RC Soaring
Technical Meeting

March 16, 2023

9.30 CET

RC Soaring Section of the Plenary Meeting Agenda

- **F3J**
- a) 5.6.2.2.b Allow modification of flying site arrangement SUI
- b) 5.6.8.2.b Shortening of the towline length SUI
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- **F3F**
- c) 5.8.3, 5.8.13 Unification of the terminology (Pilot - Competitor) SubCom
- d) 5.8.5 Inserting of the reflyer into the starting order SubCom
- e) 5.8.7, 5.8.17 Definition of groups SubCom
- f) 5.8.8, 5.8.9 More detailed instructions for judges SubCom
- g) 5.8.11 Ammended definition of the judges tasks SubCom
- h) 5.8.17 Ammended definition of the procedure at interruption SubCom
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- **F3G**
- i) 5.G.1 Change the rule status to Official GER
- j) 5.G.2.4 Ammended measuring of the motor run (task B) GER
- k) 5.G.2.5 Ammended measuring of the motor run (task C) GER
- l) 5.G.2.5 Shortening of the working time for task C GER

RC Soaring Section of the Plenary Meeting Agenda

- **F3J**
- a) 5.6.2.2.b — Allow modification of flying site arrangement — SUI — 5 : 3
- b) 5.6.8.2.b — Shortening of the towline length — SUI — 3*) : 1 — *)+5 modif.
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- **F3F**
- c) 5.8.3, 5.8.13 — Unification of the terminology (Pilot - Competitor) — SubCom — 10 : 0
- d) 5.8.5 — Insert of the reflyer into the starting order — SubCom — 10 : 0
- e) 5.8.7, 5.8.17 — Definition of groups — SubCom — 10 : 0
- f) 5.8.8, 5.8.9 — More detailed instructions for judges — SubCom — 10 : 0
- g) 5.8.11 — Ammended definition of the judges tasks — SubCom — 10 : 0
- h) 5.8.17 — Ammended definition of the procedure at interruption — SubCom — 8 : 2
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- **F3G**
- i) 5.G.1 — **Change the rule status to Official** — GER — 9 : 0
- j) 5.G.2.4 — Ammended measuring of the motor run (task B) — GER — 9 : 0
- k) 5.G.2.5 — Ammended measuring of the motor run (task C) — GER — 9 : 0
- l) 5.G.2.5 — Shortening of the working time for task C — GER — 8 : 0

F3J Class

RC Soaring, F3J class
Item a)

5.6.2.2.b Switzerland

Rule Change: 5.6.2. The Flying Site

5.6.2.2.b) The flying site must include landing spots, one for each competitor in a group. Each landing spot will correspond to one of the launch marks and will be arranged at least 30 metres downwind of the launch corridor. **Landing sites may also be located between the take-off lines, minimum 30 metres from the corridor, the exact location will be determined by the competition director based on the terrain.**

Reason: Through these adjustments, more flying areas are possible, the starting height is slightly reduced, which comes closer to the F3J idea again.

At Freiburg's Trophy, this mode has already been used for 3 years and has been very well received by the pilots.

Voting in the Subcommittee	**4 in favour**	**3 against**

RC Soaring, F3J class
Item a)

Landing sites may also be located between the take-off lines, minimum 30 metres from the corridor, the exact location will be determined by the competition director based on the terrain.

In the proposal	In other parts of the rules
landing sites	landing spots
take-off lines	towlines
corridor	launch corridor
competition director	contest director

Recommended by the grammar checking software:
Landing spots may also be located between the towlines, a minimum of 30 metres from the launch corridor; the contest director will determine the exact location based on the terrain.

RC Soaring, F3J class
Item a)

For discussion:

Inspired by F3F class

5.8.8. Task: The task is to fly ten (10) legs on a closed speed course of one hundred (100) metres in the shortest possible time from the moment the model first crosses Base A in the direction of Base B. If some irremovable obstacles do not allow one hundred (100) metres the course may be shorter but not less than eighty (80) metres. This exception does not apply for world or continental championships**.**

Add the same sentence to the proposal item a)?

RC Soaring, F3J class
Item b)

5.6.8.2.b Switzerland

Rule Change: 5.6.8.2. The launch of the model aircraft will be by hand held towline or winch.

b) Upwind turnaround devices, which must be used, shall be no more than ~~150~~ **130** metres **or less than 100 metres** from the winch…

Reason: Through these adjustments, more flying areas are possible, the starting height is slightly reduced, which comes closer to the F3J idea again.

At Freiburg's Trophy, this mode has already been used for 3 years and has been very well received by the pilots.

Voting in the Subcommittee	3 in favour	1 against	4 recommending modification

RC Soaring, F3J class

Item b) the recommendation (???) of the TM

5.6.8.2.b Switzerland

Rule Change: 5.6.8.2. The launch of the model aircraft will be by hand held towline or winch.

b) Upwind turnaround devices, which must be used, shall be no more than ~~150~~ **120** (?) metres from the winch…

RC Soaring, F3J class
rule connected with Item b)

If we shorten the length of the winch towline, then the length of the hand towline should also be reduced.

5.6.8.7.c) The length of the towline shall not exceed **150** (???) metres when tested under a tension of 20 N.

F3F Class

RC Soaring, F3F class
Item c)

5.8.2 Characteristics of Radio Controlled Slope Gliders
5.8.13 Classification RC Soaring Subcommittee

Clarification:

5.8.2 If an infringement of this rule occurs, the ~~pilot~~ **competitor** will be disqualified from the contest

5.8.13 The remaining results are added to obtain the final score which will determine the position of the ~~pilot~~ **competitor** in the final classification

Reason: Throughout the whole text of the F3F class for the competing person the term "competitor" 30 times is used. Only in paragraphs 5.8.2 and 5.8.13, it appears the term "pilot". The same term should be used for the same subject in the whole text for clarity..

Voting in the Subcommittee	**10 in favour**	**none against**

RC Soaring, F3F class
Item d)

5.8.5 Number of attempts — RC Soaring Subcommittee

Clarification:

The repeated flight ("re-flight") shall happen ~~as soon as possible - considering the local conditions~~ **after a fixed number of pilots (e.g. 5), pre-defined and announced by the organiser before the start of the contest. If the remaining number of pilots in a round is smaller than the pre-defined number, the re-flight shall happen at the end of the round.**

If a ~~pilot~~ **Team Manager** announces a protest against the result of ~~his~~ **the** flight and this protest for a "re-flight" cannot be decided by the jury before the end of the running round, the ~~pilot~~ **competitor** will obtain a "provisional re-flight" (with all consequences regarding penalties) in order to achieve a countable score…

Reason: The new wording tries to avoid arbitrary re-flight delays.

The old text also mistakingly states that the pilot may announce protest. But this is possible only at second-class competitions. However, the FAI Sporting Code is primarily intended for first-class competitions, where only the Team Manager can submit a protest. Specifying Team Manager is sufficient because at second-class competitions the pilot keeps all the rights of the team manager.

Voting in the Subcommittee	**10 in favour**	**none against**

RC Soaring, F3F class
Item e)

5.8.7. Organisation of Starts and 5.8.17. Weather Conditions and interruptions RC Soaring Subcommittee

Clarification:

5.8.7. Organisation of Starts: The flights are to be performed round by round. The starting order is settled by draw in accordance with the radio frequencies used. **Before the round starts, the competitors must be divided into potential groups of equal size (±1 competitor) with at least ten (10) competitors in one group. This division will be used if weather conditions require.**
The competitor…

5.8.17. Weather Conditions and interruptions:
…~~The whole group must be divided into groups of equal size (+-one (1) competitor) with a minimum number of competitors in one group of ten (10) before the round starts.~~

Reason: The groups should always be prepared in advance, even at best weather conditions; therefore the sentence about division in groups better fits in paragraph 5.8.7

Voting in the Subcommittee	**10 in favour**	**none against**

RC Soaring, F3F class
Item f)

5.8.8. Task and 5.8.9. The Speed Course — RC Soaring Subcommittee

Delete the last sentence from paragraph 5.8.8 and add a new sentence at the end of paragraph 5.8.9

In paragraph 5.8.9 replace the word"Offitial" by "Judge"

5.8.8. Task: …
…~~The competitor's model must be visible to the appropriate judge on the turns at Bases A and B~~.

5.8.9. The Speed Course: …
…Base A is the official starting plane. At Base A and Base B, ~~an Official~~ **a judge** announces the passing of any part of the intact model in flight with a sound signal when the model is flying out of the speed course. Furthermore, a signal announces the first time the model is crossing Base A in the direction of Base B.
The competitor's model must be visible to the appropriate judge on the Bases A and B turns. If the model is not visible at crossing the Base, the judge signals if he can see the model again outside the course.

Reason: The new text contains instructions for the judge if the model flies below the slope's edge for only a short time. The replacement of the word "Official" unifies the terminology.

Voting in the Subcommittee	**10 in favour**	**none against**

RC Soaring, F3F class
Item g)

5.8.11 Judges

RC Soaring Subcommittee

Change the text of paragraph 5.8.11 as follows

~~The flights are judged by two judges who do not have to be the same for all competitors.~~ The ~~judges'~~ **judge serving as the starter** ~~task is~~ **has** to ~~control~~ **ensure** that the flights are performed according to the rules **and** to be ~~time keepers~~ **the timekeeper.** ~~and to ensure that the right distance is flown~~**. If an automatic system performs the timing, he supervises it.**

Reson: In the F3F part of the Sporting Code, you may find the terms "Judge", "Starter", and "Official".

In real F3F competitions one may find five main positions of officials:

1. Contest Director. 2. Starter, 3. and 4. Official signalling at base A and B, 5. Official observing the safety plane.

In the present text, for these officials, the naming is inconsistent.

1. *The Contest Director is not mentioned in the F3F text but is defined in the general parts of the FAI Sporting Code. It can be deduced from the text in paragraph 5.8.11 that the judges mentioned are taking the duties of the Contest Director regardless that the CD must be only one person.*
2. *The Starter and his duty are mentioned in paragraph 5.8.7. Often he takes care of all the duties defined for judges in paragraph 5.8.11.*
   In any case, paragraph 5.8.11 needs to be clarified. The request for two different judges for two groups of competitors could lead to unfair results.
3. *Officials signalling at bases A and B are named Judges in paragraphs 5.8.6 and 5.8.8, whereas in paragraph 5.8.9, they are called "Officials".*
4. *Ditto.*
5. *The official for observing the safety plane is called "judge" in paragraph 5.8.10. OK*

Voting in the Subcommittee	**10 in favour**	**none against**

RC Soaring, F3F class
Item h)

5.8.17 Weather conditions and Interruptions — RC Soaring Subcommittee

Clarification: Modify the last part of the paragraph 5.8.17 as follows

If these conditions arise during the flight the ~~contest director must interrupt the contest and the competitor is entitled to a re-~~ **starter will offer the competitor a re-flight due to weather conditions. The competitor must (immediately) either accept the re-flight and abort the flight, or reject the offer of the re-flight and continue with the flight..**
The competition flights will than continue after the weather conditions are within limits for at least 20 seconds.
~~The whole group must be divided into groups of equal size (+-one (1) competitor) with a minimum number of competitors in one group of ten (10) before the round starts~~
If the weather is stable during the whole round ~~only one group is~~ **all competitors are** evaluated as one group; if the competition must be interrupted **for** more than thirty (30) minutes, then the interrupted group must start from the beginning and the ~~results are evaluated for each~~ **group scoring must be applied** (see paragraph 5.8.12).

Reason: The competitor should be allowed to decide whether ha accepts the conditions and finish his flight. Sometimes, even if the wind speed is a little below the limit, the thermal lift may help to allow finish the flight. Imagine the situation, when the competitor made good 9 laps and the judge would cancel his flight in the last lap. It may also happen that the competitor damages his model at landing, can't re-fly and instead of average time gets zero.

Voting in the Subcommittee	8 in favour	2 against

RC Soaring, F3F class
early validity

Because proposals items c), d), e), f) and g) are clarifications, and item h) only states a practice applied already at the majority of competitions it would be advisable to use the new wording at all future competitions including the World Championships from now on.

Therefore, the TM recommends to the PM alternatively

The new wording should be effective “immediately“

or

The new wording will be used as local rules at the 2024 FAI F3F WCh

F3G Class

RC Soaring, F3G class
Item i)

F3G Provisional - 5.G.1 GERMANY

Clarification:

Remove the title "Provisional Rules" from the title and all sections related to F3G in SC4_Vol_F3_Soaring_23 version 1st January 2024.

~~PROVISIONAL RULES~~

Reason: Starting 2021 until the end 2023 five international (FAI) and at least four international/non FAI competitions of the class F3G have been successfully completed

The rules documented in SC4_Vol_F3_Soaring_23 have been proven to be valid, practical and executable supporting fair, interesting and exciting competitions.

Voting in the Subcommittee	**8 in favour**	**none against**

RC Soaring, F3G class
Item i)

A.9.1 Change of class from provisional to official
Before being considered for adoption by the CIAM as an official FAI class, rules of the provisional class must first have been used in each year of a two-year period up to the year of consideration.
The rules must have been used in at least five international contests, or three World Cup contests. All the contests must be registered on the FAI Sporting Calendar and involve a total of at least five FAI member countries with at least two countries per contest and at least 50 competitors in total per year.

In the 2022 FAI Sporting Calendar 3 competitions In the Eurotour Calendar
In the 2023 FAI Sporting Calendar 3 competitions

11 – 12 May 2024	Kulmbach F3G & F3B (D)
1 – 2 June 2024	Colmar Elsass E-Trophy (F)
15 – 16 June 2024	Brno (CZ)
6 – 7 July 2024	Anthisnes (B)
7 – 8 September 2024	1st Ampere Flyer Cup Munich (D)

RC Soaring, F3G class
rules connected with Item i)

CIAM General Rules

C.2.2.3 World Cup

This is a classification of the results of specific Open Internationals during a year. A World Cup may be organised by the relevant CIAM Subcommittee for any of its classes.

Note: The list of the CIAM classes with mention of the World cup classes is downloadable from "Documents" section of the CIAM website http://www.fai.org/ciam-documents.

RC Soaring, F3G class
rules connected with Item i)

ANNEX 3A
RULES FOR WORLD CUP EVENTS

RC SOARING WORLD CUPS

1. **Classes:** The following separate classes are recognised for World Cup competition: F3B, F3F, **F3G,** F3K and F3J.

2. **Competitors:** All competitors in the open international contests are eligible for the World Cup.

3. **Contests**: Contests included in the World Cup must appear on the FAI contest calendar and be run according to the FAI Sporting Code. In the contests competitors of at least two different nations must take part. For the results to be counted as part of the World Cup the following number of rounds must be completed: F3B — 1 round and 1 task, **F3G — 1 round and 1 task,** F3F — 4 rounds, F3J — 4 preliminary rounds, F3K — 5 rounds all of different tasks.

RC Soaring, F3G class
Item j)

5.G.2.4 Task B Distance GERMANY

Clarification:
Adding time measuring tolerance to the minimum time required between starting the motor and entering the course at Base A during task distance.

a) The model shall be launched in the direction(s) determined by the contest director. The time between when the motor is switched on and entering the course the first time at Base A in direction to Base B shall be equal or more than forty (40) seconds **with a tolerance of minus two (2) seconds.**

Reason: The change should reflect a potential deviation/tolerance between the time the motor is started by the pilot and the official helper at Base A identifying that the motor has been started and pressing the start button on the stopwatch, measuring the time until entering the course.
The modified rule/time period will still fully serve the purpose to prevent the acceleration of the model with the motor prior to entering the course at Base A.

Voting in the Subcommittee	**8 in favour**	**none against**

RC Soaring, F3G class
Item k)

5.G.2.5 Task C - Speed GERMANY

Clarification:
Adding time measuring tolerance to the minimum time required between starting the motor and entering the course at Base A during task distance.

a) The model shall be launched in the direction(s) determined by the contest director. The time between when the motor is switched on and entering the course the first time at Base A in direction to Base B shall be equal or more than forty (40) seconds **with a tolerance of minus two (2) seconds.**

Reason: The change should reflect a potential deviation/tolerance between the time the motor is started by the pilot and the official helper at Base A identifying that the motor has been started and pressing the start button on the stopwatch, measuring the time until entering the course.

The modified rule/time period will still fully serve the purpose to prevent the acceleration of the model with the motor prior to entering the course at Base A.

Voting in the Subcommittee	**8 in favour**	**none against**

RC Soaring, F3G class
Item l)

5.G.2.5 Task C Speed BELGIUM

Rule Change:

b) the task must be completed within ~~four (4)~~ **three (3)** minutes

Reason: 3 minutes is plenty to complete such a flight. Most organisers of F3G competitions use three (3) minutes as a local rule

Voting in the Subcommittee	**7 in favour**	**none against**

2024 RC Soaring FAI Championships

2024 FAI F3K European Championships for RC Model Gliders

7 – 13 July 2024, Wloclawek, POL

2024 FAI F3J World Championships for RC Model Gliders

28 July – 4 August 2024, Elverum, NOR

2024 FAI F3F World Championships for RC Model Gliders

6 – 12 October 2024, Limoux, FRA

Goodbye
and
thank you for your attention