



Sprawozdanie Delegata CIAM Delegata Aeroklubu Polskiego Marka Dominiaka



AEROKLUB POLSKI



Protokół
wydanie 1.1

*Fédération
Aéronautique
Internationale*

Minutes

ze e-Spotkania Plenarnego FAI CIAM

Issue 1.1

of the e-Plenary Meeting of the
FAI Aeromodelling Commission

held via Zoom Conference Call Application
on 14 November 2020

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

z dnia 14 listopada 2020 z wykorzystaniem
komunikatora Zoom

MINUTES

CIAM e-PLENARY MEETING 2020

held via Zoom Conference Call Application
on Saturday 14 November 2020, at 13:00

Present:
In the chair:

Obecni
Członkowie Biura
CIAM

Mr Antonis Papadopoulos (Greece)

Mr Bob Skinner (RSA)

Mr Bruno Delor (France)

Mr Narve Jensen (Norway)

Mr Andras Ree (Hungary)

Mr Massimo Semoli (Switzerland)

Mr Kevin Dodd (Australia)

Mr Ian Kaynes (United Kingdom)

Mr Vernon Hunt (United Kingdom)

Mr Orvos Ferenc (Netherlands)

Mr Peter Uhlig (Germany)

Mr Tomas Bartovsky (Czech Republic)

Mr Stefan Wolf (Germany)

Mr Rob Metkemeijer (Netherlands)

Mr Pal Anthonisen (Norway)

Mr Emil Giezendanner (Switzerland)

Mr Zoran Pelagic (Slovakia)

Mr Per Findahl (Sweden)

President of CIAM

President of Honor of CIAM

1st Vice-President / Delegate

2nd Vice-President / Delegate

3rd Vice-President / Treasurer / Delegate

Secretary

Technical Secretary

F1 Sub-Committee Chairman

F2 Sub-Committee Chairman

Former F2 Sub-Committee Chairman

F3 Aerobatics Sub-Committee Chairman

 F3 Soaring Sub-Committee Chairman /
Delegate

F3 Helicopters Sub-Committee Chairman

 F3 Pylon Sub-Committee Chairman /
Alternate Delegate

F4 Sub-Committee Chairman / Delegate

 F5 Sub-Committee Chairman /
Alternate Delegate

 Space Models Sub-Committee Chairman /
Delegate

Education Sub-Committee Chairman

Obecni Delegaci Zastepcy Delagatów i Obserwatorzy CIAM

Name	Function	NAC
Hagenney Markus	FAI Secretary General	FAI
Gudmundsson Agust	FAI EB Member	FAI
Weber Jean Claude	FAI EB Member	FAI
Dodd Tyson	Delegate	Australia
Hoff Martin	Delegate	Austria
Lex Manfred	Alt. Delegate	Austria
Herzog Robert	Delegate	Belgium
Paulette Halleux	Observer	Belgium
Lazarkov Sotir	Delegate	Bulgaria
Ells Harry	Delegate	Canada
Zapata Arturo	Delegate	Colombia
Haralampous George	Delegate	Cyprus
Christensen Erik	Delegate	Denmark
Leomar Priit	Delegate	Estonia
Valo Jari	Delegate	Finland
Bernhard Schwendemann	Observer	Germany
Ioannidis Constantine	Delegate	Greece

Christos Leontaritis	Observer	Greece
Spiriadis Kostas	Observer	Greece
Gunnlaugsson Sverrir	Delegate	Iceland
Saelan Asha Wadya	Delegate	Indonesia
Arya Sidharta	Observer	Indonesia
Ferry Iriandi	Observer	Indonesia
Leshed Amram	Delegate	Israel
Rozi Yair	Observer	Israel
Condello Lillo	Delegate	Italy
Ueyama Kenichi	Delegate	Japan
Koyama Shuzo	Alt. Delegate	Japan
Arnis Baca	Delegate	Latvia
Zukauskas Nerijus	Delegate	Lithuania
Mattiussi Ernest	Delegate	Luxembourg
Keim Peter	Delegate	Netherlands
Wurts Joseph	Delegate	New Zealand
Todoroski Zdravko	Delegate	North Macedonia
Tom Erik Soerensen	Observer	Norway
Dominiak Marek	Delegate	Poland
Fernandes Emanuel	Delegate	Portugal
Iglésias Gilberto	Observer	Portugal
Ezhov Alexey	Delegate	Russia
Pelagic Srdjan	Delegate	Serbia
Ong Richard	Observer	Singapore
Drmla Jakub	Delegate	Slovakia
Aymat Carles	Delegate	Spain
Georgi Peter	Delegate	Switzerland
Faruk Yeginsoy	Observer	Switzerland
Germann Peter	Observer	Switzerland
Arslan Mehmet	Delegate	Turkey
Fisher Julie	Delegate	United Kingdom
Halman Jo	Alt. Delegate	United Kingdom
Hanson Rich	Alt. Delegate	United States
Dr. John Langford	Observer	United States

Sprawdzono listę obecności

Minutes of the

1. Spotkania Techniczne na Plenarnym.

Wykaz odbytych spotkań w poszczególnych klasach modeli ujęto w tabeli poniżej.

The presence of the delegates has been recorded during the conference call.

1. PLENARY MEETING SCHEDULE AND TECHNICAL MEETINGS

The President opened the meeting at 13.00.

The following Technical Meetings were planned: F2 Control Line, F3FJ Soaring, F4 Scale, F5 Electric, Space Models and Education. Interim Meetings were held for F3 Aerobatics, F3 Pylon and F9 Drone Sport. Three technical meeting were cancelled.

The written reports are filed in the FAI website <https://fai.org/ciampenary2020>.

The Technical Meetings were held via conference call before this Plenary Meeting with the following schedule:

Raporty są na stronie FAI: <https://fai.org/ciampenary2020>

Technical Meetings			
F2	October 10	Saturday	13:00 CEST
F3FJ	October 11	Sunday	13:00 CEST
F5B	October 17	Saturday	13:00 CEST
F3 Pylon	October 17	Saturday	21:30 CEST
F9	October 18	Sunday	13:00 CEST
CIAM General Rules proposals	October 24	Saturday	13:00 CEST
F4	canceled		
SM	canceled		
Education	canceled		

2. Konflikt interesów.

Żaden z Delegatów nie zgłosił problemu w tej sprawie

2. DECLARATION OF CONFLICTS OF INTEREST

No Delegates declared any potential conflicts of interest to the FAI.

3. PRESENTATION IN MEMORIAM

3. Prezentacja zmarłych ostatnio kolegów Modelarzy

A minute's silence was observed in honour of distinguished aeromodellers who passed away recently: Mr Noel BARRET – Ireland, Mr Bob BROWN – USA, Mr Miodrag CIPCIC – Serbia, Mr Dag ECKOFF – Norway, Mr Gerald GREGOREK – USA, Dr Laird JACKSON – USA, Zygmunt JANECKI – Poland, Mr Tadeusz KASPRZYCKI – Poland, Mr Oleg KRASNOV – Russia, Mr Aleksandar MADZARAC – Croatia, Mr Lars-G OLOFSSON – Sweden, Mr Laszlo PATOCS – Hungary, Mr Eugene VERBITSKI – Ukraine.

4. MINUTES OF THE APRIL 2019 BUREAU AND PLENARY MEETINGS, AND OF THE DECEMBER 2019 BUREAU MEETING

4.1. 2019 April Bureau Meeting

4.1.1. There were no corrections.

4.1.2. The Minutes of the 2019 April Bureau Meeting were approved unanimously.

4.1.3. There were no Matters Arising.

4.2. 2019 Plenary Meeting

4. Informacja o protokołach z posiedzeń Biura CIAM 12-2019 oraz Spotkania Plenarnego 04-2019
Oba protokoły zostały zatwierdzone przez Plenarne.

- 4.2.1. There were no corrections.
- 4.2.2. The Minutes of the 2019 Plenary Meeting were approved unanimously.
- 4.2.3. There were no Matters Arising.

4.3. **2019 December Bureau Meeting**

- 4.3.1. There were no corrections
- 4.3.2. The Minutes of the 2019 December Bureau meeting were approved unanimously.
- 4.3.3. There were no Matters Arising.

5.1 Konferencja Generalna FAI 2019 - przedstawiciel FAI Office

Sekretarz Generalny omówił sytuację finansową FAI, użycie nowego programu finansowego AMS oraz redukcję etatów do 3,6.

5. **REPORTS**

5. Sprawozdania

5.1. **2019 FAI General Conference, by the FAI office representative**

The FAI Secretary General Mr Markus Hagenney welcomed the Plenary and presented his report about the general FAI activity during last year.

The following items were discussed:

- Audit for financial situation
- Application of the AMS management system.
The use of such system reduces the effort for the FAI office.
- Workforce reduction of FAI office. Actually, is equivalent to 3.6 Full Time Equivalence but the support with CIAM is good.

A PowerPoint of this presentation is at Annex 11.

Prezentacja e aneksie 11.

5.2. **CIAM Bureau report on its activity since the last Plenary, by CIAM President, Antonis Papadopoulos**

The CIAM President made a presentation about:

- ASC Presidents meetings May and December 2019
- CASI meeting December 2019
- WAG 2022
- World Games 2021
- Bureau activities

In addition, the CIAM President informed that 4 appeals were managed this year. None was relevant to CIAM. Jury Handbook was modified and is published on CASI web site. The registration of Technical Experts and Judges was conducted positively.

A PowerPoint of this presentation is at Annex 12.

5.2 Aktywność Biura CIAM między spotkaniami plenarnymi

Prezydent CIAM omówił:

- Spotkania ASC 05-2019 i 12-2019
- Spotkania CASI 12-2019
- WAG 2022
- World Games 2021
- Działalność Biura CIAM

Dodatkowo omówił on:

Sprawę Podręcznika Jury, oraz system automatycznego zgłaszania sędziów i ekspertów technicznych CIAM FAI.
Prezentacja w aneksie 12.

5.3. 2019 FAI World and Continental Championships, FAI Jury Chairmen (ANNEX 2)

- 5.3.1. 2019 FAI F1 Seniors World Championship for Free Flight Model Aircraft. USA. Ian Kaynes
Written report at Annex 2a.
- 5.3.2. 2019 FAI F1E World Championship for Model Gliders. Slovakia. Andras Ree
Written report at Annex 2b.
- 5.3.3. 2019 FAI F3A World Championship for R/C Aerobatic Model Aircraft. Italy. Peter Uhlig
Written report at Annex 2c.
- 5.3.4. 2019 FAI F3B World Championships for Model Gliders. Czech Republic. Tomas Bartovsky
Written report at Annex 2d.
- 5.3.5. 2019 FAI F3CN World Championship for Model Helicopters. Germany. Stefan Wolf
Written report at Annex 2e.
- 5.3.6. 2019 FAI F3D-F5D World Championship for Pylon Racing Model Aircraft. Australia. Kevin Dodd
Written report at Annex 2f.
- 5.3.7. 2019 FAI F3K World Championships for Model Gliders. Hungary. Tomas Bartovsky
Written report at Annex 2g.
- 5.3.8. 2019 FAI F3P World Championships for Indoor Aerobatic Model Aircraft. Greece. Peter Uhlig
Written report at Annex 2h.
- 5.3.9. 2019 FAI F5J Electric Model Aircraft World Championship. Slovakia. Emil Giezendanner
Written report at Annex 2i.
- 5.3.10. 2019 FAI World Drone Racing Championship Grand Final. China. Bruno Delor
Written report at Annex 2j.
- 5.3.11. 2019 FAI F1 Juniors European Championship for Free Flight Model Aircraft. North Macedonia. Ian Kaynes
Written report at Annex 2k.
- 5.3.12. 2019 FAI F1D European Championship for Indoor Model Aircraft. Czech Republic. Andras Ree
Written report at Annex 2l.
- 5.3.13. 2019 FAI F2 European Championships for Control Line Model Aircraft. Bulgaria. Massimo Semoli
Written report at Annex 2m.
- 5.3.14. 2019 FAI F3J European Championships for Model Gliders. Poland. Tomas Bartovsky
Written report at Annex 2n.
- 5.3.15. 2017 FAI S European Championships for Space Models. Romania. Narve Jensen

Written report at Annex 2o.

5.4. 2019 Sporting Code Section 4: CIAM Technical Secretary, Mr Kevin Dodd (ANNEX 3)

Written report at Annex 3m.

5.5. 2019 Subcommittee Chairmen (ANNEX 3)

5.5.1. Free Flight: Ian Kaynes;

Written report at Annex 3a.

5.5.2. Control Line: Ferenc Orvos;

Written report at Annex 3b.

5.5.3. RC Aerobatics: Peter Uhlig;

Written report at Annex 3c.

5.5.4. RC Soaring: Tomas Bartovsky;

Written report at Annex 3d.

5.5.5. RC Helicopters: Stefan Wolf;

Written report at Annex 3e.

5.5.6. RC Pylon: Rob Metkemeijer;

Written report at Annex 3f.

5.5.7. RC Drone Sport: Bruno Delor;

Written report at Annex 3g.

5.5.8. RC Scale: Pal Linden Anthonisen

Written report at Annex 3h.

5.5.9. RC Electric: Emil Giezendanner;

Written report at Annex 3i.

5.5.10. Aerostats: Johannes Eissing.

Written report at Annex 3j.

5.5.11. Space Models: Zoran Pelagic;

Written report at Annex 3k.

5.5.12. Education: Per Findahl.

Written report at Annex 3l.

5.5 Raporty 2019 Przewodniczących Podkomisji CIAM
Raporty spisane w aneksach od 3a do 3l

5.6 Raporty 2019 Koordynatorów pucharów świata
Raporty spisane w aneksach od 4a do 4n

5.6. 2019 FAI World Cups, by World Cup Coordinators (ANNEX 4)

5.6.1. Free Flight World Cup: Ian Kaynes

Written report at Annex 4a.

5.6.2. Control Line World Cup: Jo Halman

Written report at Annex 4b.

5.6.3. RC Aerobatics World Cup: Rob Romijn

Written report at Annex 4c.

5.6.4. RC Thermal Soaring and Duration Gliders World Cup: Martin Weberschock

Written report at Annex 4d.

5.6.5. RC Slope Soaring World Cup: Erik Schufmann

Written report at Annex 4e.

5.6.6. RC Thermal Duration Gliders World Cup: Sotir Lazarkov

Written report at Annex 4f.

5.6.7. RC Hand Launch Gliders World Cup: Friedman Richter

Written report at Annex 4g.

5.6.8. RC Helicopter World Cup: Ian Emery

Written report at Annex 4h.

5.6.9. RC Freestyle Aerobatic Helicopter World Cup: Ian Emery

Written report at Annex 4i.

5.6.10. RC Indoor Aerobatics: Michal Gryglas

Written report at Annex 4j

5.6.11. RC Electric Powered Motor Gliders World Cup: Wolfgang Schulz

Written report at Annex 4k

5.6.12. RC Electric Powered Thermal Duration Gliders World Cup: Sotir Lazarkov

Written report at Annex 4l.

5.6.13. RC Multi-rotor Drone Racing World Cup: Bruno Delor

Written report at Annex 4m.

5.6.14. Space Models World Cup: Andrija Dukan

Written report at Annex 4n.

5.7 Raport 2019 Sekretarza CIAM dotyczący trofeów przechodnich
Raport spisany aneksie 5a

The President thanked all the Subcommittee Chairmen and World Cup Coordinators for their dedicated voluntary work throughout the year.

5.7. **2019 Trophy Report, by CIAM Secretary, Massimo Semoli (ANNEX 5)**

Written report at Annex 5a.

5.8 Raport Skarbika CIAM stan konta i budżet na 2020
Raport spisany aneksie 3n

Three trophies have been offered by Germany, France and Romania. No additional trophy damages have been reported. The protection box of the F2A WCh trophy have been manufactured.

5.8. **Aeromodelling Fund- Budget 2020, by the Treasurer, Andras Ree (ANNEX 3)**

There is an updated written report at Annex 3n with the aid of a PowerPoint presentation.

5.9 Raport Redaktora CIAM Flyer
Raport spisany aneksie 3o.
CIAM Prezydent podziękowała Emilowi Giezendannerowi za wysiłek.

The Plenary unanimously approved the budget.

5.9. **CIAM Flyer, by the Editor, Emil Giezendanner (ANNEX 3o)**

The CIAM President, on behalf of the Bureau and all Delegates, thanked Mr Emil Giezendanner for his contribution.

5.10 Raport EDIC WG
Raport spisany aneksie 3.

5.10. **EDIC WG report, by Chairman, Manfred Lex (ANNEX 3)**

The WG is managed by Manfred Lex with the support of Sotir Lazarkov for the F5J category,

6. **PRESENTATION OF 2019 WORLD CHAMPIONSHIPS MEDALS COUNT PER NATION**

It is attached in Annex 10a of these Minutes.

6. Prezentacja medalowa za 2019 rok wg krajów
Raport spisany aneksie 10a.

7. **PRESENTATION OF 2019 WORLD CUP AWARDS CEREMONY**

The list of recipients is in Annex 10b of these Minutes.

7. Ceremonia wręczenia medali za 2019 CIAM World Cups
Lista zwycięzców zgodnie z aneksem 10b

8. Procedura głosowania na plenarnym

Ustalono procedurę elektroniczną przeprowadzoną przez przedstawiciela Biura FAI.

Minutes of the 2020 CIAM Plenary Meeting – Issue 1

8. PLENARY MEETING VOTING PROCEDURE

The voting was electronically conducted with vote notification to the FAI office by the authorized delegates.

9. SCHOLARSHIP SELECTION APPROVAL

Scholarship report, by Per Findahl (ANNEX 8)

The Scholarship Report is attached at Annex 3q and the presentation at Annex 10c. Mr Findahl explained his report with the aid of a PowerPoint presentation and added his encouragement to re-nominate candidates who might be successful the next time.

Nominations (ANNEX 8)

Six candidates submitted applications for the seventh CIAM scholarship which is worth €2,000. The nomination forms are attached at Annex 8,

Nominees:

Kristina IVANOVA (Bulgaria)
Karl MANNIK (Estonia)
Wojcich KOSZELSKI (Poland)
Mykola ZABARA (Ukraine)
Michal ZITNAN (Slovak Republic)

The Selection Committee voted to award the eighth CIAM Scholarship to Michal ZITNAN (Slovak Republic). The Bureau recommended ZITNAN (Slovak Republic) for the Scholarship.

Awarded to: Michal ZITNAN (Slovak Republic)

10. Nominacje do nagród FAI-CIAM

10. Nominations for FAI-CIAM Medals and Diplomas (Annexes 6 & 10d)

Alphonse Penaud Diploma

Nominees: Jan SDLACEK (Czech Republic)

The Diploma was awarded to the single nominee without vote.

Awarded to: Jan SDLACEK (Czech Republic)

Andrei Tupolev Diploma

No candidates

Antonov Diploma

Nominees: Peter Halman (GBR)

The Diploma was awarded to the single nominee without vote.

Awarded to: Peter Halman (GBR)

Frank Ehling Diploma

No candidates

Andrei Tupolev Medal

Nominees: Jan SDLACEK (Czech Republic)

The Medal was awarded to the single nominee without vote.

Awarded to: Jan SDLACEK (Czech Republic)

9. Wybór laureata stypendium CIAM

Raport o stypendium zawarto w aneksie 3q.

Prezentację Per Findala w aneksie 10a. Nominacje do stypendium o wartości 2000 Euro zawarto w aneksie 8.

Zwycięzcą został Michal ZITNAN SVK.

FAI Aeromodelling Gold Medal

Nominees:

Ingemar LARSSON (Sweden)

Bogdan WIERZBA (Poland)

The medal was awarded electronically with vote notification to the FAI office by the authorized delegates.

The results were distributed by the FAI office on the 26th of October 2020.

Awarded to:

Ingemar LARSSON (Sweden)

14. SPORTING CODE PROPOSALS

These begin overleaf.

14. Zmiany w Kodeksie sportowym FAI CIAM

14. SPORTING CODE PROPOSALS

The Agenda contains all the proposals received by the FAI Office according to the manner required in rule A.10.

Additions in proposals are shown as **bold, underlined**, deletions as ~~strikethrough~~ and instructions as *italic*.

Bureau proposals appear in the appropriate rule section of item 14.

Each section begins on a new page.

14 Zmiany w Kodeksie Sportowym

Agenda zawiera wszystkie propozycje otrzymane przez Biuro FAI zgodnie ze sposobem wymaganym w przepisie A.10.

Dodatki w propozycjach zaznaczono **pogrubioną czcionką i podkreśleniem**, usunięcia ~~przekreślono~~, a instrukcje zapisano *kursywą*.

Propozycje Prezydium pojawiają się w odpowiedniej sekcji zasad w punkcie 14.

Każda sekcja zaczyna się na nowej stronie.

14.1 Volume CIAM General Rules, Section 4A (CIAM Internal Regulations)

a) A.8 TECHNICAL EXPERTS LIST NOMINATIONS

Bureau

Amend Section A.8, changing the heading and with deletions and additions to sub-paragraphs a), b) and Table e) as shown below:

11. Nominations for persons to be put on the list data base of technical experts must be submitted electronically with the use of the FAI on line application received by the FAI Office no later than 15th November. ~~The nominations may be submitted on paper, by email or by using the on-line submission procedure available on the FAI web site.~~ The nomination period starts every year on 15th September.
12. The validity period is defined by the NAC concerned and it can be one (1) year or more. ~~The list is valid for two years starting the following January and is updated annually. If no list is presented by the deadline in any year, then the old list stands for one more year. Subcommittee members should be chosen from the list database. The nomination must contain the information requested by the FAI Office on the electronic forms it sends to NACs.~~
13. To comply with the principle of NACs and Airsports Persons, NACs are only permitted to submit names of persons of their own NAC.
14. The Subcommittees' terms of office will be between Plenary Meetings.
15. Technical experts may be nominated for each category in the following classes:

Free Flight F1A, F1B, F1C, F1D, F1E	Control Line F2A, F2B, F2C, F2D
RC Aerobatics F3A, F3M, F3P, F3S	RC Helicopter F3C, F3N
RC Soaring F3B, F3F, F3J, F3K	RC Pylon Racing F3D, F5D
Scale	Electric Flight F5B, F5J
Aerostats	Drone Sport <u>F9A, F9U</u>
Space Modelling	Education

Reason: To allow the switch from paper forms to the use of the new application which was launched officially in 2019.

General Rules Meeting unanimously recommended the proposal as amended. Paragraph e) and the accompanying table to remain as is, with the addition of the new classes for F9.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

b) A.10 Submission of Proposals to the CIAM

Bureau

Add two new sub-paragraphs f) and g), renumbering f) and g) as h) and i) as shown below. Amend the new paragraph i):

- e) All technical amendments must be accompanied by supporting data.
- f) Proposals which introduce new electronic devices for use in competition or which make amendments to the operation or specifications of existing electronic devices must be reviewed by the EDIC Working Group. The review by the EDIC WG Chairman must be sent to CIAM Bureau, S/C Chairman [concerned](#) and NAC delegates in writing prior to the Technical Meeting and Plenary Meeting.**
- g) Proposed amendments to the EDIC Volume are undertaken at the request of CIAM Bureau or a CIAM Subcommittee Chairman and should not be submitted for the Plenary Agenda.**
- f) **h)** Submit each proposal on a separate document regardless of category.
- i) All rule proposals, guides and whatever [any other](#) items accepted for the Agenda must be ~~made available~~ **submitted** electronically [in Word](#) or rich text format (RTF) to facilitate compilation of the Agenda.

Reason: It was noticed that last year proposals were adopted without prior notice or confirmation from the EDIC WG. Those proposals are not yet implemented because the relevant S/C hasn't yet asked the EDIC WG to work on them, to apply the necessary fixes to the specifications and also approve new devices. Proposals were received this year for the EDIC Volume itself, which cannot be agreed by the Plenary meeting.

[General Rules Technical Meeting unanimously recommended the proposal as amended. F1 Subcommittee Chairman proposed moving the two new paragraphs to section 10.3 however the Bureau, after further examination of this, concluded that they are better inserted in this section.](#)

[Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.](#)

c) A.14 Aeromodelling Scholarship

Education Subcommittee

Amend sub-paragraph A.14 e) as follows:

e) Payment

- i) The FAI will transfer the Scholarship award of ~~2,000~~ **2,500** Euros to the awarded student, or his/her parents or his/her guardians after all valid receipts which justify the full amount of the Scholarship have been submitted.

Reason: To keep the value and status of the scholarship we must follow the changes of value of money over time. The amount of 2,000 Euros has stayed the same since the scholarship was first started and it's quite a few years back in time. So we think 2,500 is a good amount to keep the same status of the Scholarship today as when it started.

[This proposal was withdrawn by the Education S/C Chairman and therefore it will not be included for approval by the Plenary. The reason for withdrawal was because of the current situation with COVID-19 and so many events cancelled or postponed; the CIAM financial situation is not as it was when the proposal was submitted. The](#)

delegates attending the meeting unanimously recommended to consider this proposal when appropriate.

14.2 Volume CIAM General Rules, Section 4B

(General Specifications for CIAM Classes)

Technical Secretary Note: Proposals received for amendments to B.2.2 – Classification of Space Models, will be dealt with as a consequence of the related Space proposals.

The General Rules Meeting took note that as Space Models proposals will not be part of the agenda this year, there was no need to consider amendments in this section.

14.3 Volume CIAM General Rules, Section 4C (General Rules for International Events)

a) C.3 FAI Sporting Calendar

Bureau

Modify the section with the deletions and additions as shown below:

- a) Except where stated below, registration for sporting events must be sent to the FAI office **submitted electronically with the use of the FAI on line application**, using the appropriate registration form no later than 15th November in the year prior to the event. ~~The information submitted must include the name, address, telephone, fax number etc. of a contact person.~~

Note: ~~The registration form is downloadable from “Documents” section of the CIAM website <http://www.fai.org/ciam-documents>.~~

- b) All applications for sporting events must be accompanied by a sanction fee to CIAM. The amount of this sanction fee is determined annually by CIAM as defined in C.4. Payment may be made by credit card, or bank transfer, **PayPal or any other method available from the FAI on line application**, but in any case, the remitter pays all card or bank charges.

Sanction fee for World and Continental Championships and World Cup contests must be received by the FAI by 15th November of the year preceding the championship or World Cup contest. If the fee is not received by 15th November, the event may be deleted from the calendar.

- c) Open International **events** for which registration has been received by the FAI Office after 15th November of the year immediately preceding the year of the contest may be considered for the FAI Sporting Calendar but will not be eligible for inclusion in a World Cup for that or the following year. However, such an Open International must be submitted **electronically with the use of the FAI on line application** at least three months in advance of the contest date with the appropriate fee payment to the FAI Office, ~~and on the appropriate registration form with copy to the President and Secretary who will inform the relevant Subcommittee Chairman.~~ Inclusion in the FAI Sporting Calendar of any Open International submitted after 15th November will be granted only with the written approval of the relevant Subcommittee Chairman. **For Drone Sports Open International events, the 15th November deadline to be eligible for inclusion in the World Cup of this class, is not applicable.**

Reason: To allow the switch from paper forms to the use of the new application which was launched officially in 2019. Also, to include in the rules the CIAM decision to allow World Cup event submission throughout the year.

General Rules Meeting recommended the proposal by majority. It was suggested by the UK delegate to put the last sentence of Paragraph c) to a separate vote but the Bureau decided that this has previously been accepted and has been in practice for the last two years in order to assist the development of the new discipline. Therefore a separate vote will not be needed.

Vote: Approved by the Plenary Meeting: For 41, Against 1. Effective 01/01/21.

b) C.7 Contest Officials

Bureau

In C.7.1 FAI Jury, modify sub-paragraph (d) as follows:

- d) The Jury President at each international contest must submit a report to the FAI within one month of the contest. This report must include descriptions of any deviation from the FAI Sporting Code and any exceptional circumstances that arose. 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 **Secretariat** 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.

Reason: To be in line with the FAI Sporting Code General Section and the Statutes.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 40, Against 1. Effective 01/01/21.

c) C.9 Judges Lists Nominations

Bureau

Modify this section - sub-paragraphs (a), c), d) and f) as follows:

- Nominations for persons to be put on the list **database** of international judges must be **submitted electronically with the use of the FAI on line application** received by the FAI Office no later than 15th November. **The nomination period starts every year on 15th September. The validity period is defined by the NAC concerned and it can be one (1) year or more** nominations are valid for two years starting the following January and can be updated annually. ~~If no list is returned by the deadline in any year, then the old one stands for one more year. The nominations may be submitted on paper, by email or by using the on-line submission procedure available on the FAI web site.~~
- b) Any judges appointed for a championship must be on the current or upcoming list **database** at the time of selection.
- c) For Category-1 events all judges must be chosen from the list **database** and be of different nationalities.
- d) For Category-2 events:
 - i) Where three or four judges are to be used, a maximum of two judges may be of the same nationality; where five judges are to be used, a maximum of three judges may be of the same nationality.
 - ii) if using four or five judges, a minimum of three judges must be selected from the official FAI list **database**.
 - iii) if using three judges, a minimum of two judges must be selected from the official FAI list **database**.
 - iv) the remaining judges should be experienced and recommended by the organiser of the Category-2 event.
- e) For subjective judging, a proportion of the judges chosen to judge at a championship must not have judged at the previous equivalent championship. This proportion to be as defined in the class rules.
- f) To comply with the principle of NACs and Airsports Persons, NACs are only permitted to submit names of persons of their own NAC.

Note: International judges are currently listed for the following classes:

F2A	F2B	F2C	F2D		
F3A	F3C	F3M	F3N	F3P	<u>F3S</u>
F4	S				

Reason: To allow the switch from paper forms to the use of the new application which was launched officially in 2019. F3S is also introduced to this section.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 40, Against 1. Effective 01/01/21.

d) C.10 Number of Models Eligible for Entry Bureau

In C.10.1 Class F – Model Aircraft, modify as shown below, including late additions:

F3A, F3C, F5B, F3M, **F9A** Two (2) only

F2A, F2B, F2C, F3B, F3D, **F3E**, F3J, ~~F5D~~, F3F, F3P **A**, **F3P AFM**, F5J, F9U
Three (3) only

Reason: F3P class has 2 subclasses and this is a clarification. F9A is a new class.
Technical Secretary Note: F5D no longer exists and F3E is the new class name.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

e) C.12 Model Processing F2 Subcommittee

Add a new sub-paragraph (f) as follows:

- f) If the competitor refuses the processing of his model (engine) during the contest, the competitor will be disqualified from the contest.

Reason: The CIAM general section does not regulate appropriately such issues. The new additional rule paragraph is for preventing those unclear situations in the future.

Technical Secretary Comment: See C.19.1 c) which defines 'deliberate attempts to deceive or mislead officials' as 'unsporting behaviour', and states that this 'should, as a guide, result in disqualification from the contest'. In addition, d) states that 'all competitors making use of a model, equipment or fuel which does not conform in all respects to the rules and regulations of the event or **which have not been verified by the organiser** shall be disqualified from the contest.'

This topic was discussed during the F2 Technical Meeting. It was agreed that the French Proposal which follows would be withdrawn in favour of the S/C. The French delegate confirmed this at the General Rules Meeting.

The General Rules Meeting considered the F2 Subcommittee proposal and amended it to read:

If a competitor or a class team (not the National Team) refuses to submit his model or engine for processing or refuses to comply with the FAI Jury's request during a processing procedure, he or the class team shall be disqualified from the competition.

General Rules Meeting unanimously recommended the proposal as amended.

Vote: Amended proposal was approved by the Plenary Meeting: For 38, Against 2.
Effective 01/01/21.

f) C.12 Model Processing

France

Add a new sub-paragraph (f) as follows:

- f) If a competitor (team) refuses the processing of his model or engine, or refuses to comply with the FAI jury's request during a processing procedure, it will be disqualified from the competition.

Reason: During the 2019 Control Line European Championships one team was refusing processing their model (engine) and the CIAM general section does not regulate appropriately such issues. The new additional rule is for preventing those issues in the future.

Technical Secretary Comment: The word 'it' is ambiguous. Is the intention that the model is disqualified, the competitor is disqualified or that the team is disqualified?

Withdrawn by France.

14.4 Volume CIAM Records

a) 4.5.3 Homologation Requirements (Space Models)

Serbia

Amend the section of 4.5.3.1 as shown below:

4.5.3.1. The competition flight card of the submitted record attempt shall be marked, "Record Attempt." ~~Tracking station angular~~ **Record attempt result** data must be entered in ink.

In addition see the following proposal b)

b) Forms: Application for record confirmation – Space Models

Serbia

*In this suite of forms, available from the 'Documents' section of the CIAM website, delete pages 4 & 5 (Table V Sheet 1 & 2) and replace with a single page form. Refer to **Agenda Annex 7a: Space Altitude Record Attempt Form**.*

Reason: Electronic altimeters have been used for altitude measurements in space models altitude classes S1, S2 and S5 for last ten years. Triangulation Method is not being used anymore because of slow procedure and limited accuracy of calculated altitudes in comparison with electronic measurements. Therefore it is necessary to change this form in relation with present situation.

c) Forms: Record Dossier Check Form – Space Models

Serbia

*In this suite of forms, available from the 'Documents' section of the CIAM website, amend the above form. Refer to **Agenda Annex 7b: Record Dossier Check List**.*

Reason: CIAM Sporting Code 4 was reorganized several years ago. So all paragraphs on aeromodelling and spacemodelling records were moved from Volume ABC Section C and Volume Space Models Chapter 14 to a new Volume CIAM Records. However, reference paragraphs in the Record Dossier Check Form - Space Models were not renumbered and that is necessary to do now to allow interconnection between this form and homologation requirements and homologation data defined in Volume Records, which should be submitted to CIAM for confirmation of records.

The Space Model S/C chairman recommended withdrawing these proposals from this year's agenda since the Space Models proposals will be discussed next year. The delegate from Serbia agreed and therefore the proposals were not included for approval by the Plenary.

14.5 Additional Proposals from the Bureau

A.5 Plenary Meeting

Bureau

Add a new paragraph.

A.5.5 Extraordinary Cases

In an extraordinary case (Force Majeure), and after a recommendation from the CIAM President, the CIAM Bureau may decide to cancel, postpone or host the meeting by electronic means. In that case the NACs and CIAM delegates must be informed well in advance of the meeting.

In extraordinary circumstances (Force Majeure), and after a recommendation from the CIAM President, the CIAM Bureau may decide to cancel, postpone, or host meetings by electronic means. In such cases the NACs and CIAM delegates must be informed well in advance of such meetings.

Reason: The events that took place this year resulting from the COVID-19 declared pandemic, proves that we need to have provisions / solutions for such cases.

General Rules Meeting unanimously recommended the proposal, which was subsequently amended slightly to agree with the paragraph heading.

Vote: Amended proposal was approved unanimously by the Plenary Meeting. Effective 01/01/21.

C.5.3 National team for World and Continental Championships

Bureau

Amend the paragraph e) as shown below:

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 to fly in the appropriate Senior World or Continental Championship for the concerned class, **within the three calendar years in the next appropriate World or Continental Championships in that category** following his becoming Junior World or Continental Champion.

Reason: Especially with Continental Championships the existing 3 years limit may not be met. This way a junior champion may not benefit at all from this privilege. With the amended version this will not be a case anymore.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

C.15.2 Current World Championships

Bureau

Amend paragraph C.15.2.2 Class S (Space Models).

Class S (Space Models)

The Space Models World Championships are held in ~~even~~ **odd** years. The following classes (or subclasses) are recognised for the Space Models World Championships:

1. Senior

S1B S3A S4A S5C S6A S7 S8E/P S9A

Note: Subclass S8E/P complies with sub-class S8E; the purpose of the contest in S8E/P is to achieve as exactly as possible the given time of 360 seconds and to precisely land the model in a specified landing circle of 10 metres radius.

2. Junior

S1A S3A S4A S5B S6A S7 S8D S9A

Reason: Recommended by the Space Models S/C after the COVID-19 outbreak.

General Rules Meeting unanimously recommended the proposal. If the Plenary accepts the proposal, there will need to be further changes to other paragraphs (including the Volume) as a consequence.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

C.15.9 Extraordinary circumstances

Bureau

Add this new paragraph

In the event of extraordinary circumstances (Force Majeure) the CIAM Bureau, after a recommendation from the CIAM President, may cancel or postpone FAI sanctioned CIAM events for a specific period. For First Category events, the CIAM President must consult with the FAI Secretary General and communicate with each organiser before the final decision.

Reason: The COVID-19 outbreak is a very good example of why CIAM Bureau should have the authority for such decisions.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

14.6 Section 4 Volume F1 - Free Flight

b) Annex 1 – Rules for Free Flight World Cup

F1 Subcommittee

Add a new World Cup class: F1Q Junior:

- Classes

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

Reason: To encourage junior participation in F1Q. This is the only Free Flight World Cup category without a related Junior class.

General Rules Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

14.7 Section 4C Volume F2 – Control Line

F2A – Control Line Speed

a) 4.1.17 Timing

Slovak Republic

Clarify by the addition of a sub paragraph c):

c) Immediately after finishing the actual flight, the competitor or the team manager can ask for the complete time sheet (including the times of each lap) or after finishing the round (the flights that day), the team manager(s) on request, will be provided with complete time sheets (including the times of each lap).

Reasons: As the electronic timing systems allows to provide detailed overview of entire flight - lap by lap, and at the last actual European Championships it was very positively received, when the organizer provided these time sheets for each individual team manager and or pilot on request.

The background was, on requests from pilots to get detailed time information of the particular flight.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 34, Against 2. Effective 01/01/21.

F2B – Control Line Aerobatics

b) 4.2.2 Characteristics of an Aerobatic Model Aircraft

Italy

Delete sub-paragraph 4.2.2 e):

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

Reasons: In Section 4 General Rule Volume para B.1.2.2 Category F2 - Control Line Flight, d) the use of external termination device is authorized:

d) For permanent shutdown of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the concerned country. The competitor will determine the suitability for use of the chosen system.

Technical Secretary Comment: The use of an external termination device is certainly authorized, but it should be pointed out that the purpose of 4.2.2 e) above, is **to prohibit its use to define the point of the beginning of the power-off descent in the landing manoeuvre**. Therefore, 4.2.2 e) is not contradicting CGR B.1.2.2 d) as is claimed.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 31, Against 3. Effective 01/01/21.

c) **4.2.6 Noise Testing**

F2 Subcommittee

Delete all of 4.2.6 Noise Testing content and replace by:

- a) If requested by the F2B Contest Director, or the Head Judge, or an FAI Jury member present at the contest site, the noise level of any competitor's model aircraft shall be officially measured. Such requests shall only be made during or immediately after an official flight and if, in the opinion of the official requesting the noise test, the model aircraft concerned seems to have a noise level higher than 96 dB(A) when measured at exactly 3 metres. All requests for an official noise test shall be made only to the F2B Contest Director who then shall arrange a noise test to be performed on the model aircraft in its unchanged flying condition. Measuring equipment used shall be calibrated and the limit must not be exceeded by more than 2 dB(A).
- b) If the model airplane fails to pass the noise test, the scores received in the related official flight are nullified.
- c) The pilot may ask for a second official noise test. If the noise is then found to be within limits the model airplane may be used for further official flights.
- d) A model aircraft failing to pass the second official noise test will be banned from further flying at the contest.

Reason: The F2B Working Group of the F2 Subcommittee notes that there have been virtually no exceedances of the currently applicable noise limits at World and Continental Class F2B Championships over the past 12 years. The F2B Working Group therefore recommends maintaining the existing noise limit and considerably simplifying the corresponding procedure.

The international F2B Working Group of the F2 SC has voted 6 For and 2 Against on this proposal.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

d) **4.2.11 Judging**

F2 Subcommittee

Amend sub-paragraphs l) and m) with the deletions and additions of the text shown, then add a new sub-paragraph n):

- l) All contest organisers shall arrange at least one judges' meal break per contest day. ~~If the judging panel/s request it, extra.~~ Further time shall also be scheduled for additional judges' breaks ~~(for example breaks of approximately 10 of approx.~~ of approximately 15 minutes duration at approximately 2 hour intervals throughout each round.
- m) ~~In any contest, No judge shall be scheduled to judge more than 50 contest flights or to perform a total of more than 10 9 hours of judging duty (whichever is the longer)~~ within any single contest day. This time shall include the above judges' calibration flight(s) and briefings but shall not include the breaks.

Add:

- n) Under extraordinary circumstances only, and with the unanimous approval of the judges' panel(s), the organiser may extend the time limit of

the judges' workload.

Reasons: At World and Continental Championships in previous years, the large number of F2B participants has led to a very high daily workload for the judges. In order to limit the resulting risk of fatigue of the judges, the F2B Working Group of the F2 Subcommittee suggests to limit the daily working time of the judges and to prescribe obligatory rest breaks of sufficient duration.

The international F2B Working Group of the F2 SC has voted 5 For and 2 Against on this proposal.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 36, Against 1. Effective 01/01/21.

e) 4.2.15 Description of Manoeuvres F2 Subcommittee

In the manoeuvres listed below, make the replacement of text as shown. Note: If adopted, ANNEX 4B CLASS F2B – JUDGE'S GUIDE: 4.B.5 and 4.B.7 must be adapted accordingly. See Item g) below.

4.2.15.4 Reverse Wing-over Manoeuvre	p 26
4.2.15.8 Two Consecutive Inside Square Loops Manoeuvre	p 27
4.2.15.9 Two Consecutive Outside Square Loops Manoeuvre	p 28
4.2.15.10 Two Consecutive Inside Triangular Loops Manoeuvre	p 29
4.2.15.12 Two Consecutive Horizontal Square Eights Manoeuvre	p 30
4.2.15.14 Hourglass Manoeuvre	p 32

Replace

~~Note: All turns in this manoeuvre should be between 1.5 metres and 2.1 metres radius.~~

by: **All corners in this manoeuvre must be smooth, precise and shall be of a tight radius.**

Reason: The specification of a precisely defined turn radius value developed in the USA in the 1970's, has since then repeatedly led to substantially different assessments of the quality of turns by the judges. In 2018, the AMA rule in the USA was therefore changed as specified in this proposal. In the interest of a globally uniform regulation, an appropriate adaptation of the FAI rule is recommended.

The international F2B Working Group of the F2 SC has voted 11 For and 1 Against on this proposal.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 35, Against 1. Effective 01/01/21.

f) 4.2.15.16 Four-leaf Clover Manoeuvre F2 Subcommittee

*Remove all sub-paragraphs describing this manoeuvre and replace with the text shown in **Annex 7c – F2B Four-leaf Clover Manoeuvre Description & Diagram**. In ANNEX 4J – CLASS F2B MANOEUVRE DIAGRAMS, remove the old diagram and replace with the diagram also shown in **Annex 7c**.*

Reason: Using accurate methods, it was proven that the current description and diagram of the manoeuvre is not compatible with the rules of spherical geometry. To eliminate this contradiction from the Rule, the F2B Working Group of the F2 SC has adjusted both the description and the diagram. For flight safety reasons an optional alternate manoeuvre entry procedure was added at the same time.

The international F2B Working Group of the F2 SC has voted 16 For and 2 Against on this proposal.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

g) **Annex 4B – F2B Judges' Guide**

F2 Subcommittee

In paragraph 4.B.5. General Comments on the Marking of Manoeuvres, replace all of sub-paragraph g) with the text below and

In paragraph 4.B.7. Judging Subjective Errors, replace all of sub-paragraph b).

This is as a consequence of the acceptance of Item f) - 4.2.15. Four-leaf Clover Manoeuvre above.

4.B.5. General Comments on the Marking of Manoeuvres

g) ~~Recognition of "maximum 2.1 metres radius" as an abrupt change of direction with the resulting requirement for the model to fly the tightest (sharpest) possible corner (see also 4.B.8).~~

g) Recognition of a turn in corner as an abrupt change of direction with the requirement for the model to fly the tightest (sharpest) possible corner (see also 4.B.7).

4.B.7 Judging Subjective Errors

b) Turn radii

~~Similarly, judges should recognise that the intent of the manoeuvre descriptions regarding the radius of corners in manoeuvres such as square loop, square eight, triangle, etc, is that models should turn as sharply (tightly) as possible. Therefore, although it is not possible for judges to accurately measure whether a model has or has not made a turn of between 1.5 and 2.1 metres radius, the intent is clearly that models should turn as tightly as possible when making such turns. Therefore judges should award the highest marks to models turning the tightest (sharpest) corners (provided that the required line elevation angles and/or the required model pitch attitude has also been achieved), and they should award the lowest marks to models making the largest (softest) such turns.~~

b) Turn radii

Judges should recognise that the intent of the Rule regarding corner radii in manoeuvres such as Square Loops, Square Eights, Triangles, etc. is that model aircraft should turn as sharply (tightly) as possible. Therefore judges should award the highest marks to model aircraft turning the tightest (sharpest) tighter (sharper) corners (provided that the required line elevation angles and/or the model aircraft's pitch angles have also

been achieved) and they should award the lowest marks to model aircraft making the largest (softest) such turns.

Reason: Consequential change to adjust the rules to the rule change 4.2.15.16.

F2 Technical Meeting unanimously recommended the proposal as amended in paragraph b).

Vote: Amended proposal was approved unanimously by the Plenary Meeting.
Effective 01/01/21.

h) Annex 4B – F2B Judges' Guide

Italy

Delete the entire paragraph 4.B.12. Results Awareness and consequently renumber the following paragraphs.

~~4.B.12. Results Awareness~~

~~In order to prevent influence of any kind, no judge should look at tabulated results scores and/or at contestants' "placing" until after the completion of a contest. Neither should judges discuss individual official flights, nor the execution of maneuvers; nor the marks awarded, nor the tabulated results (placing) or scores, with anyone at all during the whole contest. This includes discussions with the other judges, with any contestant, with any Team Manager, and with all spectators. The Head Judge should ensure that all members of the judging panel are aware of this requirement and that they all observe these requirements throughout the contest.~~

Reason: This requirement is obsolete, taking into consideration the social networks (e.g. Facebook, Twitter, Instagram, Whatsup, etc.) where the preliminary results are made available in real time, therefore it is quite impossible to avoid that a judge will not have access to the preliminary result.

We have to trust on the Judges' professionalism and fair behaviour that can be controlled through analysis of the score sheets.

Withdrawn by Italy.

F2C – Control Line Team Racing

i) 4.3.1 Team Racing Event

Italy

Amend the paragraph with the addition and deletion shown below:

A team racing event is a contest where all races start with three model aircraft (hereinafter called 'the model') except when, in exceptional cases, a race may begin with two **models** ~~or one model(s)~~. The models are flown simultaneously in the same circuit, for a specified number of laps. ...

Reason: Flying as a single pilot is not in the spirit of Team Racing Competition.

Withdrawn by Italy.

j) 4.3.5 Team Racing Event

Italy

Amend the sub-paragraph b) with the addition and deletion shown below:

- b) When a qualifying race does not contain three teams per rule 4.3.5.a), the judges shall ask for volunteers (from different nations in the case of World or Continental Championships) to allow the remaining race to start with three teams.

If there are sufficient or more, volunteers for a qualifying race, the Judges shall conduct a blind draw to start the race with three teams and shall conduct a separate draw for the segment choice order. The volunteer team(s) shall not be eligible to have a time registered or to be granted a re-flight from this race.

If there are insufficient volunteers, the competing ~~team(s)~~ **teams** will be allowed to start the race **with almost 2 (two) teams** ~~fewer than three teams~~ to complete their qualifying or semi-final race.

Reason: Flying as a single pilot is not in the spirit of Team Racing Competition.

Technical Secretary Comment: You can't have 'almost' two teams. Delete the word 'almost' or substitute with 'at least'. Consequence of previous proposal.

Withdrawn by Italy.

k) 4.3.3 Team Racing Model, Engine and Control System F2 Subcommittee

Amend the engine characteristics sub-paragraph 4.3.3.1 e) with the additional text shown below:

4.3.3.1

- e) The maximum exhaust outlet area is 60 mm² projected at the cylinder exhaust port or crankcase exhaust outlet whichever is smaller. If a silencer is used the exhaust outlet measurement is taken at the exhaust outlet end of the silencer. **The minimum length of a silencer (if used) must be 60mm and the minimum volume must be 15 cm³.**

Reason: The current sporting code does not contain a definition for silencer measurements i.e. a 2 mm long silencer can be defined as a silencer. To avoid loopholes, a minimum length and volume must be added.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 35, Against 1. Effective 01/01/21.

l) 4.3.3 Team Racing Model, Engine and Control System France

Amend the model characteristics sub-paragraph 4.3.3.2 i) with the deletion and additional text shown below:

4.3.3.2

- i) The landing gear shall permit normal take-off and landing. ~~It may be retractable during flight, but must return to its extended position before landing.~~ **The only movement of the permanently extended leg that is allowed, is for shock absorption.**

Reason: The majority of top teams uses it, so the 0.3 sec speed difference per km is equal to all teams. The suppression of this highly critical item will not be unfair to the top teams, but help new teams to come closer to them. This will help to make racing more attractive. Adding 0.3sec for 10 laps will help make races safer and easier to judge for the F2C Jury members. Building a model without retractable undercarriage is cheaper, easier and safer. It's a useless and expensive gadget that does not improve the classification, but makes the models more fragile in case of slightly hard landings. Makes progression to the top more difficult for new teams. Nowadays, a retractable undercarriage adds 200 to 350 Euros to the cost of the F2C models.

F2 Technical Meeting unanimously recommended the proposal with an implementation date of **1 January 2023**.

Vote: Approved by the Plenary Meeting: For 30, Against 6. **Effective 01/01/23**.

Technical Secretary's Note: The implementation of this rule on 01/01/23 will retire the current team race records (F136 & F137) because of this model specification change.

m) **New Annex – Annex 4N**

F2 Subcommittee

*Add a new Annex 4N: F2C Engine Extra Air Intake Processing Guide that outlines a Method for Testing F2C Engine Crankcase Leakage. Refer to **Annex 7d** for the text of the Guide.*

Reason:

Issue at hand

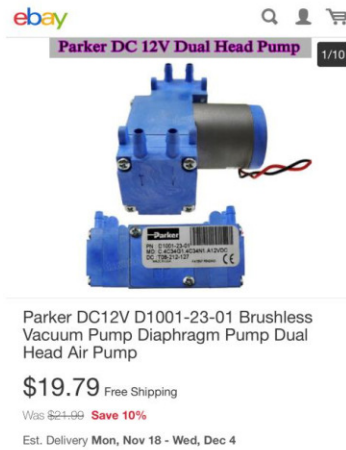
When 3.0 mm venturi rule for F2C was applied effective January 1, 2015 as part of the noise suppression effort, this severely restricted the ability of the F2C engine to pump air into the crankcase, thereby reducing engine power output and associated noise level.

Concerns have been raised recently that competitors may be tempted to exploit ways to create a controlled air leakage path into the crankcase through the crankshaft to crankshaft interface. At the 2019 European Championships, the controls processing official detected an engine that appeared to have varying degree of leakage through the crankshaft interface as the crankshaft is being rotated. Without clear guidelines of what constitutes acceptable variation in leakage, the official requested for the engine to be disassembled including removal of the crankshaft. The Team Manager refused to comply, claiming concerns about risk of their technology being copied, and the competitor subsequently withdrew from the competition.

It is envisaged that there are a few possible ways to create a controlled air leakage path into the crankcase through the crankshaft to crankcase interface. These are difficult or impossible to be detected visually without removal of the crankshaft from the engine.

Since crankshaft removal is a very complicated undertaking at the competition field, a practical method for evaluating what constitute acceptable leakage at the flying field is needed, so that crankshaft removal is to be performed as a last resort.

Examples of inexpensive DC 12V vacuum pumps available for purchase on eBay:



F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 34, Against 1. Effective 01/01/21.

F2F – Control Line Diesel Profile Team Racing

n) Annex 4H: F2F Control Line Diesel Profile Team Racing F2 Subcommittee

Amend the paragraph 4.H.3.2 Model Characteristics b) shown below:

4.H.3.2 Model Characteristics

b) Weight

i) Total maximum weight with empty tank is 700 g.

ii) ~~Total minimum weight with empty tank is 400 g.~~

ii) Total minimum weight with empty tank is 350 g.

Reason: The competitors' existing models weigh average +360 grams. Due to the 400 g minimal weight limit the competitors need to load models to meet the current rule, which shall modify model characteristics.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

o) 4.H.4 Fuel F2 Subcommittee

Delete the entire paragraph and replace with the text shown below:

4.H.4 Fuel

No fuel restrictions.

Reason: Any fuel substitutes (like lead) don't improve the performance anymore with the current engine (venturi) and propeller rule restrictions. Use of any fuel mixture will simplify organiser tasks.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 36, Against 1. Effective 01/01/21.

p) **4.H.8 Definition of an Official Flight**

F2 Subcommittee

Delete the note as shown below:

a) An official flight is completed when the conditions in 4.H.7 are met.

~~Note: In F2F, finishing a race at less than 50 laps is allowed, because the objective of the race is not the time flown, but the position in the race.~~

Reason: None given.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 32, Against 1. Effective 01/01/21.

q) **4.H.6, 4.H.7 and 4.H.10**

F2 Subcommittee

Delete existing rules as shown below:

4.H.6. Organisation of Races

~~delete the existing rules from 4.H.6. a-e~~
and replace by **See 4.3.5.**

4.H.7. Race from Start to Finish

~~delete the existing rules from 4.H.7 a-b~~
and replace by **See 4.3.6.**

4.H.10. Classification

~~delete the existing rules from 4.H.10. a-h~~
and replace by **See 4.3.9.**

Reason: The new (2019) rules have resulted in high disinterest in the F2F category. All organisers have replaced the existing rules with the 2018 rules and flown the competitions during the 2019 calendar season with the old rules.

This resulted in cancellation of the F2F events from the World Cup ranking.

F2F class is an entry class of F2C; and classification and race definitions should meet the F2C definitions.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

F2G – Control Line Electric Speed

r) **4.K.2 Characteristics of an Electric Speed Model Aircraft**

Switzerland

Delete all of 4.K.2 and replace by the following:

4.K.2 Characteristics of a Speed Model Aircraft driven by electric motor(s)

a) Maximum off-load voltage of power supply 42 V

b) Maximum weight of battery (or batteries) 200 g (incl. battery cables and connectors)

c) Minimum total projected area 5.0 dm²

d) Maximum total projected area 6.0 dm²

e) Maximum wing loading 100 g/dm²

f) Maximum wingspan 100 cm

Note: To determine the wingspan of an asymmetric model aircraft refer to CIAM General Rules B.4.27 and regard one point being at the thrust line of the aircraft.

g) The model aircraft must take off from the ground.

h) For safety reasons a radio control system as defined by CIAM General Rules B.1.2.2 c) may be used to control the start of the motor, in-flight power and the shutdown of the motor. A person other than the pilot may operate this system.

i) After shutdown the aircraft must be retained until its power system has been secured against accidental motor start.

k) An external manually operated device to disconnect the battery must be fitted to enable total shut-off of the power when the model aircraft is not airborne.

l) The pilot or a helper must connect the motor power battery to the ESC whilst preparing the model for flight inside the flying circle.

Safety Note: Whenever the battery is connected to the ESC the model aircraft must be either retained or the pilot must hold the handle in the centre of the flying circle.

Reason: Based on experience gained throughout the period of provisional validity of the F2G rules, the suggested modifications are considered to be prerequisite for the future safe operation of control line electric speed model aircraft.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 34, Against 1. Effective 01/01/21.

s) 4.K.7 Definition of an Attempt

Switzerland

Amend the paragraph with the addition shown below:

4.K.7 Definition of an Attempt

It is considered an attempt when the pilot does not engage the control handle in the pylon fork within 3 minutes after the starting signal. **It is also considered an attempt if the electric motor does not start within 3 minutes from the starting signal.**

a) For electric speed model aircraft, the starting sequence (signal) begins when the battery is connected to the ESC.

Reason: Based on experience gained throughout the period of provisional validity of the F2G rules, the suggested modifications have been found to be useful for the future conduct of F2G contests.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

t) **4.K.8 Number of Attempts**

Switzerland

Amend the paragraph with the addition shown below:

4.K.8 Number of Attempts

In the case of an unsuccessful first attempt for an official flight, the competitor is entitled to a second attempt. **In accordance with the pilot, second attempts shall be scheduled to take place within the shortest possible time needed to re-establish flight condition.**

Reason: Based on experience gained throughout the period of provisional validity of the F2G rules, the suggested modifications have been found to be useful for the future conduct of F2G contests.

F2 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 32, Against 1. Effective 01/01/21.

14.8 Section 4C Volume F3 - RC Pylon

F3E

a) F3E (former class F5D) New Rules F3 Pylon Racing Subcommittee

Complete new set of rules. Consequential deletion of references to F5D in the F5 Volume.

*See **Annex 7g** for Volume F3 Pylon Racing. Note: The relevant pages from the Volume, including the F3E Annexes (but not including F3D) have been provided.*

Also note that the numbering and layout of the Volume is provisional at this stage.

*See **Annex 7h** for Volume F5 General Rules, minus references to F5D. The complete F5D section and consequential headings throughout will also be removed.*

CIAM General Rules consequential changes have been made for the 2020 Volume.

Reason: Moving Electric Pylon from F5 to F3 Pylon Volume.

F3-Pylon Technical Meeting unanimously recommended the proposal as amended. Refer to the Minutes Annexes for the amended versions.

Vote: Amended proposal was approved unanimously by the Plenary Meeting. Effective 01/01/21.

F3 Pylon Racing

b) Annex 5.Y – Pylon Racing World Cup Rules Netherlands

Add a new Annex 5.Y – Pylon Racing World Cup Rules.

*See **Annex 7i** for the new Annex 5.Y – Pylon Racing World Cup Rules.*

Reason: To introduce World Cup rules for Pylon Racing and to expand the existing Eurocup worldwide.

F3-Pylon Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

14.9 Section 4C Volume F3 - RC Soaring

F3F – RC Slope Soaring Gliders

a) 5.8.3 Competitor and Helper Germany

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

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal as amended.

Vote: Amended proposal was approved unanimously by the Plenary Meeting. Effective 01/01/21.

b) 5.8.5 Number of Attempts Germany

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

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

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

c) 5.8.5 Number of Attempts Germany

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

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

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

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

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

d) **5.8.7 Organisation of Starts**

Germany

Delete the final sentence:

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal as amended.

Vote: Amended proposal was approved unanimously by the Plenary Meeting. Effective 01/01/21.

e) **5.8.8 Task**

Denmark

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

The task is to fly ten (10) legs on a closed speed course of one hundred (100) metres in the shortest possible time from the moment the model first crosses Base A in the direction of Base B. If some irremovable obstacles do not allow one hundred (100) metres the course may be shorter but not less than eighty (80) metres. This exception does not apply for world or continental championships.

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

Reason: To clarify that the competitor is responsible of the visibility of the model. As

the text is today it may be the responsibility of the team setting up the bases or the judges in the bases. The rule was clarified and agreed on as mentioned above at the World Championship 2016.

Withdrawn by Denmark but unanimously agreed by the F3-Soaring Technical Meeting to refer this back to the F3 Soaring Subcommittee for further consideration.

f) **5.8.8 Task**

Denmark

Add a sentence at the end of the paragraph:

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

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

Withdrawn by Denmark but unanimously agreed by the F3-Soaring Technical Meeting to refer this back to the F3 Soaring Subcommittee for further consideration.

g) **5.8.8 Task**

Germany

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

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

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

Withdrawn by Germany but unanimously agreed by the F3-Soaring Technical Meeting to refer this back to the F3 Soaring Subcommittee for further consideration.

h) **5.8.9 The Speed Course**

Denmark

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

Base A is the official starting plane. At Base A and Base B, an Official announces the passing of any part of the ~~intact~~ model in flight with a sound signal when the model is flying out of the speed course. Furthermore, a signal announces the first time the model is crossing Base A in the direction of Base B.

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

Technical Secretary Comment: The word 'intact' was added at the 2018 Plenary and agreed unanimously. The reason given was: 'Consequence of an event, that happened at the World Championships 2016. Scattering debris of a crashed model should not trigger the legal passing of a Base.'

F3-Soaring Technical Meeting unanimously declined to recommend the proposal and it was withdrawn by Denmark.

i) 5.8.10 Safety

Germany

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

The sighting device used for judging the turns must be placed in a safe position.

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

j) 5.8.12 Scoring

Germany

New formula and delete two references:

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

$(1000 \times Pw) / P$ etc.

$Ri = 1000 \times Tw / Ti$

where Ti = time of the competitor and

Tw = time of the winner in the related group.

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

F3-Soaring Technical Meeting unanimously recommended the proposal with the formula rewritten as shown above.

Vote: Amended proposal was approved unanimously by the Plenary Meeting. Effective 01/01/21.

k) 5.8.13 Classification

Germany

Add two numbers:

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

Reason: It's only a formal correction.

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

l) 5.8.17 Weather Conditions and Interruptions Denmark

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

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

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

Withdrawn by Denmark in favour of proposal -m-.

m) 5.8.17 Weather Conditions and Interruptions Germany

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

- a) the wind speed is below three (3) m/sec or more than twenty five (25) m/sec for at least twenty (20) seconds ~~two (2) metres above the ground at the flight-line.~~
- b) the direction of the wind ~~constantly~~ deviates more than 45° from a line perpendicular to the main direction of the speed course **for at least twenty (20) seconds.**

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

- c) in the case of rain.

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

Reason: There is also a precise definition of the time-period for the wind-deviation needed.

The wind speed and wind direction should be measured with the equipment of the organizer; the anemometer should be in a position that is well known by the organizer to get representative results.

Nightfall is also a reason to interrupt a competition.

F3-Soaring Technical Meeting unanimously recommended the proposal as amended.

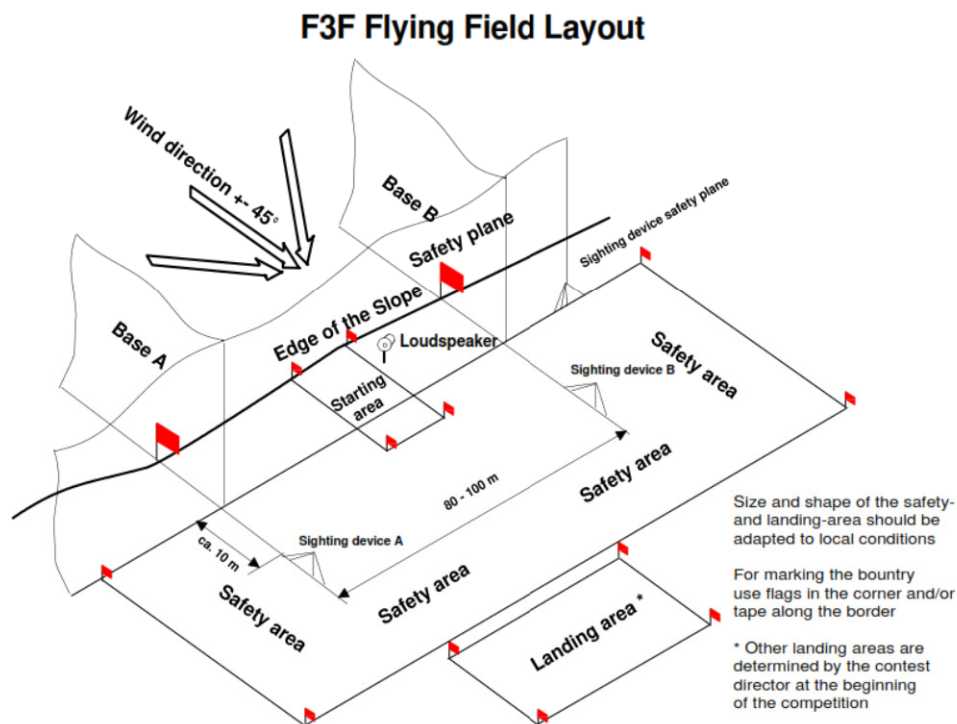
Vote: Amended proposal was approved unanimously by the Plenary Meeting.
Effective 01/01/21.

n) **5.8.18 Site**

Germany

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

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



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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 33, Against 1. Effective 01/01/21.

F3J – Thermal Duration Gliders

o) **5.6.8.2 Launching**

Switzerland

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

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

prevent the line unwinding from the reel during launch.

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

F3K – Hand Launch Gliders

p) 5.7.2.3 Change of Model Glider

Poland

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

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

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

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

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

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

F3-Soaring Technical Meeting unanimously declined to recommend the proposal and it was withdrawn by Poland.

F3Q – Aero Tow Gliders (Provisional)

q) 5.Q.3 Final Classification

France

In sub-paragraph ii), delete ‘five’ and replace by ‘six’:

5.Q.3. Final Classification

a : The score of any rounds is the sum of speed and duration scores.

b : The competitor's score is the sum of the rounds scores

c : The final score does not take into account :

i : the lowest round scored if three rounds or more are flown

ii : the two lowest rounds scored if ~~five~~ six rounds or more are flown

iii : the three lowest rounds s scored if nine rounds or more are flown

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

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

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

F3-Soaring Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

14.11 Section 4C Volume F5 – Electric Powered Motor Gliders

Category F5 – Electric Powered Motor Gliders

a) 5.5.1. General Rules

Switzerland

Modify 5.5.1.7 'Competitor and Helper', as shown below:

5.5.1.7 Competitor and Helper

Each competitor must operate his radio equipment personally. ~~Each competitor is permitted two helpers and the team manager.~~

Each competitor is permitted 1 (one) helper. In competitions where there is a team/nation ranking, a team manager (or another team member, if the pilot is also team manager) will be allowed as second helper. A person that launches the plane (launcher) and leaves base A after launch is not counted as a helper. The helper can be exchanged during the flight (for example different helpers for distance and duration task).

Reason: The flight line gets sometimes too crowded (up to 4 persons on the field plus official timekeeper) and the pilot gets rather distracted by irrelevant communications. With only one helper the pilot has to take more responsibility in the flight tactics. Less conflicts for starting orders (team protection). Team manager (as an additional helper) not needed in competitions without team ranking.

Withdrawn by Switzerland.

b) 5.5.2 Contest Rules

Bulgaria

Delete sub-paragraph a) in 5.5.2.1 'Definition of an Official Flight', and replace it with the text shown below:

5.5.2.1 Definition of an Official Flight

~~a) During a two (2) minute starting period, the competitor is allowed an unrestricted number of attempts, hand launches or starts from the ground (except F5B, para 5.5.4.4 d). An attempt starts when the model aircraft is released by the competitor or his helper(s). After the first attempt, it is no longer allowed to take another model aircraft. The timekeeper will start the timing device at each attempt. After two minutes, no further launching or take off is allowed and the flight is being considered as official, the model aircraft being airborne or not. The pilot may repeat a second two-minute starting period only if:~~

a) During a two (2) minute starting period, the competitor is allowed an attempt which starts when the model aircraft is released by the competitor or his helper. After two minutes, no further launching or take off is allowed and the flight is scored with 0 points. [The pilot may repeat a second two minute starting period only if:](#)

Reason: F5D was moved to F3 Pylon SC and present rule is not useful anymore.

Technical Secretary Comment: The final sentence: 'The pilot may repeat a second two-minute starting period only if:' relates to b) and c) sub-paragraphs which follow and should not be deleted.

F5 Technical Meeting unanimously recommended the proposal and sought the Technical Secretary's advice on the wording. The sentence in blue has been retained at the end of paragraph a), since b) and c) have been retained.

Vote: Approved by the Plenary Meeting: For 30, Against 1. Effective 01/01/21.

Annex 5E – Rules for Electric Flight World Cup Events

c) **5E.2. Procedure for Nomination of World Cup Contests** **F5 Subcommittee & Bulgaria**

Amend paragraph 5E.2.1 as follows:

5E. 2.1 The Electric Flight World Cup will be organised in classes F5B (**Multi Task** Gliders) ~~F5D (Pylon Racing Aeroplanes)~~ and F5J (Thermal Duration Gliders) during the years in which there are no World Championships. **every year.**

Reason: F5 FAI World Cup events becomes more and more events and competitors (F5 Subcommittee). World Cups are very popular events (Bulgaria).

F5 Technical Meeting unanimously recommended the proposal.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

d) **5E.2.4 Procedure for Nomination of World Cup Contests** **F5 Subcommittee**

Amend the paragraph 5E.2.4 as follows:

5E. 2.4 The ~~Subcommittee Chairman~~ **World Cup Coordinators** collects results of each competition, produces and distributes the World Cup positions.

Reason: World Cup Coordinators are necessary in booming classes.

Technical Secretary Comment: Please confirm if one or more World Cup Coordinators are intended. As the proposal stands, the grammar is incorrect.

F5 Technical Meeting unanimously recommended the proposal and sought the Technical Secretary's advice on the wording. An amendment has been made.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

e) **5E.3. Classification** **Bulgaria**

Delete the paragraph 5E.3.1 and replace it with the text shown below:

5E. 3.1 ~~During a year, a maximum of three (3) contests will be counted. If a competitor flies in more than three contests, his three (3) best results will be~~

allocated.

- 5E. 3.1 **In the case of twenty (20) or fewer World Cup contests during a year, a maximum of three (3) contests will be counted. In the case of more than twenty (20) World Cup contests during a year, a maximum of four (4) contests will be counted. If a competitor flies in more than three (or four contests), his best three (or four results) will be allocated.**

Reason: In last few years, F5J World cups are well over 25 and best 3 results are not fair enough to give good presentation for overall result.

Technical Secretary Comment: This proposal has been amended to correct the English grammar.

F5 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 33, Against 1. Effective 01/01/21.

f) **5E.3. Classification**

Bulgaria

Add a sentence to paragraph 5E.3.2 as follows:

- 5E. 3.2 Not more than one (1) contest could be counted in the same country. **In case of counties with more than 2 time zones, two (2) contests could be counted.**

Reason: This will be fairer for pilots living in big countries.

F5 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 29, Against 1. Effective 01/01/21.

g) **5E.3. Classification**

Bulgaria

Replace paragraph 5E.3.3 with a table of points.

- 5E. 3.3. Points awarded at a World Cup Contest

~~1st place = 100 points,~~

~~2nd place = 75 points~~

~~3rd place = 60 points~~

~~4th place = 50 points~~

~~5th place = 49 points~~

~~6th place = 48 points, etc.~~

~~54 points – R = World Cup points (R = individual ranking)~~

	Number of competitors (with valid results)					Number of competitors (with valid results)					Number of competitors (with valid results)		
Position	70 and more	40 - 69	39 and less		Position	70 and more	40 - 69	39 and less		Position	70 and more	40 - 69	39 and less
1.	100	90	80		31.	50	39	9		61.	20	9	
2.	90	80	70		32.	49	38	8		62.	19	8	
3.	85	75	65		33.	48	37	7		63.	18	7	
4.	80	70	60		34.	47	36	6		64.	17	6	

5.	77	67	55	35.	46	35	5	65.	16	5	
6.	75	65	50	36.	45	34	4	66.	15	4	
7.	74	63	45	37.	44	33	3	67.	14	3	
8.	73	62	42	38.	43	32	2	68.	13	2	
9.	72	61	39	39.	42	31	1	69.	12	1	
10.	71	60	36	40.	41	30		70.	11		
11.	70	59	34	41.	40	29		71.	10		
12.	69	58	32	42.	39	28		72.	9		
13.	68	57	30	43.	38	27		73.	8		
14.	67	56	28	44.	37	26		74.	7		
15.	66	55	26	45.	36	25		75.	6		
16.	65	54	24	46.	35	24		76.	5		
17.	64	53	23	47.	34	23		77.	4		
18.	63	52	22	48.	33	22		78.	3		
19.	62	51	21	49.	32	21		79.	2		
20.	61	50	20	50.	31	20		80.	1		
21.	60	49	19	51.	30	19		81 - last	1		
22.	59	48	18	52.	29	18					
23.	58	47	17	53.	28	17					
24.	57	46	16	54.	27	16					
25.	56	45	15	55.	26	15					
26.	55	44	14	56.	25	14					
27.	54	43	13	57.	24	13					
28.	53	42	12	58.	23	12					
29.	52	41	11	59.	22	11					
30.	51	40	10	60.	21	10					

Reason: This will be fairer for pilots competing in bigger contests. All participants will take World Cup points depending on ranking. Less advance for top ranking than the present rule.

F5 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 30, Against 1. Effective 01/01/21.

h) 5E.3. Classification

Bulgaria

Add a new paragraph 5E.3.4 as follows. Please consider the suggested amendment to the wording of this proposal below:

5E. 3.4. In case of more than 10 juniors or women participants in World Cup overall results. FAI medals must be awarded for Junior and Woman World cup ranking.

Technical Secretary Comment: Suggested modification to this proposal in line with the CGR Volume 2020 follows:

5E. 3.4. Juniors and Women

There will be a separate classification for juniors and women, provided that more than 10 such competitors are listed in the World Cup ranking. Medals and diplomas shall be awarded in accordance with CGR C.2.2.3.

Reason: As in some other FAI classes already done it will encourage junior and

woman participation in World cup events.

F5 Technical Meeting unanimously recommended the proposal.

Vote: Approved by the Plenary Meeting: For 31, Against 1. Effective 01/01/21.

F5B – RC Electric Powered Multi Task Gliders

i) 5.5.4.1 Definition

F5 Subcommittee

Delete a section from sub-paragraphs b), and replace it with the text shown below:

b) Model Aircraft specifications:

Minimum weight without battery 1000 g

Minimum surface area 26.66 dm²

Type of battery Any type of rechargeable batteries

Maximum number of equivalent cells in series. At any point in the flight, the maximum voltage of the flight battery must not exceed 42 volts.

Minimum weight of battery pack 400 g

~~The maximum amount of energy to be used in one flight is 1750 W*min.~~

~~Anything over this will result in a deduction of 1 point per 3 W*min over 1750 W*min.~~

The maximum allowed amount of energy to be used in one flight is 1750 watt-minutes. If this limit is exceeded a penalty of 1 point for every 3 watt-minutes will be applied to the score. In the case where less than 1750 watt-minutes is used there will be a bonus of 10 points for every 3 watt-minute less than the 1750 limit applied to the score.

The amount of energy in one flight must be stored by a logger.

Reason: Makes the malus-bonus system more interesting.

Withdrawn by F5 Subcommittee.

j) 5.5.4.1 Definition

Switzerland

Delete sections from sub-paragraphs b), g) and h) as follows. Rename h) as g):

b) Model Aircraft specifications:

Minimum weight without battery 1000 g

Minimum surface area 26.66 dm²

Type of battery Any type of rechargeable batteries

Maximum number of equivalent cells in series. At any point in the flight, the maximum voltage of the flight battery must not exceed 42 volts.

Minimum weight of battery pack 400 g

~~The maximum amount of energy to be used in one flight is 1750 W*min.~~

~~Anything over this will result in a deduction of 1 point per 3 W*min over 1750 W*min.~~

The amount of energy in one flight must be stored by a logger.

~~g) With the logger, 1 (one) point is deducted for every 3 (three) watt-min used over the limit.~~

h) **g)** Starting order for World and Continental Championships: the starting order for the first round will be established by random draw. For the next rounds the starting order will follow the reversed ranking list. ~~Frequency will not follow frequency and t~~ Team member will not follow team members.

Reason: Replaced by energy bonus/penalty. See item p).

Withdrawn by Switzerland.

k) 5.5.4.1 Definition

Switzerland

Add a sentence to sub-paragraph h) or g) (if renumbered) as follows:

h) **g)** Starting order for World and Continental Championships: the starting order for the first round will be established by random draw. For the next rounds the starting order will follow the reversed ranking list. ~~Frequency will not follow frequency and t~~ Team member will not follow team members.

In competitions with more than 4 foreseen rounds, the starting order of the last round should be the reversed ranking. Team members that follow each other in the ranking should not be separated by more than 2 other competitors.

Reason: Starting order: in big international championships the last round will be more interesting for spectators as they will easily know when the “good ones” are flying.

Withdrawn by Switzerland.

l) 5.5.4.4 Launching

Switzerland

Modify 5.5.4.4 with the following deletions and additions:

~~a) Before launching, the competitor has to show to his timekeeper how he controls his motor(s) on his transmitter (on, off, reversing);~~

b) **a)** The launch will occur behind the safety line **plane** within 10 m from Base A.

c) **b)** The model aircraft is released into flight directly from the hands of the competitor or his helper, without assistance. The model aircraft shall not be launched from a height greater than the flier's normal reach above the ground.

d) **c)** After the aircraft is hand-launched and the timing device is started, no further launching is allowed. The flight is considered official, whether the model aircraft is airborne or not.

d) The competitor is given a 90 second preparation time.

Reasons:

14. Control receiver takes care of monitoring motor on/off. a) is obsolete, therefore deleted.

b) Safety line is not mentioned in course layout, correct: safety plane.

d) Stop the tactical waiting for “good” conditions... this will speed up the rounds.

Withdrawn by Switzerland.

m) **5.5.4.5 Distance Task**

Switzerland

Modify sub-paragraph a) as follows:

a) This task begins when the model aircraft is hand-launched and ends after 200 seconds. ~~Time of release is to be taken by one timekeeper.~~ **Time is started when motor on is detected by control receiver during the launch.**

Reason: Starting of the task time by electronic device is more precise than a button pressed by an official. If the model leaves the hand of the helper and the motor does not switch on when full throttle is given the time will start. No restart or switching to model B is allowed as mentioned in 5.5.4.4.

Withdrawn by Switzerland.

n) **5.5.4.5 Distance Task**

Switzerland

Add a sub-paragraph h) to paragraph 5.5.4.5 as follows:

a) – g) unchanged

h) After reaching 1500Wmin. the on-board limiter/logger/telemetry device must stop the motor and not allow it to start again until 200sec. after first motor start (start of duration task).

Reason: Limiting energy during distance task reduces the risk of excessive power consumption and gambling with weather conditions. Reduces also the motivation for a short “rocket climb” at the end of the distance task.

It adds new element for tactics: Power/energy saving during distance task can help to save energy for duration task if energy bonus is introduced (additional proposal, see item p)).

Withdrawn by Switzerland.

o) **5.5.4.6 Duration and Landing Task**

F5 Subcommittee

Delete a section from 5.5.4.6 d) as follows:

d) Duration time is cumulative. ~~and one point will be awarded for each full second the model aircraft is flying. 3 points will be deducted for each 1 second of motor running time.~~

Reason: The consideration of the energy consumption makes the deductions of motor running time unnecessary.

Withdrawn by F5 Subcommittee.

p) **5.5.4.6 Duration and Landing Task**

Switzerland

Delete sections of sub-paragraph c) and d) and replace with new sub-paragraph i) as follows:

- a) This task must be completed within 600 seconds from the moment the audio signal is given.
- b) The competitor has to decide how much and how often he will switch on the motor.
- c) The duration task score-keeping device keeps track of ~~the motor run time as well as~~ the glide time. Duration task scoring ends when the model aircraft comes to rest after landing.
- d) Duration time is cumulative and one point will be awarded for each full second the model aircraft is flying. ~~3 points will be deducted for each 1 second of motor running time.~~

e) – h) remain unchanged.

- i) **The consumed energy for the whole flight will be read out after landing. An energy bonus/penalty will be awarded according to the following scheme:**

Total energy:

a) <1700Wmin: bonus of 1 point per 10Wmin

b) 1700 - 1800 Wmin: energy penalty: -1 point per 10Wmin over 1700Wmin, until 1800Wmin

c) >1800 Wmin: energy penalty: -1 point per 3 Wmin over 1800Wmin in addition to b)

Reason: Motor runtime will be replaced by energy management bonus/malus system. Within a range of 1700-1800Wmin flights as we see them now will be possible. Energy penalty is similar to motor runtime penalty. It will favour more efficient (slower) climbs and prevent single rocket-like climbs.

A bonus can encourage lower power setups that are not competitive right now. High risk (high energy) tactics will be “punished” stronger than now.

[Withdrawn by Switzerland.](#)

q) **5.5.4.6 Duration and Landing Task**

Switzerland

Modify sub-paragraph f) in 5.5.4.6 with deletions and additions as follows:

- f) Additional points will be awarded for landing; when the model aircraft comes to rest in the 30 m circle, ~~10 points will be given while coming to rest in the 20 m circle gives 20 points, and when coming to rest in the 10 m circle 30 points will be given.~~ **A maximum of 30 points is given when the nose of the plane comes to a rest within 2.5m of the centre (5m circle). 5 points less will be given for each additional 2.5m.** The distances are measured from the centre of the circle to the nose of the model aircraft. **If possible the 5m/10m/20m and 30m landing circles are marked on the ground. Distances will always be measured with a band attached to the centre point.**

- g) No additional points will be awarded if the landing occurs more than 630 seconds after beginning of this task (as per 5.5.4.6.a)).

Reason: Refining the landing points will add a little more weight on the duration and landing task.

Withdrawn by Switzerland.

F5J – RC Electric Powered Thermal Duration Gliders

r) 5.5.11.10. Launching

Bulgaria

Add text to sub-paragraph 5.5.11.10. e) as follows:

- e) The launches must be straight forward **ahead for at least three (3) seconds**, with the motor running. Any other type of launch is not allowed. A penalty of 100 points will be applied for any breach of this rule.

Reason: **Safety** – This rule was successfully used as local rule at F5J ECh 2018 and F5J WCh 2019. Prevent dangerous manoeuvres close of over access corridor at launch.

Technical Secretary Note: Because this is an urgent safety proposal a request will be made for early implementation under CGR A.11.1. A Technical Notice will be placed on the CIAM website. Note that the rule A.11.1 b) states that: 'Any amended or new safety rule(s) shall appear in the Organiser Bulletins of the appropriate championship(s) being held that year.'

F5 Technical Meeting unanimously recommended the proposal and sought the Technical Secretary's advice on the wording. An amendment was made.

Vote: Approved unanimously by the Plenary Meeting. Effective 01/01/21.

F5K (old class was deleted in 2019) – Thermal Duration Gliders For Multiple Task Competition With Electric Motor And Altimeter/Motor Run Timer (AMRT)

s) F5K

Netherlands

Insert a new set of rules for F5K. Refer to **Annex 7e** for the rules and **Annex 7f** for a description of the F5K class.

Technical Secretary Comment: If accepted, the numbering for this class could be 5.5.10 to slot between F5G and F5J in the volume or 5.5.12 to follow F5J in the volume (before the World Cup Annex 5E). The numbering in the Annex has been left as proposed.

Reason: Many pilots fly F5J, but also like the dynamic tasks of F3K, they are unable to participate due to physical problems (injury). Launch height in the current F3K competition is very important. To be competitive, you must launch at least 60 meters plus. Some of the younger pilots launch the plane up to 80 meters or even more. That is why we decided to start a new competition that still revolves around thermal soaring, but where everyone can participate in this "F3K Multi Task Competition". We call it F5K.

F5 Technical Meeting unanimously recommends the proposal. It could be implemented as soon as the specifications for the AMRT are approved and there

are approved devices listed.

Vote: Approved by the Plenary Meeting: For 31, Against 1. Effective 01/01/21, and implemented in line with the Technical Meeting recommendations.

14.12 Section 4C Volume F9 – Drone Sport

F9A – Drone Soccer

a) B.1.1. Weight and Size

Germany

Modify the following section by deleting text and replacing it as shown below:

B.1.1. Weight and size

A spherical outer protective frame shall surround the drone ball. ~~The diameter of the frame must be 40 cm ± 2 cm.~~

The diameter of the shell have a diameter of (30 cm to 40 cm) ± 2 cm.

Reason: There is only one reference point for Soccerballs in Europe, the company Helsel EU in France. The supply options are poor, the prices are very high. Other companies offer a 30 cm version throughout Europe. For this the delivery of the balls as well as the spare parts is secured. 30cm soccer Balls are sold worldwide via a dealer network. Therefore, the inclusion of these balls in the regulations makes sense.

Withdrawn by Germany.

F9U – Multi-Rotor FPV Racing

b) C.1.3. Propellers

Germany

Delete the text shown below:

C.1.3. Propellers

~~Any Propeller protection devices is forbidden.~~

Reason: The free-rotating propellers on the copter pose a significant risk potential. If a copter is out of control, significant cuts can be the result. In all companies, occupational health and safety demands that rotating parts require a protective device. It should therefore be allowed in the regulations and not prohibited.

Withdrawn by Germany, since it is already implemented.

c) C.6 Event Organisation

Germany

Modify the following section by deleting text and replacing it as shown below:

C.6. Event Organisation

It is recommended to run the event with a maximum of 4 (four) **six (6)** pilots per race. ~~Nevertheless, the qualifying rounds and/or the optional additional rounds may be run with 6 (six) pilots per group subject it is legally and technically possible and if the number of competitors justify.~~

Reason: The pilots want the maximum number of flights on a race weekend. In most countries we can use 8 frequencies on the Raceband. Thus, the expansion to 6 pilots per race would be significantly increased the number of flights per competitor. The experience from 2019 shows that the risk of crashes with 6 pilots does not increase.

Withdrawn by Germany.

d) **C.6.4. Elimination Stage**

Germany

Add text as follows:

C.6.4. Elimination stage

The elimination stage will be organized according to one of the three following scenarios:

- Scenario A - 64 competitors selected from qualification stage.
- Scenario B - 32 competitors selected from qualification stage.
- Scenario C - 16 competitors selected from qualification stage.
- **Scenario D - Riser System**

Supporting Data

The races are divided so that each of the participants with a straight placement and the participants with an odd placement form the races.

All races with participants who had reached a straight placement forms the race column A.

All race with participants who had an odd placement, forms the race column B.

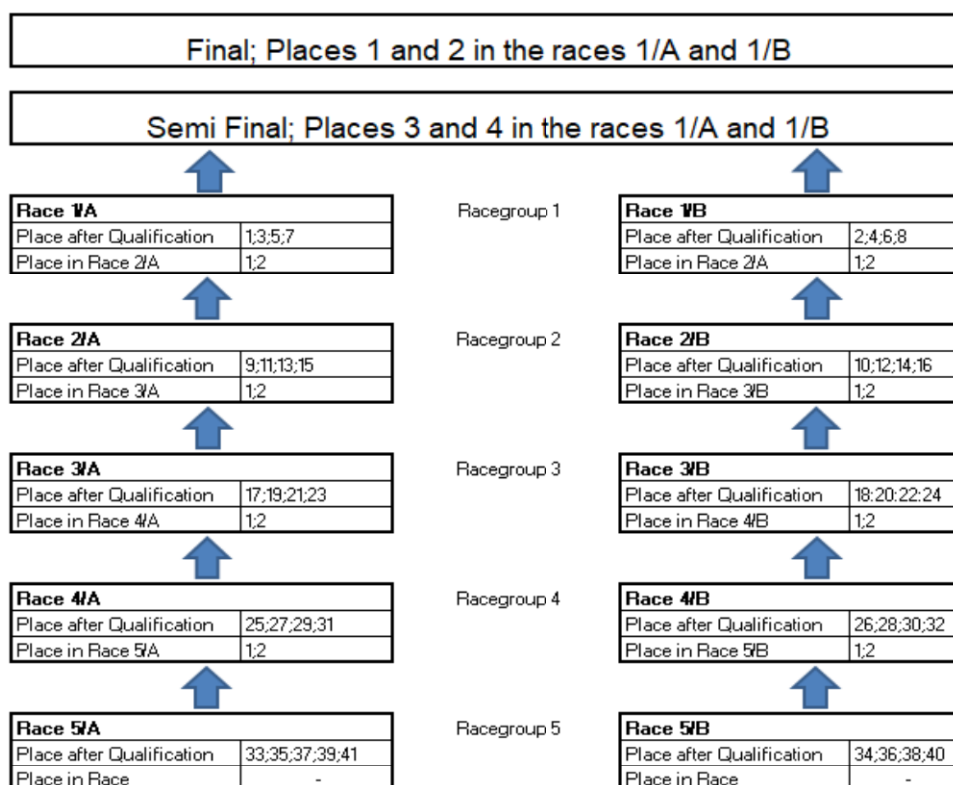
Two races each from the race columns A and B at the same height form the race group.

From each race of a race group, the two best drivers climb into the race of the next higher race group.

The elimination phase ends with the determination of the participants of the small and the big final.

The appendix lists a scheme for the promotion procedure, which should be adapted to the number of participants.

Example for an Elimination Stage with 41 participants



Reason: The systems listed in the rules are designed for 4 participants in the elimination race. Not all participants can participate in the elimination phase. The riser system can be designed for any number of participants in a race. All competitors participate in the riser system.

The results of the qualification go into this phase more strongly.

The F9 Technical Meeting decided to refer the proposal back to the S/C for further consideration. Withdrawn by Germany.

Proposals for Temporary Rule Changes

Proposal CAT 1 juniors

Bureau

The Junior age limit specified in C.5.1 be increased by 1 year for participation in CAT 1 events which were postponed from 2020 to 2021. This applies to:

World Championships

Junior events in F1D, F1A, F1B, F1P, F3J, Space Models

4th team member junior in F2A, F2B, F2C, F2D, F3F, F4CH, F5B

European Championships

Junior event in F5J

Reason: For some of the competitors who were preparing to participate in the 2020 Championships these would have been their last championship as a junior. In the case of the championships which have been postponed from 2020 to 2021 the change of rule will allow them to continue to compete in the 2021 Championships concerned.

Proposal World Cup juniors

Bureau

The Junior age limit specified in C.5.1 be increased by 1 year for participation in Junior World Cup events in 2021. The classes with specific World Cups for Juniors are F1A, F1B, F1P, F1E.

Reason: To allow a last Junior World Cup for the competitors who were in their final year as a junior in 2020.

Propozycje tymczasowych zmian przepisów

Propozycja Biura CIAM juniorzy zawody CAT-1

Limit wieku juniorów określony w C.5.1 zostanie podwyższony o 1 rok na udział w zawodach CAT 1, które zostały przełożone z 2020 na 2021. Dotyczy to:

Mistrzostwa Świata

Imprezy juniorskie w F1D, F1A, F1B, F1P, F3J, modelach kosmicznych

Czwarty młodszy członek zespołu w F2A, F2B, F2C, F2D, F3F, F4CH, F5B

Mistrzostwa Europy

Impreza juniorska w F5J.

Powód: dla niektórych zawodników, którzy przygotowywali się do udziału w Mistrzostwach 2020, byłyby to ostatnie mistrzostwa juniorów. W przypadku mistrzostw, które zostały przełożone z 2020 na 2021 rok, zmiana reguł pozwoli im kontynuować rywalizację w danych Mistrzostwach 2021.

Propozycja Prezydium Juniorów Pucharu Świata

Limit wieku juniorów określony w C.5.1 zostanie zwiększony o 1 rok na udział w zawodach Pucharu Świata Juniorów w 2021 roku. Klasy z określonymi Mistrzostwami Świata Juniorów to F1A, F1B, F1P, F1E.

Powód: zezwolić na ostatni Puchar Świata Juniorów dla zawodników, którzy byli w ostatnim roku jako junior w 2020 roku.

15. ELECTION OF CIAM OFFICIERS AND SUBCOMMITTEE CHAIRMEN**15.1. CIAM Officers** **15.1 Władze CIAM**

The nomination process took place electronically with notification to the FAI office by the authorized delegates.

The results were distributed by the FAI office on the 26th of October 2020.

The results of the elections are shown in bold text:

President **Mr Antonis Papadopoulos**

1st Vice President **Mr Bruno Delor**

2nd Vice President **Mr Narve Jensen**

~~Mr Robert Herzog~~

3rd Vice President **Mr Andras Ree**

Secretary **Mr Massimo Semoli**

Technical Secretary **Mr Kevin Dodd**

15.2 Wybrani Przewodniczący podkomisji specjalnościowych

15.2. Subcommittees Chairmen to be elected

The nomination process took place electronically with notification to the FAI office by the authorized delegates.

The results were distributed by the FAI office on the 26th of October 2020.

The Subcommittees Chairmen elected are shown in bold text.

F2 Control Line **Mr Vernon Hunt**

~~Mr Ferenc Orvos~~

F3U FPV **Mr Bruno Delor**

F4 RC Scale **Mr Pal Anthonisen**

F5 RC Electric **Mr Emil Giezendanner**

F7 RC Aerostats **Mr Johannes Eissing**

S Space Models **Mr Zoran Pelagic**

Education **Mr Per Findahl**

15.3 Potwierdzenia Przewodniczących podkomisji specjalnościowych

15.3. Subcommittee Chairmen to be confirmed

F1 Free Flight **Mr Ian Kaynes, confirmed in post**

F3 RC Aerobatics **Mr Peter Uhlig, confirmed in post**

F3 RC Soaring **Mr Tomas Bartovsky, confirmed in post**

F3 RC Helicopter **Mr Stefan Wolf, confirmed in post**

F3 RC Puller Racing **Mr Bob Matkemeier, confirmed in post**

16. MISTRZOSTWA ŚWIATA I KONTYNENTALNE MISTRZOSTWA FAI 2021-2024

Głosowanie ofert odbyło się drogą elektroniczną.

16. FAI WORLD AND CONTINENTAL CHAMPIONSHIPS 2021 - 2024

The voting for the bids was electronically conducted.

16.1. Discussion about First Category events for 2021 due to COVID-19

The 2020 F4CH World Championship in Norway will be moved to 2022 and the 2022 F4CH World Championship in Romania will be moved to 2024.

Some nations, like New Zealand and Australia, are discouraged by their Authorities to travel abroad which will impact the World Championships.

16.1. Dyskusja na temat zawodów pierwszej kategorii CAT-1 w 2021 roku z powodu COVID-19

Mistrzostwa Świata F4CH 2020 w Norwegii zostaną przeniesione na 2022 rok, a Mistrzostwa Świata F4CH 2022 w Rumunii zostaną przeniesione na 2024 rok.

Niektóre kraje, takie jak Nowa Zelandia i Australia, są zniechęcane przez swoje władze do podróżowania za granicę, co będzie miało wpływ na mistrzostwa świata

2021 European Championships	Subcommittee Chairman	Organiser Country	Bids Form Delivered	Late	Assessment Result	Remarks
F5J Electric Power Thermal Duration Gliders – Sen & Jun	Emil Giezendanner	Hungary			Postponed from 2020	22 – 28 August
2021 World Championships	Subcommittee Chairman	Organiser Country	Bids Form Delivered	Late	Assessment Result	Remarks
F3D, F3E Pylon Racing – Sen & Jun	Rob Metkemeijer	USA			Awarded by CIAM Bureau in 2020	Muncie, 29 June – 5 July
F3K Soaring Sen & Jun.	Tomas Bartovsky	SLOVAKIA			Awarded in 2019	Martin, 10-17 July
F3A Aerobatics	Peter Uhlig	USA			Awarded in 2018	Muncie, 11 – 20 July
F1E Sen & Jun	Ian Kaynes	ROMANIA			Awarded in 2019	Turda, 17 – 20 July
F3CN Helicopters	Stefan Wolf	ROMANIA			Awarded in 2019	Brazov, 30 July – 6 August
F3B Thermal Duration Sen & Jun.	Tomas Bartovsky	DENMARK			Awarded by CIAM Bureau in 2020	Rodekro, 1 - 8 August
F3J Model Gliders Sen & Jun	Tomas Bartovsky	SLOVAKIA			Postponed from 2020	Tevosky Hradok, 2 – 7 August
F2 Control Line Model Sen & Jun.	Hunt Vernon	POLAND			Postponed from 2020	Wloclawek, 9 – 14 August
F1A, F1B, F1P Free Flight Juniors	Ian Kaynes	FRANCE			Awarded by CIAM Bureau in 2020	Moncontour, 14 – 21 August
F1A, F1B, F1C Free Flight Senior	Ian Kaynes	FRANCE			Awarded in 2019	Moncontour, 14 – 21 August
Space Models Sen & Jun	oran Pelagic	ROMANIA			ostponed from 2020	Buzau, 21 – 27 August
F5B Electric Model Sen & Jun	Emil Giezendanner	BULGARIA			Postponed from 2020	Dupnitsa, 12 – 17 September
F3F Model Gliders Sen & Jun	Tomas Bartovsky	FRANCE			Postponed from 2020	Limoux, 3 – 9 October
F3P Indoor Aerobatics Sen & Jun.	Peter Uhlig	ROMANIA			Awarded in 2019	Bucharest, 21 – 27 November
F1D Indoor Free Flight - Sen & Jun	Ian Kaynes	ROMANIA			Postponed from 2020	Slanic Prahova, 6 – 8 December

16.2. Current Status

Note: in accordance with SC4 CIAM General Rules C.15.3 d), bids for consideration at a Plenary Meeting may be submitted to the FAI office at any time in the year prior to the Plenary Meeting that is two years in advance of the Championship year and not later than 45 days before the Plenary Meeting.

16.2. Aktualny stan
Uwaga: zgodnie z Przepisami Ogólnymi SC4 CIAM C.15.3 d), oferty do rozpatrzenia na Spotkaniu Plenarnym mogą być składane do biura FAI w dowolnym czasie w roku poprzedzającym Spotkanie plenarne dwa lata przed rokiem mistrzostw i nie później niż 45 dni przed posiedzeniem plenarnym.
 In the case of competing bids, on time and late, the priority is given to the bids submitted on time. When there is only one late bid, the involved subcommittee and the Plenary Meeting have to approve or reject it.
 In bold below are the bids not approved.
 W przypadku ofert konkurencyjnych, terminowych i spóźnionych, pierwszeństwo mają oferty złożone w terminie. W przypadku tylko jednej spóźnionej oferty, przewodniczący podkomisji, której dotyczy sprawa, i zebranie plenarne muszą zatwierdzić tę ofertę. Oferty przekreślone w poniższej tabeli to oferty niezatwierdzone.
 Pogrubioną czcionką poniżej mistrzostwa przyznane przez Zgromadzenie Plenarne podczas tego spotkania.

AWARDED FAI WORLD CHAMPIONSHIPS 2022 - 2023

2022 World Championships awarded in 2020	Subcommittee Chairman	Awarded Country	Bids Form Delivered	Late	Assessment Result	Remarks
F1D Indoor Free Flight - Sen & Jun	Ian Kaynes	ROMANIA	Awarded by CIAM Bureau in 2020			14 - 17 March
F5J Electric Model - Sen & Jun	Emil Giezendanner	BULGARIA	Postponed from 2021			Dupnitsa, 6 - 12 August
F1A, F1B, F1P Free Flight Juniors	Ian Kaynes	BULGARIA	Yes	No	Recommended	NAC letter available 1 – 4 August
F2 Control Line Model Sen & Jun.	Vernon Hunt	UKRAINE	No			Only registration form Mr Hunt to contact the organiser
F3F Model Gliders Sen & Jun	Tomas Bartovsky	DENMARK	Yes	No	Recommended	NAC letter available
F3J Model Gliders Sen & Jun	Tomas Bartovsky	SLOVAKIA	Yes	Yes	Recommended	NAC letter available 20 – 27 August
F4CH Scale Sen & Jun	Pål Anthonisen	Romania (firm)	Yes	No	Recommended	Moved to 2024
		NORWAY	In Progress			Postponed from 2020
F5B Electric Model Sen & Jun	Emil Giezendanner	No offers				

2023 World Championships Early awarded in 2020	Subcommittee Chairman	Awarded Country	Bids Form Delivered	Late	Assessment Result	Remarks
F3A Aerobatics	Peter Uhlig	AUSTRALIA	Awarded by CIAM Bureau in 2020			Casino, 4 - 13 September

PRYZYGNANE MISTRZOSTWA KONTYNETENTÓW NA 2022
AWARDED FAI CONTINENTAL CHAMPIONSHIPS 2022

2022 Continental Championships awarded in 2020	Subcommittee Chairman	Awarded Country	Bids Form Delivered	Late	Assessment Result	Remarks
F3A Aerobatics	Peter Uhlig	SPAIN	Awarded by CIAM Bureau in 2020			21 - 28 August
F3CN Helicopters	Stefan Wolf	ITALY	Awarded by CIAM Bureau in 2020			
Space Models Sen & Jun	Zoran Pelagic	SERBIA	Postponed from 2021			Zrenjanin, 21 - 28 August
F1A, F1B, F1C Free Flight Senior	Ian Kaynes	NORTH MACEDONIA	Yes		Recommended	invited to bid after 2020 event cancelled
F3K Soaring Sen & Jun.	Tomas Bartovsky	ROMANIA	Yes	No	Recommended	NAC letter available
F1E Sen & Jun	Ian Kaynes	ROMANIA	Yes		Recommended	invited to bid after 2020 event cancelled 1 – 4 August
F5J Electric Model - Sen & Jun	Emil Giezendanner	Romania (firm) Not yet awarded	Yes	No	Not yet Checked	No NAC letter Waiting for more information

FAI WORLD CHAMPIONSHIPS 2023 – 2024

Offers status

2023 FAI World Championships for...	Bids From	To be Awarded in 2021
F1A, F1B, F1C Seniors	Romania (firm)	
F1E (Seniors and/or Juniors)	Romania (firm)	
F3A (Seniors and Juniors)	AUSTRALIA early awarded in 2020	
F3B (Seniors and Juniors)	Denmark (firm)	
F3CN (Seniors and Juniors)	Offers invited	
F3D, F3E (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	Argentina (firm) Ukraine (firm) Romania (firm)	

2024 FAI World Championships for...	Bids From	To be Awarded in 2022
F1A, F1B, F1P Juniors	Offers invited	
F1D (Seniors and/or Juniors)	Offers invited	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
F4CH (Seniors and Juniors)	Offers invited	
F5B (Seniors and Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

FAI CONTINENTAL CHAMPIONSHIPS 2023 - 2024

Offers status

2023 FAI Continental Championships for...	Bids from	To be Awarded in 2021
F1A, F1B, F1P Juniors	Romania (firm)	
F1D (Seniors and/or Juniors)	Romania (firm)	
F2A, F2B, F2C, F2D (Seniors and Juniors)	Offers invited	
F3F (Seniors and/or Juniors)	Offers invited	
F3J (Seniors and/or Juniors)	Offers invited	
SPACE MODELS (Seniors and Juniors)	Offers invited	

2024 FAI Continental Championships for...	Bids from	To be Awarded in 2022
F1A, F1B, F1C Seniors	Offers invited	
F1E (Seniors and/or Juniors)	Offers invited	
F3A (Seniors and Juniors)	Offers invited	
F3A Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3B (Seniors and Juniors)	Offers invited	
F3CN (Seniors and Juniors)	Offers invited	
F3CN Asian-Oceanic (Seniors and Juniors)	Offers invited	
F3K (Seniors and/or Juniors)	Offers invited	
F3P (Seniors and Juniors)	Offers invited	
F5J (Seniors and Juniors)	Romania (firm)	

17. ANY OTHER BUSINESS

17.1. - Second Category Events for 2021

This argument will be better discussed after the December Bureau meeting.

17.2. - Juniors participation status as affected by COVID-19

After discussion, it was agreed that for the competitors entitled to participate as junior (max year old) at the 2020 Championships and World Cup, they can participate as junior (one year above the maximum) only at the 2021 Championships and World Cup as well.

17.3. - UAV Regulations issued and how they affect our activities

Various delegates informed about the situation in their country. Mr Delor, who follows the EASA meeting on behalf of FAI, suggested to discuss this complex matter during a specific meeting. The Plenary agreed and CIAM has to send the invitation.

Action: CIAM President

18. NEXT CIAM MEETINGS

Bureau meeting on December 4

Bureau meeting on April 2021 to

Plenary meeting on May 2021 to be confirmed via ZOOM

The President closed the meeting at 16.30.

The table of Minutes Annexes appears overleaf.

17.2. Status uczestnictwa juniorów w przypadku COVID-19

Po dyskusji ustalono, że zawodnicy uprawnieni do udziału w Mistrzostwach Świata i Pucharze Świata jako junior (w wieku maksymalnym) w 2020 roku mogą startować jako junior (rok powyżej maksimum) tylko w Mistrzostwach 2021 i Pucharze Świata 2021.

18. KOLEJNE SPOTKANIA CIAM

Posiedzenie Biura CIAM w dniach 4 i 5 grudnia 2020 r. Za pośrednictwem ZOOM
Posiedzenie Prezydium w kwietniu 2021 r. do potwierdzenia przez komunikator ZOOM.
Posiedzenie plenarne w maju 2021 r. do potwierdzenia przez komunikator ZOOM

17.3. Wydane przepisy UAV i ich wpływ na naszą działalność

Różni delegaci poinformowali o sytuacji w ich kraju. Pan Delor, który śledzi spotkanie EASA w imieniu FAI, zasugerował omówienie tej złożonej sprawy podczas specjalnego spotkania. Zgromadzenie plenarne zgodziło się i CIAM musi wysłać zaproszenie.

ANNEXES TO THE MINUTES OF THE 2020 CIAM PLENARY MEETING

ANNEX FILE NAME	ANNEX CONTENT
ANNEX 2 (a-o)	2019 FAI Championship Reports
ANNEX 3 (a-p)	2019 Subcommittee Chairmen Reports, Technical Secretary, Treasurer Reports, EDIC WG, Scholarship
ANNEX 4 (a-n)	2019 World Cup Reports
ANNEX 5 (a-d)	2019 Trophy Reports
ANNEX 6 (a-e)	FAI-CIAM Awards: Nominees Forms
ANNEX 7a	Space Altitude Record Attempt Form
ANNEX 7b	Space Models Record Dossier Check Form
ANNEX 7c	F2B Four-leaf Clover Manoeuvre
ANNEX 7d	F2C Annex 4N Engine Extra Air Intake Processing Guide
ANNEX 7e	F5K New Class Rules
ANNEX 7f	Description of F5K
ANNEX 7g	Volume F3 Pylon Racing with F3E Rules and Annexes
ANNEX 7h	Volume F5 Electric without F5D
ANNEX 7i	Annex 5.Y Pylon Racing World Cup Rules
ANNEX 7j	Supporting data
ANNEX 7k	Space Annex 7 Triangulation Method
ANNEX 7l	Space Annex 1 - Item bx
ANNEX 7m	Space Annex 1 - Item by
ANNEX 7n	Space Annex 1 - Item bz
ANNEX 7o	FAI Space Safety Code - Item cf
ANNEX 7p	Launch Boxes and Safety Code
ANNEX 7q	Space Annex 6 Common Motor Source
ANNEX 7r	EDIC - Section 4 F5B OEM
ANNEX 8 (a-e)	Scholarship Candidates
ANNEX 9	Not Used
ANNEX 10 (a)	World Championships Medals Count
ANNEX 10 (b-d)	Awards Recipients: World Cups, Scholarship, Medals & Diplomas
ANNEX 11	FAI Report
ANNEX 12	CIAM President report

---oOo---

KONIEC