



# CIAM RC Soaring Technical Meeting 2020

e-Meeting on Sunday 11th October 2020 at 1 pm (CEST)

Invited 84 people



# Decision of the CIAM Bureau

from the e-session held on 5th September 2020

- The Subcommittees (S/C) chairmen together with the members of each S/C will evaluate the existing proposals as published on the agenda and only items which are considered as urgent will be discussed in the planned e-Technical Meetings.
- After the end of the Technical Meeting sessions the Chairman of each S/C will **publish the minutes** and then a **single on-line voting questionnaire, including all the proposals will be prepared.**

# SUBCOMMITTEE VOTING

Item	Proposed by	Short description of the change	Type of change	Carles Aymat	Sotir Lazarov	Espen Torp	Ralf Decker	Rudi Schaub	Terry Edmonds	Peter Hoffmann	Tomas Bartovsky	Sum of votes		Result/Conclusion	
												yes	no		
<b>F3F</b>															
a)	5.8.3 Competitor and Helper	GER	Allow additional helper for stormy conditions	Safety	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
b)	5.8.5 Number of Attempts	GER	Delete "different radio frequencies"	Clarification	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
c)	5.8.5 Number of Attempts	GER	Introducing "provisional re-flight"	Simplification	yes	n.v.	yes	yes	yes	yes	yes	yes	7	0	Unanimously recommended
d)	5.8.7 Organisation of Starts	GER	Delete announcement of late fly-in	Simplification	no	yes	no	yes	yes	yes	yes	yes	6	2	Recommended by majority
e)	5.8.8 Task	DEN	Clarification of responsibility for visibility of model	Clarification	yes	n.v.	yes	no	yes	yes	yes	no	5	2	May be combined with item g)
f)	5.8.8 Task	DEN	No signal while model invisible	Not clear	yes	no	yes	no	no	yes	yes	no	4	4	Contradictory to g)
g)	5.8.8 Task	GER	Clarification of crossing the base	Clarification	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
h)	5.8.9 The Speed Course	DEN	Delete the word "intact"	Clarification	no	no	no	no	no	no	no	no	0	8	Not recommended
i)	5.8.10 Safety	GER	Penalty for <u>each</u> crossing of safety plane	Safety	yes	no	yes	yes	yes	yes	yes	yes	7	1	Recommended by vast majority
j)	5.8.12 Scoring	GER	Delete reference. <b>Proposed formula needs correction!!!</b>	No voting necessary	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
k)	5.8.13 Classification	GER	Formal amendment (numbers)	No voting necessary	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
l)	5.8.17 Weather Conditions and Interruptions	DEN	20 s interval for wind deviation	Clarification	no	no	no	no	no	n.v.	no	no	0	7	Not recommended
m)	5.8.17 Weather Conditions and Interruptions	GER	20 s interval for wind deviation (more detailed)	Am. by Carles	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
n)	5.8.18 Site	GER	Slightly amended drawing	No voting necessary	yes	yes	yes	yes	yes	yes	yes	yes	8	0	Unanimously recommended
<b>F3J</b>															
o)	5.6.8.2 Launching	SUI	Delete launching in 3 m of the winch	Clarification	yes	no	yes	yes	yes	yes	yes	yes	7	1	Recommended by vast majority
<b>F3K</b>															
p)	5.7.2.3 Change of Model Glider	POL	Clarification of the model change rule in task C	Clarification	n.v.	yes	n.v.	n.v.	yes	yes	yes	n.v.	4	0	Should be submitted for 2021
because this clarification can be done reegular next year as welln															
<b>F3Q</b>															
k)	5.Q.3 Final Classification	FRA	Drop of two round results if $\geq 6$ rounds flown	Provisional class	n.v.	yes	n.v.	n.v.	n.v.	n.v.	n.v.	n.v.	1	0	Low interest in this class

# Class F3F, item a)

## 5.8.3 Competitor and Helper

Germany

*Revise the heading (making Helper plural) and revise paragraph 5.8.3 with the deletion and additional sentence shown below:*

**5.8.3 Competitor and Helpers:** The competitor must operate his radio equipment personally. Each competitor is permitted one helper. ~~The~~ **This** helper is only to assist and advise the competitor until the model is passing Base A in the direction to Base B for the first time and after the timed flight is completed. **An additional helper for launching might be permitted by the CD in case of strong wind and/or difficult terrain.**

*Reason: In some situations, that may be strong wind and/or difficult terrain, it is safer if a "launch helper" starts the model.*

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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# Class F3F, item b)

## 5.8.5 Number of Attempts

Germany

*In sub-paragraph d), delete the reference to radio frequencies:*

d) any part of the model fails to pass above a horizontal plane, level with the starting area, within five (5) seconds of exiting the course, due to circumstances beyond the control of the competitor, duly witnessed by the official judges.

The repeated flight (“re-flight”) shall happen as soon as possible considering the local conditions ~~and the radio frequencies.~~

*Reason: Nowadays it is no longer necessary to look for frequencies. If a pilot uses the old equipment (seldom happens), it is very easy to coordinate frequencies.*

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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# Class F3F, item c)

## 5.8.5 Number of Attempts

Germany

*In sub-paragraph d), add an additional paragraph at the end as shown below:*

d) any part of the model fails to pass above a horizontal plane, level with the starting area, within five (5) seconds of exiting the course, due to circumstances beyond the control of the competitor, duly witnessed by the official judges.

The repeated flight (“re-flight”) shall happen as soon as possible considering the local conditions and the radio frequencies.

**If a pilot announces a protest against the result of his flight and this protest for a “re-flight” cannot be decided by the jury before the end of the running round, the pilot will obtain a “provisional re-flight” (with all consequences regarding penalties) in order to achieve a countable score. The jury will then decide whether the original score or the score of the “provisional re-flight” will count. After carrying out the “provisional re-flight”, the protest cannot be withdrawn.**

*Reason: Added “provisional re-flight”, because sometimes it’s not possible to wait for the decision of the jury, e.g. before the end of the round or of nightfall, without the danger to invalidate the round/group. Therefore it’s the best solution to give the pilot a “provisional re-flight” that will be used for scoring (or not) depending on the final decision of the jury.*

*It is also good to eliminate the danger of an invalid round that has to be repeated (as happened in Denmark 2016) because of a difficult decision of the jury.*

## Voting in the RC Soaring Subcommittee

yes	n.v.	yes	yes	yes	yes	yes	yes			7	0	Unanimously recommended
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# Class F3F, item d)

## 5.8.7 Organisation of Starts

Germany

*Delete the final sentence:*

If the model has not entered the speed course (i.e. first crossing of Base A in the direction of Base B) within the thirty (30) seconds, the scored flight will commence at the moment the thirty (30) seconds expire. ~~If the model has not entered the speed course within the thirty (30) seconds, this is to be announced by the contest director.~~

*Reason: This announcement makes no sense, but it can cause irritations.*

## Voting in the RC Soaring Subcommittee

no	yes	no	yes	yes	yes	yes	yes			6	2	Recommended by majority
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# Class F3F, item e)

## 5.8.8 Task

Denmark

*Revise the paragraph with the deletion and addition as shown below:*

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.

~~The competitor's model must be~~ **It is the responsibility of the competitor, that the model is** visible to the appropriate judge on the turns at Bases A and B.

*Reason: To clarify that the competitor is responsible of the visibility of the model. As the text is today it may be the responsibility of the team setting up the bases or the judges in the bases. The rule was clarified and agreed on as mentioned above at the World Championship 2016.*

## Voting in the RC Soaring Subcommittee

yes	n.v.	yes	no	yes	yes	yes	no	5	2	May be combined with item g)
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# Class F3F, item f)

## 5.8.8 Task

Denmark

*Add a sentence at the end of the paragraph:*

... to the appropriate judge on the turns at Bases A and B. **If the model cannot be seen crossing the base, by the judge in the base, the judge shall not give the signal before any part of the model is visible outside of the course.**

*Reason: To clarify when the judges shall give the turning signal on a model out of sight, or partly out of sight.*

## Voting in the RC Soaring Subcommittee

yes	no	yes	no	no	yes	yes	no		4	4	Contradictory to g)
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# Class F3F, item g)

## 5.8.8 Task

Germany

*Revise the final sentence with the deletion and addition as shown below:*

... The competitor's model must be visible to the appropriate judge ~~on the turns~~ **while passing** at the Bases A and B.

*Reason: It has to be clearly defined, that the signal is only given when the model is visible to the judges while passing at the Bases A and B.*

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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I see a more suitable wording as “The competitor's model must be visible to the appropriate judge **at the relevant crossing of Bases A and B**”. (TB)

# Class F3F, item h)

## 5.8.9 The Speed Course

Denmark

*In the second paragraph, delete the word 'intact':*

Base A is the official starting plane. At Base A and Base B, an Official 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.

*Reason: It is not the responsibility of the officials in the bases to determine whether a model is intact or not. If it is, they have only a fraction of a second to determine whether the model is complete or not. The judge shall have this responsibility.*

## Voting in the RC Soaring Subcommittee

no			0	8	Not recommended							
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My proposal: Refer back to the Subcommittee. (TB)

# Class F3F, item i)

## 5.8.10 Safety

Germany

*Revise the second paragraph with the deletion and addition as shown below:*

The organiser must clearly mark a safety line representing a vertical plane which separates the speed course for the timed flight (from leaving the hand until completing the scored flight) from the area where judges, other officials, competitors and spectators stay. Crossing ~~or multiple crossing~~ the safety plane by any part of the intact model in direction to the safety area during the timed flight will be penalised by 100 points **each**. The organiser must appoint one (1) judge to observe, using an optical sighting device, any crossing of the safety plane.

*Reason: The former wording was not was not precise enough. If there is a crossing or multiple crossing of the safety-plane there is only one penalty of 100 points. But this penalisation can happen on multiple occasions on each of the ten legs, for which the new wording is more precise.*

## Voting in the RC Soaring Subcommittee

yes	no	yes	yes	yes	yes	yes	yes		7	1	Recommended by vast majority
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# Class F3F, item j)

## 5.8.12 Scoring

Germany

*New formula and delete two references:*

**5.8.12. Scoring:** The result of the flight is stated as the time in seconds and hundredths of seconds obtained by each competitor. For the purpose of calculating the result of the round or group (~~see paragraph 5.8.16~~), the competitor's result is converted this way:

~~$(1000 \times P_w) / P$~~  (is OK)       **$R_c = P_c / P_w \times 1000$**  (a wrong formula)

where  $P_w$  is the best result in the round or group (~~see paragraph 5.8.16~~) and  **$P_c$**  is the competitor's result.

*Reason: The formula was wrong and had to be changed. Additionally, the two references are wrong; because no references are needed, they are struck out.*

## Voting in the RC Soaring Subcommittee???

yes	8	0	Unanimously recommended							
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# Class F3F, item j) modified

## 5.8.12 Scoring

TB

*New formula and delete two references:*

**5.8.12. Scoring:** The result of the flight is stated as the time in seconds and hundredths of seconds obtained by each competitor. For the purpose of calculating the result of the round or group (~~see paragraph 5.8.16~~), the competitor's result is converted this way:

~~$(1000 \times P_w) / P$~~

$$\underline{\mathbf{R_c = 1000 \times P_w / P_c}}$$

where  $P_w$  is the best result in the round or group (~~see paragraph 5.8.16~~)

$P_c$  is the competitor's result.

## This formula is correct

# Class F3F, item k)

## 5.8.13 Classification

Germany

*Add two numbers:*

**5.8.13. Classification:** A minimum of four (4) rounds must be flown for the competition to be valid. In this case the lowest round score of each competitor will be discarded. If more than fourteen (**14**) rounds were flown, the two (**2**) lowest round scores will be discarded. The remaining results are added to obtain the final score which will determine the position of the pilot in the final classification.

*Reason: It's only a formal correction.*

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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# Class F3F, item l)

## 5.8.17 Weather Conditions and Interruptions

Denmark

*In sub-paragraph b), delete the word 'constantly' and replace it with new wording as shown below:*

b) the direction of the wind ~~constantly~~ deviates more than 45° from a line perpendicular to the main direction of the speed course **for at least twenty (20) seconds two (2) metres above the ground at the flight-line.**

*Reason: As "constantly" is not a defined time period, the judge has no guideline in the rule as is. The height of the measurement should be added to state a fixed point for the measurement.*

## Voting in the RC Soaring Subcommittee

no	no	no	no	no	n.v.	no	no	0	7	Not recommended
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In favor of the similar item m)

# Class F3F, item m)

## 5.8.17 Weather Conditions and Interruptions

Germany

*Modify sub-paragraphs a) and b) with the following deletions and addition; and add a new subparagraph d), as shown below:*

a) the wind speed is below three (3) m/sec or more than twenty five (25) m/sec for at least twenty (20) seconds ~~two (2) metres above the ground at the flight line.~~

b) the direction of the wind ~~constantly~~ deviates more than 45° from a line perpendicular to the main direction of the speed course **for at least twenty (20) seconds.**

**The wind speed and wind direction is measured with the equipment of the organiser at a representative position and height chosen from the experience of the organiser.**

c) in the case of rain.

**d) at nightfall.**

*Reason:* There is also a precise definition of the time-period for the wind-deviation needed. The wind speed and wind direction should be measured with the equipment of the organizer; the anemometer should be in a position that is well known by the organizer to get representative results. **Nightfall is also a reason to interrupt a competition.**

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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# Class F3F, item m) modified

## 5.8.17 Weather Conditions and Interruptions

*Modify sub-paragraphs a) and b) with the following deletions and addition; and add a new subparagraph d), as shown below:*

a) the wind speed is below three (3) m/sec or more than twenty five (25) m/sec for at least twenty (20) seconds ~~two (2) metres above the ground at the flight line.~~

b) the direction of the wind ~~constantly~~ deviates more than 45° from a line perpendicular to the main direction of the speed course **for at least twenty (20) seconds.**

**The wind speed and wind direction is measured with the equipment of the organiser at a representative position and height chosen from the experience of the organiser.**

c) in the case of rain.

d) ~~at nightfall~~ **no more than 30 minutes after sunset.**

Amendment proposed by Carles Aymat (ESP)

:

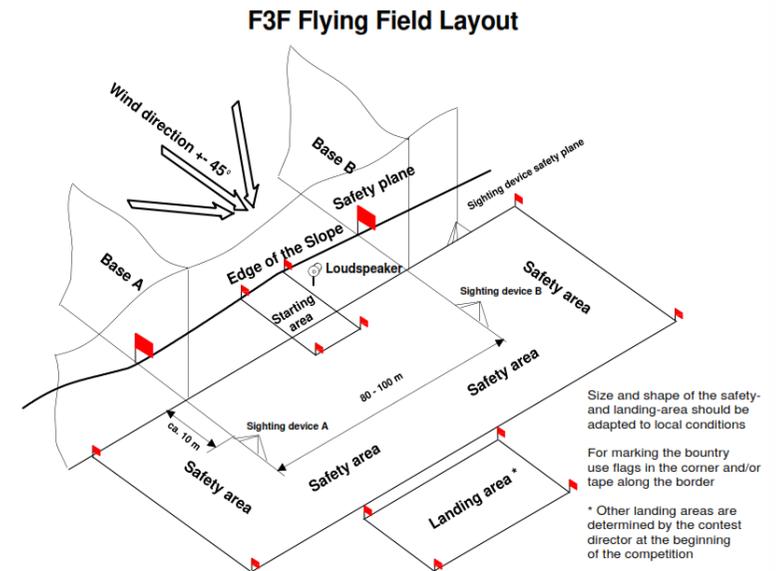
# Class F3F, item n)

## 5.8.18 Site

Germany

Delete the word 'follows' and replace the diagram with the following :

5.8.18 Site: The diagram of recommended F3F Flying Field Layout follows:



Reason: The recommended distance between the officials at the sighting device at Base A and Base B and the safety plane is 10 m. See new sketch.

## Voting in the RC Soaring Subcommittee

yes	8	0	Unanimously recommended							
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# Class F3J, item o)

## 5.6.8.2 Launching

Switzerland

*In sub-paragraph b), delete the third sentence as shown:*

b)Upwind turnaround devices, which must be used, shall be no more than 150 metres from the winch. The height of the axis of the turnaround pulley from the ground must not exceed 0.5 metre. ~~Release of the model must occur within approximately 3 metres of the winch.~~ An automatic means must be provided to prevent the line unwinding from the reel during launch.

*Reason: The sentence "Release of the model must occur within approximately 3 meters of the winch." should be cancelled because the starting point is already defined under 5.6.2.2a). The launch corridor shall be arranged ...*

*After introduction of the winches it is possible to use both launching systems (hand launching + winch) at the same launching spot. It is better to define only one launching spot.*

## Voting in the RC Soaring Subcommittee

yes	no	yes	yes	yes	yes	yes	yes			7	1	Recomended by vast majority
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# Class F3K, item p)

## 5.7.2.3 Change of Model Glider

Poland

Add a sentence to **clarify** the intention of the previous sentence:

Each competitor may only have one model glider in the start and landing field at any moment during the working time. Only the model gliders that are in a spare model area or in the start and landing field at the start of the working time may be used during the working time.

To change model gliders, the 'old' one must be placed in the same spare model area as the 'new' one, before the 'new' one is taken out. **This rule is in force between any of two flight attempts of Task C (All Up), even if no working time is announced.**

*Reason:* There is no clear rule that a competitor in Task C (All Up), when the working time is not announced, has to or not, retrieve his old model and put it into a spare model area, before he can use the new model for next flight attempt. During several contests there were situations when competitor did very far away landing outside the start and landing field in task C, and it was not clear whether the competitor had to retrieve his old model, or could immediately prepare his new model for next flight attempt.

*Technical Secretary Comment:* Permitted clarification out of the two year rule cycle. An alternative suggestion was proposed by the Subcommittee Chairman. See below:

To change model gliders **between the first and the last launch of the task**, the 'old' one must be placed in the same spare model area as the 'new' one, before the 'new' one is taken out.

## Voting in the RC Soaring Subcommittee

n.v.	yes	n.v.	n.v.	yes	yes	yes	n.v.		4	0	Should be submitted for 2021
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# Class F3Q, item q)

## 5.Q.3 Final Classification

France

*In sub-paragraph ii), delete 'five' and replace by 'six':*

### 5.Q.3.

### Final Classification

- a : The score of any rounds is the sum of speed and duration scores.
- b : The competitor's score is the sum of the rounds scores
- c : The final score does not take into account :

- i : the lowest round scored if three rounds or more are flown
- ii : the two lowest rounds scored if ~~five~~ **six** rounds or more are flown
- iii : the three lowest rounds ~~s~~ scored if nine rounds or more are flown

Reason: At the moment, when we withdraw 2 rounds for 5 achieved, we drop 40 % of flights. It's too much. We have calculated that to withdraw only one round for 5 achieved allowed most regular pilots to have a place more representative of their level. 33% of flights dropped is enough.

Even if every pilots is not agreeing with this proposal, 91% want to change something, and more than 70% want this one.

The F3Q Family is divided between French and Belgian pilots. We have proposed this modification to Belgian pilots, and two of them have given an answer. The French F3Q family is more than 70 pilots, 38 French championship done (with more than 40 pilots last year).

## Voting in the RC Soaring Subcommittee

n.v.	yes	n.v.	n.v.	n.v.	n.v.	n.v.	n.v.			1	0	Low interest in this class
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Thank you for your attention