



**CIAM FAI**  
**RC Soaring**  
**Technical Meeting**  
**11. March 2023**

# SC Voting

## RC Soaring

### F3K

RC Hand Launch Glider

		Yes	No	Abstain	%Yes	%No	%Abst
a)	5.7.11 Definitions of tasks	9	0	0	100%	0%	0%
b)	5.7.7 Flight time	7	1	1	78%	11%	11%
c)	5.7.9.5 Flight testing time	3	4	2	33%	44%	22%
d)	5.7.10.1 Final Score	6	2	1	67%	22%	11%

### F3L

Thermal Gliders RES (Provisional)

e)	5.L.4 Description of the Competition	7	1	0	88%	13%	0%
f)	5.L.5 The Flying Site	5	3	0	63%	38%	0%
g)	5.L.5 The Flying Site	6	2	0	75%	25%	0%
h)	5.L.4 Description of the Competition	6	2	0	75%	25%	0%
i)	5.L.9 Re-flights	4	4	0	50%	50%	0%
j)	5.L.10 Landing	1	7	0	13%	88%	0%
k)	5.L.11.2 Scoring of the Landing	1	7	0	13%	88%	0%
l)	5.L.11.2 Scoring of the Landing	2	5	1	25%	63%	13%

### F3G

Multi Task Gliders with Electric Motors (Provisional)

m)	5.G.1.2 Characteristics data of Radio Controlled Gliders	7	0	1	88%	13%	13%
n)	5.G.1.3.j Technical Equipment	8	0	0	100%	13%	0%
o)	5.G.1.3.l Technical Equipment	6	1	1	75%	25%	13%
p)	5.G.1.2 Characteristics data of Radio Controlled Gliders	8	0	0	100%	0%	0%
q)	5.G.1.2 Characteristics data of Radio Controlled Gliders	6	2	0	75%	25%	0%
r)	5.G.1.3 Technical Equipment	8	0	0	100%	0%	0%
s)	5.G.1.3 Technical Equipment	7	1	0	88%	13%	0%
t)	5.G.1.3 Technical Equipment	7	1	0	88%	13%	0%
u)	5.G.1.4 General Requirements	8	0	0	100%	0%	0%
v)	5.G.2.3 Task A - Duration	8	0	0	100%	0%	0%
w)	5.G.2.3 Task A - Duration	6	2	0	75%	38%	0%
x)	5.G.2.4 Task B - Distance	8	0	0	100%	0%	0%
y)	5.G.2.5 Task CB – Speed	8	0	0	100%	0%	0%
z)	5.G.2.9 Site	8	0	0	100%	0%	0%
aa)	5.G.1.11 Safety Rules	8	0	0	100%	0%	0%

## **14.6 Section 4 Volume F3 - RC Soaring**

# **F3K**

**RC Hand Launch Gliders**

a) 5.7.11 Definitions

Germany

*Add a New Task "Best Flight"*

**Task N (Best Flight)**

**During the working time each Competitor has an unlimited number of flights. Only the best Flight counts.**

**The maximum flight time is 599 seconds.**

**Working time: 10 minutes.**

Reason: The task introduced last year, One flight only, is a very difficult task which, for many participants, does not reflect skill but pure luck. As a result of this and the absence of the cut since last year, you can "destroy" the competition with just one task, even though the participant has flown good results in the remaining rounds.

This new task should give beginners in particular the chance to gain more flight time within the working time and, of course, to gain experience.

However, this new task is not intended to replace the "One Flight Only" task, but to complement it. Nevertheless, this task is very attractive in competitions where more than 12 rounds are flown or at world and European championships.

	Yes	No	Abstain
SC voting	9	0	0

b) 4C 5.7.7 Flight time

Austria

*We propose to amend the current test flight rules*

5.7.7. Flight time

The flight time is measured from the moment the model glider leaves the hands of the competitor until a landing of the model glider as defined in 5.7.6. or the working time expires. The flight time shall be recorded to 0.1 seconds. Rounding up 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. The sum of all flight times per task must not be greater than the working time minus the number of scored flights in seconds.**

Reason: *The experience of the World Championships 2022 showed significant problems with timekeeping. To avoid total flight times exceeding the working time a minimum time for one throw must be re-installed.*

*Please refer to the*

*task rules in effect till 2019.*

	Yes	No	Abstain
SC voting	7	1	1

c) **4C 5.7.9.5 Flight testing time**

**Austria**

*We propose to amend the current test flight rules as follows:*

5.7.9.5. Flight testing time

After all the model gliders of the previous group have landed, the competitors flying in the next group receive ~~45~~ **120** seconds of flight testing time, which is part of the preparation time.

During this flight testing time the competitors are allowed to perform test flights from the start and landing field.

The last 5 seconds before the start of the working time and before the end of the testing time have to be announced by the organiser. The first moment, at which the acoustic signal can be heard, defines the start and end of the testing time.

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

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

*Reason: For a safe and smooth competition, even on spacious start- and landing fields.*

*During the preparation, a single test flight time of 45 seconds is too short. If something is noticed during the test flight, the pilot does not have time to react, i.e., repair.*

	Yes	No	Abstain
SC voting	3	4	2

d) 4C 5.7.10.1 Final Score

Austria

*Reduce the number of rounds needed to be flown before dropping the lowest score. Better compliance with the rules of other classes within the F3 soaring category.*

5.7.10.1 Final score

The final score is the sum of the normalised scores of all rounds minus penalty points.

If ~~twelve (12)~~ **six (6)** or more rounds are flown then the lowest score is dropped.

The penalty 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. The penalty points are retained even if the score of the round in which the offence occurred is dropped.

*Reason: At almost every national and FAI Cat.2 competition there are less than 12 rounds flown. In case of a mid-air or a technical problem one will not get dropped such an unfortunate bad score.*

*Compliance with the rules of other classes within the F3 soaring category*

	Yes	No	Abstain
SC voting	6	2	1

# **F3L**

**RC Radio Soaring – Thermal Gliders RES  
(Provisional)**

## e) 5.L.4 Description of the Competition

Slovakia

*Add the paragraph as shown below:*

a) In the competition, at least four (4) qualifying rounds shall be flown. For each qualifying round, competitors shall be divided into flight groups. The results of each flight group shall be normalised to arrive at comparable scores between the flight groups. The highest raw score within each flight group will be assigned 1000 points and the remaining scores within that group shall be proportional to each competitor's raw flight score relative to the highest raw flight score within that group. **If more than 4 qualifying rounds are flown, then the lowest score will be discarded before determining the aggregate score.** The group size in the "Fly-Off" shall be the same as the group size in the preliminary rounds. Competitors with the highest aggregate normalised scores from the qualifying rounds, will compete in a "fly-off" (minimum 2 rounds) to determine the final classification.

*Reason: This rule is basically using in the F3J and F5J categories. Based on our good experiences we would appreciate to start using it even in F3L. Pilots travel hundreds of kilometres on competition and just by one technical or another kind of mistake can lose the chance to get in fly off. Following this raw score, they still have a chance to continue in the competition even with their bad round.*

	Yes	No	Abstain
SC voting	7	1	0

f) 5.L.5 The Flying Site

Slovakia

*Add the paragraph as shown below:*

d) The landing spots and starting spots shall always be marked. A tape or string attached to the landing spot will measure the distance between the fuselage nose and the landing spot. **For a measuring could be also use a tape measure. This tape measure will be attached to the landing spot after the landing.**

*Reason: With measure tape is much easier to measure the distance between nose of model and centre of the landing point. After the landing we can easily twist a measure tape and doesn't interfere on the ground.*

	Yes	No	Abstain
SC voting	5	3	0

g) 5.L.5 The Flying Site

Slovakia

*Add the changes as shown below:*

e) ~~The Contest Director shall determine the landing boundaries.~~ During landing, the nose of the model aircraft does not come to rest within 75 meters of the centre of the competitor's designated landing spot. Landing outside the boundary over 75 meters shall result in a zero score for that round (see also 5.L.11.2).

*Reason: 75 meters is the optimal distance of the full flight. If the landing is more than 75 meters, then pilot is not entitled to get points. This rule is basically using in the F3J and F5J categories.*

	Yes	No	Abstain
SC voting	6	2	0

## h) 5.L.4 Description of the Competition

Slovakia

*Add the paragraph as shown below*

e) The organiser should have official scorekeeper/timekeeper(s) available. If this is not the case, the pilot's helper may act as timekeeper, and at least one official supervising timekeeper will regularly check the flight times. Deviations of more than ~~three (3)~~ **one and a half** second in favour of the participant shall result in zero-score flight for the round.

*Reason: Competitions in the year 2022 shows, that the quality of the pilots rise up. Most of the competitions have not timekeepers and lot of pilots take advantages of timekeeper's absences and it leads to cheating.*

	Yes	No	Abstain
SC voting	6	2	0

i) **5.L.9 Re-flights**

**Slovakia**

*Add the paragraph as shown below:*

To claim a re-flight owing to the conditions stated above, the competitor has to make sure that the official timekeeper(s) has noted the interference and shall land his model as soon as possible after the event. **Model must be on the ground in 30 second after pilot decision for reflight.**

*Reason: After the collision some pilots have been trying to find thermal and if they didn't make it, they went down.*

	Yes	No	Abstain
SC voting	4	4	0

j) 5.L.10 Landing

Slovakia

*Delete the paragraph as shown below:*

~~d) After landing, the nose of the model must not be stuck in the ground. The landing is scored zero if the nose sticks into the ground and the model's tail is way above the ground.~~

*Reason: If pilots are supposed to land till the 20 cm, then they must be stuck in ground. Without being stuck in the ground it is too risky and coincidence. If the landing would be till the 1 metre, then it would be making a sense to not stuck the glider in the ground. Gliders are very fast, they haven't flaps. They have only spoilers. Glider with an open spoilers cannot fly slower.*

	Yes	No	Abstain
SC voting	1	7	0

## k) 5.L.11.2 Scoring of the Landing

Slovakia

*delete the paragraph as shown below:*

~~a) the nose of the model sticks into ground on landing and the tail does not come to rest on the ground (see 5.L.10.d).~~

*Reason: If pilots are supposed to land till the 20 cm, then they must be stuck in ground. Without being stuck in the ground it is too risky and coincidence. If the landing would be till the 1 metre, then it would be making a sense to not stuck the glider in the ground. Gliders are very fast, they haven't flaps. They have only spoilers. Glider with an open spoilers cannot fly slower.*

	Yes	No	Abstain
SC voting	1	7	0

I) **5.L.11.2 Scoring of the Landing**

**Slovakia**

*delete the paragraph as shown below:*

~~c) the model is not airworthy after landing.~~

*Reason: Not airworthy model after landing doesn't has any influence in result. Pilot just lose the model for contest and he is supposed to use another one. It is hard to proof, if the model is not airworthy, if there is not missing part of the glider.*

	Yes	No	Abstain
SC voting	2	5	1

# **F3G**

**Multi Task Gliders with Electric Motors  
(Provisional)**

m) 5.G.1.2 Characteristics data of Radio Controlled Gliders

Germany

*Remove the language and references related to the “Average Input Power” of 800W as its not a competitive differentiator and only adds unnecessary complexity and effort for pilots and organiser.*

Minimum wing-loading	35 g/dm <sup>2</sup>
Maximum wing-loading	75 g/dm <sup>2</sup>
Maximum flight mass	5 kg
Minimum wingspan	2,8 m
<del>Maximum “Average Input power” 1)</del>	<del>800 W</del>
Maximum energy	350 + 1 Wmin
Maximum run-time of the motor	30 + 0,1 s
Battery	Any type of rechargeable batteries (U ≤ 42 Volt)
Motor	Any type of motor
Minimum nose-/spinner radius 2)	<del>7,5</del> <u>6</u> mm (see template)

~~1) During the total energy consumption of 350 Wmin~~

2) If a spinner with an air-inlet (d ≥ 6 mm) for better cooling of the motor (“turbo spinner”, “cool nose”, etc.) is used, this rule is not valid.

Reason:

*The initial purpose to limit the average power-to 800W was to prevent extremely high powered motors and complex, expensive equipment like batteries and controllers (ESC) to manage this high power (eg. F5B).*

*The challenges of the average power rule had been two folded based on the experiences of the competition in Colmar 2021 and the feedback of the F3G pilots:*

	Yes	No	Abstain
SC voting	7	0	1

## o) 5.G.1.3. Technical Equipment

Germany

- j) ~~If the “average power” exceeds 800 W there is a penalty of two (2) point / one (1) Watt.~~

If the run-time of the motor exceeds 30,1 seconds or the energy-limit exceeds 351 Wmin the flight is penalised with 1000 points.

The number of infractions during one attempt does not matter (maximum one (1) penalty for one attempt).

The penalties 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.

### Reason:

*The initial purpose to limit the average power-to 800W was to prevent extremely high powered motors and complex, expensive equipment like batteries and controllers (ESC) to manage this high power (eg. F5B).*

*The challenges of the average power rule had been two folded based on the experiences of the competition in Colmar 2021 and the feedback of the F3G pilots:*

	Yes	No	Abstain
SC voting	6	1	1

**m) 5.G.1.2 Characteristics data of Radio Controlled Gliders**

**Germany**

*Remove the language and references related to the “Average Input Power” of 800W as its not a competitive differentiator and only adds unnecessary complexity and effort for pilots and organiser.*

**5.G.1.2. Characteristics data of Radio Controlled Gliders F3G**

Minimum wing-loading	35 g/dm <sup>2</sup>
Maximum wing-loading	75 g/dm <sup>2</sup>
Maximum flight mass	5 kg
Minimum wingspan	2,8 m
<del>Maximum “Average Input power” 1)</del>	<del>800 W</del>
Maximum energy	350 + 1 Wmin
Maximum run-time of the motor	30 + 0,1 s
Battery	Any type of rechargeable batteries (U ≤ 42 Volt)
Motor	Any type of motor
Minimum nose-/spinner radius 2)	<del>7.5</del> <u>6</u> mm (see template)

~~1) During the total energy consumption of 350 Wmin~~

- 3) If a spinner with an air-inlet ( $d \geq 6$  mm) for better cooling of the motor (“turbo spinner”, “cool nose”, etc.) is used, this rule is not valid.

**o) 5.G.1.3. Technical Equipment**

**Germany**

~~j) If the “average power” exceeds 800 W there is a penalty of two (2) point / one (1) Watt.~~

If the run-time of the motor exceeds 30,1 seconds or the energy-limit exceeds 351 Wmin the flight is penalised with 1000 points.

The number of infractions during one attempt does not matter (maximum one (1) penalty for one attempt). The penalties 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.

n) **5.G.1.3. Technical Equipment**

**Germany**

- i) The functions of the LOG is to record “altitude”, “voltage” and “current” and to ~~represent~~ **display** “altitude”, “average power”, “amount of energy” and the “runtime of the motor” ~~at a display~~.

Reason:

*The initial purpose to limit the average power-to 800W was to prevent extremely high powered motors and complex, expensive equipment like batteries and controllers (ESC) to manage this high power (eg. F5B).*

*The challenges of the average power rule had been two folded based on the experiences of the competition in Colmar 2021 and the feedback of the F3G pilots:*

	Yes	No	Abstain
SC voting	7	0	1

s) **5.G.1.3 Technical Equipment**

**Germany**

*Clarification of the language that the LOG not only needs to record “altitude” average power”, amount of energy” and the “run-time of the motor” but also display it so it can be reviewed by officials immediately after the flight without additional equipment.*

- j) The functions of the LOG is to record “altitude”, “voltage” and “current“ and to **represent display** “altitude”, “~~average power~~”, “amount of energy” and the “run-time of the motor” ~~at a display~~.

Reason:

Clarify the language that the logger needs the ability to display the F3G relevant values directly or via an attached display to enable an efficient and fast audit and review during the competition.

All known and used LOG devices today have either an integrated display or can be extended with an external display

	Yes	No	Abstain
SC voting	8	0	0

n) **5.G.1.3. Technical Equipment**

**Germany**

- i) The functions of the LOG is to record “altitude”, “voltage” and “current” and to ~~represent~~ **display** “altitude”, “average power”, “amount of energy” and the “run-time of the motor” ~~at a display~~.

s) **5.G.1.3 Technical Equipment**

**Germany**

*Clarification of the language that the LOG not only needs to record “altitude” average power”, amount of energy” and the “run-time of the motor” but also display it so it can be reviewed by officials immediately after the flight without additional equipment.*

- j) The functions of the LOG is to record “altitude”, “voltage” and “current” and to ~~represent~~ **display** “altitude”, “~~average power~~”, “amount of energy” and the “run-time of the motor” ~~at a display~~.

*CIAM Technical Secretary Note for F3G class. There are provisions related to Technical Specifications for the so called “LOG”, but there isn’t a section on the EDIC volume. Therefore, there is no way to have approved devices for this class. It is necessary that the F3 RC Soaring S/C will take care of this matter.*

p) 5.G.1.2 Characteristics data of Radio Controlled Gliders

Germany

*Adjustment of the term wing-loading to loading according to other F3 classes like F3B, F3J and definition of the term loading.*

Minimum ~~wing~~-loading 3 35 g/dm<sup>2</sup>  
Maximum ~~wing~~-loading 3 75 g/dm<sup>2</sup>

Reason: *The term wing-loading is misleading because it might be referenced to the projected surface of the wing only without tail.*

*Other F3 classes - eg. F3B or F3J - are using the term loading*

*The additional description "3) Loading is defined as the model starting weight divided by the vertically projected surface area of the wing and tail" has been added as there is no definition of the term loading within the F3 rule set.*

	Yes	No	Abstain
SC voting	8	0	0

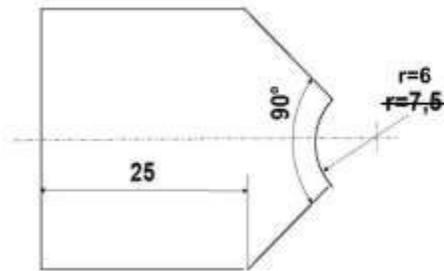
q) 5.G.1.2 Characteristics data of Radio Controlled Gliders

Germany

*Adjust nose/spinner radius from initial F3B specific to the commercially available spinner used in F3G*

Minimum nose-/spinner radius 2)

~~7.5~~ 6mm (see template)



*Reason: F3G models are using commercially available spinners which have a radius around 6-6.5mm. Sticking to the legacy value of 7.5mm from F3B would require complex and custom made spinners to be used.*

	Yes	No	Abstain
SC voting	6	2	0

## r) 5.G.1.3 Technical Equipment

Germany

*Adopt the language and references for specific connector types between LOG and Batteries, to test the LOG, to the global market situation that batteries are produced and delivered with deviating and different connectors.*

The ~~logger~~ **LOG** shall can have ~~for a random check the following connectors~~ any type of connectors:

- “Plus battery” male connector four (4) mm diameter
- “ESC” female connector four (4) mm diameter
- “Minus battery male / female connector four (4) mm diameter

### Reason:

*Today's used batteries have a variety of different connectors-e.g. XT60, 3.5mm, etc which are all established in the market and amongst the pilots and valid.*

*The F3G rule should reflect and respect this established market status and not force manufacturers nor pilots to a specific connector type.*

*Amending the rule with the possibility to use adapters bridges the gap while maintaining a standardized 4mm connector for future test devices.*

### Remark:

*Items r), and t) may be voted together, and three rows specifying the type of connector should then be deleted as a consequence of no need for an external checking device*

	Yes	No	Abstain
SC voting	8	0	0

### s) 5.G.1.3 Technical Equipment

Germany

*Clarification of the language that the LOG not only needs to record “altitude” average power”, amount of energy” and the “run-time of the motor” but also display it so it can be reviewed by officials immediately after the flight without additional equipment.*

- j) The functions of the LOG is to record “altitude”, “voltage” and “current” and to ~~represent~~ **display** “altitude”, “~~average power~~”, “amount of energy” and the “run-time of the motor” ~~at a display~~.

#### Reason:

*Clarify the language that the logger needs the ability to display the F3G relevant values directly or via an attached display to enable an efficient and fast audit and review during the competition.*

*All known and used LOG devices today have either an integrated display or can be extended with an external display.*

Already decided

	Yes	No	Abstain
SC voting	7	1	0

t) **5.G.1.3 Technical Equipment**

**Germany**

*Clarification that non compliance to display the essential parameters-altitude, motor run time and energy – on the LOG will lead to a zero score. This is identified to F5J rules and practices.*

**5.G.1.3 n The flight is invalid and rated with zero points in case the LOG will not display “altitude”, “amount of energy” and the “motor run-time” after the flight.**

*Reason: The current rule does not state any consequences if the LOG is not showing the necessary information "altitude", "amount of energy" and the "motor run-time" to prove compliance with the F3G rules. The pilot could state that this information can be reviewed with additional technical equipment like laptops, tablets, etc. which is not manageable during a contest.*

	Yes	No	Abstain
SC voting	7	1	0

## u) 5.G.1.4 General Requirements

Germany

*Remove the non-differentiating, artificial limitations to only 3 batteries per model and its potential impacts to slow down the competition execution.*

c) The competitor may use a maximum of three (3) models in the contest. All exchangeable parts (wing(s), fuselage, tail plane(s), canopy, joiner, **maximal three (3) batteries / model**) must be marked uniquely and in a way that does not allow replication of this mark on additional parts.

Reason: *Limiting the number of batteries per model is not differentiating in the sense of the competition. It also does not limit or reduce the financial investment as the batteries are by far the cheapest element of a F3G competition model. In contrast the limitation to 3 batteries can slow down the competition as they need time to be recharged after an attempt and can lead to unnecessary delays as competitors - especially for refights - do not have charged batteries ready*

	Yes	No	Abstain
SC voting	8	0	0

v) 5.G.2.3 Task A - Duration

Germany

*Clarification of the meaning accuracy of the LOG and the rounding principle*

d) The “start altitude” is the altitude attained above a ground level reference between the motor is switched on and ten (10) seconds after the motor is stopped.

1) The “start altitude” **is measured in tens of a metre and** shall be rounded down to the nearest metre

*Reason: All LOG devices are measuring the altitude at least by tens of a metre and show the value accordingly. Specifying the rounding principle clarifies the applicable practice in the competition.*

*I guess the author intended: is measured in tenth of a metre and*

	Yes	No	Abstain
SC voting	8	0	0

w) 5.G.2.3 Task A - Duration

Germany

*Clarify and define the precision of the time measurement during task “Duration”.*

- b) The model shall be launched in the direction(s) determined by the contest director. The maximum run-time of the motor is limited to thirty point one (30,1) seconds. One (1) point will be awarded for each full second from the time the motor is switched on to the time the model comes to rest on the defined flying site, up to a maximum of 600 seconds, or each full second of flight within the working time; **the time is measured in tens of a second and shall be rounded down to the nearest second** if the model does not land on the defined flying site the whole flight is zero. No points will be awarded for flight time in excess of working time.

*Reason: The current wording does not specify the precision and rounding method for time measured.*

*I guess the author intended: the time is measured in tenth of a second and shall be rounded down to the nearest second*

	Yes	No	Abstain
SC voting	6	2	0

x) 5.G.2.4 Task B - Distance

Germany

*Reduce the penalty for entering the track during distance within 40 seconds after the start of the motor from 300 to 100 points.*

- a) The model shall be launched in the direction(s) determined by the contest director. The time between 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. The flight is penalised with ~~300~~ 100 points if this time is less than forty (40) seconds. The penalty of ~~300~~ 100 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. Crossing Base A in the direction to Base B with running motor is penalized with a zero result.

*Reason: The penalty of 300 points is extremely harsh and high for a minor violation, which can easily happen – eg. Wind. 300 Penalty points will impact the competitor extremely with no real chance left to achieve a good score overall. For reference – 300 penalty points are also applied if the pilot crosses the safety line during speed- a quite severe and security relevant issue.*

	Yes	No	Abstain
SC voting	8	0	0

y) 5.G.2.5 Task CB – Speed

Germany

*Reduce the penalty for entering the track during speed within 40 seconds after the start of the motor from 300 to 100 points.*

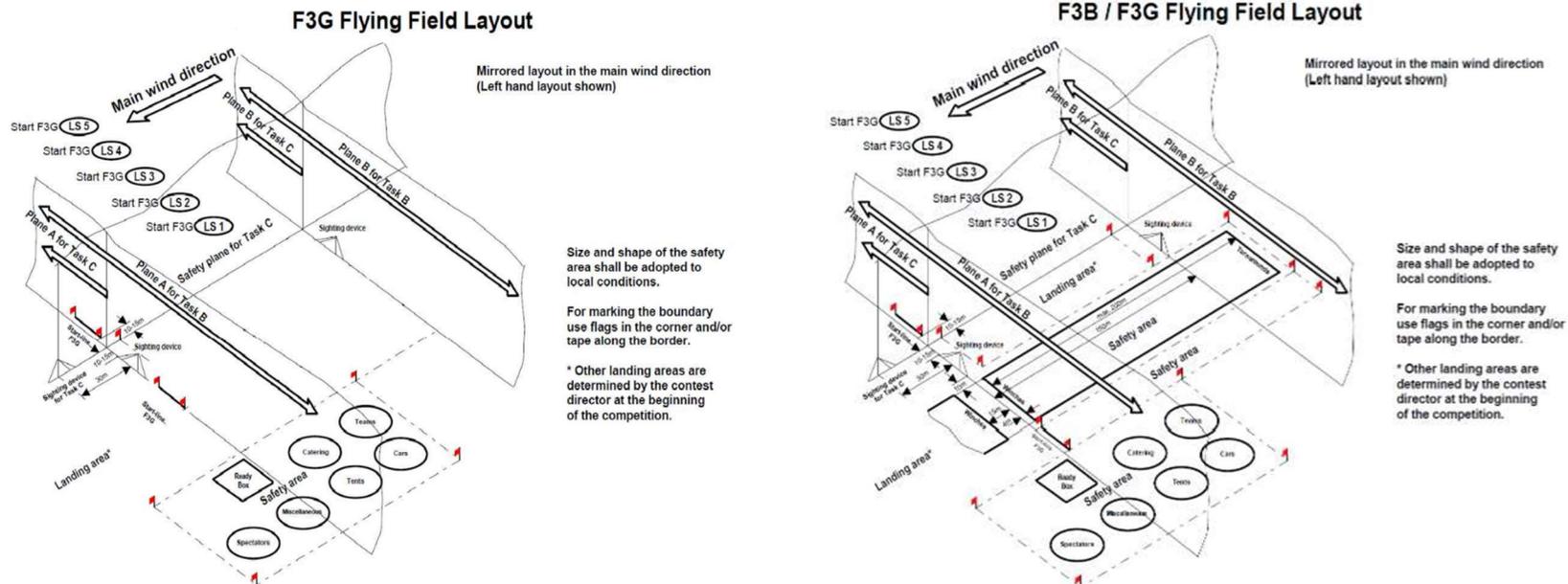
- a) The model shall be launched in the direction(s) determined by the contest director. The time between the motor is switched on and entering the course the first time at Base A in direction to Base B shall be equal or more than forty (40) seconds. The flight is penalised with ~~300~~ 100 points If this time is less than forty (40) seconds. The penalty of ~~300~~ 100 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. Crossing Base A in the direction to Base B with running motor is penalized with a zero result.

*Reason The penalty of 300 points is extremely harsh and high for a minor violation, which can easily happen – eg. Wind. 300 Penalty points will impact the competitor extremely with no real chance left to achieve a good score overall. For reference – 300 penalty points are also applied if the pilot crosses the safety line during speed- a quite severe and security relevant issue.*

	Yes	No	Abstain
SC voting	8	0	0

**z) 5.G.2.9 Site Germany**

Adjust old legacy working “E F3B) and sketches to the new term F3B ad update the flying field.



~~For a combined F3B / F3G competition the launch of the F3G models takes place at the “start-line(s) E F3B”.~~

For an F3G or combined F3B/F3G competition the launch can takes place at the “start-line ~~E F3B~~” **F3G** (~~former F3B winch-line~~). or for “Task A Duration” near the “landing spots”

Reason: Update the language reflecting that the class is not E F3B anymore but F3G. Consolidating the text for F3G and combined F3B/F3G competitions as they are the same.

	Yes	No	Abstain
SC voting	8	0	0

**aa) 5.G.1.11 Safety Rules**

**Germany**

*Clarification and update of rule description in reference to the updated sketch of a F3G flying field layout.*

- a) The organiser must clearly mark the boundary between the landing area and the safety area assigned for other activities. (See sketch “F3B/F3G flying field layout”)
- b) After release of the model from the hand of the competitor or helper, any contact of the model with any object (earth, car, stick, plant, ~~low-line at combined F3B/F3G competitions~~, etc.) within the safety area will be penalised by 300 points, except in the circumstances described in paragraph 5.G.1.6 b) items 1, 2, 3, and 4. Contact with a person within the safety area will be penalised by 1000 points. The number of contacts during one attempt does not matter (maximum one (1) penalty for one attempt). The penalty will be a deduction of 300 or 1000 points from the competitor’s final score and shall be listed on the score sheet of the round in which the penalty was applied.

*Reason: The current wording is referencing an outdated sketch and needs the proposed adjustments and clarifications for the current sketch of a F3G layout.*

	Yes	No	Abstain
SC voting	8	0	0

## 14.2 Volume CIAM General Rules, Section C

### a) C.2.1.1 World Championships

CIAM Bureau

**c) Each World Championships is normally held every other year (2-year cycle). Each CIAM Sub Committee may decide to propose to increase the cycle period for World Championship from two (2) years, to four (4). A proper justification for this proposal shall be submitted for consideration by the CIAM Plenary Meeting.**

Reason: It might be a case that in some classes the World Championship are not well attended and this proposal may assist the class to keep the championship status.

## b) C.4 Sanction Fees

CIAM Bureau

a) A sanction fee is required for listing any type of event in the FAI Sporting Calendar.  
**The sanction fee consists of a standard amount defined by CIAM Bureau and a variable amount depending on the number of participants.**

b) The **standard** sanctions fees are as follows:

First category events:

World Championship = ~~500 Euro~~ **350 Euro**

Continental Championship = ~~300 Euro~~ **250 Euro**

Second category events:

Open International (World Cup or Non World Cup) = ~~70 Euro~~ **80 Euro**

International Series contest = ~~70 Euro~~ **80 Euro**

**The variable amount is applicable only for World or Continental Championships and is ten (10) Euro per participant.**

**The standard amount shall be paid by the organizer according to the terms described in the Organizer Agreement (OA). The variable amount shall be paid for each Team Manager and/or Competitor together with the entry fees. The payment of this part of the sanction fees must be transferred to the FAI at least fifteen (15) days before the published start date of the competition. The FAI Jury President will not approve the competition results and declare the event to be valid without evidence of this payment. In case there are more than one class in the championship, each participant as described above shall pay once this fee. Also, this fee will be paid once, if the Team Manager is also participating as competitor.**

.....

d) The sanction fee of cancelled events (no matter at what date the cancellation occurred) is not refundable, nor can it be used for sanctioning future events, **unless there is a Force Majeure situation, previously declared by CIAM Bureau.**

If the above proposal is accepted then an additional modification will be required.

C.15.5 Entry and additional fees

C.15.5.1 Entry fees

d) For World or Continental Championship, the maximum entry fee shall be 300 € for up to seven nights except for the following classes:

F3A/P: 450 €      F3B: 400 €      F3C-F3N: 400 €      F3D-F3E: 420 €

F4: 400 € F5B-F5J: 400 €

**In these fees the amount of 10 Euro described in C.4 (Sanction Fees) is not included and it will be added.**

Reason: A new method for sanction fees is introduced. This will lower the cost for the organizer. In addition, the number of participants will be a factor for the sanction fee. A similar system is followed by other Airport Commissions.

## c) C.5. Competitors, Team Managers and National Team

## CIAM Bureau

- a) For those categories that do not have separate Junior World and Continental Championships, a national team may consist of a maximum of 5 individual competitors or 5 pairs of competitors for each category, providing that at least one competitor (or pair) is Female and at least one is Junior; and a Team Manager.  
All Females and Juniors will compete for the overall individual classification. Additionally, there is a **separate** Female classification and a **separate** Junior classification, both with FAI medals and diplomas, **depending on the provisions as described in C.15.6.**
- b) For those categories that have separate Junior World and Continental Championships, the national team may consist of a maximum of 4 competitors (or pairs), providing at least one competitor (or pair) is Female; and a Team Manager.  
All Females will compete for the overall individual classification. Additionally, there is a Female classification with FAI medals and diplomas, **depending on the provisions as described in C.15.6.**
- .....
- f) **Each CIAM Sub Committee taking into account, the financial viability of an event, the expected number of participants based on statistical information from previous events, may consider, working together with the organizer to propose to CIAM Bureau an alternative way to allow more competitors to participate, so to make the event happened, instead of cancellation due to limited number of participants. For this the S/C has to consider:**
- the maximum total number of competitors, which will allow the event to happen within the defined period
  - the minimum number of competitors under which the event is no longer financially viable.

### COMPETITOR INVITATION PROCEDURE PHASES

#### Phase 1

When the Bulletin 1 is published there is a deadline when the NACs may submit the PEF. After this, the organizer will evaluate the situation and if the number of expected participants is below the minimum number which makes the event financially viable, they can ask CIAM to consider cancelling the event as per the provisions of the rules or may consider to initiate a second phase for accepting more participants by sending this time, invitations.

#### Phase 2

In such a case and with the approval of CIAM Bureau the organizer may send out invitations to the NACs which already had expressed with the PEF, their intention to participate. At the same time, even the relevant CIAM S/C may also send invitations considering the World Cup ranking or similar criteria, which will ensure that the invited participants in Phase 2 are competent to participate in an FAI First Category event.

Invitations for Phase 2 shall not exceed the maximum number of participants allowed for the event.

The participants who will be invited by the S/C must also have the approval of their NAC in order to participate.

The invited participants in Phase 2 can only be part of the individual classification.

Registration from participants invited of Phase 2, will not be accepted later than 90 days for World Championships or 60 days for Continental Championships before the start of the event. This deadline is set so to allow the organizer and CIAM Bureau to decide for the event.

Reason: There are classes not well attended and due to limited number of participants the event is cancelled. With this new proposal additional participants may participate and so the event will happen.

**j) C.11.1 Class F – Model Aircraft**

**The Netherlands**

*Modify C11.1 as follows*

- i) The national identification mark followed by the FAI Unique ID number. The letters and numbers must be at least 25 mm high and appear ~~at least~~ once on each model (on the upper surface of a wing for Free Flight models).

*Reason:* *One national identification mark per model is common practice.*

p) **C.15.6 Classification**

CIAM Bureau

C.15.6.1 Individual classification

a) For any World or a Continental Championship:

- FAI medals and diplomas will be awarded to the competitors in the first, second and third places in the class.
- For F2D, an FAI diploma shall be awarded to the designated mechanics of the first, second and third placed pilots.
- The Championship winner earns the title of World Champion or Continental Champion in the class.

b) For any class where a junior may participate in a World or Continental Championship as a fourth team member under C.5.3 a), all juniors are considered for the following awards:

- FAI medals and diplomas will be awarded to the first, second and third placed juniors **only if six (6) or more juniors are competing. If the number of juniors participants is less than this number (six), then only FAI diplomas will be awarded** ~~If only one or two juniors compete in the class, they shall be awarded an FAI medal and diploma.~~
- The best junior earns the title of Junior World or Continental Champion if juniors from at least four different nations participate in that class **and the total number of juniors are six (6) or more.**

c) For any World or a Continental Championship, all females are considered for the following awards:

- FAI medals and diplomas will be awarded to the first, second and third placed females **only if six (6) or more females are competing. If the number of females participants is less than this number (six), then only FAI diplomas will be awarded.** ~~If only one or two females compete in the class, they shall be awarded an FAI medal and diploma.~~
- The best female earns the title of Female World or Continental Champion if females from at least four different nations participate in that class **and the total number of females are six (6) or more.**

**d) For any World or Continental Championship, where there are juniors or females participants, if they are awarded a medal for the first, second or third place in the individual classification, they will not be entitled for additional medals as juniors or females.**

Reason: There were a lot of problems with the medals for juniors and/or females in events where even only one junior or female were participating. It happened that such a competitor was ending in the last place and he/she was awarded with a medal which of course is minimizing the value of the medal.

r) **C.16.1 General requirements**

**France**

*In paragraph C.16.1 insert a new sub-paragraph a) as follows and re-number the existing sub-paragraphs a), b), c), .... j), to b), c) d), .... k):*

**a) Mention a deadline for the competitors to register and pay the entry fee and publish after the deadline the list of the registered competitors in order to permit reserve competitors to register where applicable.**

Reason: Regularly pilots register and wait to be on the competition's site to pay the entry fee and sometimes even do not come.

The result is that too often, the number of pilots participating in the competition is lower than the maximum number set by the organizer while there are pilots on the waiting list who have not been able to register.

# **World Championships 2024 and 2025**

2024 FAI World Championships for...	Bids From	To be Awarded in 2022
F1A, F1B, F1P Juniors	NORTH MACEDONIA	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
<b>F3F (Seniors and Juniors)</b>	<b>FRANCE</b>	
<b>F3J (Seniors and/or Juniors)</b>	<del>Offers invited</del> <b>NORWAY</b>	
F4CH (Seniors and Juniors)	ROMANIA	
F5B (Seniors and Juniors)	Bulgaria (firm)	

2025 FAI World Championships for...	Bids From	To be Awarded in 2023
F1A, F1B, F1C Seniors	Romania (firm) Mongolia (firm) Bid Postponed from 2022	
F1E (Seniors and/or Juniors)	Czech Republic (firm)	
F3A (Seniors and Juniors)	<b>USA</b> Awarded since postponed from 2021	
<b>F3B (Seniors and Juniors)</b>	<b>Offers invited</b>	
F3CN (Seniors and Juniors)	<b>ROMANIA</b> Awarded since postponed from 2021	
F3D, F3E (Seniors and Juniors)	Offers invited	
<b>F3K (Seniors and/or Juniors)</b>	<b>BULGARIA (firm), GERMANY (firm)</b>	
F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	Argentina (firm)	
<b>SPACE MODELS</b> (Seniors and Juniors)	Bulgaria (firm) Serbia (firm)	

*Thank You for Your Attention*