

# FEDERATION AERONAUTIQUE INTERNATIONALE

## FAI AEROMODELLING COMMISSION (CIAM)



### Minutes of the PLENARY MEETING

held at the Olympic Museum - LAUSANNE  
on the 14<sup>th</sup> and 15<sup>th</sup> March 2003 at 9.00 hours

#### Were present:

|                      |                         |   |
|----------------------|-------------------------|---|
| <u>In the Chair:</u> | Mr. Sandy PIMENOFF      | President of CIAM (Finland)                             |
|                      | Mr. Pierre CHAUSSEBOURG | 1 <sup>st</sup> CIAM Vice President/Delegate (France)   |
|                      | Mr. Dave BROWN          | 2 <sup>nd</sup> CIAM Vice President/Delegate (USA)      |
|                      | Mr. Andras REE          | 3 <sup>rd</sup> CIAM Vice President /Delegate (Hungary) |
|                      | Mr. Bob UNDERWOOD       | CIAM Technical Secretary (USA)                          |
|                      | Mr. Luca GIALANELLA     | CIAM Secretary/Alternate Delegate (Italy)               |

|                       |                       |  |
|-----------------------|-----------------------|--|
| <b>ARGENTINA</b>      | Mr. Daniel IELE       | Delegate   |
| <b>AUSTRALIA</b>      | Mr. Ivan CHISELETT    | Delegate   |
| <b>AUSTRIA</b>        | Mr. Wilhelm KAMP      | Proxy delegate   |
| <b>BELGIUM</b>        | Mr. Robert HERZOG     | Delegate   |
|                       | Mr. Alex GOOSSENS     | Alternate Delegate   |
|                       | Mrs. Jacqueline CABES | Observer   |
|                       | Mrs. Paulette HALLEUX | Observer   |
|                       | Mr. Guy MANESSE       | Observer   |
|                       | Mr. Guido MICHIELS    | Observer   |
| <b>CANADA</b>         | Mr. Jack HUMPHREYS    | Delegate   |
|                       | Mr. Michael SEGRAVE   | Observer   |
| <b>CHINA</b>          | Mr. Bi DONGHAI        | Delegate   |
|                       | Mr. Yang YUXIN        | Observer   |
| <b>CROATIA</b>        | Mr. Zoran LULIC       | Delegate   |
| <b>CZECH REPUBLIC</b> | Ing. Tomas BARTOVSKY  | Alternate Delegate, Chairman F3B-J Subcommittee, F3B/J World Cup Coordinator |
|                       | Mr. Pavel KLIMA       | Observer   |
|                       | Mr. Evzen SOUCEK      | Observer   |
| <b>FINLAND</b>        | Mr. Erkki ARIMA       | Delegate   |
| <b>FRANCE</b>         | Mr. Pierre PIGNOT     | Observer   |
|                       | Mr. Roland SURUGUE    | Observer   |



**Minutes of the 2003 CIAM Plenary Meeting - Lausanne, 14<sup>th</sup> and 15<sup>th</sup> March 2003**

|                              |                               |  |
|------------------------------|-------------------------------|--|
| <b>GERMANY</b>               | Mr. Gerhard WOEBBEKING        | Delegate   |
|                              | Mr. Ralf DECKER               | Observer   |
|                              | Mr. Philip KOLB               | Observer   |
| <b>GREECE</b>                | Mr. Antonis PAPADOPOULOS      | Delegate   |
| <b>IRELAND</b>               | Capt. Joe DIBLE               | Delegate   |
| <b>ITALY</b>                 | Mr. Eraldo PADOVANO           | Delegate   |
|                              | Mr. Renzo ROGNINI             | Observer   |
|                              | Mr. Massimo SEMOLI            | Observer   |
| <b>JAPAN</b>                 | Mr. Senji WATANABE            | Delegate   |
| <b>LATVIA</b>                | Mr. Arnis BACA                | Alternate Delegate   |
|                              | Mr. Harijs KULPE              | Observer   |
| <b>LUXEMBOURG</b>            | Mr. Ernest MATTIUSI           | Delegate   |
|                              | Mr. Raymond PAVAN             | Alternate Delegate   |
| <b>NETHERLANDS</b>           | Mr. Peter KEIM                | Delegate   |
|                              | Mr. Gerhard RUTTEN            | Observer   |
| <b>NEW ZEALAND</b>           | Mr. Martin DILLY              | Delegate   |
| <b>NORWAY</b>                | Mr. Narve JENSEN              | Delegate, Chairman Scale Subcomm.                                  |
|                              | Mr. Dag ECKHOFF               | Observer   |
| <b>POLAND</b>                | Mr. Pawel WLODARCZYK          | Delegate   |
|                              | Mrs. Dorota WLODARCZYK        | Alternate Delegate   |
| <b>PORTUGAL</b>              | Mr. Joao LOUREIRO de SOUSA    | Delegate   |
|                              | Mr. Emanuel FERNANDES         | Alternate Delegate   |
|                              | Mr. Joao PEREIRA DE COSTA     | Observer   |
| <b>ROMANIA</b>               | Mr. Mihail ZANCIU             | Delegate   |
|                              | Mr. Marius CONU               | Alternate Delegate   |
| <b>SERBIA AND MONTENEGRO</b> | Mr. Srdjan PELAGIC            | Delegate, Chairman Space Models Subcommittee                       |
|                              | Mr. Darko MIKAJLOVIC          | Observer   |
|                              | Mrs. Dragana RUNTIC           | Observer   |
| <b>SLOVAK REPUBLIC</b>       | Mr. Miroslav SULC             | Delegate   |
|                              | Mr. Marian JORIK              | Alternate Delegate, World Cup Space Models Coordinator             |
| <b>SOUTH AFRICA</b>          | Mr. Bob SKINNER               | Delegate, Chairman F3A Subcomm.                                    |
| <b>SPAIN</b>                 | Ms. Yolanda GARCIA de FUENTES | Delegate   |
|                              | Mr. Josè Antonio LEJARZA      | Alternate Delegate   |
|                              | Mr. Antonio COCO MOTA         | Observer   |
|                              | Mr. Antonio ROJAS RAMOS       | Observer   |
| <b>SWEDEN</b>                | Mr. Bengt-Olof SAMUELSSON     | Delegate   |
|                              | Mr. Peter KALLOFF             | Alternate Delegate   |
| <b>SWITZERLAND</b>           | Mr. Rolf GIRSBERGER           | Delegate   |
|                              | Mr. Emil GIEZENDANNER         | Chairman F5 Subcommittee, CIAM Flyer Editor, F5 W. Cup Coordinator |
|                              | Mr. Kurt SAGER                | Observer   |
|                              | Mr. Jurg SCHMITTER            | Observer   |
|                              | Mr. Helmut ZIEGLER            | Observer   |
| <b>TURKEY</b>                | Mr. Tamer EKINCI              | Delegate   |
|                              | Mr. Ali IHSAN TUNA            | Alternate Delegate   |



|                                  |                         |   |
|----------------------------------|-------------------------|---|
| <b>UNITED KINGDOM</b>            | Mr. Nicholas NEVE       | Delegate  |
|                                  | Mr. Ian KAYNES          | Chairman Free Flight Subcommittee,<br>Free Flight World Cup Coordinator |
|                                  | Mr. Graham LYNN         | Europe Air Sports Member  |
|                                  | Mr. Mike COLLING        | Observer  |
|                                  | Mr. Robin GOWLER        | Observer  |
|                                  | Ms. Jo HALMAN           | Observer, Assistant to CIAM<br>Secretary                                |
| <b>UKRAINE</b>                   | Mr. Mikhail ZAKHAROV    | Delegate  |
| <b>USA</b>                       | Mr. Bob BROWN           | Alternate Delegate, Chairman F3D<br>Subcommittee                        |
|                                  | Mr. Horace HAGEN        | Chairman F3C Subcommittee   |
|                                  | Dr. Laird JACKSON       | Chairman F2 Subcommittee  |
|                                  | Mr. Terry EDMONDS       | Observer  |
|                                  | Mr. Daniel TRACY        | Observer  |
| <b>FAI</b>                       | Mr. Max BISHOP          | FAI Secretary General   |
|                                  | Mr. Thierry MONTIGNEAUX | FAI Assistant Secretary General   |
|                                  | Ms. Cosette MAST        | FAI Executive Secretary   |
|                                  | Ms. Anne-Laure Perret   | FAI Executive Officer   |
| <b>CIAM MEDIA<br/>CONSULTANT</b> | Mr. Guy REVEL           |   |

**Proxies:** Lithuania to Poland; San Marino to Italy; Russia to Ukraine; Cyprus to Greece; Brazil to Argentina; Ireland to South Africa (Saturday afternoon).

The Agenda was defined as follows:

### **1) PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS**

The President opened the Plenary Meeting on March 14, at 9.15 hours and welcomed the Bureau Members and the Delegates. The Plenary took place, for the fourth time, in the well-equipped Auditorium of the Olympic Museum in Lausanne. As confirmed at the 2002 November Bureau Meeting, only the following Technical Meetings took place at the 2003 CIAM Plenary Meeting: Free Flight, F3B/J, F3C, Information and Education.

The number of representatives to attend each Technical Meeting was determined to be: Free Flight 14; F3B/J 22; F3C 5; Information and Education 9. The Meetings were held in the Barcelona Room and in the Auditorium according to the number of attendees.

The President indicated the day's schedule as follows:

- 13.00 The Plenary Meeting would re-convene in the Auditorium.
- 16.30 Nominations for Bureau Officers and Subcommittee Chairmen.
- 18.00 2002 World Cup awards.

The President re-convened the Plenary Meeting at 13.00 p.m.

A minute of silence was called by the President for the death of Rudi Beck, past CIAM President, and Chris Greenwood, who had been served as CIAM Secretary for many years. The President then welcomed the President of the FAI, Wolfgang Weinreich, who had graciously agreed to attend the 2003 CIAM Plenary Meeting and addressed the meeting. The FAI President said that he was glad to attend for the first time the biggest Commission in the FAI and was pleased to see such a large attendance. He went on to say how important aeromodelling is as a start in aviation. Young people need guidance and support, and aeromodelling gives that support and guidance: for many it becomes a lifetime engagement. Mr. Weinreich began aeromodelling at 14 years of age and spent his whole life in flying. In his three years of the FAI Presidency, he has seen motivated people help realize many



changes in the FAI. The World Air Games is the Flagship of the FAI, and he hoped the new format will ensure that the World Air Games continues to grow. 2005 is the centenary of the FAI and a new logo and corporate identify will be launched. FAI is planning to celebrate the Centennial worldwide and the President hoped the CIAM will join in with enthusiasm.

**2) MINUTES OF THE MARCH 2002 BUREAU AND PLENARY MEETING, AND OF THE NOVEMBER 2002 BUREAU MEETING: FOR APPROVAL**

The Minutes of the March 2002 Bureau and Plenary Meeting were unanimously approved as circulated. As for the Minutes of the November 2002 Bureau Meeting, they were approved unanimously after the UK delegate pointed out that the CIAM Media Consultant was not a Bureau Officer.

**3) CIAM MINUTES SECRETARY**

The President informed the Plenary Meeting that because of the increasingly heavy workload of the CIAM Secretary, the Bureau had taken advantage of an offer at no cost from the UK/BMFA (British Model Flying Association) to provide an assistant, Mrs. Jo Halman (UK), to take meeting notes and prepare draft minutes.

**4) REPORTS**

**A. 2002 FAI General Conference, by the FAI Secretary General, Max Bishop.**

The FAI Secretary General, Max Bishop, reported on the FAI General Conference which was held in Dubrovnik (Croatia) at the end of October and welcomed Bulgaria, Nepal, Saudi Arabia, Peru and the Philippines as new members. The FAI President, Wolfgang Weinreich, and all members of the Executive Board were re-elected for a 2 year term. A new concept of WAG was defined and one amendment to the FAI Constitution principle <one country, one member> was adopted: if the FAI member doesn't fulfill all requirements in a particular air sport, an additional member for that sport can be made an <Associated Member>. This was the case of the Romanian Aeromodelling Federation, because Romanian NAC could no longer represent aeromodelling. The Meeting was asked to take note of the updated 2003 Contest Calendar that would be distributed during the Plenary Meeting.

**B. 2002 CASI Meeting, by CIAM President, Sandy Pimenoff.**

Sandy Pimenoff, the CIAM President, reported on the CASI Meeting. Two decisions directly affect CIAM: a) new definition of CIAM: <All matters concerning Model Aircraft>. This definition now includes both Airplanes and Aerostats; b) the three year quarantine period for representing a new NAC in FAI events concerns competitors, but not team managers, provided both NAC's agree.

The Bureau had unanimously agreed that CIAM should represent Aerostats. Please refer to Agenda item 6.

There were some minor decisions regarding World Championship medals that would be addressed later in the Agenda.

Pimenoff was elected CASI Vice President.

**C. 2002 World Championships, by Jury Chairmen (ANNEX 1).**

Written reports had been submitted and the CIAM President asked that verbal reports be restricted to highlights only:

- F1A, F1B, F1J Juniors (Slovakia, by Vladimir Hadac);
- F1D Seniors and Juniors (Romania, by Pierre Chaussebourg);
- F2A, F2B, F2C, F2D Seniors and Juniors (Germany, by Andras Ree);
- F3J Seniors and Juniors (Finland, by Sandy Pimenoff);
- F4B and F4C (Canada, by Narve Jensen);



- F5B and F5D (Switzerland, by Sandy Pimenoff);
- Space Models Seniors and Juniors (Czech Republic, by Srdjan Pelagic).

**D. Extraordinary problems at 2002 World and Continental Championships, by CIAM President, Sandy Pimenoff.**

Because organisational problems occurred in some Championships last year, the President reminded the Plenary Meeting the need to have competent organisers at FAI Championships to ensure acceptable conduct of the events.

**E. Subcommittees and CIAM Technical Secretary reports (ANNEX 2).**

Written reports had been submitted and the CIAM President asked that verbal reports be restricted to highlights only:

- Free Flight, by Ian Kaynes;
- Control Line, by Laird Jackson;
- RC Aerobatics, by Bob Skinner;
- RC Gliders, by Tomas Bartovsky;
- RC Helicopters, by Horace Hagen;
- RC Pylon, by Bob Brown;
- Scale, by Narve Jensen;
- RC Electric Models, by Emil Giezendanner;
- Space Models, by Srdjan Pelagic;
- Education and Information, by Dave Brown.

The Technical Secretary, Bob Underwood, directed people to his report in Annex 2 especially with reference to the production of the Sporting Code. It is intended that each draft code is distributed prior to the November Bureau Meeting so that more input and checking can be carried out before publication in the following January. In addition, it is being investigated whether the 1996 Supplement to the Sporting Code should be incorporated into the Sporting Code so that it can be more easily accessed. Record claims and dossiers had proceeded in an orderly manner and Mr. Underwood expressed his thanks to the FAI staff especially for the website presentation. The CIAM President said a debt of thanks was owed to Mr. Underwood for the extraordinary work that he had done on the Sporting Code.

**F. 2002 World Cups, by World Cup Coordinators (ANNEX 3).**

Written reports had been submitted:

- Free Flight, by Ian Kaynes;
- Control Line, by Bruno Delor;
- Thermal Soaring and Duration Gliders, by Tomas Bartovsky;
- Space Models, by Marian Jorik.

**G. 2002 World Cup awards.**

The 2002 World Cup awards for classes F1A, F1B, F1C, F1E, F2A, F2B, F2C, F2D, F3J, S4B, S6B, S7, S8E/P and S9B were presented out of the normal schedule of the 2003 Plenary Meeting. The ceremony was held on Friday, March 14, at 6.00 p.m. in the Auditorium. The awards were handed out by the FAI President, Wolfgang Weinreich, and by the CIAM President, Sandy Pimenoff.

**H. Trophies, by CIAM Secretary, Luca Gialanella (ANNEX 4).**

The CIAM Secretary, Luca Gialanella, stressed that for the first time all documents for the Plenary Meeting had been submitted electronically and it had enormously helped in preparing the Agenda. As for trophies, he referred to his report at Annex 4.



**I. Sporting Code Section 4. Revision and Update, report by Technical Secretary, Bob Underwood.**

The Technical Secretary, Bob Underwood, said that each Sporting Code will carry a cover sheet noting any changes regarding typographical errors with a correction reference and date. The Sporting Code grew so unwieldy that it is now divided into Volumes and electronically produced. However, it is still growing and we need to be aware of the problems involved.

**5) GENERAL ITEMS**

**A. Voting Procedure for Plenary Meetings.**

Mr. Pimenoff, supported by Mr. Bishop, advised the delegates that abstentions affect the vote and that if delegates have no interest in a specific proposal then they must indicate that they are "Not Voting". Of the number of people then remaining it is easy to see how many votes are needed for an absolute majority.

**B. Judges and Subcommittees Lists.**

The President reminded the Plenary Meeting that the deadline for names to be submitted for these two lists was March 1<sup>st</sup>. Some countries said that they had forwarded their submissions by November 15, 2002 along with their proposals (that appear on this Agenda) but that the Judges and Subcommittee names do not appear on the lists. There was also some discrepancy between the hard copy lists and those that appear on the website. It was agreed that the updated lists would be available on website immediately after the Plenary Meeting with the agreed changes.

**C. FAI-CIAM Medals and Diplomas, consideration of nominations.**

- (a) **The FAI Aeromodelling Gold Medal** was awarded to Mr. Frank ZAIC (USA).
- (b) **The Alphonse Penaud Diploma** was not awarded as neither candidate (Manabu Hashimoto from Japan and Michael Kroeger from Germany) received an absolute majority.
- (c) **The Antonov Diploma** was awarded to Mr. Helmut QUABECK (Germany). The USA delegate withdrew the nomination of Mr. Zaic.
- (d) **The Frank Ehling Diploma** was awarded to Mr. Gyorgy PINKERT (Hungary). The Serbia and Montenegro delegate withdrew the nomination of Mr. Kovacevic.

**D. Aeromodelling Fund - Budget 2004**

The 3<sup>rd</sup> Vice President and Treasurer, Andras Ree, presented the 2004 Budget as detailed in the Minutes of the Bureau Meeting held on March 13, 2003. According to that budget, the CIAM Bureau will cover organisers' expenses for medals in the World Championships for Juniors. In answer to a question from the delegate of New Zealand, Mr. Ree explained that the trophies had not been looked after previously and now that they were all mended. Endeavours would be made to keep them in a good state of repair.

**The Plenary Meeting unanimously approved the budget with one country not voting.**

**E. Subcommittee Chairmen, Term of Office.**

The Bureau debated the need for extending the terms of appointment for the Technical Secretary, the Secretary and the Subcommittee chairmen, who are now elected annually. A working group made of Bob Underwood, Pierre Chaussebourg and Andras Ree will investigate election procedures and the term of office for the Subcommittee Chairmen and would report back at the 2003 November Bureau Meeting.



**F. CIAM Flyer, by the Editor, Emil Giezendanner.**

Before Mr. Giezendanner, the CIAM Flyer editor, gave his presentation, he explained that the designs on the CIAM Flyer pages would be changed to more appropriately reflect the content of the pages. The CIAM Flyer is aimed at beginners or interested people, the CIAM website is still for the expert.

**G. World Air Games 2005, by CIAM President, Sandy Pimenoff.**

This item was also covered in Agenda item H. The Bureau unanimously supported aeromodelling being included in the WAG. Additionally, it would like to include an interactive event for youngsters to build and fly at the WAG. The new WAG format is now a maximum of one week's duration with a total of 1000 competitors covering nine airsports. The organisers are free to choose which events are featured and so it is important that the CIAM bid contains exciting, competitive flying.

The FAI Secretary General said that the first CIAM proposal for Artistic Aerobatics was very good and better than any other Commissions' proposals as it had already run as part of the FAI Grand Prix. CIAM had been instructed by the FAI Board that no present forms of World Championships were acceptable as they stood. Events had to be interesting and easily understood by the spectators. Aeromodelling needs to have greater exposure to the general public and the WAG is an excellent way forward. Artistic Aerobatics has already attracted a great deal of interest.

**The Plenary Meeting approved the principle by 25 for, 6 against, 3 abstentions and 2 not voting.**

**H. Artistic Aerobatics Rules, by CIAM Media Consultant, Guy Revel.**

This was partially dealt with in Agenda item G. Mr. Revel gave a presentation regarding the new WAG format and the content of the CIAM bid introducing two new classes – Hand Throw Gliders (with modified F3K rules) and AeroMusicals (Indoor) - as well as the proven Artistic Aerobatics. Although these three classes meet all the criteria, Hand Throw Gliders specifically demonstrates the physical aspect of aeromodelling; AeroMusicals is the only indoor event and takes place in the evening; Artistic Aerobatics features helicopters and aeroplanes competing together to music. Any event to be considered for WAG must conform to six criteria: be obviously competitive; obviously exciting; appeal to spectators and the media; of short duration; able to be split into several windows; precisely timed to fit into an exact window between full-size flying events.

**The CIAM proposal of the three events was voted and approved by the Plenary Meeting: 25 for, 6 against, 3 abstentions, 2 not voting.**

**I. Competition Flyers versus Sport/Fun Flyers. What can CIAM promote/offer?**

This had been addressed at the 2002 November Bureau Meeting and a working group consisting of Mr. Chaussebourg (1<sup>st</sup> Vice President), Mr. Brown (2<sup>nd</sup> Vice President) and Mr. Badan (FAI Promotional Manager) had been set up to investigate how CIAM can respond to, and support, recreational flyers. New Zealand suggested an international Radio Control Achievement Scheme and the CIAM President suggested that New Zealand submit a document to the Bureau for deliberation. At the request of the Bureau, the Information and Education Subcommittee has set up a working group to investigate how CIAM could support recreational flying.



6) **AEROSTATS**

The Bureau had already unanimously recommended to the Plenary Meeting the adoption of Aerostats into our activities (see Agenda item 4B.). There is already a French proposal for a new provisional class (F3L) and the rules appear at Annex 6. This event is already flown in several countries and it is necessary to have common rules. The CIAM President called for a vote on whether or not to include Aerostats in our activities.

**The Plenary Meeting approved the principle by 25 for, 0 against, 3 abstentions, 10 not voting. Effective 2004.**

7) **ELECTIONS**

On March 14 afternoon, the secret nominations for the positions of the Bureau Officers and Subcommittee Chairmen were held. The FAI Secretary General explained the nomination procedure emphasising that if there were multiple nominees for any post, then they would be asked if they accepted the nomination and if the answer were positive a secret ballot would then take place.

The followings were nominated (in **bold type** the Officers and Chairmen who were immediately declared elected):

|                                    |  |
|------------------------------------|--|
| President                          | D. Brown (declined); P. Chaussebourg (declined); R. Herzog (declined); Pimenoff; A. Ree; B. Skinner (declined).                                |
| 1 <sup>st</sup> Vice President     | D. Brown (declined); P. Chaussebourg; N. Neve; Pimenoff (declined); A. Ree (declined); B. Skinner (declined).                                  |
| 2 <sup>nd</sup> Vice President     | T. Bartovsky (declined); D. Brown; P. Chaussebourg (declined); N. Neve; A. Ree (declined); D. Włodarczyk (not eligible as alternate delegate). |
| 3 <sup>rd</sup> Vice President     | P. Chaussebourg (declined); M. Dilly (declined); N. Neve (declined); <b>A. Ree (elected).</b>  |
| Secretary                          | <b>L. Gialanella (elected).</b>  |
| Technical Secretary                | L. Gialanella (declined); <b>B. Underwood (elected).</b>   |
| French Speaking Secretary          | <b>P. Chaussebourg (elected).</b>  |
| Chairman Free Flight Subcommittee  | <b>J. Kaynes (elected).</b>  |
| Chairman Control Line Subcommittee | L. Jackson; B. Samuelsson.   |
| Chairman F3A Subcommittee          | <b>B. Skinner (elected).</b>   |
| Chairman F3B/J Subcommittee        | <b>T. Bartovsky (elected);</b> R. Decker (declined); R. Pavan (declined); N. Neve (declined).  |
| Chairman F3C Subcommittee          | <b>H. Hagen (elected).</b>   |
| Chairman F3D Subcommittee          | <b>B. Brown (elected).</b>   |
| Chairman Scale Subcommittee        | <b>N. Jensen (elected).</b>  |
| Chairman F5 Subcommittee           | <b>E. Giezendanner (elected).</b>  |



Chairman Space **S. Pelagic (elected).**  
Subcommittee

Chairman Information **D. Brown (elected);** M. Colling (declined); M. Dill (declined)  
and Education Subcommittee

The secret ballots for the positions not elected were resolved on Saturday afternoon as follows:

President: Sandy Pimenoff (Finland)

1<sup>st</sup> Vice President: Pierre Chaussebourg (France)

2<sup>nd</sup> Vice President: Dave Brown (USA)

Control Line Subcommittee Chairman: Laird Jackson (USA)

## 8) **SPORTING CODE PROPOSALS**

The Agenda contained all proposals regularly received by the FAI Office according to rules A.6 and A.7. Those proposals not eligible to be voted at the 2003 Plenary Meeting (rule A.12 applies) were presented for public information in the <Deferred Section> at the end of the Agenda.

The new text is shown in **bold type**.

### **BUREAU PROPOSALS**

#### a) **Combination of F1J and F1P at the 2003 Juniors Continental Championships**

##### **Classes**

**The CIAM Bureau Meeting November 2002 decided that both F1J and F1P models may be flown in the power class at this event. At model registration each power model will be recorded as either F1J or F1P and must conform to the model specifications of the relevant class. A competitor is allowed to enter a maximum of four power models. The power class will be flown in 7 rounds to a maximum time of 3 minutes. Motor run will be 7 seconds for F1J and 10 seconds for F1P.**

##### **National Teams**

**A maximum of 3 competitors in each class. The CIAM Bureau has decided that 4 competitors may be entered in the power class provided that at least one of the competitors is flying only F1P models.**

##### **Classification**

**Individual and team classification in each class. The team award in the power class will be based on the three best scoring team members.**

**The Plenary Meeting unanimously approved this proposal. Then it was voted whether to apply the combination of F1J and F1P to the 2004 Juniors World Championships in France but not beyond that time: the Plenary Meeting approved by 15 for, 3 against, 3 abstentions, 18 not voting.**

#### b) **A.10 JUDGES LISTS** (Volume ABR, Section 4A, Part One, CIAM Internal Regulations)

**<Nominations for persons to be put on the List of International Judges must be received by the FAI Office no later than November 15 to be available at the following Plenary Meeting. The list is valid for the year starting the next January. If no list is presented by the deadline, the old one stands. Names indicated in the Judges Lists are to be considered advisory. The nomination must contain.....>.**

**The President called for two votes. The first for changing the date to November 15: the Plenary Meeting approved unanimously (effective 2004). Then the advisory nature of names in the lists was noted on: the Plenary Meeting approved by 23 for, 8 against, 6 abstentions, 1 not voting (effective 2004).**



c) **A.11. LIST OF TECHNICAL EXPERTS.** (Volume ABR, Section 4A, Part One, CIAM Internal Regulations)

<Nominations for persons to be put on the list of technical experts from which the elected subcommittee chairmen can choose their members must be received by the FAI Office no later than **November 15...**>.

**Unanimously approved by the Plenary Meeting. Effective 2004.**

**The President emphasized the advisory nature of these nominations.**

d) **B.4.1. FAI JURY** (Volume ABR, Section 4B, General Rules for International Contests). Add to the end of the fourth paragraph:

**<In the situation where a new world record is set during a World or Continental Championship, it is the responsibility of the FAI Jury for that event to notify the FAI Headquarters within seven (7) days of the record accomplishment and remind the competitor and organisers of the need to assemble proper documentation within the prescribed time limit for homologation>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

e) **B.14.2. INTERNATIONAL TEAM CLASSIFICATION** (Volume ABR, Section 4B, General Rules for International Contests). Change the whole paragraph b) as follows:

**<Gold, silver and bronze team medals, produced by the FAI to a smaller size than the standard FAI medals, will be awarded to the first, second and third place team members and team managers. The cost to be borne by the organising NAC>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

## **VOLUME ABR – GENERAL RULES FOR CIAM ACTIVITIES**

### **Section 4A**

#### **Part One - CIAM Internal Regulations**

a) **A.2. Procedure for CIAM Plenary Meetings – Canada.** Add a new paragraph **A.2.4.:**

**The proposal was withdrawn.**

b) **Safety Rules and Organiser Guides – United Kingdom**

This applies to section 4A, 4B, 4C:

**<All the safety rules and organiser guides which were in the Supplement to Sections 4A, 4B, 4C, 4D and 4E of the January 1998 edition of the CIAM Sporting Code, including the “General Organisation of a World Championship”, which was omitted from the 2002 edition of the CIAM Sporting Code, now be included in CIAM Volume ABR, Section 4 or in an appropriate place in the rules>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

### **Section 4B - General Rules For International Contests**

a) **B.1. General Definition of International Contests – F2 Subcommittee.** Add the following sentence:

**Defeated by the Plenary Meeting: 16 for, 21 against, 0 abstention, 1 not voting.**



b) B.3.2. Sporting Licenses

i) Sweden – Change the paragraph as follows:

**The proposal was withdrawn.**

**The Plenary Meeting debated at length about the proposal and it was concluded that the word <helper> had to be more clearly defined for each class before proceeding any further. The Plenary Meeting unanimously decided that each Subcommittee should designate the official helpers for each class who would need a valid FAI licence in time for the March 2004 Plenary Meeting.**

ii) Poland – Change the paragraph as follows:

**Defeated by the Plenary Meeting: 9 for, 21 against, 8 abstentions, 1 not voting.**

c) B.3.4. Age Classification for the Contest – Germany. Add this new paragraph c):

**c) <If the current junior World or Continental champion is too old to defend his/her title at the next World or Continental Championship, he/she will be allowed to compete in the seniors class at the next World or Continental Championship but not automatically in the national team of his/her country>.**

**Approved by the Plenary Meeting: 37 for, 0 against, 1 abstention, 0 not voting. Effective 2004. The text was amended by the Free Flight Technical Meeting.**

d) B.4.1. FAI Jury – Sweden. Change paragraph B.4.4. as follows:

**Replace: <Members of the Jury may not compete in the event except when the timetable gives a sub-division into categories.....>**

**With: <Members of the Jury may not compete in the event except when the contest has a subdivision into categories.....>**

**Approved by the Plenary Meeting: 36 for, 0 against, 2 abstentions, 0 not voting. Effective 2004.**

e) B.5. Organisation of International Contests – United Kingdom. Change the second sentence in paragraph B.5.1. as follows:

**<NACs organising such contests should ensure that those responsible for planning the event are familiar with the CIAM documents “General Organisation of a World Championship”, the relevant Safety Guides and other Organisers’ and Judges’ Guides, and that the guidance contained therein is followed>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

f) B.5.2. World and Continental Championships Events – Netherlands. Add this sentence at the end of the paragraph:

**<Before the end of August of the previous year, the dates and place of the Championship should be presented to the FAI Office for publishing on the FAI website>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

g) B.10. Radio Control – Czech Republic. Add the following sentence at the end of paragraph B.10.2:

**<Using a frequency differing from that assigned by the organizer in the starting list, except if the contest director allows the change in advance, is considered unauthorized transmission>.**

**Unanimously approved by the Plenary Meeting. Effective 2004.**



- h) B.16. Complaints and Protests – Sweden. Add this new paragraph at the end of B.16.2.:

**NOTE: A complaint may also be filed. The purpose of a complaint is to obtain a correction without the need to make a formal protest. See Sporting Code – General Section, Chapter 5>.**

**Approved by the Plenary Meeting: 24 for, 12 against, 0 abstentions, 0 not voting. Effective 2004.**

## **Section 4C – Model Aircraft**

### **General Regulations and Rules for Contests and Records**

#### **Part One – General Regulations for Model Aircraft**

- a) 1.3.3. Category F3 Radio Controlled Flight - France

Add a new provisional class: **F3L Lighter than air (Rules are at ANNEX 6)**

**Approved by the Plenary Meeting: 29 for, 1 against, 2 abstentions, 4 not voting. Effective 2004.**

**The CIAM President reminded the Plenary Meeting that the principle had been accepted at Agenda item 6. The Bureau will address the matter of a Subcommittee at the next Bureau Meeting and in the meantime the 1st Vice President, Pierre Chaussebourg, was asked to monitor events through 2004.**

- b) 1.3.4. Category F4 Scale Model Aircraft – Scale Subcommittee. Add the following text under F4B definition:

**The proposal was referred back to the Scale Subcommittee.**

#### **Part Seven - Records**

- a) 7.2. General Specifications of Model Aircraft for Record Attempts – Sweden. Change as follows:

7.2.11. Flying site.

**<Duration and Distance in Closed Circuit records for powered model aircraft (any power source) shall be made without any benefit of slope lift, rotors, lee waves and similar forms of lift. The land within sufficient distance from the course must be free from objects which during the attempt is generating such lift including but not limited to hills, tree lines, vehicles and hand held devices>.**

**Approved by the Plenary Meeting: 16 for, 1 against, 2 abstentions, 15 not voting. Effective 2004.**

- b) 7.11. Supporting Data – Sweden. Add at the end of the paragraph:

**<For Duration and Distance in Closed Circuit records for powered model aircraft (any power source), a statement must be made which shows beyond reasonable doubt that the requirements of paragraph 7.2.11. Flying Site have been met. Documentation such as photographs, maps and weather observations may be part of such statement>.**

**Approved by the Plenary Meeting: 21 for, 0 against, 2 abstentions, 15 not voting. Effective 2004.**



## **VOLUME F1 - SECTION 4C - MODEL AIRCRAFT F1 FREE FLIGHT**

### **Part Three - Technical Regulations For Free Flight Contests**

#### **3.1. CLASS F1A - GLIDERS**

a) 3.1.7 Duration of Flights - Free Flight Subcommittee

Add the following new text at the end of paragraph 3.1.7:

**<Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be low>.**

**Approved by the Plenary Meeting: 36 favour, 0 against, 0 abstentions, 3 not voting. Effective 2004.**

b) 3.1.7 Duration of Flights - Free Flight Subcommittee

Modify first paragraph of 3.1.7 to read:

**<The maximum duration to be taken for the official flights in world and continental championships is four minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations (not exceeding four minutes) have been announced prior to the start of the round>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

c) 3.1.11 Launching Devices - Free Flight Subcommittee Add to the end of 3.1.11.a:

**<Metal cables are prohibited>**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

#### **3.2. CLASS F1B - MODEL AIRCRAFT WITH EXTENSIBLE MOTORS**

a) 3.2.7 Duration of Flights - Free Flight Subcommittee. Add at the end of the paragraph:

**<Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be low>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

b) 3.2.7 Duration of Flights - Free Flight Subcommittee. Modify first paragraph to read:

**<The maximum duration to be taken for the official flights in world and continental championships is five minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations (not exceeding five minutes) have been announced prior to the start of the round>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**



### **3.3. CLASS F1C – MODEL AIRCRAFT WITH PISTON MOTORS**

- a) 3.3.7 Duration of Flights - Free Flight Subcommittee. Add at the end of the paragraph:

**<Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be low>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

- b) 3.3.7 Duration of Flights - Free Flight Subcommittee. Modify first paragraph to read:

**<The maximum duration to be taken for the official flights in world and continental championships is five minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations (not exceeding five minutes) have been announced prior to the start of the round>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

### **ANNEX – RULES FOR WORLD CUP EVENTS – FREE FLIGHT W/CUP**

- a) Paragraph 10 Jury – Sweden. Replace the whole paragraph with:

**The proposal was withdrawn, but the Plenary Meeting unanimously agreed that further action is required. It was decided that all Subcommittees will study the matter and present their solutions to the 2003 CIAM November Bureau Meeting.**

### **CLASS F1H – GLIDERS (provisional rules)**

- a) 3.H.11 Launching Devices - Free Flight Subcommittee. Add to the end of 3.H.11a:

**<Metal cables are prohibited>.**

**Unanimously approved by the Plenary Meeting - Effective 2004.**

### **CLASS F1J - MODEL AIRCRAFT WITH PISTON MOTORS (provisional rules)**

- a) 3.J.2 Characteristics of Model Aircraft with Piston Type Motors - Free Flight Subcommittee

**The proposal was referred back to Free Flight Subcommittee for further consideration.**

|   |
|---|
| <h2><b>VOLUME F2 - SECTION 4C - MODEL AIRCRAFT<br/>F2 CONTROL LINE</b></h2> |
|---|

#### **Part Four - Technical Regulations for Control Line Contests**

In response to a question from the CIAM President, the F2 Subcommittee Chairman, Laird Jackson, stressed that the F2 proposals concerned safety or clarification or noise and that the F2 Subcommittee members had worked diligently putting their time to good use and with more participation than anyone else prior to this Plenary Meeting. Dr. Jackson stated that he had not previously indicated that F2 did not need a meeting but only that F2 did not need the physical time for a meeting as electronic means had been used for discussion and consensus and that the F2 proposals appeared in the “voting” section of the Agenda and not in the deferred section which was for information only. The CIAM President agreed that safety and clarification proposals could be voted upon but any other proposals would be referred back to the F2 Subcommittee.



## 4.3 CLASS F2C – TEAM RACING MODEL AIRCRAFT

### a) 4.3.2. Team Racing Site – United Kingdom

#### i) Change the first sentence as follows:

<A team racing site must consist of ~~two~~ **three** concentric circles which shall be marked on the ground>.

**Approved by the Plenary Meeting: 33 favour, 3 against, 0 abstentions, 3 not voting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

#### ii) Add a new subparagraph c) to paragraph 4.3.2.:

**4.3.2.c: Circle at 2m radius, and known as the inner circle, shall be marked with a broken line in a contrasting colour>.**

**Approved by the Plenary Meeting: 33 favour, 3 against, 0 abstentions, 3 not voting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

### b) 4.3.5. Controls / Technical Verification – F2 Subcommittee. Insert a new paragraph:

**4.3.5.d. <If the engine has an integral head or extremely tight fitted piston liner assembly, the entrant must provide tooling to allow the piston connecting rod & shaft assembly to be rotated through 360 degrees. A dummy cylinder would be ideal>.**

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

### c) 4.3.7. Race from Start to Finish – F2 Subcommittee

#### i) 4.3.7.d. – Add the following text:

<... and the pilots must be crouching on the border of the centre circle, **with one hand touching the ground and** with their control handles as close to the ground as defined by the F2C panel of judges>.

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

#### ii) 4.3.7.m. – Add the following text:

<During that time the pilot must be crouching or sitting inside the centre circle. He keeps **one hand on the ground and** his handle and his lines as close>.

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

### d) 4.3.9. Warnings – Eliminations

#### i) 4.3.9.f. – F2 Subcommittee. Add the following text:

<during the pit stops, **one hand is not on the ground**, the control handle, the lines and the model aircraft....>.

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

#### ii) 4.3.9.k. – United Kingdom. Change paragraph to read:

**It was referred back to the Control Line Subcommittee.**



e) 4.3.10. Team Qualification and Classification

i) 4.3.10.a. F2 Subcommittee. Change as follows:

**This item was referred back to the Control Line Subcommittee.**

ii) 4.3.10.b. F2 Subcommittee. Change as follows:

**This item was referred back to the Control Line Subcommittee.**

iii) 4.3.10.e. F2 Subcommittee. Change as follows:

<The three teams having registered the three best times during the semi-finals qualify for the final race. **In the case that no semi-final flights have taken place, the three teams having registered the three best times during the eliminating races qualify for the final race**>

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

iv) 4.3.10.f. United Kingdom. Change the second paragraph to read:

**This item was referred back to the Control Line Subcommittee.**

f) 4.3.11. International Team Classification – United Kingdom. Change as follows:

**This item was referred back to the Control Line Subcommittee.**

#### **4.4. CLASS F2D - COMBAT MODEL AIRCRAFT**

a) 4.4.6. Controls – Technical Verification – F2 Subcommittee. Change paragraph 4.4.6.e as follows:

**This item was referred back to the Control Line Subcommittee.**

#### **ANNEX 4A – CLASS F2A – JUDGES' GUIDE**

a) Rule 4.1.4 Diameter of Control Lines – F2 Subcommittee. Replace the second paragraph with:

**<A micrometer, as detailed in 8.1.1 of Annex 4E Control Line Organisers' Guide, must be supplied and used by the contest organisers to measure the control line wires>.**

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

#### **ANNEX 4D – CONTROL LINE WORLD CUP RULES**

a) 4D.4 Points Allocation – F2 Subcommittee. Replace paragraph 4D.4 by the following paragraph :

**<In each competition, points in a class will only be allocated if the competitors who have completed a flight in that class are from at least two different countries.**

**A competitor (team in F2C) has completed a flight if :**

- **he registers a speed not equal to zero (0) in F2A.**
- **he registers a score not equal to zero (0) in F2B.**
- **he registers a time not equal to zero (0) in F2C.**
- **he flies in a heat in F2D.**

**In F2A, the points allocated to each competitor will be the same as the achieved speed result in km/h.**



In F2B, F2C and F2D, the points to be allocated to competitors (teams in F2C) will depend on the number (N) of competitors (teams in F2C) who will have completed at least one flight in the event.

Points are allocated to competitors (teams in F2C) who will have completed at least one flight according to their placing in the results given in the following tables:

number of points      (The points table is already present in the Sporting Code)

Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.

b) 4D.5 Classification – F2 Subcommittee. Modify as follows the first sentence:

**The proposal was withdrawn.**

c) 4D.10 Board of Judges – Sweden. Replace the first paragraph with:

**The proposal was withdrawn, but the Plenary Meeting unanimously agreed that further action is required. It was decided that all Subcommittees will study the matter and present their solutions to the 2003 CIAM November Bureau Meeting.**

## **ANNEX 4E – CONTROL LINE ORGANISERS' GUIDE**

a) 8. Equipment – F2 Subcommittee

i) 8.1. Speed – Delete the following words from the paragraph:

~~1-micrometer/100mm resolution~~

~~1-depth micrometer~~

~~1-internal diameter micrometer with its calibrating tool (0-15mm)~~

ii) Create a new paragraph 8.1. Measuring Equipment Specification

### **8.1 Measuring Equipment Specification:**

**The organisers must procure the following minimum equipment for use at the Championships:**

#### **8.1.1 Line Measuring**

- 1. A good quality electronic digital reading micrometer with a friction thimble, measuring graduations of 0.001 mm and with an accuracy of +/- 0.001 mm. The instrument should have a recent calibration certificate. (This will resolve any anticipated problems with the thimble torque.)**
- 2. Three lever operated thickness gauges with measuring graduations of 0.01 mm for Speed, Team Race and Combat.**
- 3. Pin gauges of 0.3 mm for Team Race and 0.4 mm diameter for Speed and Combat to DIN 2269 standard to calibrate the micrometer and thickness gauge.**

#### **8.1.2 Engine Measuring**

- 1. For measuring the bore a minimum of a self-centring (three-point) micrometer gauge with a minimum graduation of 0.005 mm and an accuracy of +/- 0.002 mm should be used. A standard sizing ring appropriate to the instrument and manufactured to the appropriate DIN standard must also be supplied in order to calibrate the bore gauge prior to use.**
- 2. For measuring the stroke a dial gauge with a minimum of 20 mm travel, a minimum graduation of 0.01 mm and an accuracy of +/- 0.020 mm fitted with a suitable stop to rest on the top of the liner should be used. For measuring an engine which is close to top limit of capacity, a 0 to 25 mm depth micrometer with minimum graduations of 0.005**



mm and an accuracy of  $\pm 0.002$  mm should be used. The dial gauge is the preferred instrument for stroke measurement because of its ease of use.

3. A set of digital calipers is required for measuring the bore of Aerobatics engines.

iii) 8.2. Aerobatics. Delete the following words from the paragraph:

~~1-micrometer 1/100mm resolution~~

~~1-depth micrometer~~

iv) Create a new paragraph 8.2. Measuring Equipment Method of Use

## **8.2 Measuring Equipment Method of Use**

### **8.2.1 Methodology for Line Measuring Equipment**

The pin gauges should be used to set a zero on the thickness gauge, which is light, easy to use and requires minimum skill to operate. The calibrated digital micrometer would only be used in the case of a dispute where lines are at or near bottom limit. An electronic digital micrometer is specified because it is much easier to use and clearer to read. It must be fitted with a friction thimble and not a ratchet thimble.

### **8.2.2 Methodology for Engine Measuring Equipment**

There are different problems associated with measuring Speed, Combat and Team Race engines. These problems are related to the fit and construction of Team Race engines.

#### **8.2.2.1 Speed & Combat Engines**

On engines using removable heads, as commonly used in Speed and Combat and where it is possible to turn the engine over TDC easily, the bore should be measured at or near TDC as currently specified.

The stroke should be measured using the dial gauge supported on a suitable foot and mounted on the top of the crankcase or liner.

#### **8.2.2.2 Team Race Engines**

Team Race engines present very different problems for measurement because of the tight fit of the piston in the liner. The relatively high interference fit between the piston and the liner does not however mean that it is invalid to use the liner diameter at TDC as the measuring point for bore diameter.

On Team Race engines, which have integral heads, the bore diameter must be measured from the bottom of the liner. The diameter should be measured at the point at which the piston interferes with the bore. If this cannot be established, then the bore should be measured 2,5 mm below the height of the piston crown at TDC. This point should be below any carbon band which would reduce the apparent bore of the cylinder. Alternatively, as is current practice, the piston diameter can be measured. The piston should be measured at its maximum diameter point.

Wherever possible the stroke on Team Race engines should be measured in the same way as for Speed and Combat. Where this is not possible because of the use of integral heads or extremely tight fitted piston liner assemblies, the entrant must provide tooling to allow the piston connecting rod & shaft assembly to be rotated through 360 degrees. A dummy cylinder would be ideal.

v) 8.3. Team Racing – Delete the following words from the paragraph:

~~1-micrometer 1/100mm resolution~~

~~1-depth micrometer~~

~~1-internal diameter micrometer with its calibrating tool (0-15mm)~~

vi) 8.4. Combat – Delete the following words from the paragraph:

~~1-micrometer 1/100mm resolution~~

~~1-depth micrometer~~

~~1-internal diameter micrometer with its calibrating tool (0-15mm)~~



vii) Renumber the paragraph as follows:

**8.3 Speed**

**8.4 Aerobatics**

**8.5 Team Race**

**8.6 Combat**

**8.7 Secretariat**

**Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 European Control Line Championships: organisers will include this statement in the bulletins.**

## **ANNEX 4G – CLASS F2F (provisional class) – Diesel Profile Racing Model Aircraft**

a) 4.G.4. Characteristics of a Diesel Profile Racing Model Aircraft - Spain. Modify the paragraph as follows:

**The proposal was withdrawn.**

b) 4.G.7. Race from Start to Finish – F2 Subcommittee. Add the following text:

i) 4.G.7.d). Amend as follows:

<... and the pilots must be crouching on the border of the centre circle, **with one hand touching the ground and** with their control handles as close to the ground as defined by the F2C panel of judges>.

**Unanimously approved by the Plenary Meeting. Effective 2004.**

ii) 4.G.7.m). Amend as follows :

<During that time the pilot must be crouching or sitting inside the centre circle. He keeps **one hand on the ground and** his handle and his lines as close>.

**Unanimously approved by the Plenary Meeting. Effective 2004.**

c) 4.G.9.f. Warnings/Eliminations – F2 Subcommittee. Add the following text:

<during the pit stops, **one hand is not on the ground**, the control handle, the lines and the model aircraft>.

**Unanimously approved by the Plenary Meeting. Effective 2004.**

## **VOLUME F3A - RADIO CONTROL AEROBATICS**

### **Part Five - Technical Regulations for Radio Controlled Contests**

### **CLASS F3A - AEROBATICS POWER MODEL AIRCRAFT**

a) Create a new class F3A/L - France

**Establish a new provisional class F3A/L, Aerobatics Large Model Aircraft. Rules are at ANNEX 7 to these Minutes.**

**Unanimously approved by the Plenary Meeting – Effective 2004.**



## **VOLUME F3B J - SECTION 4C - MODEL AIRCRAFT F3B THERMAL SOARING F3J THERMAL DURATION GLIDERS**

### **Part Five – Technical Regulations for Radio Control Contests**

#### **5.3. CLASS F3B - THERMAL SOARING MODEL AIRCRAFT**

- a) 5.3.1.3. Characteristics of F3B Model Aircraft – Czech Republic

Add at the end of the second sentence of paragraph 5.3.1.3.b to read:

<Any device for transmission of information from the model to the pilot is prohibited. **Any use of telecommunication devices (including transceivers and telephones) in the field to communicate with competitors, their helpers or team managers while doing the competition task is not allowed**>.

**Unanimously approved by the Plenary Meeting – Effective 2004.**

- b) 5.3.2. Rules for Thermal Soaring Contests – USA. Add at the end of paragraph 5.3.2.1.:

**The proposal was withdrawn.**

- c) 5.3.2.2. Launching

- i) 5.3.2.2.b.a(2)a – Germany. Change as follows:

The power source shall be a 12 volt lead/acid battery. The maximum cold cranking ampere capability should be not more than

300 amperes DIN or

355 amperes IEC or

500 amperes SAE or

**510 amperes max. according to EN 60095-1 (10s/7.5V at –18°C)**

**Unanimously approved by the Plenary Meeting. Effective 2004.**

#### **5.6. CLASS F3J - THERMAL DURATION GLIDERS**

- a) 5.6.3. Contest Flights – Germany. Change paragraph e) as follows:

e) All attempts are to be timed by two stopwatches. **If no official time has been recorded, the competitor is entitled to a new working time according to the priorities mentioned in paragraph 5.6.4.**

**Approved by the Plenary Meeting: 36 favour, 0 against, 2 abstentions, 0 not voting. Effective 2004.**

- b) 5.6.4. Reflights

- i) Germany – Change the whole paragraph as follows:

The Competitor is entitled to a new working time if:

a) his model in flight **or in the process of being launched** collides with another model in flight, or with a model in the process of being launched.

**b) his model in flight or in the process of being launched collides with another competitor's towline.**

**c) the competitor's towline is hit by another model in flight or in the process of being launched.**

d) his attempt was not judged by the official timekeepers.

e) his attempt was hindered or aborted by an unexpected event, not within his control. Crossed lines are not considered as reason for reflight.



**To claim a reflight considering the above mentioned conditions, the competitor has to make sure that the official timekeepers have noticed the hindering conditions and land his model as soon as possible after this event.**

Note that in the case the competitor continues to launch **or continues to fly after hindering conditions affected his flight** or relauches after clearing of the hindering conditions, he is deemed to have waived his right to a new working time.

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

- 1) in an incomplete group, or in a complete group on additional launching/landing spots;
- 2) if this is not achievable, then in a new group of several (minimum 4) reflyers. **New group of reflyers 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 3, the better of the two results of the original flight and the reflight will be the official score, except for the pilots who are allocated the new attempt. For those the result of the **reflight** 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 hindering.

**Approved by the Plenary Meeting: 36 favour, 0 against, 2 abstentions, 0 not voting. Effective 2004.**

ii) Czech Republic. Amend as follows:

**The proposal was withdrawn.**

## **ANNEX 3A – RULES FOR WORLD CUP EVENTS**

a) Paragraph 10 Jury – Sweden. Replace the whole paragraph with:

**The proposal was withdrawn, but the Plenary Meeting unanimously agreed that further action is required. It was decided that all Subcommittees will study the matter and present their solutions to the 2003 CIAM November Bureau Meeting.**

## **5. F. CLASS F3F - RADIO CONTROL SLOPE SOARING (Provisional Rules)**

a) 5.F.5. Number of Attempts – United Kingdom. Add new sub-paragraph:

**d) The model (i.e the centre of gravity) fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course, due to circumstances beyond the control of the pilot, duly witnessed by the official judges.**

**Approved by the Plenary Meeting: 24 favour, 2 against, 4 abstentions, 8 not voting. Effective 2004.**

b) 5.F.6. Cancellation of a Flight – United Kingdom. Add new sub-paragraph h):

**h) The model (i.e. the centre of gravity) fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course.**

**Approved by the Plenary Meeting: 24 favour, 2 against, 4 abstentions, 8 not voting. Effective 2004.**



## **5. I. CLASS F3I - AERO TOW GLIDERS (Provisional Rules)**

- a) 5.I.1.4. Characteristics of an Aero-Tow Glider - Belgium

Add the following after specification of fuselage width :

<The fuselage height, measured in cm at the maximum cross section, excluding the fillets, shall be at least equal to 4% of the glider wingspan (example 400 cm x 4% = 16 cm)>.

Unanimously approved by the Plenary Meeting. Effective 2004.

## **VOLUME F3C - SECTION 4C - R/C HELICOPTERS**

### **Part Five – Technical Regulations for Radio Controlled Contests**

- a) 5.4.14. Manoeuvre Schedules – F3C Subcommittee. Change the paragraph as follows:

<The competitor has 10 minutes to complete schedule A>.

Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 F3C World Championships: organisers will include this statement in the bulletins.

### **ANNEX 5D – F3C MANOEUVRE DESCRIPTION**

- a) Annex 5D – F3C Subcommittee

Remove the word “immediately” from first and second-to-last sentences.

Unanimously approved by the Plenary Meeting. Effective 2004. It will be applied as local rule at the 2003 F3C World Championships: organisers will include this statement in the bulletins.

## **VOLUME F3D - SECTION 4C - F3D PYLON RACING**

### **Part Five - Technical Regulations for Radio Control Contests**

#### **5.2. CLASS F3D - PYLON RACING MODEL AIRCRAFT**

- a) 5.2.1. Definition of Radio Control Pylon Racing Model Aircraft - Sweden

The proposal was referred back to the F3D Subcommittee.

## **VOLUME F4 - FLYING SCALE MODEL AIRCRAFT F4B, CONTROL LINE SCALE F4C, RADIO CONTROL SCALE**

### **Part Six - Technical Rules for Flying Scale Model Aircraft Contests**

- a) New class F4A Free Flight Engine Powered Scale – New Zealand

Establish a new provisional class F4A – Free Flight Engine Powered Scale.  
Rules are at ANNEX 8 to these Minutes.

Unanimously approved by the Plenary Meeting. Effective 2004.



## VOLUME SM – SPACE MODELS

### ANNEX 3 - SPACE MODEL RULES FOR WORLD CUP

a) Paragraph 9 Jury – Sweden. Replace the whole paragraph with:

The proposal was withdrawn, but the Plenary Meeting unanimously agreed that further action is required. It was decided that all Subcommittees will study the matter and present their solutions to the 2003 CIAM November Bureau Meeting.

### 8) WORLD AND CONTINENTAL CHAMPIONSHIPS

Schedule for next World and Continental Championships:

#### WORLD CHAMPIONSHIPS

| <u>YEAR</u> | <u>WORLD CHAMPIONSHIPS</u>                          | <u>BIDS FROM</u> | <u>AWARDED TO</u>     |
|-------------|---|------------------|-----------------------|
| <b>2004</b> | <b>F1A, F1B, F1J/F1P Juniors*</b>                   |                  | <b>FRANCE</b>         |
|             | <b>F1D (Seniors and Juniors)</b>                    |                  | <b>ROMANIA</b>        |
|             | <b>F2A, F2B, F2C, F2D<br/>(Seniors and Juniors)</b> |                  | <b>USA</b>            |
|             | <b>F3J (Seniors and Juniors)</b>                    |                  | <b>CANADA</b>         |
|             | <b>F4B, F4C</b>                                     |                  | <b>POLAND</b>         |
|             | <b>F5B, F5D</b>                                     |                  | <b>UNITED KINGDOM</b> |
|             | <b>SPACE MODELS<br/>(Seniors and Juniors)</b>       |                  | <b>POLAND</b>         |

\* The Plenary Meeting agreed by majority vote to extend the combination of F1J and F1P to the 2004 Free Flight Juniors World Championships, but not beyond that time.

| <u>YEAR</u> | <u>WORLD CHAMPIONSHIPS</u>       | <u>BIDS FROM</u>      | <u>AWARDED TO</u>   |
|-------------|----------------------------------|-----------------------|---|
| <b>2005</b> | <b>F1A, F1B, F1C</b>             |                       | <b>ARGENTINA</b>  |
|             | <b>F1E (Seniors and Juniors)</b> |                       | <b>SLOVAKIA</b>   |
|             | <b>F3A</b>                       |                       | <b>FRANCE</b>   |
|             | <b>F3B</b>                       | <b>Offers invited</b> |   |
|             | <b>F3C</b>                       |                       | <b>SPAIN</b><br>(Poland withdrew its bid<br>in favour of Spain) |
|             | <b>F3D</b>                       |                       | <b>FRANCE</b>   |



| <b><u>YEAR</u></b> | <b><u>WORLD CHAMPIONSHIPS</u></b>                   | <b><u>BIDS FROM</u></b>  | <b><u>AWARDED TO</u></b>   |
|--------------------|---|--|--|
| <b>2006</b>        | <b>F1A, F1B, F1P Juniors</b>                        | <b>Romania (firm)</b>  |  |
|                    | <b>F1D (Seniors and Juniors)</b>                    | <b>Offers invited</b>  |  |
|                    | <b>F2A, F2B, F2C, F2D<br/>(Seniors and Juniors)</b> | <b>China (firm)<br/>Spain (firm)<br/>Argentina<br/>(tentative)</b> |  |
|                    | <b>F3J (Seniors and Juniors)</b>                    |  | <b>SLOVAKIA</b><br>(The Slovak delegate asked for a vote earlier than the two-year rule. The President asked if a country planned to host this event. No one objected, then the Plenary Meeting unanimously awarded this Championship to Slovakia) |
|                    | <b>F4B, F4C</b>                                     | <b>Sweden (firm)<br/>South Africa (firm)</b>                       |  |
|                    | <b>F5B, F5D</b>                                     | <b>Romania (firm)</b>  |  |
|                    | <b>SPACE MODELS<br/>(Seniors and Juniors)</b>       | <b>Offers invited</b>  |  |

### **CONTINENTAL CHAMPIONSHIPS**

| <b><u>YEAR</u></b> | <b><u>CONTINENTAL CHAMPIONSHIPS</u></b> | <b><u>BIDS FROM</u></b> | <b><u>AWARDED TO</u></b>                    |
|--------------------|---|-------------------------|---|
| <b>2004</b>        | <b>F1A, F1B, F1C</b>                    |                         | <b>ROMANIA</b>                              |
|                    | <b>F1E (Seniors and Juniors)</b>        | <b>Offers invited</b>   |   |
|                    | <b>F3A</b>                              |                         | <b>PORTUGAL</b>                             |
|                    | <b>F3B</b>                              | <b>Offers invited</b>   |   |
|                    | <b>F3C</b>                              |                         | (Greece withdrew from organising the event) |
|                    | <b>F3D</b>                              | <b>Offers invited</b>   |   |
|                    | <b>F3A Asian-Oceanic</b>                |                         | <b>AUSTRALIA</b>                            |

| <b><u>YEAR</u></b> | <b><u>CONTINENTAL CHAMPIONSHIPS</u></b>             | <b><u>BIDS FROM</u></b>        | <b><u>AWARDED TO</u></b> |
|--------------------|---|--------------------------------|--------------------------|
| <b>2005</b>        | <b>F1A, F1B, F1P Juniors</b>                        |                                | <b>ROMANIA</b>           |
|                    | <b>F1D (Seniors and Juniors)</b>                    | <b>Germany<br/>(tentative)</b> |                          |
|                    | <b>F2A, F2B, F2C, F2D<br/>(Seniors and Juniors)</b> |                                | <b>CZECH REPUBLIC</b>    |
|                    | <b>F3J (Seniors and Juniors)</b>                    |                                | <b>CROATIA</b>           |
|                    | <b>F4B, F4C</b>                                     |                                | <b>PORTUGAL</b>          |
|                    | <b>F5B, F5D</b>                                     | <b>Offers invited</b>          |                          |
|                    | <b>SPACE MODELS<br/>(Seniors and Juniors)</b>       |                                | <b>ROMANIA</b>           |



| <b><u>YEAR</u></b> | <b><u>CONTINENTAL<br/>CHAMPIONSHIPS</u></b> | <b><u>BIDS FROM</u></b>            | <b><u>AWARDED TO</u></b> |
|--------------------|---|------------------------------------|--------------------------|
| <b>2006</b>        | <b>F1A, F1B, F1C</b>                        | <b>Ukraine (firm)</b>              |                          |
|                    | <b>F1E (Seniors and Juniors)</b>            | <b>Romania (firm)</b>              |                          |
|                    | <b>F3A</b>                                  | <b>Switzerland<br/>(tentative)</b> |                          |
|                    | <b>F3B</b>                                  | <b>Offers invited</b>              |                          |
|                    | <b>F3C</b>                                  | <b>Offers invited</b>              |                          |
|                    | <b>F3D</b>                                  | <b>Offers invited</b>              |                          |
|                    | <b>F3A Asian-Oceanic</b>                    | <b>Offers invited</b>              |                          |

On Saturday afternoon, March 15, the FAI President thanked the Bureau and delegates. He expressed his pleasure to having been present for the two days of the Plenary Meeting and saw that a major part of the time was taken up with competition rules. He applauded the comprehensive work that was carried out in this regard although there were many rules that can only be understood by <insiders>. Today he had arrived at the right moment for the Artistic Aerobatics part which is the one category already included in the WAG.

He went on to say that it is important to show the understandable parts of aeromodelling to the public, otherwise it will not be attractive to sponsors and aeromodelling certainly needs sponsors. He observed that aeromodellers are becoming older and it needs to bring in young people to survive and grow. The WAG is an excellent way of doing this and so we must fully support it.

The FAI President stressed that all NACs must address the matter of recreational flyers in their countries and incorporate them into our sports so that aeromodelling will have a bigger and more powerful voice. All the airports must be more united and they all have to lobby many people, including the politicians, to prevent further restrictions being placed on airports. This Commission's requirement for airspace is not as necessary as that of other airports and so it does not have to lobby so much in this area, but aeromodelling does have additional matters, such as the environment, with which to contend. He strongly advised the Commission to look to this and to continue its work world-wide and he was greatly impressed that the Commission, delegates, NACs and competitors were so committed to the sport of aeromodelling.

## **9) ANY OTHER BUSINESS**

On Saturday morning, March 15, Graham Lynn, CIAM representative to Europe Air Sports, gave a brief update of his work with the European Aviation Safety Agency (EASA). After the harmonisation of the channel frequencies (23 new channels allocated for aeromodelling, ranging from 35,000 to 35,220), Italy and Switzerland already successfully use them. There now appears to be only one country that has still to make an application. EASA is still likely to impose controls on sport and recreational flying but, as model aircraft are outside the scope of EASA, that control will be retained by national authorities. EASA is now looking at licensing and although this is unlikely to affect model aircraft, a problem may arise if EASA becomes involved in the safety aspects of the control of airspace. Even as a modest airspace user, model flying could suffer the consequences of decisions taken by EASA and Mr. Lynn advised vigilance in case decisions might be taken of which we have no prior knowledge and which could affect our activities. Mr. Lynn will continue to do what he can to ensure that no legislation that could adversely affect model flying comes onto EU statutes and he asked that all delegates monitor the situation worldwide and advise him if they hear of any areas where such problems may arise.



**10) NEXT CIAM MEETINGS**

These are the dates of the next CIAM Meetings at the Olympic Museum in Lausanne:

- **2003 Bureau Meeting: November 28-29.**
- **2004 Bureau Meeting: March 11.**
- **2004 Plenary Meeting: March 12-13.**

The President closed the Plenary Meeting at 5.30 p.m. on March 15, 2003.

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**ANNEXES TO THE MINUTES OF THE 2003 PLENARY MEETING**

|                |   |
|----------------|---|
| <b>Annex 1</b> | <b>2002 World Championship Reports</b>                    |
| <b>Annex 2</b> | <b>Subcommittees and CIAM Technical Secretary Reports</b> |
| <b>Annex 3</b> | <b>2002 World Cup Reports</b>                             |
| <b>Annex 4</b> | <b>Trophy Report</b>                                      |
| <b>Annex 6</b> | <b>New provisional class F3L, rules</b>                   |
| <b>Annex 7</b> | <b>New provisional class F3A/L, rules</b>                 |
| <b>Annex 8</b> | <b>New provisional class F4A, rules</b>                   |