



*Fédération
Aéronautique
Internationale*

Minutes

Issue 3

(issue 2, change at page 19)
(issue 3, changes at pages 3, 26, 30, 31)

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

held in **Lausanne, Switzerland**
on **19 & 20 April 2013**

*Maison du Sport International
Av. de Rhodanie 54
CH-1007 Lausanne
(Switzerland)
Tél. +41 (0)21 345 10 70
Fax +41 (0)21 345 10 77
E-mail: sec@fai.org
Web: www.fai.org*

MINUTES

CIAM PLENARY MEETING 2013

held in the Mövenpick Hotel - Lausanne (Switzerland)
on Friday 19 April and Saturday 20 April 2013, at 09:15

Present:

In the chair: Mr Antonis Papadopoulos (Greece)

Mr Gerhard Wöbbing (Germany)

Mr Kevin Dodd (Australia)

Mr Andras Ree (Hungary)

Mr Massimo Semoli (Switzerland)

Mrs Jo Halman (United Kingdom)

Mr Ian Keynes (United Kingdom)

Mr Bengt-Olof Samuelsson (Sweden)

Mr Michael Ramel (Germany)

Mr Tomas Bartovsky (Czech Republic)

Mr Dag Eckhoff (Norway)

Mr Rob Metkemeijer (Netherlands)

Mr Narve Jensen (Norway)

Mr Emil Giezendanner (Switzerland)

Mr Srdjan Pelagic (Serbia)

Mr Guy Revel (Czech Republic)

President of CIAM

1st Vice-President / Delegate /
Education Sub-Committee Chairman

2nd Vice-President / Delegate

3rd Vice-President / Treasurer / Delegate
Secretary

Technical Secretary / Alternate Delegate

F1 Sub-Committee Chairman

F2 Sub-Committee Chairman / Delegate

F3 Aerobatics Sub-Committee Chairman/
Alternate Delegate

F3 Soaring Sub-Committee Chairman /
Delegate

F3 Helicopters Sub-Committee Chairman

F3 Pylon Sub-Committee Chairman /
Alternate Delegate

F4 Sub-Committee Chairman / Delegate

F5 Sub-Committee Chairman /
Alternate Delegate

Space Models Sub-Committee Chairman /
Delegate

CIAM Media Consultant

AUSTRIA	Mr Wilhelm KAMP	Delegate
BELGIUM	Mr Robert HERZOG	Delegate
	Mr Cenny BREEMAN	Alternate Delegate
	Mr Jean-Yves CASTERMANS	Observer
	Mrs Paulette HALLEUX	Observer
BRAZIL		Proxy to Ireland
BULGARIA	Mr Sotir LAZARKOV	Delegate
CANADA	Mr Chris BROWNHILL	Delegate
CYPRUS		Proxy to Greece
CHINESE TAIPEI	Mrs Elsa MAI	Alternate Delegate
CROATIA	Mr Zoran LULIC	Delegate
CZECH REPUBLIC	Mr Miroslav NAVRATIL	Alternate Delegate
DENMARK	Mr Regnar PETERSEN	Delegate
EGYPT	Mr Ahmed EL FATAYRY	Delegate

FINLAND	Mr Jari VALO	Delegate
FORMER YUGOSLAV REP OF MACEDONIA	Mr Zoran ATANASOZKI	National Representative
FRANCE	Mr Bruno DELOR	Delegate
	Mr Roland SURUGUE	Observer
GREECE	Mr Constantinos IOANNIDIS	Delegate
IRELAND	Mr Joe DIBLE	Delegate
ISRAEL		Proxy to USA
ITALY	Mr Lillo CONDELLO	Alternate Delegate
JAPAN	Mr Harunobu HIROSE	Delegate
LIECHTENSTEIN	Mr Wolfgang MATT	Delegate
LUXEMBOURG	Mr Ernest MATTIUSI	Delegate
	Mr Raymond PAVAN	Alternate delegate
MONGOLIA	Mr Chimed GANZORIG	National Representative
NETHERLANDS	Mr Peter KEIM	Delegate
	Mr Rob OLIJVE	Observer
	Mr Gerard RUTTEN	Observer
	Mr Frits VAN LAAR	Observer
	Mr Henry VAN LOON	Observer
NEW ZEALAND	Mr Hans VISSER	Delegate
NORWAY	Mr Tom Erik SORENSEN	Alternate Delegate
PHILIPPINES		Proxy to Germany
POLAND	Mr Marek DOMINIAK	Delegate
PORTUGAL	Mr Emanuel FERNADES	Alternate delegate
ROMANIA	Mr Marius CONU	Delegate
RUSSIA	Mr Igor SHILOV	Delegate
SLOVAKIA	Mr Pavol BARBARIC	Delegate
SOUTH AFRICA (Republic of)	Mr Johan EHLERS	Delegate
SPAIN	Mr Carles AYMAT	Delegate
SWEDEN	Mr Bengt LINDGREN	Alternate Delegate
SWITZERLAND	Mr Peter GERMANN	Delegate
THAILAND		Proxy to Japan
TURKEY	Mr Aydin AYDENIZ	Delegate
UKRAINE	Mr Igor VOLKANOV	National Representative
	Mrs Olga MAXYMOVA	Observer
	Mr Mikhail RYABOKON	Observer
UNITED KINGDOM	Mr Peter HALMAN	Delegate
	Mr Simon VAITKEVICIUS	Observer
	Mr Mike COLLING	Observer
USA	Mr Bob BROWN	Delegate (corrected in iss. 3)
	Mrs Joanne BROWN	Observer
FAI	Mr Jean-Marc BADAN p.t.	FAI Secretary General

FAI	Mr Rob HUGHES	FAI Senior Sports Manager
	Mrs Christine ROUSSON	FAI Competitions Manager
	Mrs Annick HAUSER	FAI Assistant Sports Manager
FAME	Mr Giancarlo SERGI	p.t. Chief Executive Officer

The FAI Senior Sports Manager conducted a roll call of Delegates and Proxies, with the use of the new electronic system and established that there were 39 Delegates with 5 proxy votes, giving a total voting number of 44 the first day and 37 Delegates with 5 proxy votes, giving a total voting number of 42 the second day.

The proxies were:

- Brazil proxy to Ireland
- Cyprus proxy to Greece
- Israel proxy to USA
- Philippines proxy to Germany
- Thailand proxy to Japan

For a proposal to be approved, a simple majority of the voting delegates will be adopted.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 09.15.

The CIAM Secretary explained the duties and information issued to the Delegates.

Forms and information had been distributed for the following purposes:

- For identifying which World Cup winners were in attendance for the World Cup Awards Ceremony.
- For providing the information, as listed in ANNEX A.1a of the FAI Sporting Code, Section 4, Volume ABR, of those countries intending to participate in bids for World and Continental Championships.
- For confirming or notifying which countries intended to bid for World or Continental Championships.
- For organisers to provide the relevant actual or final dates for the 2014 Championships as required by rule B.6.1 Section 4, Volume ABR, Section 4B.

The CIAM Bureau Nominations forms were collected.

The following Technical Meetings were held: F1, F3A, F3B, F3C, F3D and Education. In addition F2 and F4 interim Technical Meetings were held. The written reports are attached at Annex 9 (a-h).

The Technical Meetings took place in the meeting rooms and in the auditorium of the Mövenpick Hotel.

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 APRIL 2012 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2012 BUREAU MEETING

3.1. 2012 April Bureau Meeting

3.1.1. There were no corrections.

3.1.2. The Minutes of the 2012 April Bureau meeting were approved unanimously.

3.1.3. There were no matters arising.

3.2. 2012 Plenary Meeting

3.2.1. There were no corrections.

3.2.2. The Minutes of the 2012 Plenary meeting were approved unanimously.

3.2.3. There were no matters arising.

3.3. 2012 December Bureau Meeting

3.3.1. There were no corrections

3.3.2. The Minutes of the 2012 December Bureau meeting were approved unanimously.

3.3.3. There were no matters arising.

4. DECISIONS OF THE APRIL 2013 BUREAU MEETING

The Decisions of the previous day's Bureau meeting were distributed (Annex 11). There were no comments. The Minutes of the meeting will be published later after the Plenary Meeting.

The CIAM President explained that additional Bureau proposals were distributed in the Delegates' folders.

5. NOMINATION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

The nominations took place on the first day of the Plenary Meeting. Voting was not necessary for the elections since there was only one nomination for each role.

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

5.1. CIAM Officers

President	Mr Antonis Papadopoulos
1st Vice President	Mr Gerhard Wöbbing , Mr Kevin Dodd (declined)
2nd Vice President	Mr Kevin Dodd , Mr Tomas Bartovsky (declined)
3rd Vice President	Dr Andras Ree , Mr Gerhard Wöbbing (declined as elected 1 st VP)
Secretary	Mr Massimo Semoli
Technical Secretary	Mrs Jo Halman

5.2. Subcommittee Chairmen to be elected

F1 Free Flight	Mr Ian Kaynes , Mr Jari Valo (declined)
F3 RC Aerobatics	Mr Michael Ramel , Mr Bob Skinner (declined)
F3 RC Soaring	Mr Tomas Bartovsky
F3 RC Helicopter	Mr Dag Eckoff
F3 RC Pylon Racing	Mr Rob Metkemeijer

5.3. Subcommittee Chairmen to be confirmed

F2 Control Line	Mr Bengt-Olof Samuelsson , confirmed in post
F4 RC Scale	Mr Narve L Jensen , confirmed in post
F5 RC Electric	Mr Emil Giezendanner , confirmed in post
F7 RC Aerostat	Mr Marcel Prevotat , confirmed in post
S Space Models	Mr Srdjan Pelagic , confirmed in post
Education	Mr Gerhard Wöbbing , confirmed in post

6. REPORTS

6.1. **2012 FAI General Conference, by the FAI Senior Sports Manager, Rob Hughes on behalf of Jean-Marc Badan (ANNEX 12)**

- FAI General Conference 2012 : The Minutes were available for consultation on the website at <http://www.fai.org/fai-documents>

A PowerPoint presentation of the report is at Annex 12.

6.2. **CIAM Bureau Report of Activities since the last Plenary Meeting, by CIAM President, Antonis Papadopoulos**

During the year CIAM was represented at the following FAI meetings:

- Two Airsports Commissions Presidents Working Group meetings
- CASI annual meeting
- Annual FAI General Conference

The main decisions on those meetings were:

1. Sports Strategy. The EB is planning to find a way to include non-sporting events like fly-ins, airshows etc to FAI activities. Also the implementation of Gold, Silver or Bronze Grand Prix events are on the way in order to promote airsports in addition to category 1 or 2 events.
2. Anti-Doping. FAI is discussing with WADA about the anti-doping plan from all airsports. The last two years the anti-doping control was focused on two airsports with a lot of exposure like parachuting and ballooning. WADA has statistics from those activities and now it is the time for the next airsports. Aeromodelling will be one of them. Each of the five ASCs that were selected for this plan, need to provide 4 competitors to the FAI EB in order to be included to the 2013 Registered Test Pool (RTP). FAI then will provide 2 out of them. In total 10 competitors from 5 different airsports will form this RTP and as CIAM, we need to select at least 8 to 10 competitors in order to be able to select the 4, by draw. Those competitors need to be of the highest level. Unfortunately those competitors will have to follow the whereabouts procedures, which of course are not something happy or comfortable for them or us, but we are obliged to follow this decision.
3. FAME. This is the company name which was established by FAI in order to promote airsports in a professional way in cooperation with the marketing company SINERGI, which also is a stakeholder of FAME.
4. BREITLING. The cooperation with Breitling already started with two events and from next year the agreement will be expanded to ten events for the beginning. For aeromodelling the F3A event in South Africa was selected and in cooperation with FAME we will find the better way to introduce BREITLING to aeromodelling events. In order to avoid misunderstandings, the selection of the 10 events for 2013 was a decision from BREITLING and not from FAI.
5. Organiser Agreement. The procedure is under development from Mr. Rob Hughes.
6. IWGA World Games 2013 in Cali (Colombia). Aeromodelling is going to be an exhibition sport and the class selected is F6 Aeromusicals. We need to provide 5 competitors. They will cover everything in Colombia, we (FAI or CIAM) have to cover the transportation.
7. Asian Beach Games. Not yet a final answer from the organizers about aeromodelling. If accepted the new class F3R (pylon) will be the event.
8. International Records.

9. Medal Policy. It will be possible for each ASC to use non FAI provided medals if it wishes. These medals must follow specific standards.

Internally CIAM improved the communication between CIAM Bureau members and NACs. Skype was used extensively.

We decided to introduce an Open Forum Session during the Plenary Meeting in order to discuss items not directly related to Sporting Code.

The CIAM Technical Experts and Judges data base was rationalized and new forms were introduced to facilitate the existing procedure.

If adopted, various Bureau proposals included on the agenda, will improve the current CIAM procedures and policies.

6.3. **2012 World Championships, Jury Chairmen (ANNEX 2)**

- 6.3.1. F1A, F1B, F1P Free Flight Juniors. Slovenia (27 July to 3 August).

Srdjan Pelagic

Written report at Annex 2a.

- 6.3.2. F1D Indoor Seniors and Juniors. Serbia (8 to 13 August).

Gerhard Wöbbeking.

Written report at Annex 2b. It was one of the best championships of the class.

- 6.3.3. F2A, F2B, F2C, F2D Control Line Seniors and Juniors. Bulgaria (25 August to 1 September).

Jo Halman.

Written report at Annex 2c.

- 6.3.4. F3F Soaring Seniors and Juniors. Germany (6 to 13 October)

Tomas Bartovsky

Written report at Annex 2d.

- 6.3.5. F3J Gliders Seniors and Juniors. South Africa (5 to 12 August)

Tomas Bartovsky.

Written report at Annex 2e.

- 6.3.6. F4C Scale Seniors and Juniors. Spain (3 to 12 August).

Narve Jensen.

Written report at Annex 2f. Only 37 competitors from 16 countries, mainly European ones. The transportation costs of the model aircraft is probably the cause of this.

- 6.3.7. F5B, F5D Electric. Romania (16 to 21 September).

Andras Ree

Written report at Annex 2g. Two competitors participated illegally.

- 6.3.8. S Spacemodelling. Seniors and Juniors. Slovakia (1 to 9 September).

Srdjan Pelagic.

Written report at Annex 2h. A successful championship with 600 competitors in a very attractive location.

6.4. **2012 Sporting Code Section 4: CIAM Technical Secretary, Mrs Jo Halman (ANNEX 3)**

Written report at Annex 3n.

6.5. **2012 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.
- 6.5.3. R/C Aerobatics: Michael Ramel;
Written report at Annex 3c.
- 6.5.4. R/C Soaring: Tomas Bartovsky;
Written report at Annex 3d.
- 6.5.5. R/C Helicopters: Dag Eckhoff;
Written report at Annex 3e.
- 6.5.6. R/C Pylon: Rob Metkemeijer;
Written report at Annex 3f.
- 6.5.7. Scale: Narve Jensen;
Written report at Annex 3g.
- 6.5.8. R/C Electric: Emil Giezendanner;
Written report at Annex 3h.
- 6.5.9. Aerostats: Marcel Prevotat.
Written report at Annex 3i.
- 6.5.10. Space Models: Srdjan Pelagic;
Written report at Annex 3j.
- 6.5.11. Education: Gerhard Woebbeking.
Written report at Annex 3k.
- 6.5.12. F6 Working Group: Guy Revel
Written report at Annex 3l.
- 6.6. **2012 World Cups, by World Cup Coordinators (ANNEX 4)**
 - 6.6.1. Free Flight: Ian Kaynes
Written report at Annex 4a.
 - 6.6.2. Control Line: Peter Halman
Written report at Annex 4b. Very successful World Cup with 700 competitors and 104 juniors.
 - 6.6.3. R/C Aerobatics: Michael Ramel on behalf of Pierre Pignot
Written report at Annex 4c.
 - 6.6.4. Thermal Soaring and Duration Gliders: Tomas Bartovsky
Written report at Annexes 4d-4f. F3B, F3J and F3F world cups were held in 2012. In 2013 the F3K class will be an additional World Cup and the Co-ordinator will be Mark Richter.
 - 6.6.5. Space Models: Srdjan Pelagic
Written report at Annex 4g.
- 6.7. **2012 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5a. The CIAM Secretary reported that this year a new procedure for managing the transfer of each trophy in an easier and reliable way will be in place. This procedure must be followed by the championship organisers with the support of the FAI jury.

He reminded Plenary that the championship organisers must send the list of the awarded trophies together with the results of the championships.

6.8. Aeromodelling Fund- Budget 2013, by the Treasurer, Andras Ree (ANNEX 3)

There is an updated written report at Annex 3l. The Treasurer explained his report with the aid of a PowerPoint presentation.

The Plenary unanimously approved the 2013 Budget.

6.9. CIAM Flyer, by the Editor, Emil Giezendanner (ANNEX 3m)

Hard copies of the 2012 Annual Compilation of the CIAM Flyer were made available during the meeting for the Delegates to take away with them.

7. PRESENTATION OF 2012 WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION

The CIAM Secretary presented the status of the 2012 World Championships medals per nation with the aid of a PowerPoint presentation. It was warmly received by the Delegates. It will be placed on the CIAM website and in Annex 10a of these Minutes.

7.a SIGNATURE OF THE MEMORANDUM OF UNDERSTANDING BETWEEN FAME AND CIAM

During the Plenary Meeting, the CIAM President and Mr Giancarlo Sergi, FAME CEO, signed a Memorandum of Understanding. FAME, the FAI Sports Marketing and Events Company, was formed in 2012 to work with the FAI Air Sport Commissions to help them develop, market and produce innovative sports events aimed at promoting aviation sports to the public. FAME will provide the marketing, promotion and support for the CIAM events as well as facilitate the opportunity for sponsors to benefit from being associated with the events.

8. PRESENTATION OF 2012 WORLD CUP AWARDS CEREMONY

A successful presentation ceremony was held for the 2012 World Cup winners in classes F1A, F1A junior, F1B, F1B junior, F1C, F1E, F1E junior, F1P junior, F1Q, F2A, F2B, F2C, F2D, F3A, F3B, F3F, F3J, S4A, S6A, S7, S8E/P and S9A.

There were 8 winners who were awarded in person. The list of recipients is in Annex 10b of these Minutes.

9. PLENARY MEETING VOTING PROCEDURE

The CIAM President reminded the meeting about the voting procedure: a simple majority of “in favour” or “against” is sufficient.

For the first time, when required, the voting was electronically conducted.

10. SCHOLARSHIP APPROVAL

Eight candidates submitted applications for the third CIAM scholarship which is worth €2,000. The nomination forms are attached at Annex 8, the Scholarship Report is attached at Annex 3p and presentation in annex 10c.

Nominees: Loic BURBAUD (France)	Marco MAZZUCHELLI (Italy)
Oskar FINDAHL (Sweden)	Marten FRIIS NIELSEN (Denmark)
Tomasz FRAK (Poland)	Thomas RETTENBACHER (Austria)
RJ GRITTER (USA)	Toni STANEV (Bulgaria)

The Selection Committee voted to award the third CIAM Scholarship to Loic BURBAUD (France). The Bureau recommended Loic BURBAUD (France) for the Scholarship and the Delegates at the Plenary meeting approved.

Awarded to: Loic BURBAUD (France)

11. **NOMINATIONS FOR FAI-CIAM MEDALS AND DIPLOMAS (ANNEXES 6 & 10D)**

The total voting number was 37, as the proxy vote was not eligible in this process. The voting was electronically acquired.

Alphonse Penaud Diploma

Nominees: Phillip BALL (United Kingdom)
Andreas BOHLEN (Switzerland)
Sandor KALMAR (Hungary)
Zoran KATANIC (Serbia)
Yaron KRAUS (Israel)
Ivan TREGER (Slovak Republic)

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

Awarded to: Sandor Kalmar (Hungary)

Andrei Tupolev Diploma

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Antony Mott (Australia)

Antonov Diploma

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Michael RAMEL (Germany)

Frank Ehling Diploma

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Nikola CVJETICANIN (Serbia)

Andrei Tupolev Medal

The meeting was in agreement that this diploma should be awarded, and voted in favour of the diploma to be

Awarded to: Vladimir CIPCIC (Serbia)

FAI Aeromodelling Gold Medal

Nominees: Georg BREINER (Austria)
Martin DILLY (New Zealand)
Jo HALMAN (United Kingdom)
Pierre PIGNOT (France)
Gerhard WÖBBEKING (Germany)

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

Awarded to: Jo HALMAN (United Kingdom)

12. **OPEN FORUM**

CIAM Bureau decided to introduce the OPEN FORUM session in order to give the Delegates the opportunity to exchange ideas for aeromodelling topics not always related to the Sporting Code.

For this year, the subject was the long standing case about reducing the number of Championships.

A long discussion coordinated by CIAM 2nd VP, Mr Kevin DODD, with a high number of Delegates proposing their views ensued.

The summary report of the discussion will be published on the FAI website and distributed to all Delegates.

13. SPORTING CODE PROPOSALS. (ANNEX 7)

13.1.A Special Proposals to Plenary

- a) **Championship Status Moratorium** **United Kingdom**

To vote on the following principle and action:

That a moratorium of at least four years be imposed on classes being permitted to apply for Championship status.

[Approved by the Plenary Meeting: For 23 ; Against 15. Effective 01/01/14.](#)

- b) **Quality of FAI Championship Site & Organisation** **United Kingdom**

To vote on the following principle and action:

That it is an absolute requirement of the organisers, with regard to Championship sites and organisation, that they must work with the appropriate Subcommittee and if there is a disagreement regarding the site, then the Subcommittee has the right to impose a binding decision on the organiser.

This principle must be incorporated into the FAI Aeromodelling Organiser Agreement including the clause “For each breach of this type in the Organiser’s Agreement, and which has been identified by the FAI Jury, a sanction fee (fine) of 2,000 Euros will be applied.”

[The United Kingdom Delegate agreed that the proposal be referred to the Bureau for development into a Bureau proposal for the 2014 Plenary Meeting.](#)

13.1.B General Section Proposals

- a) **General Section 3.5.3.1 First Category Events** **United Kingdom**

First category events. A minimum of 4 NACs **or howsoever many NACs the Airsport Commission deems appropriate as long as the number is never less than four** shall have entered by the end of the official registration period, as defined in the local Regulations, with entry fees paid. If there are less than 4 NACs entered, the Air Sport Commission shall decide whether the event will take place and shall also decide whether or not the title of Champion will be awarded.

[Approved by the Plenary Meeting: For 34; Against 0. To be submitted as a CIAM proposal to the General Conference.](#)

13.2 Volume ABR, Section 4A (CIAM Internal Regulations)

- a) **A.3 BUREAU** **Bureau**
A.3.1

Amend A.3.1 as follows and add a new paragraph (A.3.1.1).

A.3.1. The Bureau is composed of a President, three Vice Presidents, **one of whom shall assume the duties of Treasurer**, a Secretary, a Technical Secretary, and a Treasurer plus the Chairmen of those Sub-Committees that have official World Championship classes as well as the Education Sub-Committee Chairman. It is completed by the immediate past President of the CIAM, who does not have voting rights. The President may also invite representatives of the NACs preparing World Championships or other persons required for the business of the Bureau. **If none of the Vice Presidents can act as Treasurer, then Bureau may appoint a Treasurer who will not have any voting rights at Bureau.**

A.3.1.1 TERM OF OFFICE

In accordance with FAI Statute 5.1.2.8, the term of office for the entire Bureau, and any Treasurer appointed by Bureau, will be two years, with the first two year term commencing in 2014. At each second Plenary Meeting after 2014 the CIAM shall elect a President, three Vice Presidents, a Secretary and a Technical Secretary by a secret ballot for a two year term. The rest of the Bureau members (Sub-Committee Chairmen) shall be elected as described in A.4.2.

Amended as shown by the Bureau and approved by the Plenary Meeting: For 40; Against 0. Effective 01/01/14.

- b) **A.3 BUREAU** **France**
A.3.1

Add a new paragraph as follows:

The CIAM elects by secret ballot for a period of two years the members of the Bureau. The election shall occur at the Plenary Meeting the odd years for the President and the three Vice Presidents, and the even years for the Secretary, the Technical Secretary and the Treasurer.

Withdrawn by France

- c) **A.9. Contest Calendar** **Germany**
A.9.1

Amend the 3rd paragraph as follows:

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

Sanction fees and documents for World and Continental Championships, **World cup competitions and International Series** must be received by the FAI by 15 November of the year preceding the Championships or World Cup competition.

Withdrawn by Germany in favour of the Bureau proposal.

n/a A.9. Contest Calendar**Bureau**

A.9.1 Requests for contests to be put on the FAI International Contest Calendar must be received by the FAI Office no later than the 15 November, with the name, address, telephone, fax etc. of a contact person for additional information. The form to be used is shown in Annex 2 of this section.

All applications for contests must be accompanied by a fee to CIAM. The amount of this fee is determined annually by CIAM as defined in paragraph A.14.1. Payment may be made by credit card or bank transfer but in any case, the remitter pays all card or bank charges. If the fee is not received by 15 November, the contest will be deleted from the calendar.

Open International contests may be ~~requested for approval~~ **added to the FAI Sporting Calendar** in between CIAM meetings. **They must be** ~~if~~ submitted at least three months in advance **of the competition date, on the appropriate registration form and with the appropriate payment** to the FAI Office ~~and copied with copies to the CIAM President and Secretary~~ **and CIAM President who will inform the appropriate Subcommittee Chairman. Final approval for any open international contest submitted after November 15th will be granted only after the written approval of the relevant S-C Chairman**

Open International applications received by the FAI office later than 15 November will not be eligible for inclusion in a World Cup for the following year.

Sanction fees and documents for World and Continental Championships and World Cup competitions must be received by the FAI by 15 November of the year preceding the Championships or World Cup competition.

A.9.2 The Bureau has the right at any time to remove any contest from the CIAM Calendar if, in the opinion of the Bureau, the organisation would not appear to be up to the expected standard. The President will ensure that all National Airports Controls are informed.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

d) A.10 Sanction Fees**Germany**

Amend as follows:

Open International Contest (including World Cup **and International Series**) = 70 €

Open National contest ~~or a contest in an International Series~~ = 40 €

Approved by the Plenary Meeting: For 36; Against 1. Effective 01/01/14.

e) ABR A13 Effective Date of Rule Changes**Bureau**

Amend the paragraph as follows:

~~For all classes, including~~ **For championship classes and** official classes without championship status, a period of two years of no changes to model aircraft/space model specifications, manoeuvre schedules and competition rules will be strictly enforced.

The two-year cycle shall be as follows:

Championship classes: in step with the World Championship cycle.

Official classes: in step with the second year of the two-year anniversary cycle of the date of the Plenary Meeting at which the class was approved

as official.

Rules can be amended in the years as follows:

Championship Classes in the year of a World Championship.

Official classes in the second year of the two-year cycle.

Any change will become effective the following January **unless a different date is specified and approved at the Plenary meeting.**

Provisional classes are not subject to this two-year rule cycle.

The only exceptions allowed to the procedure above are genuine and urgent safety matters, indispensable rule clarifications and noise rulings.

Under normal circumstances, in step with the rule change procedure, a Technical Meeting may be held at the Plenary meeting during each year there is a World Championship in that class. In case of emergency, safety proposals or issues considered urgent by the Sub-committee Chairman, the Chairman is entitled to schedule an interim meeting.

All proposals are first to be carefully scrutinised by the Chairmen of the relevant Sub-committees who will check them for validity before presenting them to the Bureau. It will be the Chairman's duty to point out any ambiguities or lack of conformity with CIAM requirements in the proposal, as well as any effects it may have on other regulations. Apart from the exceptions stated above, proposals will only be accepted on Plenary agendas in years for which Technical Meetings are entitled to be held. This shall not apply to provisional classes.

~~The following schedule will be used for the Sporting Code preparation:~~

~~a) Within two weeks following the March Plenary Meeting, each Sub-committee Chairman and the Technical Secretary shall insert the proposals approved for implementation the following year. This text shall be held on the private Bureau worksite as a working draft copy.~~

~~b) Upon publication of the final Plenary Minutes, the draft shall be reviewed for accuracy and necessary changes made at that time. The reviewed draft shall be completed by August 1st and released to FAI headquarters for proper formatting and final preparation.~~

~~c) By October 1st, the finalised Sporting Code shall be released to the official CIAM delegates' list for comments. Any comments or correction deemed necessary will be forwarded to the Technical Secretary who will bring them before the November/December Bureau meeting for consideration and possible action.~~

~~d) Following the November/December Bureau meeting, the amended Sporting Code shall be released to the general FAI/CIAM website no later than January 1st.~~

~~Approved unanimously by the Plenary Meeting. Effective 01/01/14.~~

f) **A.15 Change Class Rules from Provisional to Official Rules United Kingdom**
Amend paragraph A.15.1 as follows and delete paragraph A.15.2

A.15. CHANGE FROM PROVISIONAL TO OFFICIAL RULES

A.15.1. Before being considered for adoption by the CIAM as official FAI rules, provisional rules must first have been used in **a minimum of international World Cup contests spread over three consecutive years with at least one World Cup contest in each year.** involving a total of **At least five FAI member countries must have taken part over these three years with at least three countries per competition.** (but not necessarily five countries per contest).

~~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 the provisional~~

~~rules as official rules, effective from the following January.~~

The title was amended as shown at the Plenary Meeting.

The United Kingdom Delegate agreed that the proposal be referred to the Bureau for development into a Bureau proposal for the 2014 Plenary Meeting.

g) **A.16 Eligibility for World and or Continental Championships United Kingdom**

A.16.1 Championship status may be conferred by CIAM either for World or Continental Championships only or for both Championships.

A.16.2 Before they can be considered by the CIAM for use in World and/or Continental Championships, there must be a minimum period of ~~two~~ **three complete calendar** years from the time the rules were made official during which at least ~~two international~~ **five World Cup** contests were held **in each year**, each with a minimum of five **three** FAI member nations participating. **Competitors from at least five FAI member countries must have taken part each year over the three years.**

For Europe: the five countries must be representative of the whole of Europe.

Additionally, for World Championship status to be conferred at least two World Cups must have been held each year in countries other than those in Europe.

Also, ~~Reports from the Chairman~~ **President** of the Jury in **for** each contest must be sent to the appropriate Sub-committee Chairman, **with copies to the Bureau,** for the ~~latter's~~ **Sub-committee Chairman's** recommendation to the CIAM. (**See also B.4.1 a & d and B.4.3.**)

~~A.16.2 In cases where the conditions in A.15.1 have been waived, the rules may be considered eligible for use in World and/or Continental Championships from, and including, the year in which they became effective.~~

A.16.3 The competition rules for any class that requests Championship status must be appropriate to that level of competition and must not have undergone major rule changes for the last two years before application to Plenary for Championship Status.

The United Kingdom Delegate agreed that the proposal be referred to the Bureau for development into a Bureau proposal for the 2014 Plenary Meeting.

13.3 Volume ABR, Section 4B (General Rules for International Contests)
--

a) **B.2.1 Open International Contests**

Canada

Amend the paragraph as follows:

B. 2. 1. Open International Contests

Contests in which all competitors ~~who possess an FAI Sporting Licence~~ may enter **but only who possess an FAI Sporting Licence can collect World Cup points.**

These contests are for individual classification only.

Rejected by the Plenary Meeting: For 6; Against 29.

b) **B.2.3 Continental Championships** **United Kingdom**

Amends and expands rule B.2.3 and brings it into line with B.2.4.

B.2.3. Continental Championships

These are limited international contests in which the competitors are **must be** nominated by their NACs and.

These contests are for individual and possibly team classification and will be organised **no more frequently than every two years** only in the years when there is no World Championship in the particular class. **If a particular class also has World Championship status, then each Championship may only be organised in alternate years.**

For Continental Championships in Europe, persons or teams **must be** from at least four **twelve** different **European** nations. ~~from one continent.~~ **For other Continental Championships, persons or teams must be from at least four nations.**

The Sporting Code General Section 3.5.1 applies.

Continental Championships shall be planned and scheduled by the CIAM.

The number of classes in one Continental Championship is limited to five (5) for Seniors and five (5) for Juniors except for **in** the case of Space Models, where the

[The United Kingdom Delegate agreed that the proposal be referred to the Bureau for development into a Bureau proposal for the 2014 Plenary Meeting.](#)

c) **B.2.4 World Championships** **United Kingdom**

Amend the paragraph as follows:

B.2.4. World Championships

These are limited international contests in which the competitors must be nominated by their NAC **and are persons or teams from at least fifteen different nations.**

These contests are for individual and national team classification **and will be organised no more frequently than every two years. For those classes that have both World and Continental Championship status, then each Championship may only be organised in alternate years.**

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.

[The United Kingdom Delegate agreed that the proposal be referred to the Bureau for development into a Bureau proposal for the 2014 Plenary Meeting.](#)

d) **B.3.2. Sporting Licences** **Bureau**

Amend paragraph b), add a new paragraph c) and re-number the existing paragraph as d):

a) Every competitor, team manager and assistant team manager entering an international contest must possess a valid Sporting Licence of the FAI. This Sporting Licence is issued by the NAC of the competitor, team manager or assistant team manager under the conditions of the General Section of the

Sporting Code and must bear the national identification mark.

Names on FAI licences must be completed using the Roman alphabet. If it is deemed necessary by a NAC that names have to be written in an alphabet common to its country, then the licence must also show the name in the Roman alphabet.

Competitor names as entries in competition lists and results must be listed using only the Roman alphabet.

- b) Organisers of any international competitions must check FAI licences and must not permit entry to the competition to anyone who does not have a valid FAI licence **nor permit entry to a First Category event (Championship) by anyone who has represented a different country in a First Category event (Championship) during the previous two calendar years. (General Section 8.1.3.6.4).**

- c) Checks to ensure that General Section 8.1.3.6.4 is not contravened should be carried out by:**

the NACs intending to send a team to a Championship;

the organisers who accept the entries (see b) above);

the FAI Jury at the Championship.

Reference to the Championship results of two years previously is the definitive way of establishing whether any entrant is qualified to represent the country under which he is entered.

Note: Championship results may be obtained from the FAI, from the appropriate Subcommittee Chairman or the FAI Jury President of previous Championships in line with the provisions of the General Section. ~~the previous equivalent Championship.~~

- d) Competitors who hold an FAI Sporting Licence issued directly by the FAI office enter as “FAI Applicants” and in entry and results list their nationality shall be shown as “FAI”.

Amended as shown at the Bureau meeting and approved unanimously by the Plenary Meeting. **Effective 01/06/13.**

- e) **B.3.5 National Teams for World & Continental Championships** **F1 Sub-committee**

Split the existing text into 3 sub-sections with sub-paragraph numbers as follows:

- a)** A national team shall consist of a maximum of three individual competitors, or three pairs of competitors, for each category and a Team Manager.
- b)** For those categories that do not have separate Junior Championships, the team may consist of a maximum of four individual competitors or four pairs of competitors for each category provided that the fourth competitor is a junior, plus a team manager.
- c)** The reigning World or Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next World or Continental Championships in that category regardless of whether he qualifies for the national team or not. If he is not a member of the national team, his score will not be considered in the team results.

Approved unanimously by the Plenary Meeting. **Effective 01/01/14.**

- f) **ABR B.7.4 & Annex A.1.b** **Bureau**
ABR B.7.4

Amend the first paragraph of B.7.4 as follows:

Separate additional fees will be offered at choice for: lodging (hotel and camping); and food (excluding banquet) ~~not included~~ and other possible additional events). and The banquet may be included in the entry fee ~~(if not included in the entry fee.)~~ or it may be a separate additional fee.

and

- Annex A.1.b** **Bureau**

Amend paragraph 9 of Annex A.1.b as follows

Entry Fees:

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

organisers have any excuse for their wrong guessing of the participation nor participating teams are tempted to save the money.

Amended as shown at the Bureau Meeting and approved by the Plenary Meeting: For 22; Against 17. Effective 01/01/14.

- g) **B.7.4 Additional Fees & Annex A.1.b** **Bureau**
B.7.4 Additional Fees

Amend the 6th paragraph as follows:

Details of an awarded offer must be submitted in Bulletin 0, via the FAI office, by November 15th (or March 15th, for Championships scheduled from January to April) to the relevant Sub-committee Chairman and the CIAM Secretary for review of the fee structure prior to consideration at the following Bureau Meeting.

and

- Annex A.1b** **Bureau**

Amend the text at the top of the Annex.

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 by the Bureau at one of the two Bureau meetings as follows: ~~at the November/December Bureau Meeting.~~

by 15th November of the year prior to the Championship for Championships scheduled from May to December.

by 15th March of the year prior to the Championship for Championships scheduled from January to April

Approved unanimously by the Plenary Meeting. Effective 01/01/14

h) B.7.4, Annex A.1b and Annex B.3 Bureau

Amend in one rule and two Annexes as shown below.

Change the word “banquet” to “farewell dinner”.

Withdrawn by Bureau.

A note is to be included in the Sporting Code that an Organiser may replace the word “banquet” with any appropriate word.

i) B.11.6, B.18.1, B.19.2 and Annex B.3 Bureau

Amend three sub-paragraphs with references to the Event Director and Contest Director/s as shown and in Annex B.3 (See Agenda Annex 7ai.)

B.11.6. The organiser must provide 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 Flight Line Director/Contest Director**.

B.18.1. All protests must be presented in writing to the Contest Director at **of the competition, or the appropriate Contest Director for competitions with multiple classes** and must be accompanied by the deposit of a fee. The amount of this fee shall be the equivalent of 35 Euro. The deposit is returned only if the protest is upheld.

B.19.2. Competence

The following officials are competent to apply and enforce safety rules:

the Jury;

the Contest Judges;

the Contest Director/s;

the Circle Marshals;

the Flight Line Director/s;

the Processing Officials;

all officials of the Organising Body.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

j) B.16.1 Individual Classification F1 Sub-committee

Amend paragraphs e) and (f) to clarity and also reflect the amendments in agenda proposal 13.3 e) above.

e) For those categories where a junior may participate in a Continental or World Championship National Team **under B.3.5.(b)**, individual awards for junior competitors will be awarded to the first, second and third place juniors.

f) Where at least four juniors from at least four different nations participate **under B.3.5.(b)**, the winner shall earn the title of Junior World or Continental Champion in the category.

Amended as shown by the F1 Subcommittee and approved unanimously by the Plenary Meeting. Effective 01/01/14. (mistake corrected in the issue 2 of this document)

k) **B.16.2.National Team Classification**

Bureau

Consequential changes will be required to the various volumes as appropriate.

Amend paragraph a) as follows:

- a) The **national** team classification **for all CIAM classes** is established **after the completion of the championship** by adding **together** the **numerical final placing** scores of the three **national** team members ~~of the team together~~ unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best **placed** scoring members. **(For F2C substitute “member” by “team”).** Teams are ranked from the lowest numerical **places** scores to the highest, with complete three-competitor teams, ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. ~~For F2C the classification is established in the same way but substitute “team” for “member”.~~ In the case of a national team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.
- 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, except for Space Modelling where only one medal shall be awarded per team per class per age division. The cost is to be borne by the organising NAC.
- c) When teams consist of four competitors or, in the case of F2C, four pairs of competitors (ref B.3.5) then all the team members in first, second and third place will be awarded medals.
- d) In each class a diploma will be awarded by the FAI to each member including the team manager of the teams in first, second and third places.
- e) If there is a Challenge Trophy, this will be awarded to the NAC of the winning team for custody until the following Championship.

[Referred back to Bureau.](#)

l) **B.16.2 Team Classification**

France

Consequential changes will be required to the appropriate volumes for F2B, C, D; F3A; F3C; F3D and Space Modelling.

For the detailed consequential rule changes See Agenda Annex 7a.

Amend the paragraph as follows:

Unless specified otherwise in the class rules, the team classification for World and Continental Championships is established **in each class** by adding the ~~scores~~ **numerical placings** of the three members of the team together unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring **placed** members. **The team with the lowest total is ranked first, etc. with complete three-competitor teams ahead of two-competitor teams which in turn are ranked ahead one-competitor teams.** For F2C, the classification is established in the same way but substitute "team" for "member". In the case of a team tie, ~~the team with the lower sum of place numbers, given in order from the top, wins.~~ If still equal, the best individual placing decides.

[Withdrawn by France pending an appropriate Bureau proposal for the 2014 Plenary Meeting.](#)

m) **B.16.2 Team Classification** **Norway**

Amend the paragraph as follows:

a) The team classification is established by adding the scores of the three team members of the team together unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring members. **When using the sum of the individual numerical order instead of the scores, the 4th pilot not in the teams shall not be able to make any influence on the other teams placing.** For F2C the classification is established in the same way but substitute “team” for “member”. In the case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.

[Withdrawn by Norway pending an appropriate Bureau proposal for the 2014 Plenary Meeting.](#)

n) **B.16.3 Team Classification – Multiple Contest Categories Classes** **Bureau**

Amend paragraph a) as follows:

a) In a World or Continental Championships with more than one contest ~~category~~ **class** a classification may be made of the overall performance of the competing nations. This is established by taking the total ~~numerical final placing~~ scores of the three members of the teams or, in a four member team ie one containing a Junior, the three best ~~placed~~ scoring members in all of the contest ~~categories~~ **classes**.

The ~~lowest~~ highest total wins the award. In the case of a tie, the nation with the lower sum of team place numbers, given in order from the top, wins. If still equal the total of the best individual placings in each class will decide.

b) If there is a Challenge Trophy, this will be awarded to the NAC of the winning team for custody until the following Championship.

c) There are no FAI medal or diploma awards assigned for this classification.

[Referred back to Bureau.](#)

o) **B.17.15 Processing of FF Model Aircraft** **F1 Sub-committee**

Amend paragraph (a) as follows:

a) Model specification certificates and corresponding models must be presented on arrival at the time of registration for the event. ~~These models will be clearly marked for identification by the organiser.~~ **The organiser will indicate that these models have been registered by a stamp or marking on the model across the edge of the FAI sticker. This stamp or marking must not introduce any alternative model identification, this being provided by the model identification code (B.17.8)**

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

p) **B.18 Protests** **Serbia**
B.18.1

Amend the first sentence as follows:

All protests must be presented in writing **(using the form in Annex B.1.c)** to the Contest Director at the competition and must be accompanied by the deposit of a fee.

[Referred to Bureau with the agreement of Serbia.](#)

See the proposed form Annex B.1 overleaf.

B.18 Protests, B.18.1, Serbia cont/...

ANNEX B.1.c

PROTEST – COMPLAINT FORM

Contest _____ Rank (WCh/CCh/WCup/OpInt)

Venue _____ State _____ Date _____ Class _____

I/we _____ (TM/TMA/Competitor), NAC _____ Team _____

file a PROTEST – COMPLAINT and with the protest submit a protest fee of _____ Euros to the Contest Director.

Reasons for the protest:

These reasons for protest can be witnessed by: _____

Signature of the protester: _____ Contest Director: _____

Date and time when protest is received: _____ Date and time when is given to the Jury President: _____

Signature of the Jury President: _____

JURY PROCEEDINGS

The Jury President found possible violation of the rule _____ paragraph(s) _____.

The Jury convened on _____ at _____ hours and heard interested parties:

Additional supporting data from the protester:

Statements of the witnesses and the officials:

JURY'S DECISION:

Protest fee is retained – returned to the protester. The Jury hearing ended at _____

Jury members:

1. _____ (President) 2. _____ (Member) 3. _____ (Member)

[\(Referred to Bureau with the agreement of Serbia.\)](#)

13.4 Volume ABR, Section 4C, Part One (General Regulations for Model Aircraft – page 64 (2012 Edition))

a) **1.1 General Definitions of Model Aircraft** **Germany**

Amend the 5th paragraphs as follows

A model aircraft shall not be equipped with any **electronic** device **which**

i) stabilizes automatically roll, pitch or yaw, or

~~ii) that~~ allows it to be flown automatically to a selected location.

Exceptions from i) are to be stated for the particular class.

Rejected by the Plenary Meeting: For 16; Against 19.

b) **ABR 1.3.2 Category F2 – Control Line Circular Flight** **F2 Sub-committee**

Add a new paragraph c) and renumber the subsequent paragraphs:

c.) For initial start-up of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the country of competition. The competitor will determine the suitability for use of the chosen system. Any such device or system:

1) must be operated only by the pilot or assigned mechanics/helpers, and

2) must not affect any other model.

Under the principle of urgent safety, the Plenary Meeting accepted this proposal which was unanimously approved by the Plenary Meeting. Effective **1st June 2013**.

13.5 Volume ABR, Section 4C, Part Two (Records)

a) **ABR 2.1.4** **Bureau**

2.1.4. Categories of World Records

There are three categories of World Records, viz:

- i) Records performed with special record model aircraft or aerostats under the specifications given in paragraph 2.2. (Open Records)
- ii) Records performed with model aircraft built to competition specification but with flights not necessarily in a competition (Specific Model Aircraft). These records can be set in classes F1D, F1L, F1M and F1N and in these classes the record may belong only to one person, not a team.
- iii) Records performed in regular competitions with model aircraft and competitions defined in Sporting Code Section 4C, parts 1, 2, 3, 4 and 5 (Competition Records).

In Free Flight competition, duration records can be set in classes F1D and F1L and in these classes the record may belong only to one person, not a team.

cont/...

.../cont

In Control Line competition the following records may be set only in World or Continental Championships:

- (a) speed records in class F2A (sub-class 134 in Table I);
- (b) race time records in class F2C (sub-classes 136 & 137 in Table I).

In classes F3D and F5D, records may be set only in World or Continental Championships.

For the purposes of competition records, the National Airsports Control of the claimant is responsible for lodging the record claim.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

b) ABR 2.3.5 Competition Records in Free Flight Bureau

Consequential change from agenda proposal 13.5 a) above.

Amend the paragraph as shown:

Competition records are recognised for free flight models in competitions which have been registered on the FAI Sporting Calendar. All types of international contests are eligible: Open International, Limited International, Continental Championships, World Championships.

In competition, records are recognised for the following duration in classes F1D and F1L:

- i) the longest duration single flight;
- ii) the longest total of the two best flights (as used for F1D and F1L classification).

~~For the purposes of Free Flight competition records, the National Airsports Control of the claimant is responsible for lodging the record claim.~~ The claim must be supported by data from the competition. The supporting documentation must include copies of the flight cards recorded at the competition and signed by the timekeepers of the flights. The **Contest** Director of the competition must certify that these records are authentic and certify that the model aircraft used in the record were processed in accordance with the Sporting Code.

For indoor competition records, there is no subdivision according to ceiling categories.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

c) 2.5 Special Rules for Speed Records in a Straight Line Germany
2.5.2 Timing

Amend the 1st paragraph as follows:

~~For speeds above 300 **200** km/h, manual activation of timing devices is not permitted. only automatic means of timing which eliminate human error factors are permitted and must be certified accurate within 1/100 **1000** of a second.~~

For speeds above 300 km/h, manual activation of timing devices is not permitted. Only automatic means of timing which eliminate human error factors are permitted and must be certified accurate within 1/100 of a second.

~~**They shall provide printouts of their measured times to avoid human errors while reading and writing of the results.**~~

The data that the Directing Official signs (refer to 2.12) must be the data generated automatically at the time of the flight.

Note that hand-written data is not acceptable.

Amended as shown by the Plenary Meeting and unanimously approved by the Plenary Meeting. Effective 01/01/14.

- d) **ABR 2.6.2 Timing (of speed records in a closed circuit)** **Bureau**
Amend paragraph three as follows:

Timekeeping must be effected by two timekeepers equipped with timepieces timing to at least 1/100 of a second. The difference between the times registered by the two timekeepers must not exceed ~~4/50~~ **12/100** of a second.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

13.6 Section 4C Volume F1 - Free Flight

Free Flight Indoor

F1N

- a) **F1N - Indoor Hand Launch Gliders** **Serbia**
To change the status of F1N from provisional to official.

Delete in Provisional Classes: 3.M.1 Class F1M - Indoor Beginners Class and add in Official Classes: 3.6.1. Class F1N - Indoor Hand Launch Gliders. Also renumber ~~3.6.1.~~ to 3.7.1. Class F1P - Power Model Aircraft.

the CIAM classes list (Rev 11: 30 Sep, 2012) on the CIAM website

Plenary accepted the intention that F1N will never be proposed as a Championships class and that the two-year rule cycle will be in line with the F1D Championship cycle of rule changes.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- b) **3.N.4 Definition of an official flight** **Serbia**
Amend the paragraphs as follows:

a) The duration achieved on the first attempt unless this attempt is unsuccessful under the definition of ~~3.6.5~~ **3.N.5.c**

b) The duration achieved on the second attempt. If the second attempt is also unsuccessful under the definition of ~~3.N.5~~ f **3.N.5.c**, then a zero time is recorded for the flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- c) **3.N.5 Definition of an unsuccessful attempt** **Serbia**
Add a new paragraph and number it c)as follows:

An attempt is classed as unsuccessful if the model is launched and at least one of the following events occurs. If this happens on the first attempt then the competitor is entitled to a second attempt.

a) the model collides with a person or an object held by a person (the competitor excluded)

b) the model collides with another model in flight.

c) when a part of the model becomes detached during the launch or during

the flight.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

Outdoor

F1A

d) 3.1.2 Characteristics of Gliders F1A F1 Sub-committee

Note: Also valid for the identical paragraph in **F1B 3.2.2** and **F1E 3.5.2**.

Amend the final paragraph as follows:

F1A models may use radio control only for irreversible actions to ~~restrict the flight (dethermalisation)~~ **control dethermalisation of the model.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Approved unanimously by the Plenary Meeting. Effective 01/01/14. (mistake corrected in the issue 3 of this document)

e) 3.1.5 Definition of an Unsuccessful Attempt F1 Sub-committee

Amend paragraph f) as follows:

f) The duration of the flight is less than 20 seconds ~~and the flight was not terminated by dethermalising.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F1C

f) 3.3.2. Characteristics of Model Aircraft with Piston Motor(s) F1C F1 Sub-committee

Note: Also valid for the identical paragraph in **F1Q 3.Q.2**

Amend the final paragraph as follows:

F1C models may use radio control only for irreversible actions to ~~terminate the flight (dethermalisation)~~ **control dethermalisation of the model.** This may include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F1G

g) 3.G.2. Characteristics of Model Aircraft with Extensible Motor F1G F1 Sub-committee

Note: Also valid for the identical paragraph in **F1H 3.H.2**.

Add a new final paragraph as follows:

F1G models may use radio control only for irreversible actions to control dethermalisation of the model. Any malfunction or unintended operation of

these functions is entirely at the risk of the competitor.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F1J

h) 3.J.2. Characteristics of Model Aircraft with Piston Type Motors F1 Sub-committee

Note: Also valid for the identical paragraph in F1K 3.K.2 and F1P 3.6.2.

Add a new final paragraph as follows:

F1J models may use radio control only for irreversible actions to control dethermalisation of the model. This may include stopping the motor if it is still running. Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F1Q

i) 3.Q.2 Characteristics F1 Sub-committee

Amend paragraphs a) & b) as follows:

- a) For models with energy limiters. The allowed energy amount starts to be calculated with the launch of the model **and finishes when the motor has stopped**. If the energy limiter does not have the capability of detecting the launching moment it may start its calculation from the beginning of the motor run. The measuring device has to calculate the energy consumed in real time **and preserve this for later checking if required. The motor(s) must be stopped irreversibly by the end of the limited energy supply or at the stated motor run time**. After coming to the end of the limited energy supply, the motor(s) must stop irreversibly. The timer stays independent, but the device may inform the timer about the end of the energy supply.
- b) For models without energy limiters the motor's energy in watt-sec over the motor run is calculated as the measured wattage multiplied by the motor run. A freshly charged battery (4.15 to 4.2 volts per Li cell, 1.2 volts per NiCad or NMH cells) should be used. ~~When~~ **After** the motor has reached full power, **the power is measured at a time equal to the nearest whole second below half the planned motor run. The power** wattage is measured using a commercial wattmeter via 3.5 mm male and female bullet connectors furnished by the contestant. **The calculated motor run should be clearly marked on the model.**

Amended as shown at the F1 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

- j) **3.Q.2 Characteristics** **Germany**
Amend paragraph a).
The rules appear Agenda Annex 7b
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)
- k) **3.Q.2 Characteristics** **Germany**
Add a second sub-paragraph to paragraph a)
For energy limit verification a measurement device is to be used with the capability to start the measurement separately when the start button of the model is released. This device is to be connected between the battery and the model's connectors via 3,5 mm male and female bullet connectors. The measurement device must store the data of time, current and voltage (or wattage). The sampling rate must be 5 samplings per second or better. The energy amount starts to be calculated with releasing the start button of the model and finishes when the ESC has stopped supplying energy to the motor.
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)
- l) **3.Q.2 Characteristics** **Germany**
Amend paragraph b.
The rules appear Agenda Annex 7c
[Withdrawn by Germany.](#)
- m) **3.Q.2 Characteristics** **United Kingdom**
Amend the three paragraphs (introduction and a) and b))
The rules appear in Agenda Annex 7d
[Withdrawn by the United Kingdom](#)
- n) **3.Q.2 Characteristics** **United States of America**
Amend paragraph b as follows.
b) ~~When the motor has reached full power,~~ wattage is measured **statically, with the motor under full power. A single Wattage measurement is taken at the middle of the motor run, rounded down to a full second, measured from the instant the start button was released. Releasing the start button should be within two seconds of starting the motor. The model's motor run should be posted on it.**
[Withdrawn by the United States of America.](#)

cont/...

F1 ANNEXES

o) Annex 1 - F1 World Cup **F1 Sub-committee**
4. Points Allocation

Amend paragraphs a) and b as follows:

- a) Points are awarded only to competitors ~~completing at least one flight in the contest~~ **recording a time in at least the first round of the contest.**
- b) Points are awarded only to competitors in the top half of the results list (if N is the number of competitors who ~~completed at least one flight~~ **recorded a time in the first round**, then the points from the above table are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place).

[Withdrawn by the F1 Subcommittee](#)

p) Annex 4 - Free Flight Ranking **F1 Sub-committee**

Add a new Annex to define Free Flight Ranking permitted by ABR B.2.7

The rules appear Agenda Annex 7e

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

13.7 Section 4C Volume F2 - Control Line

F2B

a) 4.2.2 Characteristics of an Aerobatic Model Aircraft **F2 Sub-committee**

Delete paragraphs e) and f); insert a new paragraph e) and re-number paragraph h) to f).

- e) ~~Wireless remote control (electrical, optical, or any other) of any control function of, and/or of any system in the model aircraft shall not be permitted.~~
- f) ~~The following exceptions to rule 1.3.2 of Section 4C of Volume ABR are allowed.~~
 - i) ~~Other controls may include, but are not limited to: landing gear operation and built-in engine starters. Such functions may be controlled by the pilot only via line/lines, or may function completely automatically. The frequency of any electromagnetic pulses transmitted through wires/cables to the model aircraft shall not exceed 30 kHz.~~
 - ii) ~~For piston engines (including "Wankel" rotary types), no outside control of the engine/s in-flight power output shall be permitted whether or not such control is direct to the engine/s or via propeller/s with variable pitch. For the purposes of this paragraph, the term "in-flight" shall mean the time between the release of the model aircraft for the Take-off Manoeuvre and the end of the Landing Manoeuvre. Active or dynamic automatic power output control based on flight parameters such as, but not limited to, shall also not be permitted: model aircraft speed; angular speed; centrifugal force; line pull; flying height; or any combination or derivation thereof. However, if not used for the purpose of~~

active power and/or throttle control, the following shall be permitted:

- a ~~Passive or static devices controlling rate of fuel flow or fuel pressure (for example "uniflow" fuel tanks).~~
- b ~~Passive or static exhaust systems (for example tuned-length exhaust pipes to control engine rpm).~~
- c ~~Provided they are used only to end a flight, the use of engine/s shut-off systems, either operated by the pilot or functioning fully automatically, shall be permitted, subject to the restriction at paragraph e) above.~~
- g) ~~For power sources other than piston engines, engine power controlling systems, whether pilot operated or automatic, shall be permitted~~

e) The use of a pilot activated power shutdown device to define the point of the beginning of the power-off descent in the landing manoeuvre is not permitted.

h) **f) Rule B.3.1.a) of Section 4B of Volume ABR does not apply to class F2B**
Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F2C

b) 4.3.4 Characteristics of a Team Racing Model Aircraft **Bureau**
Amend paragraph b) as follows and re-number the subsequent paragraphs:

- b) ~~The maximum exhaust outlet area is 60 mm² at the cylinder liner projected exhaust outlet or crankcase exhaust outlet. If a silencer is used the measurement is taken at the exhaust outlet of the silencer. The piston face at the exhaust outlet shall not be visible from the exterior of the model aircraft when side or front exhaust engines are used.~~
- c) The aircraft shall be fitted with a silencing system, either separate or integral, which reduces the noise by at least 14 dB(A) when tested on a standardised audio noise generator. This silencing system must be able to be connected to the noise generator.**
- d) The silencer or exhaust outlet shall have a maximum outlet area of 60mm² and shall be outside the aircraft.**
- e) The entire silencer system must be gas tight between the crankcase outlet and the silencer outlet.**
- f) The silencer system shall be checked in accordance with the procedure in Annex 4M**
- g) A test of the gas tight fitting of the engine and the exhaust system shall be conducted as a random check in the line check area during warm-up as follows: when the gas outlet of the silencer on a running engine is shut off with a finger or plug, the engine should stop immediately.**

Approved by the Plenary Meeting: For 23; Against 9. Effective 01/01/15.(mistake corrected in the issue 3 of this document)

c) Annex 4M – F2C Silencer Testing Procedure **F2 Sub-committee**

Add a whole new Annex.

See the rules in Agenda Annex 7g.

Approved by the Plenary Meeting: For 23; Against 9. **Effective 01/01/15. (mistake corrected in the issue 3 of this document)**

In response to a question from the United Kingdom Delegate, the CIAM President and CIAM Technical Secretary replied that it was clear from Plenary Meeting’s decisions today that F2C should conform to the noise rules and have silencers therefore there can be no exceptions for F2C.

13.8 Section 4C Volume F3 - RC Aerobatics

F3A

a) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power **F3 Aero Sub-committee**

Amend the 11th paragraph as follows:

The flight time will be interrupted while the **No time will be taken while** the sound/noise...

Approved unanimously by the Plenary Meeting. **Effective 01/01/14.**

b) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Model Aircraft **F3 Aero Sub-committee**

Amend the 12th paragraph as follows:

The model aircraft shall be re-tested **at regular operation conditions** within 90 minutes.

Approved unanimously by the Plenary Meeting. **Effective 01/01/14.**

c) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models **Switzerland**

Amend the 3rd line of the 1st paragraph as follows:

Maximum total weight, with batteries ~~5000 g~~

Rejected by the Plenary Meeting: For 2; Against 26.

d) 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models **Thailand**

Amend the 3rd line of the 1st paragraph as follows:

Maximum total weight, with batteries **/ with full fuel tank**.....~~5000g~~...**5500 g**

Rejected by the Plenary Meeting: For 6; Against 28.

e) **5.1.5. Definition of an Attempt** **F3 Aero Sub-committee**

Amend the 2nd paragraph as follows:

If the propulsion device fails after the ~~take-off has begun~~ **model aircraft becomes airborne**, the attempt will be deemed complete.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

f) **5.1.8 Marking** **F3 Aero Sub-committee**

Amend the 7th paragraph as follows:

Manoeuvres must be performed where **such that** they can be seen...

...the competitor has the right for a reflight as per paragraph 5.1.6. **If a judge for some reason within the control of the competitor is not able to follow the model aircraft through the entire manoeuvre, he has to downgrade the manoeuvre accordingly.**

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

g) **5.1.8 Marking** **F3 Aero Sub-committee**

Amend the 8th paragraph as follows:

Also, manoeuvres should be **primarily** performed along a line...

... Exceptions to this rule are **cross-box manoeuvres, 3D-manoevres, or manoeuvres in a stalled condition, as well as** the horizontal circle...

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

h) **5.1.9 Classification** **F3 Aero Sub-committee**

Amend the 1st paragraph as follows:

... The top one ~~third~~ **half**, but not more than 30 competitors, will then..

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

i) **5.1.9 Classification** **France**

Amend the 2nd paragraph as follows:

The best score from the known schedule will be combined with the **best** scores from ~~both~~ unknown schedules for final classification.

Rejected by the Plenary Meeting: For 3; Against: 30.

j) **5.1.9 Classification** **Switzerland**

Amend the 5th paragraph as follows:

All scores for each round, preliminary, semi-final and finals, will then be normalised as follows.

Competitors have flown in front of a particular group of judges (ie a round) the highest score shall **be calculated as follow:** awarded 1000 points. The remaining scores for that group of judges are then normalised to a percentage of the 1000

~~points in the ratio of actual score over winner's score.~~

~~———— SX~~

~~Points X = ——— x 1000~~

~~———— SW~~

~~Points X = points awarded to competitor X~~

~~SX = score of competitor X~~

~~SW = score of winner of round~~

~~SW~~

~~Points X = ----- x 1000~~

~~SX~~

Points X = points awarded to competitor X

SX = Average score of best 30% of the round

SW = score of competitor X

Rejected by the Plenary Meeting: For 3; Against 27.

k) 5.1.10. Judging

F3 Aero Sub-committee

Amend the 1st, 4th, 5th, 6th & 8th paragraphs and add a new 7th paragraph follows:

(para 1) For **a World or Continental Championships with more than 80 competitors** the organiser must...

(para 4) For a World **or Continental Championship with fewer than 72 80 or fewer, but more than 40** competitors, and for a Continental Championship with 40 or more competitors, the organiser must...

(para 5) For Continental Championships with fewer than 30 **40 or fewer** competitors, the organiser must...

(para 6) For a World or Continental Championships with fewer than 72 competitors, and for a Continental Championships with 30 or more entries, **80 or fewer, but more than 40 competitors**, two panels of five...

...five judges may be used for preliminary, semi-final, and final rounds.

(new para 7) **The limits of 80/40 competitors may be exceeded under special circumstances, provided a reasonable time schedule has been approved by the CIAM-Bureau.**

(para 8) For the final rounds of a World **or Continental Championship with 72 or more than 80** competitors, the twenty judges...

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

l) 5.1.11. Organisation for Radio Controlled Aerobatics Contests

F3 Aero Sub-committee

Amend the 13th paragraph as follows:

The timing of a flight **an attempt** starts with...

...the competitor, and the timing device will be re-activated to start the 8-minute flying time.

If the propulsion fails at the sound test before it is finished the flying time of eight (8) min is started, but interrupted for the completion of the sound test after the propulsion was restarted. With the expiry of the 8-minute...

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- m) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Add a new Schedule A-16
See the new Schedule A-16 in Agenda Annex 7h
and Aresti diagrams in Agenda Annex 7i
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)
- n) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Add a new Schedule F-17
See the new Schedule F-17 in Agenda Annex 7j
and Aresti diagrams in Agenda Annex 7k
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)
- o) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Add a new Schedule P-17 as follows
See the new Schedule P-17 in Agenda Annex 7l
and Aresti diagrams in Agenda Annex 7m
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)
- p) **5.1.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Amend 1st to 4th paragraphs as follows:
~~For 2012 Schedule A-12 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-13 Schedules.~~
~~For 2013-2014 Schedule A-14 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-15 Schedules.~~
For 2015-2016 Schedule A-16 is recommended to be flown in local competitions so as to offer advanced pilots a suitable way to achieve skills to step-up to P-17 Schedules
~~For 2012-2013 Schedule P-13 will be flown in the preliminaries. Schedule F-13 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.~~
For 2014-2015 Schedule P-15 will be flown in the preliminaries. Schedule F-15 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.
For 2016-2017 Schedule P-17 will be flown in the preliminaries. Schedule F-17 will be flown in the semi-finals, as well as in the finals, alternating with unknown schedules.
[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

- q) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft** **F3 Aero Sub-committee**
Manoeuvre Execution Guide

Add a new manoeuvre and re-number subsequent manoeuvres as follows:

5B.8.6. BARREL-ROLLS

A barrel-roll is a roll, whose flight path goes in a spiral around the virtual hull of a cylinder. Barrel rolls are judged in the same way as axial rolls as far as the constant flight path throughout the roll, the start and stop of the rotation, and the roll direction is concerned.

5B.8.7. SNAP-ROLLS

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- r) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft** **F3 Aero Sub-committee**
Manoeuvre Execution Guide

Amend the paragraph as follows:

5B.8.10. STALL-TURNS

The criteria in this manoeuvre are mainly about lines. The lines must have exactly vertical and horizontal flight paths.

The model aircraft **comes to a stop in forward movement and then** must pivot around...

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- s) **ANNEX 5B F3 R/C Aerobatic Power Model Aircraft** **F3 Aero Sub-committee**
Manoeuvre Execution Guide

Amend the paragraph as follows:

5B.10. POSITIONING OF THE MANOEUVRE WITHIN THE MANOEUVRING ZONE

The entire flight must be within the manoeuvring zone to avoid being penalised.

A centre manoeuvre must be flown so that it is centred on the centre line indicated by the centre flag. If the manoeuvre is flown off-centre, it must be downgraded according to the misplacement. This may be in the range of 1 to 4 points subtracted.

The centre of a centre manoeuvre is in the middle between its ~~start and its end.~~

vertical limits left and right.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- t) **ANNEX 5G F3 R/C Aerobatic Model Aircraft** **F3 Aero Sub-committee**
Unknown Manoeuvre Schedules for Final Flights

Amend the paragraph as follows:

5G2.8. The summary of K-factors must be at least ~~74~~ **70**.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F3M

u) **5.10.3 General Characteristics of a Large R/C Aerobatic Power Aircraft** **Switzerland**

Amend the 5th paragraph as follows:

For Power device limitations, Noise rule, and Radio Equipment: See 5.1.2, **but the maximum voltage allowed for electric powered large model aircraft (F3M) is 72 volts.**

Rejected by the Plenary Meeting: For 5; Against 21.

v) **5.10.13 Execution of Manoeuvres** **USA**

Amend the 4th, 5th and 7th to 10th paragraphs as follows:

The manoeuvres must be executed during an uninterrupted flight in the order in which they are listed on the score sheet. The competitor may make only one attempt at each manoeuvre during the flight. The pilot has three minutes to start his motor, and eleven minutes to complete his flight; both the three minutes and the eleven minutes to start when the competitor is given permission to start his motor.

The model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the competitor must be instructed to land his model aircraft immediately.

The direction of the manoeuvres is determined by the heading of the model aircraft during the take-off.

With the expiry of the eleven-minute flying time, the scoring will cease except for the in-flight sound assessment, which is judged after the model aircraft has landed, irrespective of the time. The contest director/time keeper will advise the pilot, helper, and the judges of the expiry of the eleven-minute flying time. 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.

The flight ends when the **model aircraft has landed** landing sequence is completed.

Scoring will cease with the expiry of the eleven-minute flight period.

~~After the known flying schedule has been completed, the competitor is not allowed a free pass, and the landing must follow immediately. Any free passes will result in a zero score for the landing.~~

~~The model aircraft must land in the landing area, defined by a 50 metres diameter circle, or within two lines marked on the runway and separated by 100 metres if the runway is wider than 10 metres.~~

~~The landing point is considered as the first point where the model aircraft touches the ground. Landing out of the landing area, or a crash will result in a zero score for the landing.~~

~~The landing sequence is completed when the model aircraft has run for 10m or comes to a stop within 10 metres.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

w) **5.10.14 Schedules of Manoeuvres** **USA**

Amend paragraphs b) and c) as follows:

Before the beginning of the task of the unknown schedule, the judging co-ordinator will brief the judges and the competitors to clearly explain the manoeuvres, and what is expected from the competitors.

Knowledge of the Aresti cryptographic system is highly recommended to all competitors and judges.

Known and unknown schedules must use manoeuvres patterns according to the full size FAI Aresti catalogue.

c - Freestyle schedule:

Freestyle schedules give a competitor the opportunity to demonstrate his own skill and the qualities of his model aircraft. There are no rules governing the composition of the schedules. However, safety is of prime importance.

The model aircraft flown by a competitor in the freestyle task may be different from the one flown for the two other schedules, provided this model aircraft conforms to the general characteristics of the F3M class.

The maximum duration of a freestyle flight is ~~five (5)~~ **four (4)** minutes, from the take-off signal, to the landing. The competitor will be notified at one minute before the end of the ~~five~~ **four**-minute period.

After the end of the ~~five~~ **four**-minute period, the judges cease to consider any further manoeuvres that may have been performed. If the model aircraft is still airborne, it must be landed immediately, otherwise the judges will mark a zero score for the criteria "Technicality of the manoeuvres" (K2).

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

F3P

x) **5.9.9 Classification** **France**

Amend the paragraph as follows:

The top 20% ~~(twenty percent)~~ **25% (twenty five percent)** of the classified pilots with a minimum of ~~five (5)~~ **ten (10)** will have three (3) additional flights.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

y) **5.9.9 Classification** **France**

Amend the paragraph as follows:

The two best score from the three final schedules will be added for final classification. In the case of a tie the score after preliminaries will be used to decide the higher classification.

[Rejected by the Plenary Meeting: For 1; Against 26.](#)

cont/...

- z) **5.9.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Add a new Schedule AP-15.

See the schedule in Agenda Annex 7n
 and the Aresti diagrams in Agenda Annex 7o
[Withdrawn by the F3 Aerobatics Suubcommittee.](#)

- aa) **5.9.13. Schedule of Manoeuvres** **F3 Aero Sub-committee**
Add a new Schedule AF-15 as follows

See the schedule in Agenda Annex 7p
 and the Aresti diagrams in Agenda Annex 7q
[Withdrawn by the F3 Aerobatics Suubcommittee.](#)

- ab) **5.9.13 Schedule of Manoeuvres** **France**
Delete the existing schedule (2012-2013) and insert a new F3P Preliminary Schedule for 2014-2015

SCHEDULE F3P-AP-14 (2014-2015)

~~Quick AP description~~

1.	Square reverse cuban 8 with roll up, two consecutive ¼ rolls	K4	K3
2.	Knife-edge trombone with ¼ roll up ¼ roll down	K3	K2
3.	Loop with 2 rolls in opposite direction integrated	K5	K6
4.	Camel Humpty-Bump with ¼ roll up, ¼ roll down	K3	K4
5.	8-point roll Four consecutive ⅛rolls	K4	K5
6.	Stall turn with two consecutive ½ rolls in opposite direction up, ½ roll down		K3
7.	Knife-edge top hat with ¾ roll up, ¼ roll down	K4	K5
8.	Half cuban 8 with roll down	K3	K2
9.	Rolling Horizontal circle with two consecutive rolls integrated to the inside		K5
10.	180° Half Horizontal Knife-edge Circle with ¼ roll, half roll integrated, ¼ roll		K3
11.	Half torque rolls with 4 of 8 point roll Vertical Upline with consecutive four ⅛Torque Rolls		K4

Total K = 42

AP-15.01 Square Reverse Cuban Eight with roll up, two consecutive ¼ rolls up **K=3**

From upright, pull into through a ⅛ loop into a 45° upline, perform a roll, push through a ¼loop into a 45° downline, push through a ¼ loop into another 45° downline, push through a ¼ loop into a 45° upline, perform consecutively two ¼ rolls, push through a ¼ loop into a 45° downline, push through a 45° loop into another 45° downline, push through a ⅛ loop, exit inverted.

AP-15.02 Knife-Edge Trombone with ¼ roll up, ¼ roll down **K=2**

From inverted, push into a 45° upline, perform a ¼ roll, push through a ½ circle into a 45° downline, perform a ¼ roll, pull through a ⅛ loop, exit upright.

AP-15.03 Loop with two rolls in opposite directions integrated K=6

From upright, perform a loop while performing a roll integrated in the first 180°, immediately followed by another roll in opposite direction integrated in the second 180°, exit upright.

AP-15.04 Camel Humpty-Bump with ¼ roll up, ¼ roll down K=4

From upright, pull through a ¼ loop into a vertical upline, perform a ¼ roll, push through a ½ loop into a vertical downline, pull through a ½ loop into a vertical upline, push through a ½ loop into a vertical downline, perform a ¼ roll, push through a ¼ loop, exit inverted.

AP-15.05 Four Consecutive ⅛ Rolls K=5

From inverted, perform consecutively eight ⅛ rolls, exit inverted.

AP-15.06 Stall-Turn with two consecutive ½ rolls in opposite directions up, ½ roll down K=3

From inverted, push through a ¼ loop into a vertical upline, perform consecutively two ½ rolls in opposite directions, perform a stall turn into a vertical downline, perform a ½ roll, pull through a ¼ loop, exit upright.

AP-15.07 Knife-Edge Top Hat with ¾ roll up, ¼ roll down K=5

From upright, pull through a ¼ loop into a vertical upline, perform a ¾ roll, perform a ¼ knife-edge loop into a horizontal knife-edge flight, perform a ½ roll, perform ¼ knife-edge loop into a vertical downline, perform a ¼ roll, push through a ¼ loop, exit inverted.

AP-15.08 Half Cuban Eight with roll down K=2

From inverted, push through a 5/8 loop into a 45° downline, perform a roll, pull through a ⅛, exit upright.

AP-15.09 Horizontal Circle with two consecutive rolls integrated K=5

From upright perform a horizontal circle while performing two consecutive rolls integrated in each 180° with roll direction to the inside, exit upright.

AP-15.10 Half Horizontal Knife-Edge Circle with ¼ roll, ½ roll integrated, ¼ roll K=3

From upright, perform a ¼ roll into knife-edge flight, push or pull through a ½ horizontal knife-edge circle while performing a ½ roll integrated in the outer 90°, perform a ¼ roll, exit inverted.

AP-15.11 Vertical upline with consecutive four ⅛ Torque Rolls. K=4

From inverted, push through a ¼ loop into a vertical upline, reduce flying speed to zero in the middle of that line. Perform in this position consecutively four ⅛ torque rolls, then accelerate, push through a ¼ loop, exit upright.

Total K = 42

See the Aresti diagrams in Agenda Annex 7r

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

ac) 5.9.13 Schedule of Manoeuvres

France

Delete the existing schedule (2012-2013) and insert a new F3P Finals Schedule for 2014-2015

SCHEDULE F3P-AF-14 (2014-2015)~~Quick AP description~~

1	<u>Knife-edge golf ball with $\frac{3}{4}$ roll up, half roll integrated, $\frac{1}{4}$ roll down</u>	K5	K3
2	<u>Vertical 8</u>		K2
3	<u>Knife-Edge flight with half roll Combination with $\frac{1}{4}$ roll, roll $\frac{1}{4}$ roll</u>	K4	K5
4	<u>Figure-9 6 with Stall Turn, $\frac{1}{2}$ roll down</u>		K3
5	<u>Cubic top hat with $\frac{3}{4}$ roll up, $\frac{1}{4}$ roll down, $\frac{1}{2}$ roll, $\frac{3}{4}$ roll up, $\frac{1}{4}$ roll down</u>	K5	K6
6	<u>$\frac{1}{2}$ diamond square loop with half rolls</u>		K4
6	<u>Half Horizontal Square Circle on Corner with $\frac{1}{4}$ roll, $\frac{1}{2}$ roll, $\frac{1}{2}$ roll, $\frac{1}{4}$ roll</u>		K4
7	<u>Horizontal 8 with consecutive two $\frac{3}{4}$ rolls in opposite directions integrated</u>		K6
7	<u>Eye-Catcher with two $\frac{3}{4}$ rolls integrated in opposite directions</u>		K6
8	<u>Half horizontal Hour-Glass with $\frac{1}{2}$ roll down, roll up, $\frac{1}{2}$ roll down</u>	K3	K4
9	<u>3 180 rolling circle with $\frac{1}{2}$ roll inside, 1 roll outside and 2 rolls inside</u>		K6
9	<u>Horizontal Triangular Circle with $\frac{1}{4}$ roll, $\frac{1}{2}$ roll integrated, roll, $\frac{1}{2}$ roll integrated, roll, $\frac{1}{2}$ roll integrated, $\frac{1}{4}$ roll</u>		K6
10	<u>Negative Tail Slide with two consecutive $\frac{1}{8}$ rolls up, two consecutive $\frac{1}{8}$ rolls down</u>	K4	K3
11	<u>Roll combination with $1\frac{3}{4}$ roll, $1\frac{3}{4}$ roll in opposite direction</u>		K5

AF-15.01 Knife-Edge Golf Ball with $\frac{3}{4}$ roll up, half roll integrated, $\frac{1}{4}$ roll down K3

From upright, pull through a $\frac{1}{8}$ loop into a 45° upline, perform a $\frac{3}{4}$ roll, perform a $\frac{3}{4}$ loop in knife-edge flight into a 45° downline while performing a half roll integrated, perform a $\frac{1}{4}$ roll, push through a $\frac{1}{8}$ loop, exit inverted.

AF-15.02 Vertical Eight K2

From inverted, push through a $\frac{1}{2}$ loop, immediately pull through a loop, exit upright.

AF-15.03 Knife-Edge Flight Combination with $\frac{1}{4}$ roll, roll, $\frac{1}{4}$ roll K5

From upright, perform a $\frac{1}{4}$ roll, perform a roll and in opposite direction, perform a $\frac{1}{4}$ roll, exit inverted.

AF-15.04 Figure 6 with stall turn, $\frac{1}{2}$ roll down K3

From inverted, pull through a $\frac{3}{4}$ loop into a vertical upline, perform a stall turn, into a vertical downline, perform a $\frac{1}{2}$ roll, pull through a $\frac{1}{4}$ loop, exit upright.

AF-15.05 Cubic Top-Hat with $\frac{3}{4}$ roll up, $\frac{1}{4}$ roll down, $\frac{1}{2}$ roll, $\frac{3}{4}$ roll up, $\frac{1}{4}$ roll down **K6**

From upright, pull through a $\frac{1}{4}$ loop into a vertical upline, reduce flying speed to zero in the middle of that line, perform a $\frac{3}{4}$ torque roll, then accelerate, push through a $\frac{1}{4}$ loop, push through a $\frac{1}{4}$ loop into a vertical downline, perform a $\frac{1}{4}$ roll, pull through a $\frac{1}{4}$ loop, perform a $\frac{1}{2}$ roll, push through a $\frac{1}{4}$ loop into a vertical upline, reduce flying speed to zero in the middle of that line, perform a $\frac{3}{4}$ torque roll, then accelerate, push through a $\frac{1}{4}$ loop, push through a $\frac{1}{4}$ loop into a vertical downline, perform a $\frac{1}{4}$ roll, push through a $\frac{1}{4}$ loop, exit inverted.

AF-15.06 Half Horizontal Square Circle on Corner with $\frac{1}{4}$ roll, $\frac{1}{2}$ roll, $\frac{1}{2}$ roll, $\frac{1}{4}$ roll **K4**

From inverted, perform a $\frac{1}{4}$ roll, push or pull a $\frac{1}{8}$ circle, perform a $\frac{1}{2}$ roll, perform a $\frac{1}{4}$ circle, perform a $\frac{1}{2}$ roll, push or pull through a $\frac{1}{8}$ circle, perform a $\frac{1}{4}$ roll, exit upright.

AF-15.07 Eye-Catcher with two $\frac{3}{4}$ rolls integrated in opposite directions **K6**

From upright, pull through a $\frac{3}{4}$ loop performing a $\frac{3}{4}$ roll integrated, pull through another $\frac{3}{4}$ loop, while performing a $\frac{3}{4}$ roll integrated in opposite direction, exit upright.

AF-15.08 Half Horizontal Hour Glass with $\frac{1}{2}$ roll down, roll up, $\frac{1}{2}$ roll down **K4**

From upright, push through a $\frac{1}{8}$ loop into a 45° downline, perform a $\frac{1}{2}$ roll, push through a $\frac{3}{8}$ loop into a vertical upline, perform a roll, push through a $\frac{3}{8}$ loop into a 45° downline, perform a $\frac{1}{2}$ roll, push through a $\frac{1}{8}$ loop, exit inverted.

AF-15.09 Horizontal Triangular Circle with $\frac{1}{4}$ roll, $\frac{1}{2}$ roll integrated, roll, $\frac{1}{2}$ roll integrated, roll, $\frac{1}{2}$ roll integrated, $\frac{1}{4}$ roll **K6**

From inverted, perform a $\frac{1}{4}$ roll in the centre, perform a horizontal triangular circle of three equal side lengths while performing a $\frac{1}{2}$ roll to the outside in each corner integrated and perform a roll to the inside in each side leg, perform a $\frac{1}{4}$ roll in the centre, exit inverted.

AF-15.10 Tail Slide with two consecutive $\frac{1}{8}$ rolls up, two consecutive $\frac{1}{8}$ rolls down **K3**

From inverted, push through a $\frac{1}{4}$ loop into a vertical upline, perform consecutively two $\frac{1}{8}$ rolls, perform a stick-back tail slide into a vertical downline, perform consecutively two $\frac{1}{8}$ rolls, pull through a $\frac{1}{4}$ loop into a horizontal line, exit upright.

AF-15.11 Roll Combination with $1\frac{3}{4}$ roll, $1\frac{3}{4}$ roll in opposite direction **K5**

From upright, perform consecutively two $1\frac{3}{4}$ rolls in opposite directions, exit upright.

Total K = K47

See the Aresti diagrams in Agenda Annex 7s

Amended as shown at the F3 Aerobatics Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

F3S

- ad) **5.12.1 Definition of a Radio Controlled Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

Amend the paragraph as follows:

A model aircraft, but not a helicopter, which **uses turbine jet(s) or ducted fan(s) as the propulsion source(s) and which** is aerodynamically manoeuvred by control surface(s) in attitude, direction, and altitude by a pilot on the ground using radio control. **Variable thrust direction of the propulsion device(s) is not allowed.**

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- ae) **5.12.2 General Characteristics of an R/C Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

Amend the title and the paragraph as follows:

General Characteristics of a R/C **Radio Controlled** Aerobatic Power Jet Model Aircraft:

see 5.1.2 except for:

The dimensions, weight and power limits of a Radio Controlled Aerobatic Power Jet Model Aircraft are restricted by ABR Section 4c, rule 1.2.

Propulsion device limitations: The R/C Aerobatic Power Jet Model Aircraft shall use as propulsion device either

- a) ~~turbo~~ **turbine** jet(s) or
- b) ducted fan(s).

Ducted fans may **be driven** by use piston engines or electric motors as a power source.

Paragraph B.3.1.a) of Section 4B (Builder of Model Aircraft) is not applicable to class F3S.

The number of model aircraft eligible for entry is two (2).

~~For Power device limitations, Noise rule, and Radio Equipment: See 5.1.2~~

~~Noise limits apply to model aircraft with piston engines only.~~

The maximum sound/noise level of the model aircraft and its propulsion device, shall be 90 dB(A) measured at 25 m from the centre line of the model aircraft with the model aircraft placed on the ground over concrete, macadam, grass, or bare earth at the flight line and facing into the wind. It applies to all propulsion sources allowed

Referred back to the F3 Aerobatics Sub-committee.

- af) **5.12.4 Number of Flights** **F3 Aero Sub-committee**

Amend as follows and re-number the paragraphs, if appropriate.

~~Each competitor has the right to three official flights.~~

Technical Secretary's Note: The rule should carry the F3A paragraph reference.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

ag) 5.12.8 Marking

F3 Aero Sub-committee

Amend the whole of the paragraph as follows:

~~Each manoeuvre may be awarded marks, in halves (0.5) increments, between 10 and 0 by each of the judges during the flight. These marks are multiplied by a coefficient that varies with the difficulty of the manoeuvre. Any manoeuvre not completed shall be scored zero (0). Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason outside the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the «Not Observed» (N.O.) mark. In this case, the judge's mark for that particular manoeuvre will be the average of the numerical marks given by the other judges.~~

~~Centre manoeuvres should be performed in the centre of the manoeuvring area while turn-around manoeuvres should not extend past a line 75 degrees left and right of centre. Also, manoeuvres should be performed along a line of approximately 150 to 200 m (depending on the size of the model aircraft) in front of the competitor. Infractions to this rule will be cause for downgrading by each judge individually and in proportion to the degree of infraction.~~

~~The manoeuvring area will be clearly marked with white vertical poles, a minimum of 100mm in diameter and a minimum of 4m high, placed on centre, and at 75 degrees each side of centre. Flags and/or streamers of contrasting colour should be mounted on the poles to improve visibility. White (or contrasting) lines originating at the competitor's position and extending outward at least 50m will also be used to mark the centre and extreme limits (75 degrees left and right of centre) of the manoeuvring zone. Audible and visual signals to indicate violations of the manoeuvring zone are not to be employed.~~

~~The judges shall be seated no more than 10m, and not less than 7m behind the competitor's position (the apex of the 75 degree lines) and within an area described by the extension of the 75 degree lines to the rear of the competitor.~~

~~If a model aircraft is in the opinion of the safety steward or the judges, unsafe or being flown in an unsafe manner, they may instruct the competitor to land the model aircraft.~~

~~The scores given by each judge for each competitor shall be made public at the end of each round of competition.~~

see 5.1.8 except for:

The manoeuvring zone is at a distance of appx. 150-200 m from the pilot (depending on the size of the model aircraft). The two lines of the lateral limits are each at an angle of 75 degrees left and right. Marking of the manoeuvring zone limits have to be set accordingly.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

ah) 5.12.8 a)

France

~~Each manoeuvre may be awarded marks, in half (0.5) increments, between 10 and 0 by each of the judges during the flight.~~

Each manoeuvre may be awarded marks, in one (1) increments, between 10 and 0 by each of the judges during the flight.

Withdrawn by France.

ai) **5.12.9 Classification** **F3 Aero Sub-committee**

Amend as follow.:

~~For every competitor the individual result of each round is normalised to the points of the best competitor of that round as follows:~~

$$\text{Points}_x = 1000 \times \frac{S_x}{S_w}$$

~~Points_x = Points given to competitor x~~

~~S_x = Score of Competitor x~~

~~S_w = Score of Winner~~

~~The normalised points shall be recorded to the first decimal number.~~

~~The final classification will be done considering the sum of the scores of the best two attempts.~~

~~In order to decide the winner when there is a tie, the discarded flight score shall be taken into account.~~

~~The TBL statistical averaging system is not to be applied~~

See 5.1.9.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

aj) **5.12.10 Judging** **F3 Aero Sub-committee**

Amend as follows and re-number the paragraphs, if appropriate.

~~The criteria to be applied for judging the manoeuvres in this class, are identical to class F3A. However, the~~

~~judges will have to consider the dimensions, inertia and speed of the jet model aircraft.~~

~~The organiser must appoint a panel of least three up to five judges, preferably.~~

~~When five judges are used the lowest and highest scores for each manoeuvre will be discarded.~~

See 5.1.10 and in addition with giving regard to the dimensions, inertia, and speed of a jet model aircraft

Technical Secretary's Note: For clarity, this proposal should read "See 5.1.10 but giving consideration to the dimensions, inertia and speed of a jet model aircraft."

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

ak) **5.12.11 Organisation for Aerobatic Power Jet Model Aircraft** **F3 Aero Sub-committee**

Amend as follows and re-number the paragraphs, if appropriate.

~~For transmitters and frequency control, see section 4B, paragraph B.11.~~

~~The flight order for the first round will be determined by draw. In case of frequency conflicts the flight order may be changed by the contest director. For second round, the flight order will start at 1/3 down the list. For third round, the flight order is the reversed ranking after second round.~~

~~During the flight, the competitor must stay in front of the judges in the designated~~

~~area and under the supervision of the Flight Line Director and safety steward.
The prohibited flying area is observed by the judges. If the safety line is crossed the flight will be scored zero points.~~

~~Competitors must be called at least ten (10) minutes before they are required to occupy the starting area.~~

See 5.1.11. except for:

The allowed starting time is six (6) minutes and the flying time five (5) minutes. It must be indicated to the competitor, when five (5) minutes of the starting time have passed.

Technical Secretary's Note: The latter sentence of the new text would be better worded as "The competitor must be informed when five (5) minutes of the starting time has elapsed."

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

al) 5.12.12 Execution of Manoeuvres F3 Aero Sub-committee

Amend as follows and re-number the paragraphs, if appropriate.

~~The manoeuvres must be executed during an uninterrupted flight in the order in which they are listed in the rules.~~

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

~~The pilot has six (6) minutes to start his motor, and five (5) minutes to complete his flight. The six minutes start when the competitor is given permission to start his motor. The last minute of preparation time (ie. after expiration of five minutes) must be announced to the competitor. The five minutes flight time start with either the expiration of the six minutes preparation time or when the model aircraft starts take-off sequence (whichever occurs first).~~

~~The model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the competitor must be instructed to land his model aircraft immediately.~~

~~The direction of the manoeuvres is determined by the heading of the model aircraft during the take-off. After completion of manoeuvre 13 the model aircraft has to be landed immediately. The flight ends when the landing sequence is completed.~~

~~Scoring will cease with the expiration of the five minutes flight period.~~

See 5.1.12

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

am) 5.12.13 Schedule of Manoeuvres F3 Aero Sub-committee

Amend the paragraph as follows:

Schedule of manoeuvres.

~~Take-off sequence, including single free pass (not judged, not scored)~~

~~01: Triangle loop with full roll on top _____ 3~~

~~02: Half reverse Cuban 8 with 2/4 point roll _____ 2~~

~~03: Opposite knife edge _____ 5~~

~~04: Immelmann with full roll, exit inverted _____ 2~~

~~05: Half reverse Cuban 8 from top with 2/4 point rolls, exit inverted 4 06: Half~~

square loop on corner	2
07: Figure 9 with full roll up	3
08: Pull-push-pull humpty bump with half roll down	3
09: 45 degree ascent with 4/8-point roll, exit inverted	3
10: Half positive loop	1
11: Half slow roll, 2/4-point roll opposite	5
12: Pull-pull-pull humpty bump with half roll down	3
13: Loop with full roll integrated on top 90 degrees	4
Landing (not judged, not scored)	

For the description of the manoeuvres, judging notes, and Aresti diagrams, see Annex 5X. For the Manoeuvre Execution Guide, see Annex 5B.

Schedule S-15 (2011-2015)		K Factor
S15.01:	Triangle with roll	3
S15.02:	Half reverse Cuban 8 with consecutive two ¼ rolls	2
S15.03:	Opposite knife-edge Flight	5
S15.04:	Immelmann with roll	2
S15.05:	Reverse Cuban 8 with two consecutive two ¼ rolls	4
S15.06:	Half square loop on corner	2
S15.07:	Figure 9 with roll up	3
S15.08:	Pull-push-pull Humpty Bump with half roll down	3
S15.09:	45° Upline with four consecutive ⅛	3
S15.10:	Half loop	1
S15.11:	Roll Combination with consecutive half slow roll and in opposite direction two ¼ rolls	5
S15.12:	Pull-pull-pull Humpty Bump with half roll down	3
S15.13:	Loop with roll integrated over top 90 degrees	4

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

an) **Annex 5X – F3S Description of Manoeuvres** **F3 Aero Sub-committee**

See the manoeuvre descriptions in Agenda Annex 7t

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

Volume F3 Soaring begins overleaf.

13.9 Section 4C Volume F3 - RC Soaring

F3B

a) 5.3.1.3. Characteristics of Radio Controlled Gliders F3B Germany

Amend the paragraph as follows:

5.3.1.3. Characteristics of Radio Controlled Gliders F3B

- a) Maximum surface area 150 dm²
 Maximum flying mass 5 kg
 Loading ~~12 to~~ ≤75 g/dm²
 Minimum radius of fuselage nose 7.5 mm (see template)

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

b) 5.3.2.5.f) Task C-Speed Germany

Amend the paragraph as follows:

5.3.2.5.f) After having completed the task, the model aircraft must land in the area(s) determined by the contest director outside the safety area(s) **otherwise the flight will be penalised with 100 points. The penalty of 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.**

Same situation and therefore the same wording like in 5.3.2.4.f) Task B-Distance.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

c) 5.3.2.8. Classification F3 Soaring Sub-committee

Amend the paragraph as follows:

If only five rounds are flown, the competitor's classification is determined by the sum of all Total Scores for each round. If more than five complete rounds are flown the lowest partial score of each task **with more than five results** is omitted from the sum of all partial scores. To decide the winner when there is a tie, the two (or all who have the equal score) competitors will fly an additional round (three tasks).

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F3K

d) 5.7.1.2 Helper United Kingdom

Amend the paragraph as follows:

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

start and landing field.

The helper is the only person allowed to help the competitor when he is on the start and landing field during his working time.

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

Amended as shown by the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

e) **5.7.1.3 Start helper** **F3 Soaring Sub-committee**

A consequential change will be necessary to rule 5.7.6.1 b).

Amend the paragraph as follows:

~~Disabled persons may ask for assistance at launching and retrieving (catching) their model glider. This start helper has to be different in every round, meaning that every start helper can only be used once. The competitor has to touch the start helper before each launch of the model glider.~~

~~During a competition with only one class, competitors of less than 1.5 metres height may be assisted for launching and/or catching.~~

~~Withdrawn by the F3 Soaring Subcommittee.~~

f) **5.7.1.3 Start helper** **United Kingdom**

Consequential changes will be necessary to rules 5.7.4.1, 5.7.6.1, 5.7.6.2 and 5.7.7.

Delete the whole paragraph.

~~**5.7.1.3. Start Helper**~~

~~Disabled persons may ask for assistance at launching and retrieving (catching) their model glider. This start helper has to be different in every round, meaning that every start helper can only be used once. The competitor has to touch the start helper before each launch of the model glider.~~

~~During a competition with only one class, competitors of less than 1.5 metres height may be assisted for launching and/or catching.~~

~~Approved unanimously by the Plenary Meeting. Effective 01/01/14,~~

g) **5.7.2.1 Specifications** **F3 Soaring Sub-committee**

Amend the 6th paragraph as follows:

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

Any technological device used to aide in supplying data of the air's condition or direct feedback of the model's flight status is prohibited during the flight. These devices include any transmission or receiving devices not used to directly control the model aircraft (telephones, walkie-talkies, telemetry of airspeed and altitude etc.), temperature detecting devices (thermal imaging cameras, thermometers etc), optical aids (such as binoculars, telescopes etc.), and distance/altitude measuring devices (GPS, laser range finders etc.). Telemetry of signal strength at the aircraft receiver and state of the receiver battery is permitted. Use of corrective eyeglasses and sunglasses are

permitted. If an infringement of this rule occurs, the pilot will be disqualified from the contest.

Withdrawn by the F3 Soaring Sub-committee.

h) 5.7.2.2. Unintentional jettisoning Germany

Amend the title and paragraph as follows:

5.7.2.2. Unintentional jettisoning Losing a part

If the model glider ~~suffers any unintentional jettisoning~~ **loses a part** during the flight, then the flight shall be scored zero according to 5.3.1.7. If **the model glider loses a part as a result of a mid-air collision or** during the landing, any unintentional jettisoning occurs (ref. 5.7.6.), **that means** after the first touch ~~touch~~ **contact** of the model glider with ground, any object or person, then the flight is valid.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

i) 5.7.2.2 Unintentional jettisoning United Kingdom

Amend the paragraph as follows:

If the model glider suffers any unintentional jettisoning during the flight, then the flight shall be scored zero according to 5.3.1.7. **unless that jettisoning occurs as a result of a mid-air collision.** If, during the landing, any unintentional jettisoning occurs (ref. 5.7.6.) after the first touch of the model glider with ground, any object or person, then the flight is valid.

Withdrawn by the United Kingdom.

j) 5.7.2.3. Change of model glider F3 Soaring Sub-committee

Amend the paragraph as follows:

Each competitor... ..model gliders. All spare model gliders must stay outside the start and landing field **in a spare model area** and only one model is permissible in the start and landing field **area** to score a valid flight time. ~~The previous model must be removed before a replacement model may be launched.~~ **A model glider that has been in the start and landing field during the preparation time and working time must be placed in the same spare model area as the model that will be used next.**

Withdrawn by the F3 Soaring Sub-committee.

k) 5.7.2.3 Change of model glider Sweden

Consequential change from agenda proposal 13.9 p).

Amend the paragraph as follows:

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must stay outside **be placed in the marked areas for spare models gliders** the start and landing field and only one model is permissible in the start and

landing field to score a valid flight time. The previous model must be removed to the marked area for spare model glider before a replacement model may be launched.

Withdrawn by Sweden.

l) 5.7.2.3 Change of model glider **United Kingdom**

Amend the paragraph as follows:

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. ~~All spare model gliders must stay outside the start and landing field and only one model is permissible in the start and landing field to score a valid flight time. The previous model must be removed before a replacement model may be launched.~~

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.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

m) 5.7.2.4 Retrieving of model glider **Sweden**

Amend the paragraph as follows:

If the competitor lands the model glider outside the start and landing field during his preparation and working time, then it has to be retrieved back to the start and landing field either by the competitor or his helper. Other people, ~~including the team manager,~~ are not allowed to retrieve the model glider. **Illegal retrieving of model by another member of his team will be penalised with disqualification in that round. If a person other than a competitor or his helper (such as spectator) accidentally moves or retrieves a competitor's model, that competitor will be entitled to a new working time.**

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

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

n) 5.7.2.4 Retrieving of model glider **United Kingdom**

Amend the 1st paragraph as follows:

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

While retrieving the model, it is not permissible to fly it back to the start and landing field. Launching outside the start and landing field in this situation will be penalised

with 100 points that will be deducted from the final score.

[Withdrawn by the United Kingdom.](#)

o) 5.7.3.1 Flying field Sweden

Amend the paragraph as follows:

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

The flying field needs to have a free area around the Start and Landing field that has a surface with no undulations larger than 2m over the entire flying field. Fixed obstacles shall be minimum 250 meters from the nearest edge of the Start and Landing field. Start and Landing field is part of the Flying field and preferably placed in the centre of the Flying Field. Fixed obstacles are to be declared as forbidden airspace.

[Withdrawn by Sweden](#)

p) 5.7.3.2 Start and landing field F3 Soaring Sub-committee

Consequential change to the agenda proposal 13.9 k).

Amend the 2nd paragraph as follows and add a new 4th paragraph:

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

[Areas for storage and changing of spare models](#) More areas must be defined outside but within 2 meters of the start and landing field ~~for storage and changing of spare models.~~ About 2-3 4 square meters must be available for each competitor in a group in each area.

[Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

q) 5.7.3.2 Start and landing field Sweden

Amend the paragraph as follows:

The organiser must define the start and landing field before the start of the contest.

The Start and Landing field shall have defined and marked areas for spare models. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 metres distance to any person in the start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m). **Maximum size of the Start and Landing field is 10 000 m².**

[Withdrawn by Sweden](#)

r) 5.7.3.2 Start and landing field (Version 1 of 2) United Kingdom

Amend the 1st paragraph; delete the 2nd paragraph; add a new 3rd paragraph.

The organiser must define the start and landing field before the start of the contest. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 metres distance to any person in the

start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m). **The border line defining the start and landing field is part of the start and landing field.**

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

Competitors may leave the start-and-landing field while flying their model glider. For starting their model glider and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field.

Spare Models Areas: four areas must be defined outside, but within 2 meters of, the start and landing field for the storage and changing of spare models. About 4 square metres must be available for each competitor in a group in each area. For a rectangular start and landing field the spare model areas must be placed at the mid points of the sides. If the start and landing field is not a rectangle, the spare model areas should be distributed evenly around the perimeter.

Withdrawn by the United Kingdom

s) **5.7.3.2 Start and landing field (Version 2 of 2)** **United Kingdom**

Identical to version 1 above but with an amendment to the existing 3rd paragraph as follows:

Competitors may leave the start and landing field while flying their model glider. For starting their model glider, **during the flight** and in order to achieve a valid landing (see 5.7.6.2) the competitor must be inside the start and landing field. **If a competitor leaves the start-and-landing field during the flight, the score for that flight is zero.**

Withdrawn by the United Kingdom

t) **5.7.4.1. Contact with person** **F3 Soaring Sub-committee**

Consequential change from agenda proposal 13.9 w).

Amend the paragraph as follows:

In order to guarantee the highest level of safety, any contact between a **model glider being launched or a** flying model glider and any other person (except the competitor or start helper) either in or outside the start and landing field has to be avoided. **This includes contact that happens while the glider is flying or while the glider is being handled by the competitor (or start helper) between landing and launching.**

If such contact happens **on the start and landing field** during ~~either the preparation time, testing,~~ working **time** or **landing window** ~~preparation time,~~ the competitor will receive a penalty of 100 points on the total score **according to paragraph 5.7.4.3.** In addition, if the contact happens during the **testing preparation or** working time at the launch of the model glider, this will result in a zero score for the whole round. Reason: This proposal takes into account amendments approved previously by Plenary for rules 5.7.9.2, 5.7.9.3 and 5.7.9.4.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

- u) **5.7.4.1. Contact with person** **Germany**
Amend the paragraph as follows:
- In order to guarantee the highest level of safety, any contact between a flying model glider and ~~any other~~ a person (except the competitor or his start helper) either in or outside the start-and landing-field has to be avoided. If such contact happens during either the preparation time, the working ~~or preparation~~ time or during the landing window, the competitor will receive a penalty of 100 points on the total score. In addition, if the contact happens during the preparation and working time at the launch of the model glider, this will result in a zero score for the whole round.
- [Withdrawn by Germany](#)
- v) **5.7.4.1 Contact with person** **United Kingdom**
Amend the paragraph as follows:
- In order to guarantee the highest level of safety, any contact between a flying moving model glider and any other person (except the competitor or start helper) either in or outside the start and landing field has to be avoided. This includes contact that happens while the glider is flying or while the glider is being handled by the competitor (or start helper) between landing and launching.
- If such contact happens during ~~either the working or preparation time~~ the preparation time, the working time or the landing window, the competitor will receive a penalty of 100 points on the total score. In addition, if the contact happens, during the preparation time or working time, at the launch of the model glider, this will result in a zero score for the whole round.
- [Withdrawn by the United Kingdom](#)
- w) **5.7.4.3. Safety area** **F3 Soaring Sub-committee**
Consequential changes to agenda proposals 13.9 t and 13.9 ai).
- Amend the 1st paragraph as shown and delete paragraphs a) & b) and add three new paragraphs a), b) & c) and a final paragraph.*
- The organiser may define safety areas. The organiser must ensure that the safety areas are permanently controlled by well-trained personnel. ~~A competitor will receive a penalty of 100 points, if:~~
- (a) ~~His model glider lands inside the safety area or touches any ground based object like eg car or building,~~
- (b) ~~The model glider flies below 3 metres over the safety area (measured from the ground).~~
- a) Contact of the model glider with an object, including the ground, within the defined safety area will be penalised by deduction of ~~300-100~~ points from the competitor's final score.**
- b) Contact of the model glider while airborne with a person (except its pilot or his helper) within the defined safety area will be penalised by deduction of ~~1000-300~~ points from the competitor's final score.**
- c) Contact of the model glider while airborne with a person (except its pilot or his helper) anywhere outside the defined safety area will be penalised by deduction of 100 points from the competitor's final score. The start and**

landing field is also considered outside the safety area.

For each attempt can only be awarded one penalty. Each attempt may only incur a single penalty. If a person and at the same attempt an object is touched the 1000 300 points penalty is applied.

Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

x) **5.7.4.3 Safety area** **United Kingdom**

Amend the 1st paragraph as shown and delete paragraphs a) & b) and add three new paragraphs a), b) & c).

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

(a) — His model glider lands inside the safety area or touches any ground based object like eg car or building,

(b) — The model glider flies below 3 metres over the safety area (measured from the ground).

a) If his model glider makes contact with an object or person within the defined safety area, then the competitor will be penalised by deduction of 100 points from his final score.

b) If contact is made with more than one person or object in the same incident, then only one penalty applies.

c) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

Withdrawn by the United Kingdom

y) **5.7.4.5 (new rule)** **United Kingdom**

Add a new rule as follows:

5.7.4.5. Safety Helmets

During flying, all persons inside or within 5 metres of the boundary of the start and landing field must wear a safety helmet, with a fastened chinstrap, strong enough to withstand the impact of an F3K model aircraft in any phase of its flight.

Withdrawn by the United Kingdom

z) **5.7.5. Weather conditions** **Belgium**

Amend the paragraph for wind speed as follows:

The maximum wind speed for F3K contests is ~~9~~ **8** m/s. The contest has to be interrupted or the start delayed by the contest director ~~or the jury~~ if the wind **speed** is gets continuously stronger faster than ~~9~~ **8** m/s measured **for at least one minute** at two metres above the ground at the start and landing field. In case of rain, the contest director ~~should consider interrupting~~ **immediately pauses** the contest. **The contest starts again when the rain stops with the group that was flying, which**

receives a re-flight.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

Post meeting note: the deleted “or the jury” will be retained to be in line with ABR B.15.1.

aa) **5.7.5. Weather conditions**

Belgium

Amend the paragraph for rain as follows

The maximum wind speed for F3K contests is 9 m/s. The contest has to be interrupted or the start delayed by the contest director or the jury if the wind is continuously stronger than 9 m/s measured for at least one minute at two metres above the ground at the start and landing field. In case of rain, the contest director should consider interrupting **immediately pauses** the contest. **The contest starts again when the rain stops with the group that was flying, which receives a re-flight.**

Withdrawn by Belgium

ab) **5.7.5. Weather conditions**

Germany

Amend the paragraph as follows:

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

Technical Secretary's Note: It is the Jury's duty; refer to rule ABR B.15.1.

Withdrawn by Germany

ac) **5.7.5. Weather conditions**

Germany

Amend the paragraph as follows:

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

Withdrawn by Germany

cont/...

ad) **5.7.8. Re-flights (new rule)** **F3 Soaring Sub-committee**

Add new rule ~~5.7.8.~~ [5.7.9.5](#) and re-number the existing paragraph 5.7.8. and subsequent paragraphs.

The competitor is entitled to a new working time if his attempt could not be performed correctly due to organisers fault.

The new working time is to be granted to the competitor according to the following order of priorities:

- 1. in following group;**
- 2. if this is not achievable, then in a new group of [several](#) (minimum 4) re-flyers. New group of re-flyers can be completed by other competitors selected by random draw [to the number of 4](#). If the frequency or team membership of the drawn competitor does not fit or the competitor will not fly, the draw is repeated;**
- 3. if this is also not achievable, then with his original group at the end of the ongoing round. In priority-case 2 and 3, the better of the two results of the original flight and the re-flight will be the official score, except for the competitors who are allocated the new attempt. For those the result of the re-flight is the official score. A competitor of this group who was not allocated the new attempt will not be entitled to another working time in case of organisers fault.**

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

ae) **5.7.8. Re-flights (new rule)** **United Kingdom**

Add a new rule at 5.7.8 and re-number the existing 5.7.8 and subsequent paragraphs.

The competitor is entitled to a new working time if his attempt has not been judged correctly by the official time-keepers. The new working time is to be granted to the competitor according to the following order of priorities:

- 1. in a following group, provided existing flyers in that group do not object;**
- 2. if this is not achievable, then a new group of pilots (minimum 4) should be flown. The new group should be made up of other competitors, selected by random draw. If the transmitting frequencies of the drawn competitors conflict or a member of the same team as the re-flight competitor is selected or the drawn competitor does not wish to fly, the draw is continued until a group can be formed;**
- 3. if this is not achievable, then the original group will fly again at the end of the current round.**

In cases 2 and 3, the better of the two results of the original flight and the re-flight will be the official score of the competitors in the re-flight group, except for the competitor entitled to the re-flight who takes the result of the re-flight as his official score for the round.

A competitor chosen at random for a re-flight group will not be entitled to a further re-flight for any reason.

Withdrawn by the United Kingdom

af) **5.7.9.2. Landing window** **United Kingdom**

A consequential change will be necessary to agenda proposal 13.9 aq).

Amend the paragraph as follows:

No points are deducted for flying over the maximum flight time or past the end of the working time. ~~Immediately after the end of the working time, or after each attempt for the task “all-up-last-down”, the 30 seconds landing window will begin. Any model gliders still airborne must now land. If a model glider lands later, then that flight will be scored with 0 points.~~ **For all Tasks except Task C, a 30 seconds landing window will begin at the end of the working time. For Task C (All up, last down, seconds) the landing window will end 3:33 after the start signal. Any model gliders still airborne must land before the end of the landing window. If a model glider lands later, then that flight will score zero.**

The organiser should announce the last ten seconds of the landing window by counting down.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

ag) **5.7.9.4. Flight testing time** **F3 Soaring Sub-committee**

Amend the 3rd paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least **2 1** minutes of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the neutral setting of their model gliders.

Each competitor has to ensure that he is finished in time with his test flights and is ready to start when the working time of the group begins. The last 5 seconds before the start of the working time have to be announced by the organiser.

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

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

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

ah) **5.7.9.4 Flight testing time** **Sweden**

Amend the 1st paragraph as follows:

After all the model gliders of the previous group have landed, the competitors flying in the next group receive at least ~~2 minutes~~ **30 seconds** of flight testing time, which is part of the preparation time. During this flight testing time the competitors are allowed to perform as many test flights inside the start and landing field as necessary for checking their radio and the neutral setting of their model gliders.

Each competitor has to ensure that he is finished in time with his test flights and is ready to start when the working time of the group begins. The last 5 seconds before the start of the working time have to be announced by the organiser.

A competitor will receive a penalty of 100 points if he starts or flies his model glider

outside of the working and preparation time of his assigned group.

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

Withdrawn by Sweden

ai) **5.7.10.1. Final score** **F3 Soaring Sub-committee**

Consequential change from agenda proposal 13.9 w).

Amend the paragraph as follows:

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

If 5 or more rounds are flown then the lowest score is dropped.

~~If 9 or more rounds are flown then the lowest two scores are dropped.~~

~~If 14 or more rounds are flown then the lowest 3 scores are dropped.~~

~~If 19 or more rounds are flown then the lowest 4 scores are dropped.~~

~~If 24 or more rounds are flown then the lowest 5 scores are dropped.~~

Penalty points must be shown in the results list with an indication of the round in which they were levied. The penalty points are retained even if the score of the round in which the offence occurred is dropped.

~~If a competitor collects more than 300 1000 penalty points, he will be disqualified from the contest.~~

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

aj) **5.7.10.1 Final score** **United Kingdom**

Amend the paragraph as follows:

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

If 5 or more rounds are flown then the lowest score is dropped.

~~If 9 or more rounds are flown then the lowest two scores are dropped.~~

~~If 14 or more rounds are flown then the lowest 3 scores are dropped.~~

~~If 19 or more rounds are flown then the lowest 4 scores are dropped.~~

~~If 24 or more rounds are flown then the lowest 5 scores are dropped.~~

Penalty points must be shown in the results list with an indication of the round in which they were levied. The penalty points are retained even if the score of the round in which the offence occurred is dropped.

If a competitor collects more than 300 penalty points, he will be disqualified from the contest.

Withdrawn by the United Kingdom

ak) **5.7.10.3. Fly-off** **F3 Soaring Sub-committee**

Amend the paragraphs as follows:

The organiser may announce a fly-off prior to the beginning of the event. **For World and Continental Championships the fly-off is mandatory for seniors.** The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds

are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % of the total number of competitors.

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors flyoff. A separate junior fly-off is not mandatory.

If a fly-off is flown, the points **(including penalties)** of the previous rounds are not considered

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

al) 5.7.10.3 Fly-off

United Kingdom

Amend the paragraphs as follows:

The organiser may announce a fly-off prior at **to** the beginning of the event. **For World and Continental Championships the fly-off is mandatory for seniors.**

The fly-off should consist of at least 3 rounds with a maximum of 6 rounds. If 5 or 6 rounds are flown, the lowest score is dropped.

The maximum number of competitors in a fly-off is limited to 12. The minimum number of competitors in a fly-off should be 10-15 % **percent** of the total number of competitors.

A junior fly-off may be held with the maximum number of competitors being 2/3 of the seniors' fly-off.

A separate junior fly-off is not mandatory.

If a fly-off is flown, the points of the previous rounds are not considered.

Withdrawn by the United Kingdom

am) 5.7.11.1. Task A (Last flight)

Germany

Amend the paragraph as follows:

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

Working time: ~~min~~ 7 minutes, ~~max~~ to 10 minutes.

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

#cont/...

an) 5.7.11.1. Task A (Last flight) Germany

Amend the paragraphs as follows:

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

Working time: **alternatively 10 minutes or 7 minutes**

Example for 10 minutes working time:

<u>Flight time</u>	<u>Scored time</u>
1st flight 120 s	0
2nd flight 80 s	0
3rd flight 130 s	0
4th flight 100 s	0
5th flight 90 s	90 s
<u>Final score: 90 s</u>	

Withdrawn by Germany.

ao) 5.7.11.3. Task C (All up last down, ~~seconds~~) Germany

*Amend the **title and** paragraphs as follows:*

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 **start of the** acoustic signal. Launching a model glider **before or** more than 3 seconds after the **start of 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 **end of the 30 seconds** landing window. During this time the competitor may **not perform test flights 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 and bringing back the one which has landed outside 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 **for 3 flights:**

Competitor A: 45 s + 50 s + 35 s = 130 s = 812.50 points

Competitor B: 50 s + 50 s + 60 s = 160 s = 1000.00 points

Competitor C: 30 s + 80 s + 40 s = 150 s = 937.50 points

Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

- ap) 5.7.11.3. Task C (All up last down, seconds) Germany**
Amend the paragraphs as follows:
- 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 **not perform test flights** ~~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 and bringing back the one which has landed outside 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 s = 130 s = 812.50 points
 Competitor B: 50 + 50 + 60 s = 160 s = 1000.00 points
 Competitor C: 30 + 80 + 40 s = 150 s = 937.50 points
- [Withdrawn by Germany.](#)
- aq) 5.7.11.3 Task C (All up, last down, seconds) United Kingdom**
Consequential change from agenda proposal 13.9 af).
Amend the paragraph as follows:
- 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~~ **end of the** 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 and bringing back the one which has landed outside 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: $30+80+40 \text{ s} = 150 \text{ s} = 937.50 \text{ points}$

[Withdrawn by the United Kingdom](#)

ar) **5.7.11.5. Task E (Poker-variable target time)** **Germany**

Amend the 2nd paragraph as follows:

Each competitor has an unlimited number of flights to achieve or exceed up to five target times. Before the first launch **of a new target**, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

~~The announcement may be repeated 5 times.~~ **The target time must be announced clearly in the official contest language or alternatively shown to the timekeeper in written numbers (eg "2:38") by the competitor's helper.** The ~~5 flights~~ **target(s) (1 - max 5)** with achieved targets **times** are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

[Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

as) **5.7.11.5. Task E (Poker-variable target time)** **Germany**

Amend the title and paragraphs as follows:

5.7.11.5. Task E (Poker - variable target time **(s))**

Each competitor has an unlimited number of flights to achieve or exceed up to five target times. Before the first launch, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The ~~5 flights~~ **target(s) (1- max 5)** with

achieved targets **time(s)** are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

[Withdrawn by Germany.](#)

at) **5.7.11.5. Task E (Poker-variable target time)**

Germany

Amend the 1st paragraph as follows:

Before the first launch **of a new target**, each competitor announces a target time to the official timekeeper. He can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds.

Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The 5 flights with achieved targets are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

[Withdrawn by Germany.](#)

au) **5.7.11.5**

United Kingdom

Amend the paragraphs as follows:

5.7.11.5. Task E (Poker - variable target time)

Before the first launch, each competitor announces a target time to the official timekeeper. **The maximum target time that can be announced is 9 minutes and 58 seconds.**

He **The competitor** can perform an unlimited number of launches to reach or exceed, this time. If the target is reached or exceeded, then the target time is credited and the competitor can announce the next target time, which may be lower, equal or higher, before he releases the model glider during the launch. If the target time is not reached, the announced target flight time can not be changed. The competitor may try to reach the announced target flight time until the end of the working time. Towards the end of the working time, the competitor must still announce a real time specified in minutes and/or seconds. Calling only "until the end of the working time" is not permitted.

The announcement may be repeated 5 times. The 5 flights with achieved targets are scored. The achieved target times are added together.

This task may be included in the competition program only if the organiser provides

a sufficient number of official timekeepers, so that each competitor in the round is accompanied by one official timekeeper.

Working time is 10 minutes.

Example: Announced time	Flight time	Scored time
45 s	1st flight 46 s	45 s
50 s	1st flight 48 s	0 s
	2nd flight 52 s	50 s
47 s	1st flight 49 s	47 s
60 s	1st flight 57 s	0 s
	2nd flight 63 s	60 s
60 s	1st flight 65 s	60 s

Total score is 262 s

[Withdrawn by the United Kingdom](#)

av) **5.7.11.8. Task H (One, two, three and four minute flights, any order) Germany**

Amend the title and paragraphs as follows:

5.7.11.8. Task H (One, two, three and four minute flights ~~targets~~ flight times any order)

During the working time, each competitor has an unlimited number of flights. He has to achieve four flights each of different target flight times duration. The target flight times are 60, 120, 180 and 240 seconds in any order. Thus the competitor's four longest flights flown in the working time are assigned to the four target flight times, so that his longest flight is assigned to the 240 seconds target flight time, his 2nd longest flight to the 180 seconds target flight time, his 3rd longest flight to the 120 seconds target flight time and his 4th longest flight to the 60 seconds target flight time. ~~Flight seconds longer than the target seconds are not taken into account.~~ **For scoring only the flight time up to the assigned target flight time is taken into account.**

Working time is 10 minutes.

Example:	Flight time	Scored time
1st flight	63 s	60 s
2nd flight	239 s	239 s
3rd flight	182 s	180 s
4th flight	90 s	90 s

Total score of this task would be: 60 s + 239 s + 180 s + 90 s = 569 s

[Amended as shown at the F3 Soaring Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

aw) **5.7.9.5 Reflight**

Sweden

Add a new rule as follows:

Errors by organisation, malfunction of organisers equipment

- Time, equipment and human errors will after complaint to flight line director or contest director be handled in the following ways:**
- If the complaint is accepted and verified the competitor will have a**

reflight.

- If the complaint is rejected a formal protest has to be made.

Reflights will be given in a new group in the same round with consideration of national team separation.

If the error occurs in the last group of the round, the competitor will be put in to a random selected group with consideration of national team separation.

The selected group will keep their original scores and if the results are improved the improved result will be registered.

Withdrawn by Sweden.

F3Q

ax) 5.Q.2.2.5 Speed flight cancellation France

Delete paragraph d) entirely and move to rule 5.Q.2.2.6 as shown:

~~d) The glider loses any part during the timed portion of the flight.~~

and

5.Q.2.2.6 Speed task scoring

e) 200 penalty points are deducted from the score if any part of the glider is lost during the timed part of the flight.

Qualified loss element: an element which stands out of the glider and falls on the ground..

Withdrawn by France

ay) Annex 3A - RC Soaring World Cups Germany
5. Classification

Amend the 1st paragraph as shown:

The World Cup results are determined by considering the total number of points obtained by each competitor in the World Cup events. Each competitor may count the result of all competitions. ~~except that only one competition may be counted from each country in Europe (taking the better score for any European country in which he has scored in two or more competitions).~~ **In the case of more than three (3) competitions in a country the results (the better results) of maximal two (2) competitions will count.** To determine the total score, **the results of** up to three (3) events may be counted, selecting each competitor's best results during the year. **If there are more than three (3) competitions in one country, the results of four (4) events will be counted.**

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

cont/...

- az) **Annex 3A - RC Soaring World Cups** **Germany**
5. Classification

Amend the 2nd paragraph as shown:

In the event of a tie the winner will be determined according to the following scheme. The number of **counted** events counted will be increased from three, one at a time, **not considering the country in which the result was achieved**, until the winner is obtained. If this does not separate the tied competitors then the winner will be determined by considering the points obtained in the best three events multiplied by the number of competitors flying in each event. The winner is the one with the greatest total thus calculated.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

- ba) **Annex AA3 - RC Soaring World Cups** **Germany**
4. Points Allocation

Amend the 2nd paragraph as shown:

The number of competitors considered for the awarding of points is limited to those who completed at least one round (all three tasks). **gained a counted result**.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

13.10 Section 4C Volume F3 - Helicopter

F3C

- a) **5.4.3 General Characteristics** **F3 Heli Sub-committee**

Amend the 4th paragraph as follows:

~~d) GYROS: The use of automatic stabilisation devices that utilise external references is forbidden. The use of pre-programmed flight manoeuvres is forbidden. The use of an electronic rate sensor is limited to rotation about the yaw axis.~~

The use of pre-programmed flight manoeuvres is forbidden. The use of automatic position (latitude and longitude) locking devices and altitude locking devices with external references or not is forbidden.

Technical Secretary's Note: The latter part the second sentence of the proposal would be better worded as "and altitude locking devices, whether with external references or not, are forbidden."

Approved unanimously by the Plenary Meeting. Effective 01/01/14

- b) **5.4.10 Scoring** **F3 Heli Sub-committee**

Add a new paragraph as follows:

e) Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may put

a “Not Observed” (N.O.) mark. In this case, his score will, for that particular manoeuvre, be set to the average score given by the other judges, rounded to the nearest half point

Approved unanimously by the Plenary Meeting. Effective 01/01/14

c) 5.4.11 Classification F3 Heli Sub-committee

Amend the 5th paragraph as follows:

~~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 case of a tie, the best individual placing decides the team ranking.~~

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. Therefore a ranking list is prepared which contains only the three best members of each team, i.e. without the defending champion (if he is not member of a team) or possible fourth pilots. Not counting pilots shall not have influence on other teams results. Teams then are ranked from the lowest numerical order to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.

Rejected by the Plenary Meeting: For 19; Against 20. (Electronic voting.)

d) Annex 5D F3C Manoeuvres Descriptions and Diagrams F3 Heli Sub-committee

F3C Manoeuvres

Delete the existing Schedules P & F and insert the following new Schedules P & F:

SCHEDULE P

<u>P1. TRIANGLE 1</u>	<u>(UU)</u>
<u>P2. FLOWER.....</u>	<u>(UU)</u>
<u>(FLY BY)</u>	
<u>P3. CANDLE WITH DESCENDING FLIP.....</u>	<u>(DD)</u>
<u>P4. PULLBACK WITH 3 HALF LOOPS</u>	<u>(UU)</u>
<u>P5. UX.....</u>	<u>(DD)</u>
<u>P6. OVAL WITH TRAVELLING FLIP.....</u>	<u>(UU)</u>
<u>P7. OPPOSITE TWO ROLLS</u>	<u>(DD)</u>
<u>P8. DOUBLE STALLTURNS</u>	<u>(UU)</u>
<u>(FLY BY)</u>	
<u>P9. AUTOROTATION WITH TWO 90° TURNS</u>	<u>(DU)</u>

cont/...

SCHEDULE F

F1. UMBRELLA	(UU)
F2. CONTINUOUS PIROUETTING TRIANGLE.....	(UU)
(FLY BY)	
F3. DOUBLE CANDLE WITH DESCENDING FLIP.....	(DD)
F4. W... ..	(UU)
F5. DOUBLE STALL TURN and FLIP	(DD)
F6. TRIANGLE WITH FLIP	(UU)
F7.TWO LOOPS WITH HALF ROLLS....	(DD)
F8. LOOP WITH FLIP.....	(UU)
(FLY BY)	
F9. AUTOROTATION WITH LOOP.....	(DU)

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

e) Annex 5D F3C Manoeuvres Descriptions and Diagrams Norway

Amend the 1st paragraph as follows:

The manoeuvre indicated. The competitor has 40 **9** minutes to complete each schedule. Schedule P Fly-Off rounds.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

f) Annex 5D F3C Manoeuvres Descriptions and Diagrams F3 Heli Sub-committee

5D2 Schedule P

Replace the manoeuvres

See the descriptions and diagrams in Minutes Annex 7u

The P Schedule Manoeuvres P1 & P2 will each have a K factor of 1.5.

Amended as shown at the F3 Helicopter Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

g) Annex 5D F3C Manoeuvres Descriptions and Diagrams Germany

5D2 Schedule P

Replace the manoeuvres

See the descriptions and diagrams in Agenda Annex 7v

Withdrawn by Germany

h) Annex 5D F3C Manoeuvres Descriptions and Diagrams F3 Heli Sub-committee

5D3 Schedule F

Replace the manoeuvres

See the descriptions and diagrams in Minutes Annex 7w

The F Schedule Manoeuvres F1 & F2 will each have a K factor of 1.5.

Amended as shown at the F3 Helicopter Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

- i) **Annex 5D F3C Manoeuvres Descriptions and Diagrams** **Germany**
5D3 Schedule F
Replace the manoeuvres
 See the descriptions and diagrams in Agenda Annex 7x
[Withdrawn by Germany](#)

F3N

- j) **5.11.6 The Official Flight** **F3 Heli Sub-committee**
Amend the paragraph as follows:

There are three different flight programs: Set Manoeuvre flight, Freestyle flight and Music Freestyle flight. Before the flight the pilot has to be officially called. The MA can be flown or be carried to the flying area. The Set Manoeuvre flights begin when the MA leaves the start box. The Freestyle flights begin with the announcement of the start. ~~The pilot is allowed to restart his engine only in the Set Manoeuvre flights and only then only once after an autorotation.~~

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

- k) **5.11.7 Scoring** **F3 Heli Sub-committee**
Add a new paragraph at the end.

Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason beyond the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may put a “Not Observed” (N.O.) mark. In this case, his score will, for that particular manoeuvre, be set to the average score given by the other judges, rounded to the nearest half point.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

- l) **5.11.8 Classification** **F3 Heli Sub-committee**
Add a new paragraph at the end.

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. Therefore a ranking list is prepared which contains only the three best members of each team, i.e. without the defending champion (if he is not member of a team) or possible fourth pilots. Not counting pilots shall not have influence on other teams results. Teams then are ranked from the lowest numerical order to the highest, with complete three-competitor teams ahead of two-competitor teams, which in turn are ranked ahead of one-competitor teams. In case of a tie, the best individual placing decides the team ranking.

[Rejected by the Plenary Meeting: For 19; Against 20. \(Electronic voting.\)](#)

m) **5.11.9 Organisation** **F3 Heli Sub-committee**

Amend paragraph as follows:

Preparation Time: A competitor must be called at least 5 minutes before he is required to enter the start box. The MA may be hovered only up to 2m in the start box. After the preceding competitor has finished his flight, the competitor is given another minute (two minutes in Freestyle) to make last minute adjustments or checks, and then his flight time starts.

If the model leaves the start box earlier the flight time starts at that moment.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

[The rule may be applied as a local rule at the 2013 World Championships](#)

n) **Annex 5F** **F3 Heli Sub-committee**
5F.1

Amend paragraph (b) as follows:

The competitor or his caller must announce the name and start and finish of each manoeuvre. All aerobatic manoeuvres start and end with a straight and level flight of 10 metres minimum length parallel to the judges' line. All manoeuvres from stationary flight start and end with a hovering of at least 1 second with the MA parallel or vertical to the flight line. All manoeuvres (considering also entry and exit) should be performed symmetrical to the centre line. ~~If the engine is running during the autorotation there will be a downgrade of 4 points by each judge. If the engine is still running during the landing after an autorotation the score will be zero.~~ The drawings in paragraph 5.11.12 illustrate the manoeuvres, in case of a dispute the following text takes precedence over the drawings. All manoeuvres can also be flown in opposite direction to that shown in the drawings.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

o) **Annex 5F F3N Manoeuvre Descriptions & Diagrams** **F3 Heli Sub-committee**
Amendments to some of the manoeuvres

See the descriptions and diagrams in Agenda Annex 7y.

[Approved unanimously by the Plenary Meeting. Effective 01/01/14.](#)

Volume F3 Pylon Racing begins overleaf.

13.11 Section 4C Volume F3 – Pylon Racing

F3D

- a) **Annex 5Y - F3T New Pylon Class** **F3 Pylon Racing Sub-committee**
See the new rules in Agenda Annex 7z.
Class F3T – Semi Scale Pylon Racing Model Aircraft of Limited Controlled Technology
Amended as shown at the F3 Pylon Racing Technical Meeting and approved by the Plenary Meeting: For 23; Against 3. Effective 01/01/14.
- b) **Annex 5Y - F3T New Pylon Class** **Germany**
See the new rules in Agenda Annex 7aa.
Withdrawn by Germany.
- c) **World Cup Annex 5Z Pylon Racing World Cup** **Germany**
See the rules at Agenda Annex 7ab.
Referred to the F3 Pylon Racing Subcommittee with the agreement of Germany.

13.12 Section 4C Volume F4 - Scale

F4G

- a) **6.8.1. General rules** **Norway**
Change the paragraph as indicated:
As 6.1. with the following addition:
Maximum weight without fuel 20 kg
Remark:
Maximum take-off weight including fuel: 25 kg still applies, ref ABR 4C.1.2. and may be checked at random
Approved by the Plenary Meeting: For 24; Against 2. Effective 01/01/14.

F4H

- b) **6.9 Class F4H - Stand-Off Scale(Provisional)** **United Kingdom**
Replace the existing Class F4H rules entirely
The amended proposal appears as Minutes Annex 7ac.
Amended at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.

F4H

- b) **6.9 Class F4H - Stand-Off Scale(Provisional)** **United Kingdom**
Replace the existing Class F4H rules entirely
The amended proposal appears as Minutes Annex 7ac.
Amended at the F4 Technical Meeting and approved unanimously by the Plenary Meeting. Effective 01/01/14.
- c) **6.9.2.Documentation** **Norway**
Amend the paragraphs as follows:
1. Photographic evidence – at least **minimum** three **and maximum 5** photographs or printed reproductions of the prototype, **of** which **three** must show the complete aircraft, preferably from different aspects. At least one of these must show the actual subject aircraft as proof of makings.
 2. **Scale drawings should be limited to one 3-view or set of scale drawings of minimum 150mm size**
 3. Proof of colour – any of the following is acceptable:
Colour photographs.
Published descriptions if accompanied by colour chips certified by a competent authority.
Samples of original paint certified by the owner of the full size aircraft.
Published colour drawings, eg "Profile" type publications.
- Withdrawn by Norway.*
- d) **Annex 6E Forms for use in Scale Model Aircraft Contests** **United Kingdom**
6E.1 C
Replace the existing form in its entirety. Cross-refer to agenda proposal 13.12 b.
See the form at Agenda Annex 7ad.
Approved unanimously by the Plenary Meeting. Effective 01/01/14.
- e) **Annex 6F** **United Kingdom**
The addition of a Static Judges Guide as F4 Annex 6F.
Cross-refer to agenda proposal 13.12 b.
See the new Static Judges Guide at Agenda Annex 7ae.
Approved unanimously by the Plenary Meeting. Effective 01/01/14.

13.13 Section 4C Volume F5 - Electric

F5D

- a) **5.5.6.8 Operation of the race** **Austria**

Add a new paragraph at f) as follows:

f) In case of an electronic timing device with public display only the number of laps completed and the elapsed time shall be shown for each competitor during the race. No information shall be given about the number of infringements of each competitor as long as the race is on.

Approved by the Plenary Meeting: For 24; Against 1; **Effective 01/06/13.**

F5J

- b) **5.5.11** **F5 Electric Sub-committee**

See the proposal in Agenda Annex 7af.

Cross-refer to the Technical Guidance proposal I)

Approved unanimously by the Plenary Meeting. **Effective 01/01/14.**

- c) **5.5.11.1.3. Characteristics** **Germany**

Amend paragraph a) as follows:

Maximum Surface Area 150 dm²

Maximum Flying Mass 5 kg

Maximum wingspan 4 m

Loading ~~≥12 to~~ 75-g/dm²

Type of battery Any type of rechargeable batteries

Type of motor Any type can be used

Withdrawn by Germany

- d) **5.5.11.3 The Flying Site** **Germany**

5.5.11.3.1

Amend the paragraphs as follows:

~~a) The flying site shall include a marked launch corridor of 6 m width, with a central launch line. The launching corridor shall be arranged crosswind and shall include launch marks on the central launch line, at a minimum of 10 m. apart, one for each competitor of a group.~~

a) The flying site shall include a marked preparation area for the pilots and helpers to prepare for the next round. This preparation area is to be placed in

such a way that starting and landing procedures are not affected.

~~b) The flying site shall include landing spots, one for each competitor in a group. Each landing spot will correspond to one of the launching marks and will be arranged at least 15m downwind of the launching corridor.~~

b) The flying site shall include landing spots, one for each competitor in a group at a minimum of 10 m distance from each other. Each landing spot shall include a landing mark. The landing spots are to be used as launching points as well.

Withdrawn by Germany

e) 5.5.11.4 Safety Rules Germany

Amend the paragraphs and add two new paragraphs as d) & e) as follows:

~~a) No part of the model aircraft must land or come to rest within the safety area, as defined by the Contest Director.~~

~~b) The model aircraft must not be flown at low level (below 3 metres) over the safety area.~~

~~c) Every single action against the safety rules will be penalized by deduction of 100 points from the competitor's final score. Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred. This penalty is also applied, in cases where the infringement(s) of the rule happened to a discarded attempt or round. A penalty earned in the preliminary rounds is not carried forward into the fly off rounds.~~

a) Contact with an object within the defined safety area (including the launch / landing area and preparation corridor) will be penalised by deduction of 300 points from the competitor's final score.

b) Contact with a person within the defined safety area (including the launch / landing area and preparation corridor) will be penalised by deduction of 1000 points from the competitor's final score.

c) For each attempt only one penalty can be given, if a person and at the same attempt an object is touched the 1000 points penalty is applied.

d) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.

e) If necessary the organiser may define a part of the airspace as safety space. In such a case he must appoint at least one official who observes the border (vertical plane) by a sighting device. This official must warn the pilot if his glider crosses the border. If the glider does not leave the safety space immediately a penalty of 300 points is given.

Withdrawn by Germany

f) 5.5.11.8.2. Flying in Groups Netherlands

Amend paragraph a) as follows:

a) Competitors are entitled to five **two** minutes preparation time, which is counted from the moment their group is called to take position at the designated launching area, to the start of the group's working time.

Withdrawn by the Netherlands

- g) 5.5.11.10. Launching** **Germany**
5.5.11.10 a)
Amend the paragraph as follows:
 a) At all times, the models must be launched into wind and within ~~four (4)~~ **ten (10)** metres of the competitor's ~~launch~~ **landing** mark. An attempt is annulled and recorded as zero, if the model aircraft is not launched within the above specified distance. The launches must be straight forward, with the motor running. Any other type of launch is not allowed.
 Withdrawn by Germany
- h) 5.5.11.10. Launching** **Germany**
5.5.11.10 d)
Amend the paragraph as follows:
~~d) Prior to launch all altimeters /motor run timers, must be initialized on the designated landing spots, at ground level.~~
d) All altimeters /motor run timers must be initialized when the motor is switched on.
 Withdrawn by Germany
- i) 5.5.11.11 Landing** **Germany**
Amend paragraph b) and add paragraph numbers as shown:
a) Before the contest commences, organizers must allocate a landing spot to each competitor for all rounds. It is the competitor's responsibility to ensure, that he always uses the correct spot for landing.
b) Officials (timekeepers) must remain upwind and at least ~~45~~ **10** m away of the designated landing spot, during the working time until immediately prior to the landing.
 Withdrawn by Germany
- j) 5.5.11.13 Final Classification** **Germany**
5.5.11.13 b)
Amend the paragraph as follows:
 b) At the end of the qualifying rounds, ~~a minimum of ten (10)~~ the competitors with the highest aggregate scores will be placed together in a single group for the fly-off rounds **according to the following breakdown:**
more than 60 competitors ≥ 10 pilots
51 to 60 competitors ≥ 8 pilots
41 to 50 competitors ≥ 7 pilots
up to 40 competitors ≥ 6 pilots
 Withdrawn by Germany

k) **Appendix A - Altimeter/Motor Run Timer** **Germany**

1. Specifications for the altimeter / motor run timer

Amend paragraph h) as follows:

h) ~~Device must not allow any further restart of the motor.~~ **Device should allow restarts of the motor earliest one (1) minute after the starting sequence of 30sec motor running time. In case of a second or any further start of the motor (eg to protect the model airplane not to land in an dangerous or not visible area) the score for this flight is zero (0) points and it should be shown in the display for registration for the timekeepers as a “999” instead of the stored height from the starting sequence (30 sec. motor plus 10 sec.).**

Withdrawn by Germany

l) **Technical Guidance Notes and Technical Specification for F5J Altimeter/Motor Run Timers** **F5 Subcommittee**

See the proposal in Agenda Annex 7ag.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

13.14 Section 4C Volume F7 - Aerostats
--

F7A

a) **7.1.8.1 Hot-air Balloon** **F7 Sub-committee**

Amend the 1st paragraph as follows:

~~No outboard heating or refuelling is allowed during flight.~~

Outboard heating, refuelling, addition or subtraction of removable weights or any corrective actions on the balloon are not allowed during the flight.

Such actions must be made either prior to the beginning of the flight or (if not forbidden by the Flight Director) by taking the balloon back to the take-off area.

Approved by the Plenary Meeting: For 32; Against 2. Effective 01/01/14.

b) **7.1.11 Potential tasks** **F7 Sub-committee**

7.1.11.1 – 7.1.11.3 and 7.1.11.5 & 7.1.11.6

Amend the paragraphs as follows:

Prior to the flight **task**, the Flight Director...

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

c) **7.1.11.7 Stationary** **F7 Sub-committee**

Amend the 2nd paragraph as follows:

...The free end of the rope must have a small weight to ensure the rope remains ~~taut~~ **in contact with the ground.**

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

d) **7.1.11.8 Circle** **F7 Sub-committee**

Amend the 3rd paragraph and delete the 5th paragraph as follows:

...The competitor guides his balloon toward the target using a rope which length is equal to the diameter of the circle. **The rope is provided by the Organiser and must be used with no additional device.** One end of the rope is fixed to the basket **(which includes the burner frame but not the suspension units).**

~~If the competitor decides to restart his flight (ie for corrective action) the timing of the flight continues.~~

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

F7B

e) **7.2.11.4 Precision task** **F7 Sub-committee**

Add a final paragraph as follows:

Penalties (250 points each), refer to chapter 7.1.8.2.

Reason: Penalties were not clearly explained for airships.

Approved unanimously by the Plenary Meeting. Effective 01/01/14.

13.15 Section 4C Volume Space Modelling

a) **S13 – New Class** **Slovakia**

S13 - Large Models of Altitude Rockets

Reason: Adding a new space models class S13

See the rules at Agenda Annex 7ah.

Withdrawn by Slovakia.

Item 14 Election of Bureau Officers and Subcommittee Chairmen begins overleaf.

14. ELECTION OF BUREAU OFFICERS AND SUBCOMMITTEE CHAIRMEN

14.1. CIAM Officers

See item 5.

14.2. Subcommittee Chairmen

See item 5.

15. WORLD AND CONTINENTAL CHAMPIONSHIPS

The voting for the bids was electronically conducted.

WORLD CHAMPIONSHIPS 2013 – 2017

2013 World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1C Seniors	FRANCE	Moncontour 3 – 11 August
F1E (Seniors and/or Juniors)	SLOVAKIA	Martin 26 – 30 August
F3A (Seniors and Juniors)	SOUTH AFRICA	Henley-on-Klip 15 – 25 August
F3B (Seniors and Juniors)	GERMANY	Nardt 4 – 11 August
F3C (Seniors and Juniors) F3N (Seniors and Juniors)	POLAND	Wloklawek 19 – 28 July
F3D (Seniors and Juniors)	NETHERLANDS	Deelen 22 – 29 July
F3K (Seniors and/or Juniors)	DENMARK	Herning 21 – 28 July
F3P (Seniors and/or Juniors)	GERMANY	Was held at Coburg 2 – 9 February

cont/...

2014 World Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	ROMANIA	Salonta 4 – 9 August
F1D (Seniors and/or Juniors)	ROMANIA	Slanic – Prahova 31 March – 4 April
F2A, F2B, F2C, F2D (Seniors and Juniors)	POLAND	19 – 27 July
F3F (Seniors and Juniors)	SLOVAKIA	Donovaly, B. Bystrica August - September
F3J (Seniors and/or Juniors)	SLOVAKIA	Martin July - August
F4C (Seniors and Juniors)	FRANCE	Marmande 19 – 27 July
F5B, F5D (Seniors and Juniors)	AUSTRIA	Turnau – Styria 23 – 29 August
SPACE MODELS (Seniors and Juniors)	BULGARIA	Castician 22 – 30 August

2015 World Championships	Bids from	Awarded to
F1A, F1B, F1C Seniors	Italy (withdrawn) Mongolia (firm) Serbia (firm)	MONGOLIA
F1E (Seniors and/or Juniors)	Romania (firm) Serbia (firm) Slovakia (withdrawn)	SERBIA
F3A (Seniors and Juniors)	Austria (withdrawn) Chinese Taipei (firm) Switzerland (firm)	SWITZERLAND
F3B (Seniors and Juniors)	Netherlands (firm)	NETHERLANDS
F3C (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Croatia (firm)	CROATIA
F3P (Seniors and Juniors)	Germany (withdrawn) Poland (firm)	POLAND

cont/...

2016 World Championships	Bids from	To be Awarded in 2014
F1A, F1B, F1P Juniors	Romania (tentative)	
F1D (Seniors and/or Juniors)	Serbia (firm)	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Australia (firm)	awarded in 2013 to AUSTRALIA
F3F (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Croatia (tentative) Slovakia (firm)	
F4C (Seniors and Juniors)	Romania (firm)	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Serbia (firm) Ukraine (firm)	

2017 World Championships	Bids from	To be Awarded in 2015
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Austria (firm)	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

cont/...

CONTINENTAL CHAMPIONSHIPS 2013 – 2016

2013 Continental Championships	Awarded to	Location and Actual Dates
F1A, F1B, F1P Juniors	BULGARIA	Pazardzik 7 – 14 July
F1D (Seniors and/or Juniors)	SERBIA	Belgrade moved to 13 -18 August after Plenary Meeting
F2A, F2B, F2C, F2D (Seniors and Juniors)	HUNGARY	Bekescsaba 3 – 10 August
F3F (Seniors and/or Juniors)	SLOVAKIA	Donovaly 9 – 14 September
F3M (Seniors and/or Juniors)	Czech Republic Cancelled	Can no longer be awarded. See ABR B.6.1
F3J (Seniors and/or Juniors)	TURKEY	Musellim Koyu, Saray 12 – 20 July
F4C (Seniors and Juniors)	ROMANIA Cancelled	Can no longer be awarded. See ABR B.6.1
F5B, F5D (Seniors and Juniors)	Not Awarded	Can no longer be awarded. See ABR B.6.1
SPACE MODELS (Seniors and Juniors)	BULGARIA	Kaspichan 24 – 30 August

2014 Continental Championships	Bids	Awarded to
F1A, F1B, F1C Seniors	awarded in 2012	ROMANIA Salonta 25 – 30 August
F1E (Seniors and/or Juniors)	awarded in 2012	SLOVAKIA Martin July - August
F3A (Seniors and Juniors)	Liechtenstein (firm) San Marino (firm)	LIECHTENSTEIN Bendern 11 – 19 July
F3A Asian – Oceanic (Seniors and Juniors)	awarded in 2012	THAILAND Pattaya 11 – 17 May
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Germany (withdrawn) Offers invited	

2015 Continental Championships	Bids from	Awarded to
F1A, F1B, F1P Juniors	Former Yugoslav Rep. of Macedonia (firm) Romania (firm)	ROMANIA
F1D (Seniors and/or Juniors)	Serbia (firm)	SERBIA
F2A, F2B, F2C, F2D (Seniors and Juniors)	Bulgaria (firm)	BULGARIA
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4C (Seniors and Juniors)	Offers invited	
F5B, F5D (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Serbia (firm) Turkey (withdrawn) Ukraine (firm)	UKRAINE

2016 Continental Championships	Bids from	To be Awarded in 2014
F1A, F1B, F1C Seniors	Serbia (firm) Romania (firm)	
F1E (Seniors and/or Juniors)	Serbia (firm) Romania (firm)	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3C (Seniors and Juniors)	Offers invited	
F3M (Seniors and Juniors)	Offers invited	
F3N (Seniors and Juniors)	Offers invited	
F3C Asian – Oceanic (Seniors and Juniors)	Offers invited	
F3D (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	

16. ANY OTHER BUSINESS

None

17. NEXT CIAM MEETINGS

Bureau Meeting: Friday and Saturday 6th & 7th December 2013

Bureau Meeting: Thursday 10th April 2014

Plenary Meeting: Friday and Saturday 11th & 12th April 2014

The President closed the meeting at 17.15

The list of Minutes Annexes appears overleaf

ANNEXES TO THE MINUTES OF THE 2013 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 1 (a-b)	FAI Code of Ethics, Nomination Form for Office Holders
ANNEX 2 (a-o)	2012 Championship Reports
ANNEX 3 (a-p)	2012 Subcommittee Reports, Technical Secretary, Treasurer, F6 WG, CIAM Flyer & Scholarship Reports
ANNEX 4 (a-g)	2012 World Cup Reports
ANNEX 5 (a-d)	2012 Trophy Reports
ANNEX 6 (a-f)	FAI-CIAM Awards: Nominee Forms
ANNEX 7a	ABR 16.2 Consequentials FRA
ANNEX 7b	F1Q 3.Q.2a GER
ANNEX 7c	F1Q 3.Q.2b GER
ANNEX 7d	F1Q 3.Q.2 a & b GBR
ANNEX 7e	F1 Annex 4 Free Flight Ranking Rules F1 S-C
ANNEX 7f	F1 Annex 4 Free Flight Ranking Example F1 S-C
ANNEX 7g	F2 Annex 4M F2C Noise Testing BUREAU
ANNEX 7h	F3A Schedule A-16 F3 AERO S-C
ANNEX 7i	F3A Schedule A-16 Aresti F3 AERO S-C
ANNEX 7j	F3A Schedule F-17 F3 AERO S-C
ANNEX 7k	F3A Schedule F-17 Aresti F3 AERO S-C
ANNEX 7l	F3A Schedule P-17 F3 AERO S-C
ANNEX 7m	F3A Schedule P-17 Aresti F3 AERO S-C
ANNEX 7n	F3P Schedule AP-15 F3 AERO S-C
ANNEX 7o	F3P Schedule AP-15 Aresti F3 AERO S-C
ANNEX 7p	F3P Schedule AF-15 F3 AERO S-C
ANNEX 7q	F3P Schedule AF-15 Aresti F3 AERO S-C
ANNEX 7r	F3P Schedule AP-15 Aresti FRA
ANNEX 7s	F3P Schedule AF-15 Aresti FRA
ANNEX 7t	F3S Annex 5 Schedule Descriptions F3 AERO S-C
ANNEX 7u	F3C Schedule P F3 HELI S-C Amended
ANNEX 7v	F3C Schedule P GER
ANNEX 7w	F3C Schedule F F3 HELI S-C Amended
ANNEX 7x	F3C Schedule F GER
ANNEX 7y	F3N Set Manoeuvres F3 HELI S-C
ANNEX 7z	Annex 5Y – F3T Pylon Racing New Class F3 PYLON S-C
ANNEX 7aa	Annex 5Y – F3T Pylon Racing New Class GER
ANNEX 7ab	Annex 5x – Pylon Racing World Cup GER
ANNEX 7ac	F4H 6.9 Rules Re-written GBR Amended
ANNEX 7ad	F4 Annex 6E Forms GBR

ANNEX 7ae	F4 Annex 6F F4H Judges Guide GBR
ANNEX 7af	F5J 5.5.11 Rules Re-written F5 S-C
ANNEX 7ag	F5J Technical Guidance F5 S-C
ANNEX 7ah	SM Class 13 New Class SVK
ANNEX 7ai	ABR Annex B.3 – General Organisation World Championships BUREAU
ANNEX 8 (a-h)	Scholarship Candidates
ANNEX 9 (a-h)	Technical Meetings & Meeting Reports
ANNEX 10 (a-d)	Awards Recipients
ANNEX 11	Decisions of the April 2013 Bureau Meeting
ANNEX 12	FAI Secretary General report 2013

---oOo---