia (firm)	SERBIA

World Championships continued overleaf…/ 2011

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1C	Bulgaria (firm) Poland (firm) Serbia (firm) Argentina (firm)	
	F1E (Seniors and Juniors)	Slovakia (firm)	
	F3A	USA (firm)	
	F3B	Spain (tentative)	
	F3C	Italy (firm)	
	F3D	Australia (firm)	
	F3K (Seniors and Juniors) F3K was awarded Championship status at the 2008 Plenary Meeting	Sweden (tentative) Croatia (tentative)	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Romania (firm)	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
	F3J (Seniors and Juniors)	Offers invited	
	F4B, F4C	Offers invited	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Offers invited	

World Championships continued overleaf…/ 2013

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1C	Argentina (firm)	
	F1E (Seniors and Juniors)	Offers invited	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2009	F1A, F1B, F1P Juniors		ROMANIA
	F1D (Seniors and Juniors)		SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)		SERBIA
	F3J (Seniors and Juniors)		POLAND
	F4B, F4C		NORWAY
	F5B, F5D	Romania (firm)	ROMANIA
	SPACE MODELS (Seniors and Juniors)		SERBIA

Continental Championships continued overleaf…/ 2010

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1C	Serbia (firm) Turkey (firm)	TURKEY
	F1E (Seniors and Juniors)	Romania (firm) Serbia (firm)	ROMANIA
	F3A	Austria (firm)	AUSTRIA
	F3B	Offers invited	
	F3C	Romania (firm)	ROMANIA
	F3D	Ukraine (tentative)	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K F3K was awarded Championship status at the 2008 Plenary Meeting	Offers Invited	

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1P Juniors	Poland (firm)	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Poland (firm)	
	F3J (Seniors and Juniors)	Romania (firm) Slovakia (firm) Hungary (firm)	
	F4B, F4C	Offers invited	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Romania (firm)	

Continental Championships continued overleaf…/ 2012

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1C	Romania (firm)	
	F1E (Seniors and Juniors)	Romania (firm)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	

13. ANY OTHER BUSINESS

None.

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

See item 5.

15. NEXT CIAM MEETINGS

Bureau Meeting: Friday & Saturday, 5th & 6th December 2008

Bureau Meeting: Thursday 26th March 2009

Plenary Meeting: Friday & Saturday, 27th & 28th March 2009

16. FINAL MATTERS

Mr Pimenoff thanked the Delegates for their support over the 40 years that he had been President of CIAM.

The new President, Mr Bob Skinner, proposed to the Plenary Meeting that Mr Pimenoff be awarded the position of Honorary President and this was approved unanimously by the Plenary Meeting.

The President closed the meeting at 18.03

The list of Annexes to the Minutes appears overleaf

ANNEXES TO THE MINUTES OF THE 2008 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-f)	2007 World Championship Reports
ANNEX 3 (a-o)	2007 Subcommittees', Autonomous Flight WG report, FAI Sec Gen Report, Technical Secretary Report, Treasurer Report & World Air Games Report
ANNEX 4 (a-e)	2007 World Cup Reports
ANNEX 5 (a-d)	2007 Trophy Report
ANNEX 6 (a-s)	FAI-CIAM Medals & Diplomas: Nominee Forms
ANNEX 7a (ver 2) F2C Rules, Judges Guide, Organisers Guide	F2C CL Team Racing Rules, Judges Guide, Organisers Guide
ANNEX 7b F2 Organisers Guide (Annex 4E)	F2 CL Organisers Guide (Annex 4E)
ANNEX 7c (ver 2) F2G CL Electric Speed Rules	F2G CL Electric Speed Rules New Class
ANNEX 7d F3M RC Aerobatics Large Schedule of Manoeuvres	F3M RC Aerobatics Large Models Manoeuvres Schedule & Descriptions
ANNEX 7e F3P Aerobatics Indoor Manoeuvres Schedule Preliminary	F3P RC Aerobatics Indoor Preliminary Manoeuvres Schedule & Description
ANNEX 7f F3P Aerobatics Indoor Manoeuvres Schedule Finals	F3P Aerobatics Indoor Finals Manoeuvres Schedule & Description (from Subcommittee)
ANNEX 7g F3P RC Aerobatics Indoor Manoeuvres Schedule	F3P RC Aerobatics Indoor Manoeuvres Schedule (from France)
ANNEX 7h F3I Soaring Aero-Tow Rules	F3I Soaring Aero-Tow Rules
ANNEX 7i F6A (1) Artistic Aerobatics Rules	F6A Artistic Aerobatics Rules
ANNEX 7j F6A (2) Artistic Aerobatics Score Sheet	F6A Artistic Aerobatics Score Sheet
ANNEX 7k F6A (3) Artistic Aerobatics Music Information	F6A Artistic Aerobatics Music Information
ANNEX 7l F6A (4) Artistic Aerobatics Judges Guide REV	F6A Artistic Aerobatics Judges Guide REV
ANNEX 7m F6A (5) Artistic Aerobatics Organiser's Guide REV	F6A Artistic Aerobatics Organiser's Guide REV
ANNEX 7n F6B (6) AeroMusicals Score Sheet	F6B AeroMusicals Score Sheet
ANNEX 7o F6B (7) AeroMusicals Music Information	F6B AeroMusicals Music Information
ANNEX 7p F6B (8) AeroMusicals Judges Guide	F6B AeroMusicals Judges Guide
ANNEX 7q F6B (9) AeroMusicals Organiser's Guide	F6B AeroMusicals Organiser's Guide
ANNEX 7r (10) Music Public Performance Guide REV	F6 Music Public Performance Guide REV
ANNEX 7s F7 Rules REV	F7 Rules REV
ANNEX 8 (a-i)	Technical Meeting and Meeting Reports

--oOo---