



*Fédération
Aéronautique
Internationale*

Minutes

of the **Plenary Meeting** of the
FAI Aeromodelling Commission

held in **Lausanne, Switzerland**
on **27 & 28 March 2009**

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MINUTES

CIAM PLENARY MEETING 2009

held at the Olympic Museum - Lausanne (Switzerland)
on Friday 27 March & Saturday 28 March 2009, at 09.15

Present:

In the chair: Mr Bob Skinner (South Africa)

Mr Dave Brown (USA)
Mr Gerhard Woebeking (Germany)

Mr Andras Ree (Hungary)
Mr Massimo Semoli (Italy)
Mrs Jo Halman (UK)
Mr Sandy Pimenoff (Finland)
Mr Ian Kaynes (UK)
Mr Bengt-Olof Samuelsson (Sweden)
Mr Tomas Bartovsky (Czech Republic)
Mr Horace Hagen (USA)
Mr Bob Brown (USA)
Mr Narve Jensen (Norway)
Mr Emil Giezendanner (Switzerland)
Mr Marcel Prevotat (France)
Mr Srdjan Pelagic (Serbia)

President of CIAM

F3A Sub-Committee Chairman
1st Vice-President / Delegate
2nd Vice-President / Delegate
Education Sub-Committee Chairman
3rd Vice-President / Treasurer
Secretary / Delegate
Technical Secretary
CIAM President of Honour / Delegate
F1 Sub-Committee Chairman
F2 Sub-Committee Chairman
F3B/J Sub-Committee Chairman / Delegate
F3C Sub-Committee Chairman
F3D Sub-Committee Chairman
F4 Sub-Committee Chairman / Delegate
F5 Sub-Committee Chairman
F7 Sub-Committee Chairman
Space Models Sub-Committee Chairman / Delegate

ARGENTINA	Mr Daniel Hugo IELE	Voting Representative
AUSTRALIA	Mr Kevin DODD	Delegate
	Mrs Nanette DODD	Observer
AUSTRIA	Mr Wilhelm KAMP	Alternate delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate Delegate
	Mr Jean-Yves CASTERMANS	Observer
	Mrs Paulette HALLEUX	Observer
BULGARIA	Mr Valentin SAVOV	Alternate delegate
CANADA	Mr Jack HUMPHREYS	Delegate
CHILE	Mr Daniel DARNAY	Voting Representative
CHINA (People's Republic of)	Mr Wang LEI	Voting Representative
CROATIA	Mr Zoran LULIC	Delegate
CYPRUS		Proxy to Greece
DENMARK	Mr Regnar PETERSEN	Delegate

Minutes of the 2009 CIAM Plenary Meeting

FY REPUBLIC OF MACEDONIA		Proxy to Serbia
FRANCE	Mr Bruno DELOR	Delegate
	Mr Pierre PIGNOT	Observer
	Mr Pierre CHAUSSEBOURG	Observer
GERMANY	Mr Michael RAMEL	Alternate Delegate
	Mr Paul SEREN	Observer
	Mr Ralf DECKER	Observer
	Mr Peter UHLIG	Observer
GREECE	Mr Antonis PAPADOPOULOS	Delegate
HONG KONG		Proxy to China
IRELAND	Mr Joe DIBLE	Delegate
ISRAEL		Proxy to Finland
ITALY	Mr Paolo PANFILO	Observer
	Mr Adolfo PERACCHI	Observer
JAPAN	Mr Harunobu HIROSE	Delegate
LIECHTENSTEIN	Mr Wolfgang MATT	Delegate
LUXEMBURG	Mr Ernest MATTIUSI	Delegate
	Mr Raymond PAVAN	Observer
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Rob METKEMEIJER	Alternate Delegate
	Mr Henny van LOON	Observer
	Mr Frits van LAAR	Observer
	Mr Anselmo ZERI	Observer
NEW ZEALAND	Mr Martin DILLY	Delegate
NORWAY	Mr Dag ECKHOFF	Observer
POLAND	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 Igor SMILOV	Observer
SAN MARINO		Proxy to Italy
SERBIA	Ms Ivana STOJKOVIC	Observer
SLOVAKIA	Mr Marian JORIK	Alternate Delegate
SLOVENIA	Mr Janko GROSELJ	Alternate Delegate
SOUTH AFRICA (Republic of)	Mr John BRINK	Delegate
SPAIN	Mr Carles AYMAT	Delegate
	Mr José Antonio LEJARZA REMENTERIA	Observer

SWEDEN	Mr Bengt-Olof SAMUELSSON	Delegate
	Mr Bengt LINDGREN	Alternate Delegate
	Mr Rolf DAHLSSON	Observer
	Mr Oskar FINDHAL	Observer
	Mr Per FINDHAL	Observer
	Mr Carl-Otto STRANDH	Observer
SWITZERLAND	Mr Peter GERMANN	Delegate
	Mr Rudolf SCHAUB	Observer
THAILAND		Proxy to Japan
TURKEY	Mr Mehmet ARSLAN	Delegate
	Mr Serdar SUALP	Observer
UNITED KINGDOM	Mr Jim ANDREWS	Delegate
	Mr Mike FRANCIES	Alternate Delegate
	Mr Mike COLLING	Observer
	Mr Clive NEEDHAM	Observer
USA	Mr George BATIUK	Observer
	Mr Derek KOPOWITZ	Observer
	Mr Terry EDMONDS	Observer
VENEZUELA		Proxy to Chile
FAI	Mr Thierry MONTIGNEAUX	FAI Assistant Secretary General
	Ms Cosette MAST	FAI Executive Secretary
	Ms Christine ROUSSON	FAI Administrative Secretary
CIAM MEDIA CONSULTANT	Mr Guy REVEL	

The FAI Assistant Secretary General conducted a roll call of Delegates and Proxies and it was established that there were 34 Delegates with 8 proxy votes, giving a total voting number of 42. The proxies were: Cyprus to Greece, MKD to Serbia, Hong Kong to China, Israel to Finland, San Marino to Italy, Thailand to Japan, Ukraine to Argentina, Venezuela to Chile.

For a proposal to be adopted, an absolute majority of 22 votes was required. A two-thirds majority was 28 votes.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

The CIAM Secretary 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 CIAM Secretary informed the meeting that a copy of ANNEX A.1a (effective this year) of the FAI Sporting Code Volume ABR Section 4, has been distributed. The information as listed has to be provided to the FAI officers by those countries intending to participate in bids for World and Continental Championships.

The Technical Meeting venues were allocated as:

- Olympic Museum Auditorium
 - Education Sub-Committee
 - F3 RC Aerobatics Sub-Committee
- Olympic Museum Rooms
 - F1 Free Flight Sub-Committee – Athènes room
 - F3 RC Soaring Sub-Committee – Jeux d'Hiver room
 - F3 RC Helicopter Sub-Committee – Turin room

No interim Technical Meetings were held.

The Plenary meeting re-convened at 14.00.

2. DECLARATION OF CONFLICTS OF INTEREST

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

3. MINUTES OF THE MARCH 2008 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2008 BUREAU MEETING

3.1. 2008 March Bureau Meeting

- 3.1.1. There were no corrections.
- 3.1.2. The Minutes of the 2008 March Bureau meeting were approved unanimously.
- 3.1.3. There were no Matters Arising.

The President informed the meeting that TSE Consulting facilitated a Strategy Workshop with the CIAM Bureau on Wednesday 25th March 2009. The intention was to find a more effective way for the CIAM to operate, and for the CIAM to become more relevant to NACs and aeromodelling federations. As soon as the notes on this strategy workshop were available, they would be circulated to Delegates.

3.2. 2008 Plenary Meeting

- 3.2.1. There were no corrections.
- 3.2.2. The Minutes of the 2008 Plenary meeting were approved unanimously.
- 3.2.3. There were no Matters Arising.

3.3. 2008 December Bureau Meeting

- 3.3.1. There were no corrections.
- 3.3.2. The Minutes of the 2008 December Bureau meeting were approved unanimously.
- 3.3.3. Matters Arising

The Belgian Delegate complained about the change of the class identification from F3I to F3Q. The CIAM Technical Secretary pointed out that the change had already been approved at the last Plenary Meeting.

The Bureau undertook to evaluate the class numbering system.

The French Delegate stressed that some French proposals were not accepted as part of the 2009 Plenary Agenda and that the possible deferred proposals were not included in a Deferred Section of the Plenary Agenda, as had been done in the past. Reference was made to

the Secretary's note of item 22.3 of the 2008 December Bureau minutes of meeting.

The CIAM Secretary explained that the previous system of deferred proposals, required additional activity out of the regular cycle. NACs used to send the same proposals again the following year, often modified, creating confusion with proposals that were now still held in the deferred section. Therefore, it is more effective to send the proposals in their definitive status when they are really eligible for being evaluated by the Plenary Meeting. The Secretary reminded the meeting that several hundred proposals are sent by the NACs each year.

The French and Swedish Delegates requested the reinstatement of the Deferred Section, to allow further discussions in the Sub-committees.

The Bureau will evaluate this request for an acceptable solution.

Various Delegates complained about the late publication of the December Bureau minutes, and the late appearance of the Plenary Agenda.

The President, in collaboration with the Secretaries, will address the situation for the Agendas and Minutes to be published on time.

4. **MINUTES OF THE MARCH 2009 BUREAU MEETING**

The Minutes of the previous day's Bureau meeting were distributed. Minor mistakes had been identified that will be corrected for formal publication.

The minutes contain an annex with additional Bureau proposals.

5. **NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN**

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

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

5.1. **CIAM Officers**

President

Mr Bob Skinner, Mr Bruno Delor (declined), Mr Martin Dilly (declined)

Vice Presidents

Ten nominations but four were not eligible since they were not delegates.

Mr Dave Brown, Mr Bruno Delor (declined), Mr Antonis Papadopoulos (declined), Mr Srdjan Pelagic (declined), Dr Andras Ree, Mr Gerhard Woebbeking

The following vice-presidents were appointed to the respective positions, by acclamation.

1st Vice President

Mr Dave Brown

2nd Vice President

Mr Gerhard Woebbeking

3rd Vice President

Dr Andras Ree

Secretary

Mr Massimo Semoli (no other nomination)

Technical Secretary

Mrs Jo Halman (no other nomination)

The President thanked both Mr Semoli and Mrs Halman for their valuable work.

5.2. **Subcommittee Chairmen to be elected**

- F1 Free Flight **Mr Ian Kaynes** (no other nomination; re-elected)
F3 RC Aerobatics **Mr Michael Ramel**, Mr. Emanuel Fernandes (declined),
Mr Pierre Pignot, Mr Bob Skinner (declined), Mr Peter Uhlig
(not eligible), Mr Henny van Loon

The nomination of Mr Peter Uhlig was declared not eligible by the FAI Assistant Secretary General, since the German Delegate stated that he did not support the nomination of Mr Peter Uhlig. Refer to the FAI By-Laws, item 5.7.

Messrs Ramel, van Loon, and Pignot declared that they had no potential conflict of interest in holding this position.

- F3 RC Soaring **Mr Tomas Bartovsky**, no other nomination; re-elected
F3 RC Helicopter **Mr Horace Hagen**, Mr Dag Eckhoff (declined),
Mr Bob Brown (declined)
F3 RC Pylon **Mr Rob Metkemeijer**, Mr Bob Brown

Messrs Metkemeijer and Brown declared that they had no potential conflict of interest in holding this position. Mr. Metkemeijer stated that he supplies engines for the racing categories, but does not see this activity as presenting a conflict of interest.

The Belgian Delegate asked that the FAI website displays the official results for World and Continental Championships. The FAI office will take the responsibility for this action.

5.3. **Subcommittee Chairmen to be confirmed**

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

The Chairman of each Sub-committee is required to submit to the FAI office (info@fai.org) before 1 May 2009, a list of the members of his Sub-committee for publication on the CIAM website.

6. **REPORTS**

6.1. **2008 FAI General Conference, by the FAI Secretary General, Max Bishop**

Presented by FAI Assistant Secretary General, Mr Thierry Montigneaux. Written report is attached at Annex 3o. A few questions were entertained, mainly regarding the anti-doping procedure. The New Zealand Delegate asked about the costs of a sample, and who will be charged. The FAI Assistant Secretary General replied that a formal answer will be provided.

6.2. 2008 CASI Meeting, by CIAM President, Bob Skinner

The CIAM President gave a brief report on the CASI meeting that took place in St Vincent, in September 2008. The main point of discussion centred around the WAG, and the positive comments from the meeting about the advanced state of rules and selection of aeromodelling competitors.

6.3. 2008 World Championships, Jury Chairmen (ANNEX 2)

6.3.1. F1A, F1B, F1P Juniors Free Flight. Ukraine. (28 July to 3 August). Gerhard Woebbecking
Written report at Annex 2a.

6.3.2. F1D Indoor Seniors and Juniors. Serbia. (17 to 22 August). Gerhard Woebbecking
Written report at Annex 2b.

6.3.3. F2A, F2B, F2C, F2D Control Line Sen & Jnr. France. (28 July to 4 August). Andras Ree
Written report at Annex 2c.

6.3.4. F3J Gliders Seniors and Juniors. Turkey. (29 June to 6 July). Tomas Bartovsky
Written report at Annex 2d.

6.3.5. F4B Scale Seniors and Juniors, F4C Scale. Poland. (11 to 20 July). Narve Jensen
Written report at Annex 2d. F4B category is declining. There was only one Junior entry and the title couldn't be awarded.

6.3.6. F5B, F5D Electric. Ukraine. (14 to 21 September). Sandy Pimenoff
Written report at Annex 2e. The competition was affected by extraordinarily bad weather. The situation was made worse by the lack of heating and hot water in some hotels. The Jury was not aware of this shortcoming. The ablution facilities in the field were wholly unacceptable. The President stressed that such circumstances cannot be accepted in the future and more care should be taken before awarding Championships.

6.3.7. S Spacemodelling Juniors and Seniors. Spain. (22 to 28 August). Srdjan Pelagic
Written report at Annex 2f.

6.4. 2008 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)

Written report in Annex 3m. The CIAM Technical Secretary reminded the meeting that, due to the huge number of proposals sent each year, any proposals on old proposal forms or in unreadable formats, will no longer be accepted. A help file and the proposal form, to be used from 2009, is now available for download from the CIAM website.

6.5. 2008 Subcommittee Chairmen (ANNEX 3)

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

6.5.2. Control Line: Bengt-Olof Samuelsson;
Written report at Annex 3b. Attention will be given in particular to the noise issue in control line, and increasing Junior participation.

6.5.3. R/C Aerobatics: Bob Skinner;
Written report at Annex 3c.

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

- 6.5.5. R/C Helicopters: Horace Hagen;
Written report at Annex 3e. A judges' training course was held.
- 6.5.6. R/C Pylon: Bob Brown;
Written report at Annex 3f. The revision of the rules was well accepted.
- 6.5.7. Scale: Narve Jensen;
Written report at Annex 3g. New class open international will be held alongside the ECh this year to develop relevant rules.
- 6.5.8. R/C Electric: Emil Giezendanner;
Written report at Annex 3h. Energy limiters were successfully used for the first time in championships.
- 6.5.9. Aerostats: Marcel Prevotat
Written report at Annex 3i.
- 6.5.10. Space Models: Srdjan Pelagic;
Written report at Annex 3j. General rule revision is underway.
- 6.5.11. Education: Gerhard Woebbeking.
Written report at Annex 3k.
- 6.6. **2008 World Cups, by World Cup Coordinators (ANNEX 4)**
 - 6.6.1. Free Flight: Ian Kaynes
Written report at Annex 4a. Another successful year.
 - 6.6.2. Control Line: Jean Paul Perret
Written report at Annex 4b..
 - 6.6.3. F3A R/C Aerobatics: Pierre Pignot
Written report at Annex 4c. With 54 competitors from 22 nations, the F3A World Cup was very successful in its first year.
 - 6.6.4. Thermal Soaring and Duration Gliders: Tomas Bartovsky
Written report at Annex 4d. A World Cup Coordinator is required. Mr Bartovsky will evaluate nominations.
 - 6.6.5. Space Models: Srdjan Pelagic
Written report at Annex 4e. This year, participation in the Space Models World Cup increased by 30%.
- 6.7. **2008 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5a. Improvement is required for the proper management of the transfer of trophies and the verification of the condition.

The Secretary proposed a new Trophy Report form and procedure, as a Bureau proposal. The Secretary requested that all championship organisers submit the details of awarded trophies together with the official results to the FAI office.

The Serbian NAC announced the offer of a trophy to the most successful junior team at the 2009 F1D Indoor ECh in Serbia.

The French Delegate announced the offer of an F3A World Cup trophy, to be awarded during the awards ceremony.
- 6.8. **Aeromodelling Fund- Budget 2009, by the Treasurer, Andras Ree (ANNEX 3)**

A preliminary written report has been distributed, with no comment from the meeting. The Budget was not voted on, however this will be rectified by a vote of the Delegates conducted by email.

A final report is annexed to these minutes: Annex 3n.

6.9. CIAM Flyer, by the Editor, Emil Giezendanner

A high-quality compilation of the CIAM flier was available for the Delegates to collect. The President stated that this was a valuable communication and education tool.

6.10. World Air Games, by Guy Revel (ANNEX 3)

Written report at Annex 3l.

7. 2008 PRESENTATION OF WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2008 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3J, S4B, S6B, S7, S8E/P and S9B.

The President introduced Jeff Zaltman of Flying Aces Ltd. Flying Aces produces media material and manages global media rights connected to top level air sports, including aeromodelling. A short presentation was made at the Plenary meeting, and organisers of championships were urged to get in touch with Flying Aces, with a view to producing media material suitable for international broadcasting.

8. PLENARY MEETING VOTING PROCEDURE

The President explained the Commission's voting procedure to Delegates, with the aid of a slide projection (A.2.2 Bureau Proposal). Delegates may vote YES, to approve a proposal; NO to record their opposition to a proposal; ABSTAIN if undecided; NOT VOTING if they have no demonstrable interest in an activity, class, or proposal.

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

The total voting number was 34 as the eight proxy votes were not eligible in this process.

Alphonse Penaud Diploma

Peter Halman (Great Britain)

David Hobby (Australia)

Luis Parramon (Spain)

Pascal Surugue & George Surugue (France)

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

Awarded to: Peter Halman (Great Britain)

Andrei Tupolev Diploma

Luis Parramon (Spain)

The President pointed out that the F2A speed record, achieved in 1996 by Mr Parramon and mentioned in the nomination form, was not homologated. Nevertheless, Mr. Parramon is still entitled to be nominated for this award.

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

Awarded to: Luis Parramon (Spain)

Antonov Diploma

No nominations

Frank Ehling Diploma

No nominations

Andrei Tupolev Medal

Ivan Treger (Slovakia)

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

Awarded to: Ivan Treger (Slovakia)

FAI Aeromodelling Gold Medal

Martin Dilly (New Zealand) – New Zealand withdrew the nomination

Jiri Havel (Czech Republic)

Pierre Pignot (France) – France withdrew the nomination

Sandy Pimenoff (Finland)

Harry Stine (USA) – USA withdrew the nomination

Miroslav Sulc (Slovakia)

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

Awarded to: Sandy Pimenoff (Finland)

Special Diploma Award to Maynard L. Hill, USA.

A special Distinction Diploma was awarded to Mr Maynard L. Hill in recognition of his numerous Model Aircraft Records, and the technical contributions made during a long aeromodelling career. His achievements represent a total of 25 record performances, including the greatest ever FAI World records for Distance, Duration and Altitude.

For health reasons, Mr Hill could not be present at the Plenary Meeting. Mr Sandy Pimenoff presented the award to Mr. Dave Brown, who accepted the diploma on behalf of Mr Hill. Mr Brown gave a short presentation about the Trans-Atlantic RC Model Flight record enterprise (3 030km – 38h 52m 19s), with several historical images projected on screen.

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

Item 11 Sporting Code Proposals appears overleaf

11. SPORTING CODE PROPOSALS.

Additions in proposals are shown as **bold, underlined**, deletions as ~~strikethrough~~ and instructions as *italic*.

ADDITIONAL BUREAU PROPOSALS from the 26th March 2009 Bureau Meeting.

a) A.4.2

Amend A.4.2 as follows:

A.4.2. The CIAM elects by secret ballot the Chairman of each Technical Sub-committee (including the Education Sub-Committee) for a period of two years, with a compulsory confirmation after one year.

The election shall occur at the Plenary Meeting during the year in which a Sub-committee ~~has~~ **may have** a regularly scheduled meeting for decision purposes and in which a World Championship for the subject category is held (~~see A.12 for the schedule~~).

For F1, the election year is the year in which the F1ABC senior world championships take place and for F3 Soaring it is the year in which the F3B world championship takes place.

The Technical Sub-committee Chairman may be re-elected for an unlimited number of terms. He may not serve as Chairmen on more than one Sub-committee **simultaneously**.

World Championships are held as follows:

**World Championships
in Odd years**

F1A-B-C Seniors

F1E

F3A

F3B

F3C

F3D

F3K

**World Championships
in Even Years**

F1A-B-P Juniors

F1D (Seniors & Juniors)

F2A-B-C-D

F3J

F4BC

F5B

F5D

Space Modelling (Seniors & Juniors)

Approved by the Plenary Meeting: For 40; Against 0; Abstentions 1; Not Voting 2.
Effective 01/01/10.

b) A.6.2. Proposals may be submitted to the CIAM by:

Amend as follows:

- a) All National Airsport Controls ~~and/or~~ NAC approved CIAM delegates.
- b) The Bureau of the CIAM;
- c) The Chairmen of the Sub-committees subsequent to the agreement of the majority of the members of the Sub-committee concerned.

Withdrawn by Bureau

c) **Annex A.1.a - Guide for Submitting World and Continental Championship Proposals to CIAM for Approval**

Amend Annex A.1a as follows:

The bid must include:

Year

Type of championship **where the championship name conforms to CIAM championship naming policy (see Annex A.1c for the list of appropriate championship names).**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

d) **Annex A.1b - Guide for Submitting World and Continental Championship Organiser Bulletin 0s to Bureau for Approval**

Amend as follows:

Organiser Bulletin 0s **are draft Bulletins and** 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:

Amend as follows:

Front page

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

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

After sub-paragraph "Classes" add a new sub-paragraph "Anti-Doping" as follows:

Anti-Doping

Bulletins must carry the following statement:

"If a competitor has to take any of the substances listed on the WADA Prohibited List for a medical condition then he must have a Therapeutic Use Exemption from the FAI."

Amend as follows:

Awards

State that FAI medals and FAI diplomas for 1-2-3 individuals and teams (including Team Managers) will be awarded for World **and Continental** Championships ~~with CIAM medals and FAI diplomas for Continental Championships.~~

State if additional organiser prizes will be awarded.

cont/...

Amend as follows:

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 is a draft Bulletin for the benefit of CIAM Bureau and** should not be issued, **published or publicised** outside the CIAM Bureau. ~~until the Bureau has approved the content.~~
4. After Bureau approval **of** Bulletin 0, **Bulletin 1 (as a revision of Bulletin 0 and including any changes directed by Bureau)** must be issued to NACs & the FAI office ~~as the formal Bulletin 1.~~

Approved by the Plenary Meeting: For 41; Against 1; Abstentions 1; Not Voting 0.
Effective 01/01/10.

e) **Annex A.1c**

Add a new Annex A.1c as follows:

ANNEX A.1c

**CIAM POLICY FOR NAMING OF CHAMPIONSHIPS
Effective 1st March 2008**

FAI WORLD CHAMPIONSHIPS FOR FREE FLIGHT MODEL AIRCRAFT
FAI JUNIOR WORLD CHAMPIONSHIPS FOR FREE FLIGHT MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIP FOR AEROBATIC MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIP FOR SOARING MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIP FOR MODEL HELICOPTERS
FAI WORLD CHAMPIONSHIP FOR PYLON RACING MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR SCALE MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR ELECTRIC MODEL AIRCRAFT
FAI WORLD CHAMPIONSHIPS FOR SPACE MODELS

Where: a) The plural "Championships" is used only when the competition covers multiple classes.

b) The word "World" should be substituted with "European", "Asian", "Oceanic" etc as appropriate.

c) The word "FAI" may be substituted with the FAI logo in a position immediately adjacent to the Championship title.

Note: Ref item 10 of the Minutes of the Bureau Meeting of 30th November & 1st December 2007

Approved by the Plenary Meeting: For 36; Against 2; Abstentions 2; Not Voting 2.
Effective 01/01/10

f) **B.2 7 International Ranking**

This is a continuous classification based on the results of all open and international events, as well as Continental and World Championships, ~~and~~ World Cup contests **and World Air Games selection events.** An international ranking may be organised by the relevant CIAM Sub-committee for any of the classes recognised

as World Championships **or World Air Games classes.**

Approved by the Plenary Meeting: For 38; Against 0; Abstentions 1; Not Voting 1.
Effective 01/01/10.

g) B.3.1 Competitor

Add a new paragraph a) as follows and re-number the subsequent paragraphs as b) and c).

Any competitor who has to take any of the substances on the WADA Prohibited List for a medical condition must have a Therapeutic Use Exemption (TUE) granted by the FAI. (See B.3.7.)

Approved by the Plenary Meeting: For 40; Against 1; Abstentions 1; Not Voting 0.
Effective 01/01/10.

h) B.3.7 Therapeutic Use Exemption

Add a new paragraph B.3.7 a) as follows:

If it is necessary for a competitor to hold a Therapeutic Use Exemption (TUE) (see B.3.1) then the application form must be completed and sent to the FAI by the competitor.

In normal circumstances the application form must arrive at the FAI at least 21 days before the start of the competition.

The FAI processing of TUEs is free, but any other costs associated with submitting a TUE must be borne by the competitor.

The TUE is effective for between one and four years depending on the medical condition for which it is issued.

Approved by the Plenary Meeting: For 38; Against 1; Abstentions 1; Not Voting 2.
Effective 01/01/10.

i) B.8 Special Contest Organisation Requirements

Add a new paragraph B.8.7 as follows and re-number the subsequent paragraphs.

Provide appropriate facilities for a Doping Control Station if requested by the National Anti-Doping Organisation of the host country or by the FAI or WADA.

Approved by the Plenary Meeting: For 34 ; Against 3; Abstentions 2; Not Voting 0.
Effective 01/01/10.

k) B.5.2. Local Rules

Amend B.5.2 as follows:

Local rules in exceptional circumstances:

(a) may be established at, or imposed by, the CIAM Plenary Meeting for championships in the same or the following year, or by the organisers;

(b) may not change the model specification or competition rules unless agreed at the CIAM Plenary Meeting;

(c) established by the organisers must be published in bulletins, preferably in advance of entry deadline, but no later than the latest bulletin made available to all competitors.

(d) ~~Local rules decided later~~ **after this point**, must be issued **to competitors** in writing prior to the start of the contest.

(e) may be established during the contest as necessary.

Approved by the Plenary Meeting: For 38 ; Against 0; Abstentions 1; Not Voting 1.
Effective 01/01/10.

l) B.5.3. Entry Forms

Amend B.5.3 as follows:

Entry forms must include sections for:

Name - First name - Date of Birth (Juniors only) - Postal address - Nationality - FAI Licence Number - Class(es) entered.

~~For World and Continental Championships, entry forms must be supplied by the organisers.~~

For Open Internationals an entry form must be supplied to any competitor requesting one from the organiser's contact details published on the FAI Contest Calendar.

The organiser must acknowledge receipt of the entry form and entry fee.

For World and Continental Championships:

(a) entry forms must be supplied by the organisers;

(b) in the case of an online entry form system, the organiser must email a copy of the completed entry form to each team's NAC within 24 hours of the submission otherwise payment of fees may be late.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

m) B.5.5 FUEL

Insert a new paragraph at B.5.5

Standard Fuel

When a standard FAI fuel is specified, the fuel that the organisers shall supply for practice and for the competition shall be of the same constituents, mixed in a single batch.

Standard fuels which are used for competition flights shall be part of the entry fee. Practice fuel supplied by the organiser to the competitors shall be charged at cost.

The standard FAI fuel for practice must be requested in advance (at the time of entry).

Non-Standard Fuel

The organisers shall make available for cost, up to 20 litres of fuel ~~(5 litres for F1C)~~ per competitor for practice flying and for use in competitions. The fuel, **or constituents**, must be requested in advance (at the time of entry) ~~from the list below~~ and the organiser shall supply at least the following:

Methanol
Castor oil
Nitromethane
Synthetic oil
Ether
Kerosene Jet-A1

The competitor shall specify the constituents to be purchased on his behalf.

Competitors in F3A may select fuel only from the following types:

~~80% methanol 20% castor oil~~

~~70% methanol 10% nitromethane 20% castor oil~~

~~80% methanol 20% synthetic oil~~

~~70% methanol 10% nitromethane 20% synthetic oil~~

Consequential Changes: F1: amend in the Organiser's Guide 3.A2.4.5 & F2: delete F2D rule 4.4.5

Approved by the Plenary Meeting: For 34; Against 1; Abstentions 2; Not Voting 2.
Effective 01/01/10.

n) **B.12 Space Models**

Add a new B.12 as follows and re-number subsequent paragraphs.

The organiser must:

B.12.1 Provide a starting line divided in two sectors for seniors and juniors (if both classifications exist in an event). Each sector shall be composed of the launch boxes 5 x 7 metres marked by plastic, marking ribbon. The whole launching area shall be protected by marking ribbons of the access of non-authorized persons.

B.12.2 Provide for class S8E/P:

- a) a landing line with landing circles in accordance with Volume SM paragraph 11.7.5 and relevant sub-paragraphs**
- b) a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference and a means of communicating this information to the pilot(s) and/or the RSO.**
- c) a pound where all transmitters to be used that day in S8E/P shall be impounded on the morning of the competition no later than one hour before the first competition is scheduled to begin and kept under the supervision of a special official. This official will issue the transmitter to the competitor only when the starting time for each group begins.**

The transmitter frequency must be displayed on the outside of the transmitter or plug-in module or frequency switch. Also, frequency synthesised transmitters must be designed to display the current frequency and to change to another frequency without RF transmission.

B.12.3 Provide an official clock (digital with big ciphers if possible) posted next to the score board for timing of the rounds.

B.12.4 Provide a public-address system (which may be a megaphone at the events with smaller participation) for countdown and to inform competitors.

B.12.5. Provide tent(s) for model preparation for flights by competitors and/or model repair in case of a bad weather. A separate tent shall be provided for computer centre with a printer for result calculations and for the FAI Jury.

B.12.6 Provide a light, dry and warm room large enough for static judging of scale models in classes S5 and S7 with necessary measuring equipment (for measurement of length, diameters, thickness and weight) and static judging forms according to Volume SM Annex 1.

B.12.7 Provide at least two altitude measuring devices (theodolites) for altitude classes S1, S2 and S5 with proven qualified personnel and an appropriate radio communication system for data transfer from the tracking stations to the computer centre. In the case of electronic altitude measurements all electronic altimeters shall be impounded prior to the beginning of the competition and supervised by a special official qualified and equipped with the relevant devices to check and calibrate impounded equipment when necessary.

B.12.8 Organisers of World and Continental Championships must provide a relevant protected area and calibrated engine tester(s) of a level of accuracy according to the Volume SM paragraphs 3.12 and 3.13 to recheck samples of engines submitted for competition. An engine testing time-table shall be posted prior to the beginning of the testing and also distributed to the FAI Jury, engine testing officials and participating team managers.

Only Jury members, persons authorised by the organiser, engine-testing officials and the Team Manager or Assistant Team Manager with one competitor or helper ie two persons from the team whose engines are being tested may attend engine testing. A report of by the organiser after the completed engine testing shall confirm which engines shall be used in competitions.

The organiser also may issue a certificate with measurements and thrust-time curve upon a request of the relevant participating team.

NAC certificates issued in accordance with the Volume SM paragraph 3.10 shall be accepted for Open International space modelling events on the CIAM Contest Calendar.

B.12.9 Organisers of World and Continental Championships must provide lockable plastic boxes with the names of the participating countries. After all the engines have been submitted for testing and samples tested, all the engine boxes shall be impounded in a separate, secure room. The boxes shall be guarded during transportation to the field by special official(s) and delivered to the time-keepers at the relevant launching box that shall control delivery of the engines to competitors.

Approved by the Plenary Meeting: For 36; Against 0; Abstentions 2; Not Voting 1.
Effective 01/01/10.

o) B.15.2. Team Classification

Amend as follows:

b) For World and Continental Championships gold, silver and bronze team medals, produced by the FAI to a smaller size than the standard FAI medals, will be awarded to the first, second and third place team members and team managers. The cost is to be borne by the organising NAC.

~~c) For Continental Championships gold, silver and bronze team medals, produced by CIAM, will be awarded to the first, second and third place team members and team managers.~~

Unanimously approved by the Plenary Meeting. Effective 01/01/10

p) **B.16.1**

Amend paragraph B.16.1 as follows (and also in Annex 1.1, paragraphs 4a) & 8a))

B.16.1. The number of model aircraft eligible for entry is as follows

Class F4B, F4C One (1) only

Approved by the Plenary Meeting: For 33; Against 0; Abstentions 1; Not Voting 4.

Effective 01/01/11.

q) **B.20.6.**

Collection of Trophies

Amend as follows:

~~Organisers of Championships shall be responsible for:~~

~~a) Requesting delivery of trophies by a specific date and to a specific address from the NAC concerned.~~

~~b) Supply of duplicate copies of all correspondence and the name and address of the subsequent trophy holder to the FAI Office and the CIAM Secretary.~~

~~c) Obtaining the signature of the team manager of the receiving team on the trophy report (See Annex A.2).~~

Championships Trophies

a) The winner's NAC is responsible for the safe delivery of the trophy/trophies to the organiser at the next Championship.

b) At the Championship, the Championship organiser, or a member of the FAI Jury, will use the trophy form to verify the status of the trophy and note the details, including identification data, of the new holder.

c) The completed form must be sent electronically to the FAI office with the electronic results (see B.5.4.). The FAI office will forward the trophy form to the CIAM Secretary.

d) The Championship organiser can ask the FAI office for a copy of the previous year's trophy form which contains the contact data of the current trophy holder.

World Cup Trophies

~~**a) Presentation of the World Cup trophies takes place at the annual CIAM Plenary meeting.**~~

~~**b) The winner's NAC is responsible for the safe delivery of the trophy/trophies to the CIAM Secretary at the next Plenary Meeting in advance of the World Cup Prizegiving.**~~

~~**c) At the Plenary Meeting the CIAM Secretary will use the trophy form to verify the status of the trophy, effect the transfer and note the details, including identification data, of the new holder.**~~

~~**d) The completed form must be sent electronically to the FAI office.**~~

Note i: See Annex B.4 for sample forms

Note ii: A list showing the current holder of each of the presented perpetual FAI trophies is published on the FAI website.

Amended at, and unanimously approved by, the Plenary Meeting. Effective 01/01/10. It was agreed that the existing form for World Cup Trophies shall continue to be used.

r) **B.20.8 Acceptance of Trophies**

Amend as follows:

Donors of trophies considered to be "Perpetual" (ie remaining the property of the FAI

or the donor) and proposed for award at Championships **or World Cups** shall declare their intent to the CIAM not later than the date of closure for the **Plenary Meeting** agenda each year. Acceptance of the trophy shall be conditional on a majority vote in favour by members of the CIAM.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

s) **Annex 1.1 World Championship Events for Model Aircraft**

4. **Scale category for Seniors:**

a) ~~F4B Control line model aircraft~~

8. ~~Scale category for Juniors:~~

a) ~~F4B Control line model aircraft~~

Unanimously approved by the Plenary Meeting. **Effective 01/01/11.**

t) **Records Part Two**

Amend as follows:

2.8 Special Rules for Altitude Records

2.8.1 Verification of Measurements at sub-paragraph 4, *add at the end:*

Any such electronic device must be calibrated prior to the attempt and the calibration certificate included in the record claim dossier.

Table III Checklist Record Dossier

Add to the end of item 13d:

and calibration certificate for any electronic device used to record altitude. (2.8.1)

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

11.1 Volume ABR, Section 4A (CIAM Internal Regulations – page 12 (2008 Edition))

A.2 Procedure for CIAM Plenary Meetings

a) **A.2.1.1** **Canada**

Insert new paragraph A.2.1.1

Voting at the Plenary Meeting for Sporting Code proposals shall be by simple majority. Simple majority is understood to mean that if more votes are cast for a proposal than against the proposal, the proposal is carried, regardless of the number of abstentions.

Rejected by the Plenary Meeting: For 8 ; Against 18; Abstentions 11; Not Voting 5.

b) **A.2.2** **Bureau**

Insert a new paragraph at A.2.2 and re-number the subsequent paragraphs:

The FAI statutes require an absolute majority for any proposal that is voted on by Commissions to pass. An absolute majority is half plus one, of the voting delegates present.

The number of abstentions affects the outcome of a vote and in some cases a

proposal will fail even when many more votes have been cast for it than were cast against it. CIAM, therefore, has a fourth category, that of “Not Voting” which should be used when delegates are asked to vote on a proposal in which they have no interest. “Not Voting” has the effect of reducing the number of voting delegates present.

An example:

Absolute Majority	CIAM Absolute Majority
50 Delegates Present	50 Delegates Present
For: = 24	For: = 24
Against: = 10	Against: = 09
Abstentions: = 16	Abstentions: = 01
50 ÷ 2 = 25 + 1 = 26	Not Voting: = 16
Proposal Fails	50-16 = 34 ÷ 2 + 1 = 18
	Proposal Succeeds

Approved by the Plenary Meeting: For 39; Against 3; Abstentions 1; Not Voting 0.
Effective 01/01/10.

c) A.14 Change from Provisional to Official Rules F1 Subcommittee

Instruction: Delete the whole of A.14 and amend A.15 to compensate

~~A.14. CHANGE FROM PROVISIONAL TO OFFICIAL RULES~~

~~A.14.1. Before being considered for adoption by the CIAM as official FAI rules, provisional rules must first have been used in at least five international contests, involving a total of at least five FAI member countries (but not necessarily five countries per contest).~~

~~A.14.2 Where there is great demand for a class, the Plenary Meeting may decide to waive the conditions contained in paragraph A.14.1 and adopt the provisional rules as official rules, effective from the following January.~~

Referred to Bureau.

d) A.15 Eligibility for World and Continental Championships F1 Subcommittee

Instruction: Amend as follows

A.15.1. Before they can be considered by the CIAM for use in World and/or Continental Championships, there must be a minimum period of two years from the time the rules were ~~made official~~ **accepted by CIAM** during which at least two international contests were held, each with a minimum of five FAI member nations participating. Also, reports from the Chairman of the Jury in each contest must be sent to the appropriate Sub-committee Chairman for the latter's recommendation to the CIAM.

A.15.2 Where there is great demand for a class, the Plenary Meeting may decide to waive the conditions contained in paragraph A.15.1 and adopt In cases where the conditions in A.14.1 have been waived, the rules may be considered eligible for use in World and/or Continental Championships from the following January.

Referred to Bureau.

- e) **Annex A.2c Nomination Form International Judges** **France**
Add lines for category F3M and category F3P.

Withdrawn by FRA.

- f) **Annex A.2d Nomination Form Candidates for Subcommittees** **France**
(1) Modify the last sentence page 22 as follows :

"The National Airsport Control of __ wishes to nominate the persons listed on the other side of this form for consideration by the elected Chairmen of Technical Sub-Committees as technical experts in for the following categories of aeromodelling **Technical Sub-Committees**".

*(2) Modify the first column of the table on page 23 as follows :
See the Annex 7a FRA ABR Annex A.2d*

Withdrawn by FRA

11.2 **Volume ABR, Section 4B**
(General Rules for International Contests – page 31 (2008 Edition))

- a) **B.2.3 Continental Championships** **Space Modelling Subcommittee**
B.2.4 World Championships **& USA**

Amend the text for both B.2.4 & B.2.3 as follows:

These are limited international contest in which the competitors must be nominated by their NAC. These contests are for individual and national team classification. The Sporting Code General Section 3.5.1 applies.

The World Championships shall be planned and scheduled by the CIAM.

Each World Championships is normally held every other year.

The number of classes in one World Championship is limited to five (5) for Seniors and five (5) for Juniors, **except for the case of Space Models, where the number of classes shall be limited to eight (8) for Seniors and eight (8) for Juniors. In Space Models, only one (1) FAI medal shall be awarded per team per class per age division.**

Approved by the Plenary Meeting: For 22; Against 1; Abstentions 4 ; Not Voting 15.
Effective 01/01/10.

- b) **B.2.4 General Rules for International Contests** **F6 Working Group**
Add a new paragraph B.2.4. & re-number the following paragraph.

B.2.4. World Air Games

These are limited international contests in which the competitors are selected by the respective Air Sport Commissions on the basis of International Ranking Lists and/or previous championship result. These contests are for individual classification only.

Approved by the Plenary Meeting: For 32; Against 1; Abstentions 1; Not Voting 4.
Effective 01/01/10.

- c) **B.3.4 Age Classification for the Contest** **France**
Add a new paragraph b and re-number existing paragraphs b & c

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 considered in the national Junior team and included in the Junior individual classification as far as the Junior national team is not complete. The names of the junior national team members must be declared before the beginning of the competition

Approved by the Plenary Meeting: For 33; Against 2; Abstentions 2; Not Voting 5. Effective 01/01/10.

- d) **B.3.5 National Teams for World and Continental Championships** **France**
Amend as follows:

A national team shall consist of three individual competitors, or three pairs of competitors for each category as a maximum, and a Team Manager. ~~For Control Line (F2) only, the team may consist of four individual competitors or four pairs of competitors for each category as a maximum provided that the fourth competitor is/are junior(s),~~ **For control line (F2) only, the team may consist of five individual competitors (or five pairs of competitors –F2C-) for each category as a maximum provided that fourth and fifth ones are juniors,** plus a team manager.

Referred to F2 Sub-Committee.

- e) **B.4 Contest Officials** **F1 Subcommittee**
Amend B.4.4 as follows:

In the case of other international events, the Jury must include at least one CIAM delegate or a person approved by his NAC. The other two members can be delegated by the NAC of the organising country. Members of the Jury must be from at least two different nations.

The Jury must be announced before the start of the event.

~~Members of the Jury may not compete in the event except~~ When the competition has a subdivision into categories. ~~In that case,~~ one or two members of the Jury may compete in a category and must then be replaced by alternate Jury members

(not competing in that category) for all matters involving that category. The alternate members must be chosen so that at all times the Jury meets nationality and language rules

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

Approved by the Plenary Meeting: For 27; Against 11; Abstentions 0; Not Voting 5. Effective 01/01/10.

f) **ABR B.5.3** **Bureau**

Insert a new paragraph B.5.3 and re-number the subsequent paragraphs.

B.5.3. For open international competitions, including World Cups, the Organiser must limit the number of entries so that the competition can be finished within the allotted time. The maximum number of entries must be stated in the event notification. The entries shall be accepted by the Organiser in order of receipt until the limit is reached and the entry is closed. Late entrants must be notified that their entry has not been accepted.

Approved by the Plenary Meeting: For 36; Against 1; Abstentions 0; Not Voting 5. Effective 01/01/10.

g) **B.5.5 FUEL** **Bureau**

Insert a new paragraph at B.5.5

Standard Fuel

When a standard FAI fuel is specified, the fuel that the organisers shall supply for practice and for the competition shall be of the same constituents, mixed in a single batch.

Standard fuels which are used for competition flights shall be part of the entry fee. Practice fuel supplied by the organiser to the competitors shall be charged at cost.

The standard FAI fuel for practice must be requested in advance (at the time of entry).

Non-Standard Fuel

The organisers shall make available for cost, up to 20 litres of fuel (~~5 litres for F1C~~) per competitor for practice flying and for use in competitions. The fuel, **or constituents**, must be requested in advance (at the time of entry) from the list below:

~~The competitor shall specify the constituents to be purchased on his behalf.~~

~~Competitors in F3A may select fuel only from the following types:~~

~~80% methanol 20% castor oil~~

~~70% methanol 10% nitromethane 20% castor oil~~

~~80% methanol 20% synthetic oil~~

~~70% methanol 10% nitromethane 20% synthetic oil.~~

Withdrawn in favour of the proposal in the Additional Bureau proposals.

h) B.9 Free Flight

F1 Subcommittee

Amend B.9.1 as follows:

In Free Flight contests for class F1E, provide a starting line facing the wind with, on both ends, one perpendicular parallel line following the slope. The timekeepers have to remain behind the starting line whereas the competitor can launch his model in any position on the slope between the parallel lines and below the starting line. **In F1E Championships each country and the reigning champion, if not a member of this national team, is allotted a pair of timekeepers for the first round by draw. In successive rounds all countries change timekeepers by moving one down the list of timekeepers. In other F1E competitions timekeepers are allocated to competitors in the order in which they arrive at the starting line, the organisers may define a working time during which the timekeepers remain available to each flyer.**

Approved by the Plenary Meeting: For 36; Against 0; Abstentions 2; Not Voting 6. Effective 01/01/10.

i) B.11. Radio Control

Bureau

Amend the first paragraph of B.11.2 as follows:

B.11.2 Each day, before the start of the competition, all transmitters **other than spread spectrum transmitters** on the competition site to be used in the contest for that day must be impounded and kept under the supervision of a special official.

In the case where all competitors utilise Spread Spectrum technology the organiser is not required to impound the transmitters.

Transmitters that are not impounded during the specified period(s), may not be used in the competition for that day, but must be retained by the officials in the pound for safety reasons. Similarly, All transmitters must be withdrawn at the end of the day's flying activities, and may not be left in the pound, unless by special arrangement with the organiser. Failure to withdraw a transmitter, by mistake or inadvertence, for whatever reason, will result in a reduction of 2% of the score of the competitor's next flight. Spread spectrum transmitters are not subject to this restriction but may be impounded if the Organisers so require.

A fine of 50 Euro per pilot will be imposed for failure to withdraw a transmitter, for whatever reason, during the specified period.

~~This~~ **The transmitter pound** official(s) will issue the transmitter to the competitor only when he is called to make his flight (in accordance with the procedure laid down for the class concerned). Flight line officials must watch the competitor(s) to prevent him (them) from switching on the transmitter(s) before the flight line director has given permission to do so. Using a frequency differing from that assigned by the organiser in the starting list, except if the contest director allows the change in advance, is considered unauthorised transmission. The transmitter frequency must be displayed on the outside of the transmitter ~~or plug-in module or frequency switch~~. Also, frequency synthesised transmitters must be designed to display the current frequency and to change to another frequency without RF transmission.

Amended at, and unanimously approved by, the Plenary Meeting. Effective 01/01/2010

j) B.11. Radio Control **France**

Amend the first paragraph of B.11.2 as follows:

B.11.2. Each day, before the start of the competition, all transmitters on the competition site to be used in the contest for that day must be impounded **during the specified period** and kept under the supervision of a special official. This official will issue the transmitter to the competitor only when he is called to make his flight (in accordance with the procedure laid down for the class concerned). Flight line officials must watch the competitor(s) to prevent him (them) from switching on the transmitter(s) before the flight director has given permission to do so. Using a frequency differing from that assigned by the organiser in the starting list, except if the contest director allows the change in advance, is considered unauthorised transmission. **Each day, no more than one hour after the end of the competition, all transmitters must be withdrawn from the impound. Pilots whose transmitter has not been impounded do not fly that day. Pilots who forget to withdraw their transmitter do not fly the next day.**

Rejected by the Plenary Meeting: For 4: Against 15, Abstentions: 8; Not Voting 18.

k) B.16 Processing of Model Aircraft **F3 Aerobatics Subcommittee**

Amend B.16.1 as follows:

Class F2A, F2B, F3A, F3C, F5B, F3G, **F3M** Two (2) only

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

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

l) B.16 Processing of Model Aircraft **United Kingdom**

Amend B.16.6 as follows:

A sticker, also provided by the FAI, or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor **and Scale** model aircraft).

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

m) B.16 Processing of Model Aircraft **United Kingdom**

Amend B.16.11 as follows:

For categories F2 **and** F3 (except F3A) ~~and F4~~, all piston motors which might be used

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

n) B.11 Radio control **Norway**

(Issued as Addendum 1 (the first of two proposals) to the Plenary Agenda.)

Add a new paragraph at the end of B.11.5 as follows:

B.11.6 In the case where all competitors utilize Spread Spectrum (SS) technology the organiser is not required to use a transmitted impound. Spread Spectrum transmitters are not required to be impounded.

Withdrawn in favour of the Plenary amended Bureau proposal.

11.3 Volume ABR, Section 4C, Part One

(General Regulations for Model Aircraft – page 54 (2008 Edition))

a) **1.1. General Definition for Model Aircraft** **F1 Subcommittee**

In the new definition passed by the 2008 Plenary meeting amend as follows:

~~Free flight model aircraft must be launched by the flyer and must not be controlled during the flight other than to terminate the flight~~

Free flight model aircraft must be launched by the flyer and must not be controlled remotely during the flight other than **to stop the motor and/or** to terminate the flight

Amended at the F1 Technical Meeting and approved by the Plenary Meeting,: For 27; Against 2; Abstentions ; Not Voting 4. Effective 01/01/10.

b) **1.3 2 Category F2 – Control Line Circular Flight** **France**

Add a second paragraph as follows:

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

Approved by the Plenary Meeting: For 23; Against 9; Abstentions 3; Not Voting 6.
Effective 01/01/10.

c) **Annex 1.1. World championship events for model aircraft** **Germany**

(i) Change F3F class from Provisional to Official and recognise as World Championships for model aircraft / Seniors and Juniors

(ii) Add class F3F (Radio Control Slope Soaring) to the list of official FAI classes and events which are recognised as World Championships

Amend the paragraphs as follows:

ANNEX 1.1

WORLD CHAMPIONSHIP EVENTS FOR MODEL AIRCRAFT

The following events are recognised as world championships for model aircraft (2001):

1. FF category:

- a) F1A Gliders
- b) F1B Model aircraft with extensible motors
- c) F1C Model aircraft with piston motors
- d) F1D Indoor model aircraft
- e) F1E Gliders with automatic steering

2. CL category:

- a) F2A Speed model aircraft
- b) F2B Aerobatic model aircraft
- c) F2C Team racing model aircraft

d) F2D Combat model aircraft

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

i) F3F Radio controlled slope soaring

4. Scale category:

a) F4B Control line model aircraft

b) F4C Radio controlled model aircraft

5. Free Flight Junior category:

a) F1A Gliders

b) F1B Model aircraft with extensible motors

c) F1D Indoor model aircraft

d) F1E Gliders with automatic steering

e) F1P Model aircraft with piston motors

6. CL Junior category:

a) F2A Speed model aircraft

b) F2B Aerobatic model aircraft

c) F2C Team racing model aircraft

d) F2D Combat model aircraft

7. RC Junior category:

a) F3J Radio controlled thermal duration gliders

b) F3K Radio controlled hand launch gliders

8. Scale Junior category:

a) F4B Control line model aircraft

This proposal was voted on in two parts:

(i) To change from a provisional to an official class.

Approved by the Plenary Meeting: For 54; Against 0; Abstentions 1; Not Voting 6. Effective 01/01/10.

(ii) To recognise F3F as a Championship class.

Plenary declared that it was not possible to grant official class and Championship status at the same time and directed Germany to submit an F3F Championship status proposal for consideration at the 2010 Plenary Meeting.

11.4 Section 4C Volume F1 - Free Flight

Free Flight Outdoor & Indoor

a) All Classes

F1 Subcommittee

Amend paragraphs as follows:

In all paragraphs of volume F1 except the definitions (3.2.1, 3.3.1, etc) change ~~model aircraft~~ to **model**.

Approved by the Plenary Meeting: For 27; Against 0; Abstentions 0; Not Voting 2. Effective 01/01/10.

Free Flight Outdoor

F1A

b) 3.1.2, 3.2.2 Characteristics of gliders F1A (& F1B)

France

Amend the last paragraph as follows:

~~F1A models may use radio control only for irreversible actions to restrict the flight (dethermalisation). Any malfunction or unintended operation of these functions is entirely at the risk of the competitor. Any type of radio control device on board of the glider is forbidden during the competition flights.~~

Rejected by the Plenary Meeting: For 1; Against 31; Abstentions 1; Not Voting 2.

c) 3.1.5 Definition of an Unsuccessful Attempt

Netherlands

Amend the paragraphs as follows:

~~3.1.5. f) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Withdrawn by the Netherlands.

d) 3.1.5 Definition of an Unsuccessful Attempt

Netherlands

Amend the paragraphs as follows:

3.1.5.

f) The duration of the flight is less than **10** (~~20~~) seconds.

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Withdrawn by the Netherlands.

e) **3.1.5 Definition of an Unsuccessful Attempt** **Netherlands**

Replace paragraph (f) as follows:

3.1.5.

f) The duration of the flight is less than 20 seconds and the flight was not terminated by de-thermalising.

Approved by the Plenary Meeting: For 29; Against 1; Abstentions 1; Not Voting 3.
Effective 01/01/10.

f) **3.1.7, 3.2.7, 3.3.7 Duration of Flights (F1A, F1B, F1C)** **Austria**

Add a new sentence at the end of 3.1.7, 3.2.7 & 3.3.7

Flight durations in excess of 3 minutes shall only be used to resolve ties.

Withdrawn by Austria.

F1B

g) **3.2.5 Definition of an Unsuccessful Attempt** **Netherlands**

Amend the paragraphs as follows:

3.2.5. ~~b) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Withdrawn by the Netherlands.

h) **3.2.5 Definition of an Unsuccessful Attempt** **Netherlands**

Amend the paragraphs as follows:

b) The duration of the flight is less than **10** (~~20~~) seconds.

Withdrawn by the Netherlands.

F1C

i) **3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C** **France**

Amend the last paragraph as follows and add a further paragraph:

F1C models may use radio control only for irreversible actions to restrict the flight, that is motor stop or de-thermalisation. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.-

F1C models may use radio control only for irreversible actions to restrict the flight, that is only applicable motor stop. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.-

Withdrawn by France.

j) 3.3.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

~~3.3.5. e) The duration of the flight is less than 20 seconds.~~

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Withdrawn by the Netherlands.

k) 3.3.5 Definition of an Unsuccessful Attempt Netherlands

Amend the paragraphs as follows:

c) The duration of the flight is less than **10** (~~20~~) seconds.

The same could be discussed what we want to do with the F1P class, when flown together with F1C in international competitions.

Withdrawn by the Netherlands.

F1E

l) 3.5.1 Definition F1 Subcommittee

Amend the paragraph as follows:

~~The glider can be equipped with a steering device, which cannot be controlled by the competitor during flight.~~

The glider can be equipped with a steering device, which may use a direction sensor and measurement of flight time. The steering device must not use any measurement of geographical location and must not be controlled by the competitor during flight.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

m) 3.5.11 Launching Germany

Amend the paragraph as follows:

a) Launching is by hand, the competitor standing on the ground (**jumping allowed**)

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

F1G

n) 3.G.7 Duration of Flights F1 Subcommittee

Amend the paragraph as follows:

The maximum duration to be taken for each official flight is to be two minutes. In the event of exceptional **model recovery problems or to suit** meteorological conditions or ~~model recovery problems~~, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

Note: The same change to be applied to 3.G.7, 3.H.7, 3.J.7, 3.K.7, 3.P.7.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

F1P

o) F1P **F1 Subcommittee**

Correct the class status:

Change class F1P from Provisional to Official.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

p) 3.P.2 Characteristics **F1 Subcommittee**

Amend the sentence as follows:

Only one change may be made to the wing or **horizontal** tail incidence or camber during the flight before dethermalising.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

q) 3.P.8 Classification **F1 Subcommittee**

Replace entirely with the following:

a)The total time for each competitor for each of the official flights defined in 3.P.3. is taken for the final classification. This total time achieved is also used to determine team classification.

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

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

d)If for meteorological reasons or poor visibility or model recovery problems, a fly-off must be postponed to be flown in the morning, it will be flown as early as daylight and visibility permit in order to avoid thermal activity. The maximum duration of the first flight will be a minimum of ten minutes.

e)In the event of exceptional meteorological conditions or model recovery problems, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round. The maximum duration of the motor run is 7 seconds.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

F1Q

r) 3.Q.3 Number of Flights **F1 Subcommittee**

Replace the existing text as follows:

~~7.~~ *cont/...*

.../cont

a) Each competitor is entitled to seven official flights.

b) Each competitor is entitled to one official flight in each round of the event. The duration of the rounds must be announced in advance and may not be less than 30 minutes or greater than 90 minutes.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

Free Flight Indoor

s) F1D 3.4.9 Timing of Flights

F1 Subcommittee

Amend the note to this paragraph as follows:

Note: In this case, the timekeepers shall continue to time the flight for ten seconds after translational movement has ceased. Should the model remain in contact with the building or its contents after 10 seconds, timing will cease and the 10 seconds will be subtracted from the flight time. Should the aircraft release itself from contact with the building in less than 10 seconds, timing will continue normally.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

t) **1R Indoor Micro35 Model Aircraft**

France

Insert an entirely new class as follows:

CLASS F1R - INDOOR MICRO35 MODEL AIRCRAFT

3.R.1. Definition

Model aircraft which can only be flown in an enclosed space and which are powered by extensible motors and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence.

3.R.2. Characteristics of Indoor Model Aircraft F1R

Maximum wingspan of the monoplane model aircraft : 350 mm.

3.R.3. Number of Flights

The competitor shall be allowed 6 flights of which the two best flights will be taken for classification.

3.R.4 Definition of an Official Flight: See Section 4c para 3.4.4.

3.R.5. Number of Models: See Section 4c, para 3.4.5.

3.R.6. Collision Rule: See Section 4c, para 3.4.6.

3.R.7. Steering : See Section 4c, para 3.4.7.

3.R.8. Timing of Flights: See Section 4c, para 3.4.9.

3.R.9. Number of Helpers: See Section 4c, para 3.4.10.

3.R.10 Launching : See Section 4c, para 3.4.11.

3.R.11 Ceiling Height Categories: See Section 4c, para 3.4.12.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

11.5 Section 4C Volume F2 - Control Line

F2A Speed

a) **4.1.16 Number of Timekeepers and Judges** **United Kingdom**

Amend paragraph a) as shown:

a) The time shall be taken by either three timing officials equipped with 1/100-second resolution digital stopwatches or by an optical electronic system with equal or better resolution or accuracy. For World and Continental Championships ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **there must be two electronic systems. One system shall be designated the primary system and the speeds from this system shall be used for classification purposes. The other system shall be designated the secondary system and shall be the required back-up system. Only in cases where there is a failure of the primary system may the speeds from the secondary back-up system be used for classification purposes.** For other contests, the required backup for a single system may be by some other electronic device or by two manual timekeepers.

b) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.

c) For World and Continental Championships, a senior judge shall be appointed to supervise the conduct of the timekeepers and judges.

The senior judge shall be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Rejected by the Plenary Meeting: For 3; Against 13; Abstentions 14; Not Voting 14.

b) **4.1.17 Classification** **United Kingdom**

See Annex 7b GBR F2A 4.1.17

Rejected by the Plenary Meeting: For 8; Against 2; Abstentions 11; Not Voting 19.

c) **4.1.18 International Team Classification** **United Kingdom**

Amend the title and paragraph as shown and re-number existing 4.1.18 to 4.1.19 and amend the title.

4.1.19. International Team Classification

To establish the national team scores for the team classification, add together the best speed attained by each individual member of the team. In a case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, **then** the best individual placing decides.

Withdrawn by GBR

F2D & F2E Combat

- d **4.4.5 & 4F.5 (Annex 4F) Characteristics of a Combat Model Aircraft** **United Kingdom**

Change as follows:

Add a new final paragraph as shown to paragraphs 4.4.5 & 4.F.5:

No carbon fibre may be used in the construction or repair of Combat model aircraft.

Withdrawn by GBR

F2 Annexes

Annex 4D CONTROL LINE WORLD CUP RULES

- e **4D.3 Contests** **F2 Subcommittee**

Amend as follows:

Contests included in the World Cup must appear on the FAI Contest Calendar and be run according to the FAI Sporting Code. The contests to be counted for a World Cup in a particular year are to be nominated at the CIAM Bureau Meeting at the end of the preceding year and are to be indicated on the FAI Contest Calendar. The selection of the contests for each class should be according to the following guidelines:

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

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

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

Annex 4J - F2G SPEED

- f) **J.16 Classification** **United Kingdom**

See Annex 7c GBR F2 Annex J – F2G

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

11.6 Section 4C Volume F3 - RC Aerobatics

F3A

- a) **5.1.3 Definition and Number of Helpers** **F3 Aerobatics Subcommittee**

Add new sentence as follows:

A helper may be a Team Manager, another competitor, or an officially registered supporter. Each competitor is permitted one helper (usually the caller) during the flight. Two helpers may be present and assist during the starting of the motor(s).

One person, either a helper, or the team manager, or the caller, may place the model aircraft for take-off and retrieve the model aircraft following the landing. In exceptional circumstances, another helper may join the competitor and caller/helper during the flight, but only to hold a sun-shield as protection from direct sunlight. These protection devices must not interfere with the judges' vision of the manoeuvres. **Physically disabled competitors requiring an additional helper and/or caller or other assistance, must request permission with full details, with their entry, from the organiser of a championship. This additional assistance must be provided by the competitor, must not give him an unfair advantage over other competitors, and must not unduly delay or interfere with the running of the competition.** Except for communication between the caller and the competitor, no other performance-enhancing communication with helpers is permitted during the flight.

Amended at, and unanimously approved by, the Plenary Meeting. Effective 01/01/10.

b) 5.1.5 Definition of an Attempt F3 Aerobatics Subcommittee

Delete the first sentence of the note as follows:

There is an attempt when the competitor is given permission to start.

~~— Note: If the model aircraft fails to start its take-off run within the three minutes allowed, the competitor must be instructed to immediately make room for the next competitor. If the propulsion device stops after the take-off has begun, the attempt will be deemed complete.~~

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

c) 5.1.10 Judging F3 Aerobatics Subcommittee

Add new paragraph after current paragraph six.

For other international events on the FAI calendar, the organiser should appoint must appoint a panel of not less than five judges.

Withdrawn by the F3 Aerobatics Subcommittee.

d) 5.1.11 Organisation for Radio Controlled Aerobatics Contests F3 Aerobatics Subcommittee

Modify the 8th paragraph and add a new 9th paragraph.

If the frequency is clear the competitor or his team manager will be allowed to collect the transmitter from the transmitter pound. The competitor and his helper(s) then occupy the starting area so that a radio check can be performed to verify the correct functioning of the radio control equipment. If there is a frequency conflict, the competitor must be allowed a maximum of one minute for a radio check before the start of the 3 minute starting time. The ~~timer~~ **time keeper** will audibly notify the competitor when the minute is finished and immediately start timing the 3-minutes starting time. Electronic timing displays must be able to be interrupted for the sound/noise test.

~~The starting time ceases when the model aircraft commences its take-off roll. The timing device is re-started when the model aircraft commences its take-off roll, and time will stop when the model aircraft first touches the runway after completion of~~

the flight. The total flight time allowed is ~~8~~ minutes.

A competitor is allowed eight (8) minutes for each flight. The timing of a flight starts when the contest director, or timekeeper, gives an instruction to the competitor to start. The timing device/clock will be interrupted when the competitor is ready to take the sound measurement. Helpers who place the model aircraft, must ensure that the model aircraft is placed in the correct position, as instructed by the officials. When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, and the timing device will be re-activated to continue the timing process. Before the timing device/clock reaches the 3-minute mark, the model aircraft must show a deliberate forward movement for the take-off (throttle advanced). If the model aircraft does not roll forward deliberately before/at the 3-minute-mark, the contest director/time keeper will advise the competitor and helper that the flight may not proceed. The flight shall score zero points. Under normal circumstances, the clock/timing device continues to run, and when reaching the 8-minute mark, the contest director/time keeper will advise the competitor, helper, and the judges, and judging/scoring will stop at that point. The clock will be stopped when the wheels of the model aircraft touch the ground for landing, as proof to the competitor of the recorded time.

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

The competitor may not start his model aircraft unless he has been instructed by a flight line official to do so. Deliberate starts at the flight line during official flying to check the propulsion device will be subject to disqualification from that round. No public address or commentary should be made during flights.

Amended at the F3 Aerobatics Technical Meeting and unanimously approved by Plenary.
Effective 01/01/10.

e) **5.1.11 Organisation for Radio Controlled Aerobatics Contests** **France**

Amend the first paragraph as follows:

For transmitter and frequency control see section ~~4b, para. B.8.~~ **4B, para. B.11.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

f) **5.1.12 Execution of Manoeuvres** **F3 Aerobatics Subcommittee**

Add one word in the second sentence.

The competitor may make only one attempt at each **scored** manoeuvre during the flight.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

g) **5.1.13 Schedule of Manoeuvres** **F3 Aerobatics Subcommittee**

Correct a manoeuvre name in the Semi- Finals, and Finals Schedule F-09

4. **Push-pull-pull** ~~Pull-push-pull~~ humpty bump, 2/4-pt roll up, 1/2 roll down 3 K-Factor

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

F3 Aerobatics Annexes

Annex 5L: F3M – Large R/C Aerobatics

- h) F3M – Large R/C Aerobatics** **France**

Amend the class status

Delete : NEW PROVISIONAL CLASS

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- i) 5L 1.3 General Characteristics of a large R/C Aerobatic Power Model Aircraft** **France**

Add the following characteristic in paragraph 5L.1.3. after "Maximum flying weight without fuel20 kg" :

Maximum engine capacity : 210cm³

Withdrawn by France.

Annex 5M: F3P Indoor R/C Aerobatic Power Model Aircraft

- j) 5.M.1.13 Schedules of Manoeuvres** **Belgium**

F3P-AP and F3P-AF, add an option for low ceiling hall and amend manoeuvre AP.07 as follows (this also corrects a mistake in the 2008 Annex 7e of 2008 minutes compared to the minutes of the 2008 Aerobatics technical meeting):

AP 07 Half square loop from top, with ~~two~~ **one** half-roll-s- down, (turn-around manoeuvre). Pull to a vertical down-line, perform ~~two~~ **one** half roll-s, and push to inverted flight. Exit inverted.

Option for practice hall with ceiling less than 12m height (free of any kind of obstacle) :

Half square loop from top, with half-roll on exit (turn-around manoeuvre). Pull to a vertical down-line, pull to horizontal and perform a half-roll, exit inverted.

Rejected by the Plenary Meeting: For 3; Against 8; Abstentions 4; Not Voting 26.

- k) 5.M.1.13 Schedules of Manoeuvres** **Belgium**

Amend manoeuvre AP.12 as follows :

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.

Option for practice hall ceiling less than 12m height (free of any kind of obstacle) :

45° down-line with positive snap-roll. From level flight, push to a 45° down-line, perform a positive snap-roll in centre of the line, pull to horizontal. Exit upright.

Rejected by the Plenary Meeting: For 3; Against 6; Abstentions 2; Not Voting 28.

l) 5.M.1.13 Schedules of Manoeuvres Belgium

Amend manoeuvre AF.06 as follows :

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.

Option for practice hall ceiling less than 12m height (free of any kind of obstacle) :

45° down-line with negative snap-roll. From inverted flight, pull to a 45° down-line, perform a negative snap-roll in centre of the line, push to horizontal. Exit inverted.

Rejected by the Plenary Meeting: For 3; Against 7; Abstentions 2; Not Voting 31.

m) 5.M.1.13 Schedules of Manoeuvres Netherlands

In the 2008 March Plenary meeting of CIAM new schedules of manoeuvres were adopted for the F3P class for the Preliminaries and Finals. (P- and F- programs). These programs will appear in the 2009 Sporting Code, which is not available at the moment of composing this proposal.

The following Manoeuvres are to be replaced:

P- Program:

~~AP05. Half Circle Inverted (Turn-around manoeuvre)~~

AP05. Top Hat from top with ¼ Rolls (Turn-around manoeuvre)

~~AP11. Half Square Loop (Turn-around manoeuvre)~~

AP11. Humpty Bump with Half Roll in first vertical (Turn-around manoeuvre)

~~AP12. One Turn Spin (Centre manoeuvre)~~

AP12. Six points of a four point Roll (Centre manoeuvre)

F- Program:

~~AF02. Square Loop on Corner with 2 half rolls (Centre manoeuvre)~~

AF02. Square Loop with 2 half rolls in vertical lines (Centre manoeuvre)

~~AF05. Half Square Loop with Half Roll (Turn-around manoeuvre)~~

AF05. Humpty Bump with Full Roll in first vertical (Turn-around manoeuvre)

~~AF06. One Turn of Inverted Spin (Centre Manoeuvre)~~

AF06. Six points of a four point Roll (Centre manoeuvre)

~~AF11. Half Circle (Turn-around manoeuvre)~~

AF11. Half square Loop (Turn-around manoeuvre)

~~AF12. 45 degree downline with 2 Point Roll (Centre manoeuvre)~~

AF12. One and a half negative Snap Roll (Centre manoeuvre)

Rejected by the Plenary Meeting: For 1; Against 14; Abstentions 4; Not Voting 23.

Annex F3A World Cup

n) **Annex 5N.3 b** **France**

Amend subparagraph b) as indicated below.

b) each competitor may count only one competition from each country **in Europe** (taking the better score for any **European** country in which he has scored in two competitions).

Approved by the Plenary Meeting: For 31; Against 1; Abstentions 0; Not Voting 11.
Effective 01/01/10

11.7 Section 4C Volume **F3 - RC Soaring**

F3B Thermal Soaring

a) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph c):

c) The radio shall be able to operate simultaneously with other equipment at 20-kHz **10 kHz spacing below 50 MHz and 20 kHz spacing above 50 MHz.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

b) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph e):

e) The competitor may use **a maximum of three (3) model aircraft in the contest. All exchangeable parts (wing, fuselage, tail planes) must be marked uniquely and in a way that doesn't allow replication of this mark on additional parts.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

c) **5.3.1.3. Characteristics of Radio Controlled Gliders F3B** **Germany**

Change sub-paragraph g):

g) For the sake of randomness of the starting order among the successive rounds, each competitor must enter ~~two~~ **three (3)** different frequencies, ~~spaced at 20-kHz minimum.~~ The competitor can be called to use any 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 and in written form to the affected team manager

Approved by the Plenary Meeting: For 29; Against 1; Abstentions 1; Not Voting 12. Effective 01/01/10.

d) **5.3.1.4 Competitors and Helpers** **Germany**

Change the number of helpers and add a sentence to the end of the paragraph:

The competitor must operate his radio equipment personally. Each competitor is permitted four (4) **respectively five (5)** helpers, including the team manager, who must not give any turning signals near **Base B** during tasks B and C. *cont/...*

.../cont

One (1) of these helpers should guide the towline(s) after it's release from the model during rewinding on to the upwind turnaround to prevent damage of other towlines. In case of two launch directions one (1) helper should also be positioned in the second direction, if used. For this purpose a fifth (5.) helper may be incorporated. In both cases only three (3) helpers including team manager should be standing at the pilot.

Withdrawn by Germany.

e) 5.3.1.4 Competitors and Helpers United Kingdom

Change the paragraph as follows:

The competitor must operate his radio equipment personally. Each competitor is permitted **up to three (3) helpers at the winch line** including the Team Manager who must not give any turning signals near base B during tasks B and C.

A maximum of two (2) more helpers are permitted to be utilised only at the turn-around pulleys to cover all wind directions. ~~After release of the model, these helpers must guide the towline(s) during the re-winding of the winch to prevent damage to other towlines.~~

Amended by the F3 Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/10.

f) 5.3.1.7 Cancellation of a Flight and Disqualification Belgium

In paragraph 5.3.1.7.b), e) & f) amend the penalty points to read :

b) The flight in progress will be penalised with ~~400~~ **300** points if the model aircraft loses any part either during the launch or the flight. The loss of any part in a collision with another model aircraft or during landing (ie in contact with the ground) is not taken into account. The penalty of ~~400~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

e) The upwind turnaround device must be fixed safely to the ground. If the pulley comes loose from its mounting support or the turn around device is torn out of the ground, the competitor shall be given a penalty of ~~4000~~ **300** points. The penalty of ~~4000~~ **300** points will be a deduction from the from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

f) The winch must be fixed safely to the ground. If the winch is torn out of the ground or rotating parts of the winch are separated (excluding parts of the tow-line) the flight is penalised with ~~4000~~ **300** points. The penalty of ~~4000~~ **300** points will be a deduction from the from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

Withdrawn by Belgium

g) 5.3.1.8.b Organisation of Starts Germany

Add last sentence of sub-paragraph b):

b) The composition of the groups must be changed every round in order to have different combinations of competitors. For task A (duration), there must be a minimum of five competitors in a group. For task B (distance) there must be a

minimum of three competitors in a group. For-task C (speed) a group may consist of a minimum of eight competitors or all competitors.

It is up to preferable for the organizer to orientate the starting order for task C at the inverted ranking calculated out of the results of all tasks flown until that moment. For the first round the starting order for task C should be always be identical with the starting order of task A. Alternatively, the organiser may use the task A starting order in subsequent task C rounds.

Amended at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For 27; Against 0; Abstentions 1; Not Voting 12. Effective 01/01/10

h) 5.3.1.8 United Kingdom

Replace the last sentence of sub-paragraph b) as follows:

For task C (Speed) the competitors shall be divided into groups. For each round the groups shall be in the same order and composition as those in task A (duration). In the case of the final round, the task may be flown as one group either in the reverse order of the competitors' current scores or in a matrix order. In the case of rain, or unforeseen interruptions at any time during the group, then the whole group shall be re-flown.

Withdrawn by the United Kingdom.

i) 5.3.1.9 Organisation of contests Belgium

Add a new subparagraph d) to read :

d) The contest director must inform without delay the competitor and/or his team manager about any decision taken, e.g. in the case of a re-fly, a penalty, etc.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

j) 5.3.1.10 Safety Rules Belgium

Amend paragraph b as follows:

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) or person within the safety area will be penalised by 300 points, except in the circumstances described in paragraph 5.3.1.5 b) items 1, 2, 3, and 5, and in the case of a line break at the moment of release of the model aircraft, ~~The number of contacts during one flight does not matter (maximum one penalty for one flight).~~ **The number of contacts during one flight does matter (as many penalties as the number of infringements for one flight).** The penalty will be a deduction of 300 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 Belgium.

k) 5.3.1.10. Safety Rules Germany

Change penalty points and wording in sub paragraph b) :

b) 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) or person within the safety area will be penalised by 300 ~~100~~ points, except in the circumstances described in paragraph 5.3.1.5 b) items 1, 2, 3, and 5, and in the case of a line break at the moment of release of the model aircraft. **The contact with a person within the safety area will be penalised by 300 1000 points.** The number of contacts during one flight **attempt** does not matter (maximum one penalty for one flight **attempt**). The penalty will be a deduction of 300 ~~100~~ **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 **penalisation was applied.**

Amended at the F3 Soaring Technical Meeting and unanimously approved by Plenary.
Effective: immediately.

l) 5.3.2.2. Launching **Germany**

Add a sentence to sub-paragraph l):

l) A first measurement is taken in order to check the correct functioning of the measuring equipment and is discarded.

Three subsequent measurements should be made with an interval of at least two minutes after the previous test or launch. The total resistance of the winch equipment is the average of these three **(3)** respective results.

Voltage and current must be displayed to be able to calculate the total resistance by hand. If the total resistance is calculated automatically then it must be shown simultaneously with the voltage and current values.

The winch equipment is declared as being in accordance with the rules if its total resistance is at least 23 mΩ.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

m) 5.3.2.2 Launching **Belgium**

Amend paragraph p) to read :

p) The flight is penalised with ~~4000~~ **300** points if the winch is not in accordance with the rules; this is valid for the flight before the test. The penalty of ~~4000~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation occurred.

Withdrawn by Belgium.

n) 5.3.2.2. Launching **Germany**

Amend paragraph p) to read :

p) The flight is penalised with 1000 points if the winch is not in accordance with the rules; this is valid for the flight before the test. The penalty of 1000 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation occurred **was applied.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

o) 5.3.2.2. Launching **Germany**

Change sub-paragraph q):

q) After release of the model aircraft from the towline, the towline should **must** be rewound without delay by operating the winch, until the parachute (or pennant) is approximately 10 metres above the ground **arrives at the turnaround device. During this procedure the towline should be guided by a helper to avoid damage of other competitors' towlines. The towline must be provided with a measure eg. a stopper or a metal ring, to prevent it being drawn down through the towline pulley.** Then, the parachute **towline(s)** should **must** be retrieved by hand to the winch. A winch must not be operated when the towline is lying on the ground and across other towlines or strikes another towline during launching

Amended at the F3 Soaring Technical Meeting and unanimously approved by the Plenary Meeting. Effective: immediately.

p) 5.3.2.2. Launching **United Kingdom**

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

The battery may be charged on the winch line, but only by means of another battery of similar size and capacity. Any charger used must have an automatic cut-off to prevent over charging and risk of explosion.

Withdrawn by the United Kingdom.

q) 5.3.2.4. Task B Distance **Germany**

Change a word in sub-paragraph c) and add the last sentence:

c) An audio system or a combined audiovisual system announces to the competitor when his model aircraft crosses the Base A or Base B (imaginary vertical planes). The absence of a signal will indicate that the model aircraft has failed to correctly cross the base. The instruments used to check the crossing of the vertical planes must assure the parallelism of such planes. Timing and signalling shall occur when ~~the nose~~ **any part** of the model aircraft crosses the base. **If an audiovisual system is used, signalling is also valid when the audio system fails or vice versa.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

r) 5.3.2.4. Task B Distance **Germany**

Add a sentence to sub-paragraph d) and change two words:

d) An audio system announces to the competitor when the model aircraft crosses **the Base A or Base B (imaginary vertical planes)**. The absence of a signal will indicate **that** the model aircraft has failed to correctly cross the Base. **The instruments used to check the crossing of the vertical planes must assure the parallelism of such planes.** The signal is given when ~~the nose~~ **any part** of the model aircraft crosses the base. The source of the signal (horn, loudspeaker) must not be further than 30 m away from the intersection of base A and the safety ~~line~~ **plane**.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- s) **5.3.2.4. Task B Distance** **Germany**
Insert sub-paragraph f):
f) After having completed the task, the model aircraft must land in the landing area beyond the safety plane.
Referred to the F3 Soaring Subcommittee.
- t) **5.3.2.4. Task B Distance** **Germany**
Change sub-paragraph f) to sub-paragraph g):
g) A classification based on decreasing number of total flown legs during the flight time will be compiled, and points given as described in 5.3.2.6., thus establishing the "Partial Score B".
Referred to the F3 Soaring Subcommittee.
- u) **5.3.2.4 Task B Distance** **United Kingdom**
In sub paragraph d) delete the last sentence and replace as follows:
~~The competitor must stay within a distance of 10 m either side of base A during the timed flight.~~
The organisers may select at random up to 5 sighting devices belonging to the competitors and place them near to base A.
Withdrawn by the United Kingdom.
- v) **5.3.2.5. Task C - Speed** **United Kingdom**
In sub-paragraph d), add a second paragraph as follows:
If a multi-task device is used to signal when a part of the model aircraft has passed base A or B, then there should be no delay between the pulses necessary for the device to activate the audio signal.
Withdrawn by the United Kingdom.
- w) **5.3.2.5 Task C – Speed** **Belgium**
In paragraph h), replace twice "1000 points" by "300 points" to read :
The flight will be penalised with ~~4000~~ **300** points, when sighted by means of an optical aid, the safety line is crossed by any part of the model aircraft. The penalty of ~~4000~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.
Withdrawn by Belgium.
- x) **5.3.2.5. Task C - Speed** **Germany**
Change sub-paragraph h)
h) During task C the timed flight shall take place to one side of the safety ~~line~~ **plane**, whilst all judges / time keepers shall remain on the other side of the safety ~~line~~ **plane**. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc.

The flight will be penalised with ~~4000-200~~ **300** points, when sighted by means of an optical aid, the safety line ~~is~~ **plane** is crossed by any part of the model aircraft. **The instrument used to check the crossing of the vertical safety plane must also assure that the safety plane is orthogonal to Base A and Base B.**

The penalty of ~~4000-200~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation was applied.

Amended at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For ; 28; Against 2; Abstentions 0; Not Voting 12. Effective 01/01/10

y) 5.3.2.5.h Task C - Speed Germany
Change sub-paragraph h)

h) During task C the timed flight shall take place to one side of the safety plane, whilst all judges / time keepers shall remain on the other side of the safety plane. The side which is to be flown shall be indicated by the organisers taking into account the direction of the sun, etc.

The flight will be penalised with ~~4000 200~~ **300** points, when sighted by means of an optical aid, the safety plane is crossed by any part of the model aircraft.

The penalty of ~~4000 200~~ **300** points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalisation occurred.

Amended at the F3 Soaring Technical Meeting and approved by the Plenary Meeting: For ; 32; Against 2; Abstentions 0; Not Voting 9. Effective 01/01/10

z) 5.3.2.5. Task C - Speed United Kingdom

In sub-paragraph h), delete the second paragraph and replace with the following text:

If, when sighted by optical means, any part of the model crosses the safety line, the flight shall be penalised by 300 points.

When the flight time for the completed task is entered on the score sheet, it shall be noted as carrying a penalty and the penalty shall be applied to the competitor's final score.

For incomplete tasks a where any part of the model aircraft had crossed the safety line then a zero score shall be applied plus the penalty of 300 points.

Any score carrying a penalty may be used as a discard score but the penalty will still be applied to the competitor's final score.

Rejected by the Plenary Meeting: For 7; Against 14; Abstentions 2; Not Voting 18.

F3J Thermal Duration Gliders

aa) 5.6.10.10 Czech Republic
Delete the last sentence of paragraph 5.6.10.10

5.6.10.10. The competitor who achieves the highest aggregate of points comprising of flight points plus landing bonus points minus penalty points will be the group winner and will be awarded a corrected score of one thousand points for that group. ~~The corrected score shall be recorded to one decimal place.~~

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

ab) 5.6.10.11

Czech Republic

Add a new sentence to paragraph 5.6.10.11

5.6.10.11. The remaining competitors in the group will be awarded a corrected score based on their percentage of the group winner's total score before correction (i.e. normalised for that group) calculated from their own total score as follows:

Competitor's own score multiplied by 1000

Highest points total scored in the group before correction

The corrected score shall be recorded (truncated) to one place after the decimal point

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

F3K Hand Launch Gliders

ac) 5.7.6.2 Valid landing

Germany

Replace and add the wording

Landing is considered valid, if:

(a) At least one part of the model glider at rest, touches the start and landing field (or any ground based object within 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 tape marking the boundary of the landing field).**

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

~~**The competitor (or his helper) catches their airborne model and at the point of catching, the competitor is standing with both feet inside the start and landing field. If a competitor attempts to catch their model and the model comes to rest fully outside of the start and landing field, this is not regarded a valid landing.**~~

Amended at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/10.

ad) 5.7.7 Flight time

Germany

Additional text

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 5.7.6. or the working time expires.

The flight time is measured in full seconds truncating tenths of a second. Rounding up or down is not applied.

The flight time is official if:

The launch happened from inside the start and landing field and the landing is valid according to 5.7.6., 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.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

ae) **5.7.11.3 Task C (All up, last down, seconds):** **Germany**

Addition to the rule

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 5.7.6 and 5.7.7 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. **If a competitor's model glider lands outside the start and landing field, the competitor may change his model glider without retrieving the outside landed model glider back to the start and landing field. This is an explicit exception to 5.7.2.3 and only valid for this particular Task C.**

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

No working time is necessary.

Example: Competitor A: $45+50+35 \text{ s} = 130 \text{ s} = 812.50 \text{ points}$
Competitor B: $50+50+60 \text{ s} = 160 \text{ s} = 1000.00 \text{ points}$
Competitor C: $30+80+40 \text{ s} = 150 \text{ s} = 937.50 \text{ points}$

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

af) **5.7.11.4 Task D (Increasing time by 15 seconds)** **Netherlands**

Replace the existing Task D with a new task called Task D (Four longest flights)

Four longest flights.

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

Referred to the F3 Soaring Subcommittee

ag) **5.7.11.5 Task E (Poker – variable target time)** **Netherlands**

Replace the existing Task E with a new task called Task E (Three and five minute flights, any order):

Three and five minute flights, any order.

During the working time, each competitor has an unlimited number of flights. He has to achieve two flights each of a different target duration. The target flight times are 180 and 300 seconds in any order. Thus the competitor's two longest flights flown in the working time are assigned to the two target times, so that his longest flight is assigned to the 300 seconds target and his 2nd longest flight to the 180 seconds target. Flight seconds longer than the target seconds are not taken into account. Working time is 10 minutes

Referred to the F3 Soaring Subcommittee

ah) **5.7.2.6 Ballast**

USA

(Issued as Addendum 2 to the Plenary Agenda.)

Amend the paragraph as follows:

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 **or it may be outside the model glider if it is fully restrained by the primary structure of the model glider. Primary structure is defined as the parts of the model glider which carry the bulk of the loads along the airframe.**

Referred to the F3 Soaring Subcommittee.

11.8 Section 4C Volume F3 - Helicopter
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F3C Helicopter

a) **5.4.3. General Characteristics**

F3 Helicopter Subcommittee

Amend paragraph a)

a) WEIGHT: The weight of the model (~~without~~ **with** fuel / with batteries) must not exceed 6.00 kg.

Withdrawn by the F3 Helicopter Subcommittee.

b) **5.4.3. General Characteristics**

Netherlands

Change the text as shown below.

a) WEIGHT: The weight of the model aircraft (~~without fuel / with batteries~~) **(without fuel / without batteries)** must not exceed ~~6~~ kg **6,00 kg**

Withdrawn by the Netherlands.

c) **5.4.3. General Characteristics**

United Kingdom

Amend paragraph a) as follows:

a) WEIGHT: The weight of the model aircraft (~~without~~ **with** fuel **or** ~~with~~ batteries) must not exceed ~~6~~ **6.5** kg.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

d) **5.4.3. General Characteristics**

F3 Helicopter Subcommittee

Amend paragraph b as follows)

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

b) ENGINE/MOTOR: No restrictions

Referred to the F3 Helicopter Subcommittee.

e) **5.4.3. General Characteristics** **Netherlands**

Amend the last line of paragraph b)

Electric motors are limited to a maximum no load voltage of 42- **51** volts for the propulsion circuit.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

f) **5.4.3. GENERAL CHARACTERISTICS** **F3 Helicopter Subcommittee**

Add new sub paragraph e) FUEL:

e) FUEL: At Continental and World Championships competitors must use methanol based fuel of the "LOW SMOKE" type. In case of complaints from a majority of the judges the pilot has to use a different fuel for the next round, or get approval from the organiser before the next flight. The organiser must be able to provide a fuel that is compliant.

Withdrawn by the F3 Helicopter Subcommittee.

g) **5.4.9 definition of an official flight** **United Kingdom**

Amend the first paragraph & paragraph c) as follows:

There is an official flight when the competitor is officially called. The flight may be repeated ~~at the Contest Director's discretion when~~ **if**, for any unforeseen reason outside the control of the competitor, the model aircraft fails to make a start such as:

a) The flight cannot safely be made within the allowed time limit.

b) The competitor can prove that the flight was hindered by outside interference.

c) Judging was impossible for reasons beyond the control of the competitor (model aircraft, engine, or radio failures are not considered to be outside the control of the competitor). In such cases the flight ~~may~~ **shall** be repeated as close to the published flight time as possible. ~~immediately after the attempt, during the same round or at the end of the round, at the discretion of the Contest Director.~~

However, the competitor has the right to refuse a reflight.

Amended at the F3 Helicopter Technical Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/10.

h) **5.4.11 Classification** **France**

Modification of the paragraph 5.4.11. Classification regarding the team classification (World and Continental Championships).

After the completion of four official (preliminary) rounds, the best three scores will be used to determine the **placings** ~~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 **individual** ~~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:

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

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

$Score_{(X)} = \text{Score of competitor X}$

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

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

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

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

i) 5.4.12 United Kingdom

Re-structure and standardise the sub-paragraphs, as shown; to add paragraph numbers to structure the first sub-paragraph in line with the following ones; to add a new first paragraph to the Flight Order sub-paragraph:

a) TRANSMITTER & FREQUENCY CONTROL

See VOLUME ABR, Section 4b, Paragraph B.11.

b) FLIGHT ORDER

The flight order must be published with official flight times for each competitor and including judges' breaks and meal breaks. Neither the published flight order nor the flight times may be changed and the flight times must be adhered to as closely as possible and no flight time shall run earlier than published without prior agreement between the pilot or his team manager and the organiser.

(i) Preliminary Rounds

The flight orderthird quarter of the initial order.

(ii) Fly-Off Rounds

The flight order for the first fly-off round will be established by a random draw, **taking into account that frequency will not follow frequency and team member will not follow team member of the same team.** The flight order third of

the initial order.

c) PREPARATION TIME

A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A).

A competitor must be called at least 5 minutes before he is required to enter the start circle. When the previous competitor's flight time reaches 6 minutes the flight line director ~~can~~ **may** give the signal to start the engine. The 5 minute interval.

d) FLIGHT TIME

The flight time of 11 minutes manoeuvre(s) will be scored zero.

e) RESTRICTIONS

After starting the..... terminated.

f) INTERRUPTION OF A COMPETITION

In extraordinary weather conditions or if the wind component perpendicular to the flight line exceeds 8ms/s for a minimum of 20 seconds during a flight, the competition must be interrupted. The flight will be repeated and the competition continued as soon as the wind subsides below the criterion. If the wind does not subside before the round is completed, the entire round will be dropped. The determination will be made by the organiser with concurrence of the FAI Jury.

Referred to the F3 Helicopter Subcommittee.

- j) 5.4.13 Organisation France**
Correction of an error.
Transmitter & frequency control (see volume ABR, section 4b, ~~paragraph B.10.~~ **4B, paragraph. B.11.**
Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- k) F3 C Annexes 5D & 5E F3 Helicopter Subcommittee**
Remove specification that Motor/Engine must be off during all Autorotations. Instead, specify that IC engine power must be reduced to idle.
Unanimously approved by the Plenary Meeting. Effective 01/01/10.

Annex 5D - F3C Manoeuvre Descriptions and Diagrams

- l) Manoeuvre Schedules P & D F3 Helicopter Subcommittee**
Replace the manoeuvre schedules "A" and "B" with "P" and "D" in Annex 7h S-C F3C Manoeuvres (1) P & Annex 7i S-C F3C Manoeuvres (2) F
Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- m) Manoeuvre Schedule D and New Schedules A, B, C Switzerland**
(i) *Replace Schedule C Finals (2008-2009) with Schedule D Finals 2010-2011) in Annex 7j SUI F3C Manoeuvres (1) D*
(ii) *Replace Schedules A, B and C (2006-2009) with new Schedules A, B and C (2010-2013) in Annex 7k SUI F3C Manoeuvres (2) A, B, C*
Withdrawn by Switzerland

- n) **Manoeuvre Schedules A & B** **Sweden**
Replace Schedule A (2008-2009) & Schedule C (2008-2009) with Schedules A & B in Annex 7I SWE F3C Manoeuvres (1) A & Annex 7m SWE F3C Manoeuvres (2) B
Withdrawn by Sweden.

F3N R/C Helicopter Freestyle

- o) **Annex 5 F** **F3 Helicopter Subcommittee**
Instruction: Replace the whole class with the rules in Annex 7n S-C Annex 5F – F3N

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- p) **5.4.13 Organisation** **Norway**
(Issued as Addendum 1 (the second of two proposals) to the Plenary Agenda.)

Add a sentence after transmitter & frequency control

In the case where all competitors utilize Spread Spectrum (SS) technology the organiser is not required to use a transmitted impound. Spread Spectrum transmitters are not required to be impounded.

Withdrawn in favour of the Plenary amended Bureau proposal

11.9 Section 4C Volume F4 - Scale

- a) **6.1.4 Judges** **F4 Subcommittee**
Add to paragraph 3 as follows:

For Continental Championships with less than 40 competitors in the class, the organisers are allowed to use two set of two static judges instead of one set of three judges to speed up static judging. **When using two sets of two static judges, the tabulation will make up a third dummy judge out of the average of the two judges' scoring to get the proper balance between static and flight scores.**

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

- b) **6.1.6.Remarks** **F4 Subcommittee**
Amend paragraph i) as follows:

i) Any model aircraft that, in the opinion of the **Chief Judges** or the ~~Contest~~ Flight Line Director, appears to be noisy in flight will have to submit to a noise check after that flight. Turbine powered model aircraft are exempt from such noise checks. For details see sections 6.2.1 (F4B) and 6.3.2 (F4C). The organiser must provide all competitors with the possibility to conduct noise checks prior to the competition if competitors so request.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

c) **6.1.9 Documentation**

6.1.9.4

F4 Subcommittee

Add the text to sub paragraph 6.1.9.4.e.

e) Competitor's declaration:

The competitor must include in his documentation a declaration that he is the builder of the model aircraft entered, listing all components of the model aircraft he did not make himself. **If using modified pre-made parts, it is the competitor's responsibility to prove the modification and that this is done by him.** The competitor must also complete and sign the required declaration form (See Annex 6E) confirming these and other aspects. If found in violation the competitor may be disqualified from the contest.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

d) **6.1.12 Organisation of Scale Events**

United Kingdom

Amend the third paragraph to read as below

The flight order of the competitors will not be changed unless, in the case of R/C events, the organisers need to do so to avoid frequency clashes. **Sufficient flexibility in frequency sequencing must be provided to allow a competitor to make use of his transmitter, at the latest, by the time he enters the No. 1 ready box.** There shall be no substitution of one team member's slot for another team member's.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

e) **6A.1.10 Static Judging**

Czech Republic

...10.2 & ...10.3

Reorder the renumbered paragraphs 6A 1.10.2. Colour and 6A 1.10.3. Markings as follows:

"Markings": 6A 1.10.2-~~3~~.

"Colour": 6A 1.10.3-~~2~~.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

f) **6C.3.6.2 Straight Flight**

Norway

Delete the complete paragraph, (text, diagram & error list) and renumber the rest of 6C.3.6. as appropriate.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

11.10 Section 4C Volume **F5 - Electric**

General Rules

a) 5.5.1.5 Energy Limiter F5 Subcommittee

Add a new paragraph at 5.5.1.5

5.5.1.5 Procedure for Limiter Checking

1. General procedure of Limiter checking follows point B.16. in the Section 4B, General Rules for International Contests.

2. The check is carried out immediately after landing. All limiters/loggers be tested using the same method.

3. The organizer have to check if the limiter is correctly connected to RX, LiPo pack and ESC, no any kind of "jumper" in the RX cable or on the Current sensor must be present.

4. The limiter in each model should be provided with cables and 6 mm connectors, so that it can easily be checked in series with the checking system. In case where the limiter device has other t5. types of connectors the competitor will provide adapters to match the 6 mm connectors used by the organizers.

5. JR/Futaba connectors should be provided on the limiter, or adapters, so that the receiver output and ESC input connections can be made to the tester.

6. A variable current load should be used, simulating as far as possible a typical flight

7. The organiser uses SM UniLog or similar devices as energy counters for measurements in each category.

8. There is a measuring tolerances of 2% of the limitations as given in the rules.

9. If the competitor will check his limiters prior to and during the contest he must provide a fully charged lithium battery as a power source.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

b) **5.5.4.5 Distance Task**

USA

Amend as follows:

a) This task begins when the model aircraft releases hand-launched and ends after 200 seconds. Time of release is to be taken by one timekeeper.

This task must be carried out with at least two climbs with motor running however no more than ten climbs with the motor running are allowed. No points will be awarded for the legs completed after an eleventh or more climb with motor running. The competitor has to decide how much time he will use for each climb (motor run) and how much for gliding.

b) ~~Starting and stopping the motor must be announced to his timekeepers;~~

c) When after stopping the motor the model aircraft first crosses the Base A in the direction of Base B, ~~the timekeeper starts counting the legs~~ **counting of the legs starts**. The model aircraft must complete as many legs as possible from the starting point Base A to the Base B and return;

d) Restarting the motor stops counting the legs, as does the expiration of the 200 seconds.

e) A audio signal announces to the competitor when his model aircraft crosses the Base A **and base B**. ~~flagman or audio system is used to signal crossing of Base B.~~ The absence of a signal will indicate that the model aircraft has failed to correctly cross the base. The instruments used to check the crossing of the vertical plane must assure the parallelism of such planes. During the scoring in this task, flying with any part of the model aircraft on the forbidden side of the safety plane will give ZERO points for the whole flight, distance and duration.

f) The competitor, his helper(s) and the team manager must remain at Base A until the distance part of his flight is completed. Nobody, ~~other than the flagman~~ **other than the base B signal operator**, may stay in the B line and give signals.

g) Every completed leg will be awarded 10 points. When the model aircraft fails to complete at least one leg after either of the first two climbs, 30 points will be deducted from the score of this task; After 200 seconds of this task, which will be indicated by an audio signal, the duration task begins immediately.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

c) 5.5.4.6 Duration and Landing Task

USA

Amend as follows:

a) This task must be completed within 600 seconds from the moment the audio signal is given;

b) The competitor has to decide how much and how often he will switch on the motor;

c) The duration task ~~gliding time timekeeper (1) starts his stopwatch every time the motor is switched off.~~ score keeping device keeps track of the motor run time as well as the glide time. ~~Gliding time ends either when the motor is switched on again or~~ Duration task scoring ends when the model aircraft comes to rest after landing. ~~The competitor must announce the switching on and switching off of his motor to the timekeeper with the word "ON" and "OFF";~~

d) Duration time is cumulative and one point will be awarded for each full second the model

aircraft is gliding with the motor off.

e) One point will be deducted for each full second flown in excess of 600 seconds;

f) Additional points will be awarded for landing; when the model aircraft comes to rest in the 30 m circle, 10 points will be given while coming to rest in the 20 m circle gives 20 points, and when coming to rest in the 10 m circle 30 points will be given. The distances are measured from the centre of the circle to the nose of the model aircraft;

g) No additional points will be awarded if the landing occurs more than 630 seconds after beginning of this task (as per 5.5.4.6.a)).

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

11.11 Section 4C Volume F6 – Airsports Promotion

F6A Artistic Aerobatics

- a) **6.1.2 General characteristics of Radio Controlled Artistic Aerobatics Airplanes** **F6 Working Group**

Delete lines 2 & 3

Maximum overall span 2 m
~~Maximum overall length 2 m~~
~~Maximum total weight 5 kg without fuel~~
Referred to Bureau.

- b) **6.1.2. General characteristics of Radio Controlled Artistic Aerobatics Airplanes**

Belgium

Replace weight in line 3

Maximum total weight:~~5~~ **6** kg without fuel
Referred to Bureau.

- c) **6.1.2.2 Jet-powered aircraft**

F6 Working Group

Amend as shown

~~Minimum~~ **Maximum** overall wing span: ~~1.80 m~~ **2 m**
~~Maximum total weight: 15 kg without fuel~~
~~Maximum nominal engine thrust: 150 N~~
Referred to Bureau.

- d) **6.1.2.3 Helicopter**

F6 Working Group

Delete weight and gyro references

~~Maximum total weight 6 kg without fuel~~
~~An electronic rate gyro is permitted on the yaw axis only~~
Referred to Bureau.

- e) **6.1.4.3 Number of rounds**

F6 Working Group

Amend present paragraph as shown:

All pilots are entitled to fly the first qualifying round. If there is a second qualification round, it will be opened to ~~no more than the top 80 %~~ **a lower number of** competitors, The number of competitors accessing ...
Referred to Bureau.

- f) **6.1.5 Definition of an attempt**

Belgium

Amend time in the note at the end of the paragraph,

There is an attempt when the competitor is given permission to start.

Note: If the competitor fails to take off (lift off) within the ~~60~~ **240** seconds allowed, he must immediately make room for the next competitor.

Referred to WAG Working Group & Bureau.

g) 6.1.8.2 Qualification and Finals flights **F6 Working Group**

Amend first and last sentences as shown. Amend Score Sheet and related sentences in Judging Guide accordingly.

Each flight may be awarded marks in half-point increments by each of the judges and for each judging criterion. Judging shall be done on:

Each judge may award a maximum of ~~30~~ **60** points to each competitor. A judging guide shall define the judging criteria and their relative weights.

Referred to Bureau.

h) 6.1.11.2 Timing procedures **F6 Working Group**

Amend paragraph sentence as shown.

Once allowed to enter the flight area and with permission from the Field Marshall, the competitor or his helper may start his engine(s). **This may occur as soon as the Field Marshall is satisfied the procedure does not disturb the previous competitor's preparation or flying.** The start of the take-off roll (the moment the aircraft moves under its own power) or lift-off shall occur no later than 60 seconds after the moment permission has been given to ~~start the engine(s)~~ **take off.**

Referred to Bureau.

i) 6.1.11.2 **Belgium**

Amend the time In the second sentence

Once allowed to enter the flight area and with permission from the Field Marshall, the competitor or his helper may start his engine(s). The start of the take-off roll (the moment the aircraft moves under its own power) or lift-off shall occur no later than ~~60~~ **240** seconds after the moment permission has been given to start the engine(s). **To allow for a fast rotation of pilots, a competitor can be allowed to start his engine in a ready box while the previous pilot is starting his flight.**

Referred to WAG Working Group & Bureau

j) Annex F62 **F6 Working Group**

Introduce an Annex F6-2 describing the World Air Games competitors' selection system

CIAM Sporting Code, Volume F6, Annex 2

WAG Ranking and Selection System for Aeromodelling Classes

The top competitors from the whole World are selected through National and International competitions. Selection is independently made by a combination of Continental Region and World ranking to ensure every part of the World is represented. The final list of competitors is decided, in principle, at the last FAI/CIAM Bureau meeting preceding WAG.

Selection is first made by Continental Region (Africa, North America, South America, Asia, Europe & Oceania) with an equal number of places reserved for each Region in which Selection Contests have been run, the remaining places being decided on a worldwide basis according to international ranking points gained by competitors at selection competitions.

Selection competitions (which may be organised by any club worldwide) shall follow these guidelines:

International contests

They shall be regularly registered in the FAI Contest Calendar as WAG Selection competitions with an international Jury according to specific CIAM rules.

The Jury shall report to the organiser's NAC and to the CIAM within 7 days and include the full detailed results with competitors name, nationality & valid FAI licence number.

National contests

Local contests involve only competitors holding a sporting licence from the organiser's nation. Such contests shall be approved by the National Governing Body (either the NAC direct or the aeromodelling governing body that has been delegated by the NAC). Such contests shall be on the National contest calendar and registered to CIAM as WAG Selection competition (CIAM may also maintain such a freely-available list separate or appended to the International contest calendar). Such contests shall be watched by at least one Official Observer delegated/approved by his NAC (or National Governing Body) who shall attest the competition has been fair and run according to national and FAI rules. This Observer shall report within 7 days to his NAC and to CIAM and include the full detailed results with competitors' names, nationality & valid National or FAI licence number.

In addition, results of National or International aerobatics selection contests (Aeromusicals & Artistic Aerobatics) shall include the judges' names and full credentials.

WAG selection contests shall be run using the latest approved F6 rules. A special entry form will be posted on an FAI website and contest organisers' websites as well as other websites whenever selection contests will be announced.

International ranking and selection period

The international ranking of any competitor at any time is based on the three best contests aggregate ranking points during the preceding 550 days out of an unlimited number of WAG selection contests. The WAG selection is based on the international ranking at the time the selection period is closed, as decided by the preceding CIAM meeting.

The results achieved at competition on another continent can be included in the world ranking but not in the continental ranking.

For the World and Continental ranking the points gained at selection contests decide. The ranking points are awarded as follows:

If the number of competitors in the selection contest is less than N_{max} then $R=k*N/P^X$ else $R=k*N_{max}/P^X$

Where R is the number of ranking points for the competitor k is a coefficient depending on the type of competition (1 for national, 1.2 for international) N is

the number of competitors with valid (non zero) results N_{max} is the limit (15 for F6A and F6B, 30 for F6D) P is the placing of a competitor X is a power factor (0.5)

World Air Games 2011

The WAG 2011 selection period shall begin May 1st, 2009

Referred to Bureau.

**k) F6A Annex 4 & F6B Annex 4 F6 Working Group
4.3 Time Schedule**

Amend paragraph as shown.

Before every round, and as soon as the flight order is established, the time schedule shall be clearly visible and known, so that competitors have the full responsibility to be ready to fly at the specified time. The transmitter Impound Marshall shall make a competitor's transmitter available early enough before this competitor's flight time, provided there is no more possible frequency conflict up to the end of his flight. **The field Marshall may allow a competitor to start his engine(s) as soon he is satisfied it will not disturb the preceding competitor.** The organiser should make every effort to keep a strict time schedule. Usually programming one start every ~~4~~ 5 minute proves satisfactory and easy to manage. It is recommended (.../...)

Referred to Bureau.

F6B Aeromusicals

l) 6.2.11.1.2 Judging F6 Working Group

Amend first and second sentences as shown. Amend Score Sheet and related sentences in Judging Guide accordingly.

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~~ 60 points to each competitor. A judging guide shall define the judging criteria and their relative weights.

Referred to Bureau.

F6D Hand Thrown Gliders

m) 6.4.1 F6 Working Group

Re-number as shown:

6.4.1.1 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.

6.4.1.2 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.

Referred to Bureau.

n) **6.4.2** **F6 Working Group**

Amend and re-number as shown:

6.4.2. Definition of hand thrown gliders

6.4.2.1 Motorless model aircraft, with the following limitations.

Wingspan max 1500 mm

Weight max 600 g

Radius of the nose, minimum 5 mm in all orientations (see F3B nose definition for measurement technique).

6.4.2.2 The hand thrown glider must be launched by hand and are controlled by radio equipment acting on an unlimited number of surfaces. **Electronic devices allowing feedback either to the model receiver or the pilot are not allowed.**

6.4.2.3 The hand thrown glider can be equipped with holes, pegs or reinforcements, which allow better grip of the model aircraft by hand. The pegs must be stiff and remain a firm part of the model, neither extensible nor retractable. Devices, which do not remain a part of the model during and after the launch, are not allowed. **Any loss of part of the model results in zero for the flight.**

6.4.2.4 The competitor may at any times change his model aircraft as long as they conform to the specifications and are operated at the assigned frequency.

6.4.2.5 Each competitor must provide five frequencies on which his model aircraft may be operated, and the organiser may assign any of these frequencies for the duration of any round or the complete contest.

Referred to Bureau.

o) **6.4.3 Definition of the flying field** **F6 Working Group**

Re-number as shown:

6.4.3.1 The flying field should be reasonably level and large enough to allow several model aircraft to fly simultaneously. The main source of lift should not be slope lift. The organiser must define the launching and landing area before the start of the contest and all launching and landings should happen within this area. Any launch or landing outside this area is scored zero for the flight.

6.4.3.2 A typical launching and landing area could be a rectangle 100m x 50m oriented with longer side perpendicular to the wind direction.

Referred to Bureau.

p) **6.4.5 Flight time** **F6 Working Group**

Re-number as shown and add new text at the end of the paragraphs:

6.4.5.1 The flight time is measured:

At task 1 from the moment the glider leaves the hands of the competitor

At task 2 from the end of the launching interval

6.4.5.2 The flight time is measured to the moment the glider comes to rest on the ground or ground based object or the competitor catches the glider by hand or the working time expires. One point will be awarded for each full second the glider is flying, up to the given maximum flight time. One point will be deducted for each full second flown in excess of given maximum flight time.

6.4.5.3 The flight time is official if the launching happens from inside the launching and landing area and the landing happens inside this area.

6.4.5.4. Immediately after the end of the working time or after each attempt for the task 2 the 30 seconds landing window will begin. If a model lands later then the flight will be scored with zero points.

Referred to Bureau.

q) **6.4.6 Organisation of rounds** **F6 Working Group**

Re-number and amend as shown:

6.4.6.1 The competitors are arranged in groups. A group should be a minimum of 5 pilots. The contest is organised in qualifying, semi-final and fly-off rounds.

6.4.6.2 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.

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

6.4.6.4 At semi-final the pilots fly task 2 in three groups (or two groups if the number of qualified pilots is less than 15).

6.4.6.5 To the final (fly-off) group the best pilot from each semi-final group proceeds. Other 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.

6.4.6.6 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. If all competitors in the group are ready and agree, the count down can be started earlier.

Referred to Bureau.

r) **6.4.7 Fly-off** **F6 Working Group**

Move the last paragraph of 6.4.6. into a new paragraph 6.4.7. and amend as shown.

6.4.7 Fly-off

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

Referred to Bureau.

s) **6.4.8 Total winner** **F6 Working Group**

With the new paragraph 6.4.7. this and subsequent paragraphs need to be renumbered.

6.4.8. Total winner

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

Referred to Bureau.

t) **6.4.9 Tasks** **F6 Working Group**

Re-number paragraph and amend as shown and add a new paragraph at the end:

6.4.9.1. Task 1 "Last flight":

During the working time, the competitor may launch the glider an undefined number of times, but only the last flight is taken into account to determine the final result. The length of the flight is limited to 5 minutes. Any additional release of the glider annuls the proceeding timing. When the competitor announces that he has completed his last flight (his official flight for this task), he must leave the launching and landing area, together with his timekeeper.

Working time - 7 minutes.

6.4.9.2. Task 2 "All up":

All competitors of a group must launch their gliders simultaneously, within 3 seconds. The signal for launching comprises from three short beeps each second and a continuous tone lasting three seconds. During continuous tone the glider has to leave the hand of the pilot. Releasing the glider earlier or later results in zero score for this flight. Maximum flight time is 3 minutes. Each flight time of the 3 attempts of each competitor is to be added up and will be normalised to obtain the final score for this task.

Example:

Competitor A:	45+50+36 s = 131 s =	812.75 points
Competitor B:	50+50+60 s = 160 s =	1000.00 points
Competitor C:	30+80+40 s = 150 s =	937.50 points

6.4.9.3. Task for fly-off rounds

All competitors of a group must launch their model aircraft simultaneously, within a three second period. The signal for launching comprises a three second countdown with a single beep for each of those three seconds and a continuous tone lasting three seconds. During the continuous tone the model aircraft has to leave the hand of the pilot. Releasing of the model earlier or later results in zero score for this flight. Maximum flight time is 3 minutes.

When the first model lands or at three minutes flight time a thirty seconds interval starts. All models must land within these thirty seconds.

The pilot whose model landed first receives a zero score or a pilot who released his model before or after the three seconds interval for launching or whose model

landed outside the landing area or landed after the thirty seconds interval receives a zero score too.

6.4.9.4. If final flights end repeatedly with equal maximum scores, the contest director may decide to break the tie by awarding a zero score to the competitor landing last past the 3-minute time. In such a case, the decision must be announced before the flight preceding the decision application.

Referred to Bureau.

11.12 Section 4C Volume S – Space Modelling

Part Four General Rules for International Contests

a) 4.6.5

USA

Add a new paragraph as shown below

4.6.5 When a flight is disqualified, scoring should continue and all data should be recorded. The recorded data will only be used if the disqualification ruling is reversed.

Referred to the Space Modelling Subcommittee.

b) 4.9.2 Electronic or Radar Tracking

Space Modelling Subcommittee

Replace the whole text of paragraph 4.9.2. with that submitted below.

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.

Electronic altimeter shall fulfil the following technical specifications:

- **Must use barometric measurement technique,**
- **Records as the flight altitude, the difference between peak altitude achieved and the altitude of the pad from which it was launched,**
- **Data readout resolution of 1 meter or better,**
- **Measurement accuracy 2 percent of recorded altitude or 2 meters, whichever is greater.**
- **Data sampling rate of 10 samples per second or greater,**
- **Data readout of peak altitude by audio or visual means directly from the altimeter, with no external device needed,**
- **Capable of being zeroed of all previous flight data before flight.**

Technical specifications of this equipment 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 pound 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.

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.

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

**11.12 Volume ABR, Section 4A
(CIAM Internal Regulations – page 17 (2008 Edition))
President's Proposal**

A.13 Aeromodelling Fund

Add a new final paragraph to A.13.2 as follows:

A.13.2 The fund shall be used for:

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

Unanimously approved by the Plenary Meeting. Effective 01/01/10.

The Plenary meeting further unanimously approved the following narrative to be developed into appropriate rules for the Sporting Code.

Procedure

By November 15, NAC may send the Nomination Form (as attached) of one applicant per country to the FAI office. All forms and attached personal statements will be forwarded to the CIAM Scholarship Selection Group of seven Education Experts, who – spread all over the world - independently consider the nominations in order to propose a sequence. The Bureau will scrutinise the recommendations and nominate one applicant to be presented to the Plenary Meeting. The Plenary Meeting awards the scholarship.

Payment

FAI transfers the scholarship of 2000 Euros to the appropriate NAC. This NAC office will directly pay tuition fees of schools, colleges or universities and finance schoolbooks or education means. No monies are to be sent, either to the sponsored student or to the parents. Receipts are to be forwarded to the FAI to keep the office informed. The delegate of the NAC in question is asked to present a report one year after the award.

Note i: The approved Selection Group will prepare their lists on time to be presented at the Bureau Meeting March 2010.

Note ii: The nomination form appears at Annex A.2I. The form may be downloaded from the CIAM website.

Item 12 World & Continental Championships appear overleaf

12. WORLD AND CONTINENTAL CHAMPIONSHIPS 2010 – 2013

WORLD CHAMPIONSHIPS

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1P Juniors		ROMANIA
	F1D (Seniors and Juniors)		SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)		HUNGARY
	F3J (Seniors and Juniors)		FRANCE
	F4B, F4C		POLAND
	F5B, F5D	USA (firm)	USA
	SPACE MODELS (Seniors and Juniors)		SERBIA

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1C	Argentina (firm) Bulgaria (firm) Poland (withdrawn) Serbia (firm)	ARGENTINA
	F1E (Seniors and Juniors)	Serbia (firm) Slovakia (firm)	SERBIA
	F3A	Italy (withdrawn) USA (firm)	USA
	F3B	China (firm) Spain (withdrawn)	CHINA
	F3C	Italy (firm)	ITALY
	F3D	Australia (firm)	AUSTRALIA
	F3K (Seniors and Juniors)	Croatia (withdrawn) Germany (firm) Sweden (firm)	SWEDEN

World Championships continued overleaf.../2012

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1P Juniors	Slovenia (tentative)	
	F1D (Seniors and Juniors)	Romania (firm)	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	China (tentative) UK (tentative)	
	F3J (Seniors and Juniors)	Croatia (firm) South Africa (tentative) USA (tentative)	
	F4C	China (firm) Spain (tentative) UK (tentative)	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Offers invited	

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1C	Argentina (withdrawn) Slovenia (firm)	
	F1E (Seniors and Juniors)	Romania (firm) Slovakia (tentative)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3K	China (firm)	

World Championships continued overleaf.../2014

YEAR	WORLD CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2014	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Offers invited	
	F2A, F2B, F2C, F2D (Seniors and Juniors)	China (firm)	
	F3J (Seniors and Juniors)	Offers invited	
	F4C	China (tentative)	
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Offers invited	

CONTINENTAL CHAMPIONSHIPS

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2010	F1A, F1B, F1C		TURKEY
	F1E (Seniors and Juniors)		ROMANIA
	F3A		AUSTRIA
	F3B	Offers invited	
	F3C		ROMANIA
	F3D	Ukraine (firm) Presenter not available	Not yet awarded
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	China (tentative)	
	F3K	Offers invited	

Continental Championships continued overleaf.../ 2011

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2011	F1A, F1B, F1P Juniors	Bulgaria (firm) Poland (withdraw) Slovenia (firm)	SLOVENIA
	F1D (Seniors and Juniors)	Serbia (firm)	SERBIA
	F2A, F2B, F2C, F2D (Seniors and Juniors)	Bulgaria (firm) Poland (firm)	POLAND
	F3J (Seniors and Juniors)	Hungary (withdrawn) Romania (withdrawn) Slovakia (firm) Slovenia (firm)	SLOVENIA
	F4B, F4C	Romania (firm)	ROMANIA
	F5B, F5D	Offers invited	
	SPACE MODELS (Seniors and Juniors)	Bulgaria (firm) Romania (firm)	ROMANIA

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2012	F1A, F1B, F1C	Romania (firm) Serbia (firm) Slovenia (firm)	
	F1E (Seniors and Juniors)	Romania (firm) Serbia (firm)	
	F3A	Offers invited	
	F3B	Offers invited	
	F3C	Offers invited	
	F3D	Offers invited	
	F3A Asian-Oceanic	Offers invited	
	F3C Asian-Oceanic	Offers invited	
	F3K	Offers invited	

YEAR	CONTINENTAL CHAMPIONSHIPS	BIDS FROM	AWARDED TO
2013	F1A, F1B, F1P Juniors	Offers invited	
	F1D (Seniors and Juniors)	Offers invited	
	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	

13. ANY OTHER BUSINESS

None.

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

14.1. CIAM Officers

See item 5.

14.2. Subcommittee Chairmen

See item 5.

15. NEXT CIAM MEETINGS

Bureau Meeting: Thursday, Friday & Saturday, 3rd, 4th & 5th December 2009

Due to the non availability of the Olympic Museum on the dates initially chosen, the dates for the 2010 plenary meeting now are :

Bureau Meeting: Thursday 15th April 2010

Plenary Meeting: Friday & Saturday, 16th & 17th April 2010

16. FINAL MATTERS

Mr Metkemeijer thanked Mr Bob Brown for his commitment and service of more than 30 years to the pylon racing community. This was echoed by the President.

The President thanked Mr Montigneaux for his support during the meetings.

The President closed the meeting at 19.35.

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2009 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1	FAI Code of Ethics
ANNEX 2 (a-m)	2008 Championship Reports
ANNEX 3 (a-o)	2008 Subcommittee Reports, FAI Sec Gen Report, Technical Secretary Report, Treasurer Report & World Air Games Report
ANNEX 4 (a-e)	2008 World Cup Reports
ANNEX 5 (a-d)	2008 Trophy Reports
ANNEX 6 (a-d)	FAI-CIAM Medals & Diplomas: Nominee Forms
ANNEX 7a FRA ABR Annex A.2d	Item 11.1 f) Nomination Form for Subcommittees
ANNEX 7b GBR F2A 4.1.17	Item 11.5 b) F2A Speed
ANNEX 7c GBR F2 Annex J – F2G	Item 11.5 f) F2G Speed
ANNEX 7d BEL Annex 5M – F3P (1) AP	Item 11.6 j), k), Annex 5M – F3P
ANNEX 7e BEL Annex 5M – F3P (2) AF	Item 11.6 l) Annex 5M – F3P
ANNEX 7f NED Annex 5M – F3P (1) AP	Item 11.6 m) Annex 5M – F3P
ANNEX 7g NED Annex 5M – F3P (2) AF	Item 11.6 m) Annex 5M – F3P
ANNEX 7h S-C F3C Manoeuvres (1) P	Item 11.8 l) F3C Manoeuvres Schedule Preliminary
ANNEX 7i S-C F3C Manoeuvres (2) D	Item 11.8 l) F3C Manoeuvres Schedule Finals
ANNEX 7j SUI F3C Manoeuvres (1) A,B,C	Item 11.8 m) F3C Manoeuvres Schedule
ANNEX 7k SUI F3C Manoeuvres (2) D	Item 11.8 m) F3C Manoeuvres Schedule
ANNEX 7l SWE F3C Manoeuvres (1) A	Item 11.8 n) F3C Manoeuvres Schedule Preliminary
ANNEX 7m SWE F3C Manoeuvres (2) B	Item 11.8 n) F3C Manoeuvres Schedule Finals
ANNEX 7n S-C Annex 5F – F3N	Item 11.8 o) Annex 5F – F3N
ANNEX 8 (a-e)	Technical Meeting and Meeting Reports

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