

CIAM F1 TECHNICAL MEETING MARCH 5 2023

Chairman: Ian Kaynes



14.2 CIAM General Rules page 9

b) C.4 **Sanction Fees** CIAM Bureau Summary given here

a) A sanction fee is required for listing any type of event in the FAI Sporting Calendar.

The sanction fee consists of a standard amount defined by CIAM Bureau and a variable amount depending on the number of participants.

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

First category events:

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

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

Second category events:

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

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

The variable amount is applicable only for World or Continental Championships and is ten (10) Euro per participant (competitors and team managers)

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

C.15.5.1 Entry fees

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

F3A/P: 450 € F3B: 400 € F3C-F3N: 400 € F3D-F3E: 420 € F4: 400 € F5B-F5J: 400 €

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

14.2 CIAM General Rules page 10

F1SC votes unanimous in favour – 14 members voted on each proposal

c) C.5. Competitors, Team Managers and National Team F1 Subcommittee

- Section: C.5.3 National team for World and Continental Championships
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- *Modify items C.5.3(d) and (e)*
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- d) The reigning Junior World or Junior Continental Champion has the right (subject to the approval of his National Airsports Control) to participate in the next **Junior** World or Continental Championships in that category regardless of whether he qualifies for the national team or not, and provided that he will still be a junior pilot when the next **Junior** World or Continental Championships are held. If he is not a member of the national team, his score will not be considered in the team results.
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- e) Any Junior World or Continental Champion who will be too old to defend his title at the next Junior World or Continental Championships is entitled **(subject to the approval of his National Airsports Control)** to fly in the next appropriate World or Continental Championship for the concerned class in that category following his becoming Junior World or Continental Champion

14.2 CIAM General Rules page 13

F1SC votes 5 in favour, 7 against

g) ~~C.10.2 Class S- Space Models.1 General Rules for International Contest~~

Slovakia

C2.2.3

Add the specified text in paragraph C.2.2.3 as shown in text.

C.2.2.3 World Cup

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

*There must be at least five valid contests held in any class of World Cup for medals and diplomas to be awarded. Classification for any particular category is contained in the World Cup regulations in the appropriate Volume of the FAI Sporting Code. **If not specified differently in the appropriate Volume of the FAI SC, the minimum number of competitors for a World Cup competition is four (4).***

*Proposed amendment to add a sentence: **This does not apply to the number of juniors competing in an event for which there is a Junior World Cup***

14.2 CIAM General Rules page 13

F1SC votes 11 in favour, 2 against

i) C.11.1 Class F – Model Aircraft The Netherlands

Modify C11.1 as follows

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

Proposed amendment:

extend the deletion from ~~at least~~ to ~~at least once~~

14.2 CIAM General Rules page 13

F1SC votes unanimous in favour

j) C.13. Requirements for Organisation of International Events

F1 Subcommittee

Section: C.13.7 Results of international events

Add new item (h)

(h) The published results must be presented in the order of the final classification (winner at the top)

14.2 CIAM General Rules page 14

F1SC votes unanimous in favour

k) C.13. Requirements for Organisation of International Events

F1 Subcommittee

Section: C.13.8 Fuel

Add new item (d)

(d) Fuel supplied to competitors must be clearly labelled including warnings of flammability and danger if swallowed.

14.2 CIAM General Rules page 15

F1SC votes unanimous in favour

m) C.15.2 Current World Championships

F1 Subcommittee

C.15.2.1 Class F (Model Aircraft)

Accept the class F1Q as a World Championship class.

First entry under Odd years F1ABCQ (Senior)

Reason: The class has been increasing participation and is considered to meet the requirements of C.14.1:

2022: 4 of the World Cup competitions had at least 6 nations competing. There was a total of 294 competitors in 2022 (*with the 2 competitions in December now included*).

2019: 3 of the World Cup competitions had at least 6 nations competing. There was a total 185 competitors in 2019

Note that these statistics are based on the last two complete years of World Cup. No World Cup was held in 2020 and in 2021 there was a limited programme with many people prevented from competing because of covid19 limits on international travel.

14.2 CIAM General Rules page 15

F1SC votes 9 in favour, 3 against

n) C.15.2 Current World Championships

Section: C.15.2.1 Class F (Model Aircraft)

Replace the class F1P in Junior Championships by F1Q

First entry under Even years F1AB~~P~~Q (Senior)

F1 Subcommittee

Controversial:

- *Removing a class with internal combustion motor*
- *Alternative suggested - replace F1P by F1J*
- *Have F1S as an electric class instead of F1Q as an addition to classes*
 - ❖ *F1Q is easier to fly but the models are larger*
 - ❖ *F1Q is the senior class but F1S are flown in several countries*

14.2 CIAM General Rules page16

F1SC votes unanimous in favour

o) C.15.6 Classification

CIAM Bureau

C.15.6.1 Individual classification

PARTS OF THE PROPOSAL WHICH AFFECT FREE FLIGHT

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

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

Subcommittee comment: not fair to deny the additional medal (for example female winning a bronze in individual is a good result but not fair to also deny her a gold medal for female, especially when the second and third place females will get medals and the gold female medal will have been prepared for award)

14.3 Volume F1 Free Flight page 18

F1SC votes unanimous in favour

a) Entire Volume

F1 Subcommittee

Clarification – Change the numbering system;

Replace the numbering of paragraphs with the number 3 by the class abbreviation, so that for example section 3.1.. for F1A Glider specification becomes F1A.., 3.3.. for F1C becomes F1C... and in provisional classes 3.G. for F1G becomes F1G... For Annexes to the volume change the leading 3 to F1.

14.3 Volume F1 Free Flight page 18

F1SC votes unanimous in favour

b) F1.2 Timing

F1 Subcommittee

F1.2.1 Timekeepers

Clarification – *Add text to F1.2.1(b)*

b) Competitors may act as timekeepers for flights of other competitors. **The requirement for at least two timekeepers always applies.**

14.3 Volume F1 Free Flight page 19

F1SC votes 4 in favour, 10 against

c) 3.2.8 Classification

USA

Modify section 3.2.8 as per below:

c) The organiser will establish a ~~7~~ **10**-minute period during which all fly-off competitors must wind their rubber motor and launch their model. Within these ~~7~~ **10** minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.2.5. Starting positions will be decided by a draw for each fly-off.

14.3 Volume F1 Free Flight page 19

F1SC votes 9 in favour, 4 against

d) 3.3.2. Characteristics of Model Aircraft with Piston Motor(s) F1C F1 Subcommittee

The rule change should become effective: on 1.1.2025 to give enough time to up-date the programs of the existing timers. Modify text in 3.3.2

3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C:

F1C models must be fitted with functional radio control only for irreversible actions to control dethermalisation of the model. This must include stopping the motor if it is still running. **The full functionality of radio control must be available from the moment the model aircraft is ready to be refueled and must be available till the activation of DT by the timer or by radio control.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

14.3 Volume F1 Free Flight page 20

F1SC votes 5 in favour, 6 against

e)3.3.2. Characteristics of Model Aircraft with Piston Motor(s) F1C

Germany

Clarification (SAFETY)

The rule change should become effective: on 1.1.2025 to give enough time to up-date the programs of the existing timers.

F1C models must be fitted with functional radio control only for irreversible actions to control dethermalization of the model. This must include stopping the motor if it is still running. **The full functionality of radio control must be available from the moment the model aircraft is ready to be refuelled and must be available till the activation of DT by the timer or by radio control.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor

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14.3 Volume F1 Free Flight page 21

F1SC votes 2 in favour, 9 against

f) 3.3.2. Characteristics of Model Aircraft with Piston Motor(s) F1C Germany

*Clarification (Safety) - **The rule change should become effective: on 1.1.2024** to give enough time to up-date the programs of the existing timers*

F1C models must be fitted with functional radio control only for irreversible actions to control dethermalization of the model. This must include stopping the motor if it is still running. **The full functionality of radio control must be available from the moment the model aircraft is ready to be refuelled and must be available till the activation of DT by the timer or by radio control.** Any malfunction or unintended operation of these functions is entirely at the risk of the competitor.

14.3 Volume F1 Free Flight page 21

F1SC votes 7 in favour, 4 against

g) 3.4.2 Characteristics of Indoor Model Aircraft F1D

USA

Clarification: Discussed and requested inclusion in the agenda by Subcommittee

Insert below text AFTER “The competitor must be the builder of the models entered

3.4.2.1 The "Builder of Model" rule shall apply to all F1D Competitions. The following allowances and restrictions to the BOM rule will apply :

3.4.2.2 The use of prefabricated flying surfaces (either pre-built or pre-covered) or pre-glued/pre-molded subcomponents such as a rolled motor tube, rolled tail boom, wing/stab tips or outlines, prop blade outlines, or preformed sheet wood props will not be permitted.

3.4.2.3 The use of prebuilt variable pitch prop hubs will not be permitted.

3.4.2.4 The use of preformed prop shafts, rear rubber hooks, thrust bearings, teflon washers, and mounting tubes (for wings, stabs, etc) will be permitted.

3.4.2.5 The builder may use premade raw building materials needed to craft the parts of the model such as sawn balsa wood, wire, composites, pultruded rod or tubing, adhesives, and covering material

3.4.2.6 Kits that include laser cut balsa parts will be permitted.

14.3 Volume F1 Free Flight page 23

F1SC votes 13 in favour, 1 against

h) 3.5.9 Timing

F1 Subcommittee

Modify item (b) of 3.5.9

b) The timing of flights is limited to the duration specified by the Contest Director under 3.5.7. The total flight time is taken from the launch of the model to the end of the flight. Timekeepers **and competitors** must ensure that ~~both they and the competitor~~ are aware of the decided maximum time for the round in progress.

14.3 Volume F1 Free Flight page 23

F1SC votes 5 in favour, 7 against

i) 3.5.9 Timing (b)

France

This proposal suggests that the competitor is responsible for not knowing the flight time, not the timekeeper.

The timing of flights is limited to the duration specified by the Contest Director under 3.5.7. The total flight time is taken from the launch of the model to the end of the flight. ~~Timekeepers must ensure that both they and the competitor are aware of the decided maximum time for the round in progress.~~ Timekeepers and competitors must ensure that they are aware of the decided maximum time for the round in progress.

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14.3 Volume F1 Free Flight page 23

F1SC votes 5 in favour, 3 against

j) 3.L.2 Characteristics

USA

Clarification – Insert below text AFTER “The competitor must be the builder of the models entered”

3.L.2.1 The "Builder of Model" rule shall apply to all F1L Competitions. The following allowances and restrictions to the BOM rule will apply:

3.L.2.2 The use of prefabricated flying surfaces (either pre-built or pre-covered) or pre-glued/pre-molded subcomponents such as a rolled motor tube, rolled tail boom, wing/stab tips or outlines, prop blade outlines, or preformed sheet wood props will not be permitted.

3.L.2.3 The use of prebuilt variable pitch prop hubs will not be permitted.

3.L.2.4 The use of preformed prop shafts, rear rubber hooks, thrust bearings, teflon washers, and mounting tubes (for wings, stabs, etc) will be permitted.

3.L.2.5 The builder may use premade raw building materials needed to craft the parts of the model such as sawn balsa wood, wire, composites, pultruded rod or tubing, adhesives, and covering material

3.L.2.6 Kits that include laser cut balsa parts will be permitted.

14.3 Volume F1 Free Flight page 25

F1SC votes 5 in favour, 3 against

k) **3.M.2 Characteristics of indoor Model Aircraft USA**

Clarification – Insert below text AFTER “The competitor must be the builder of the models entered”

3.M.2.1 The "Builder of Model" rule shall apply to all F1M Competitions. The following allowances and restrictions to the BOM rule will apply:

3.M.2.2 The use of prefabricated flying surfaces (either pre-built or pre-covered) or pre-glued/pre-molded subcomponents such as a rolled motor tube, rolled tail boom, wing/stab tips or outlines, prop blade outlines, or preformed sheet wood props will not be permitted.

3.M.2.3 The use of prebuilt variable pitch prop hubs will not be permitted.

3.M.2.4 The use of preformed prop shafts, rear rubber hooks, thrust bearings, teflon washers, and mounting tubes (for wings, stabs, etc) will be permitted.

3.M.2.5 The builder may use premade raw building materials needed to craft the parts of the model such as sawn balsa wood, wire, composites, pultruded rod or tubing, adhesives, and covering material

3.M.2.6 Kits that include laser cut balsa parts will be permitted.

14.3 Volume F1 Free Flight page 26

F1SC votes 5 in favour, 3 against

I) 3.R.2 Characteristics of indoor Model Aircraft USA

Clarification – Insert below text AFTER “The competitor must be the builder of the models entered”

3.R.2.1 The "Builder of Model" rule shall apply to all F1R Competitions. The following allowances and restrictions to the BOM rule will apply:

3.R.2.2 The use of prefabricated flying surfaces (either pre-built or pre-covered) or pre-glued/pre-molded subcomponents such as a rolled motor tube, rolled tail boom, wing/stab tips or outlines, prop blade outlines, or preformed sheet wood props will not be permitted.

3.R.2.3 The use of prebuilt variable pitch prop hubs will not be permitted.

3.R.2.4 The use of preformed prop shafts, rear rubber hooks, thrust bearings, teflon washers, and mounting tubes (for wings, stabs, etc) will be permitted.

3.R.2.5 The builder may use premade raw building materials needed to craft the parts of the model such as sawn balsa wood, wire, composites, pultruded rod or tubing, adhesives, and covering material

3.R.2.6 Kits that include laser cut balsa parts will be permitted.

14.3 Volume F1 Free Flight page 27

F1SC votes 7 in favour, 1 against

m) 3.S.2 Characteristics

USA

Modify Section 3.S.2 as detailed below:

~~Nickel Cadmium (NiCad), Nickel Metal Hydrate (NiMH) and Lithium (Li) batteries can be used.~~ Only 2 cell Lithium batteries ~~or up to 6 cell Nickel cells~~ can be used. Other battery related specifications in 3.8.2 apply.

Maximum duration of motor run ~~10~~ 7 seconds during the regular flights.

14.3 Volume F1 Free Flight page 27

F1SC votes unanimous in favour

n) Annex 1 Rules for Free Flight World Cup

F1 Subcommittee

Section 1, 2, 4

Delete F1P Junior in paragraph 1, with consequential changes to remove it in para 2 and 4.

1. Classes

The following separate classes are recognised for World Cup competition: F1A, F1B, F1C, F1D, F1E, F1Q, F1A Junior, F1B Junior, F1D Junior, ~~F1P Junior~~, F1Q Junior and F1E Junior.

2. Competitors

All competitors in the specified open international contests are eligible for the World Cup. Only Junior competitors are eligible for the F1A Junior, F1B Junior, F1D Junior, F1E Junior, and F1Q Junior ~~and F1P Junior World Cup.~~

4. Points Allocation

Changes only in (f)

f) For F1A Junior, F1B Junior, F1D Junior, ~~F1P Junior~~, F1Q Junior and F1E Junior points are awarded according to Junior classification.

14.3 Volume F1 Free Flight page 28

F1SC votes 12 in favour, 2 against

o) Annex 1 Rules for Free Flight World CupF1 Subcommittee

Section 4 Points Allocation

Modify para (c)

- c) The number of points awarded is 500 for the winner and linearly decreases to zero for the highest place competitor receiving no points. For the competitor in place P This is expressed by:

$$\text{points} = 500 * [1 - (P-1) / H]$$

The points calculated are rounded up to the nearest whole number of points.

Additional points are awarded for the top three places subject to the requirement (b) to be in the top half of the results **and subject to the number of competitors (N) being greater than 10**: Place 1 receives 75 extra points, place 2 receives 50 points and place 3 receives 25 points.

Possible extension: modify paragraph (b):-

b) Points are awarded only to competitors in the top half of the results list (if N is the number of competitors, then points are awarded only for places 1 to N/2, rounding up when necessary in calculating the N/2 place, denote this number by H). **Points are awarded without limitation according to N the number of competitors (reference C.2.2.3).**

15. FAI WORLD AND Continental Championships

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2025 World Championships F1A F1B F1C

Bids from Romania and Macedonia