

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Technical Council Meeting held on the 28th February 2009 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

PRESENT

Chris Bromley FSMAE
Jo Halman FSMAE
Jim Andrews FSMAE
John French
Ian Pallister
Clive Needham
Mike Colling FSMAE
Les Eagle
Peter Christy
Steve Ogden
Dave Lucas
Mike Francies
Peter Halman FSMAE
Barry Robinson

Chairman
Vice-Chairman
FAI Delegate
Records Officer
Scale Rep & Chair
R/C SF TC Rep & Chair
Indoor Representative
R/C Power TC Representative
R/C Power TC Chairman
R/C Power TC Member
IMAC Representative
Free Flight TC Representative
Control Line TC Representative
StuntCom Representative

In Attendance

Linda Harding

Office Manager/ Minute taker

Visitors

P Edgecombe - Jet Modellers Association
J A Swiestowski – Jet Modellers Association

AGENDA

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Technical Council Meeting held on 18th October 2008.
- 5 Matters/Actions Arising from the meeting on 18th October 2008 that are not included elsewhere on this Agenda.
- 6 To review August Reminder letter for Technical Committees (appended).

- 7 To review the set agenda for the first meeting of a Technical Committee each year (appended).
- 8 To appoint the current year representative to the Awards Committee.
- 9 To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**). to include:
 - F3 Aerobatics CIAM Sub-Committee Chairman: vacancy; GBR Nominees. (*Comp Sec*)
- 10 Nationals updates from the Power Nationals Co-ordinator and Technical Committees to include:
 - a To discuss any flightline problems
 - b Nationals Results requirements
- 11
 - i) To receive a proposal from R/C Power Technical Committee that Tech Council reviews Areas Councils decision regarding the Helicopter B Certificate.
 - ii) To receive a proposal from R/C Power Technical Committee to discuss the proposed Jet C/J Certificate.
- 12 To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
- 13 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any contests for next year's FAI Calendar.
- 14 To receive any reports from Council, Sub-committees or Elected Officers.
- 15 Any Other Business.

Please note: Items for Any Other Business should be handed, or sent, to the Office Manager or the meeting Chairman in writing before the meeting commences. This will be strictly enforced. Any questions asked under AOB that will require detailed replies beyond the knowledge of the meeting should be previously advised to the Office Manager to allow for the preparation of replies.
- 16 Date of next meeting.

MINUTES

TC598/02/09 (1) Apologies for Absence.

There were no apologies.

TC599/02/09 (2) Request for permission to be absent.

There were no requests.

TC600/02/09 (3) To verify the voting strength of the meeting.

There were twelve members eligible to vote.

TC601/02/09 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 18th October 2008.

Page 4

- **Third paragraph from the bottom, first line** – Replace “is” with “was that”.

Page 5

- **Fourth paragraph, fourth line** – Change “re-calling” to “recalling”.

Page 6

- **Fifth paragraph from the bottom, second line** – Delete “you”.

Page 7

- **Penultimate paragraph, last line**- Replace “forward” with “back”.

Page 18

- **Final paragraph/heading** – Replace “recommendation” with “nominations”.

Page 19

- **First paragraph/heading** – Replace “recommendation” with “nominations”.
- **Sixth paragraph/heading** – Replace “recommendation” with “nominations”.

Page 20

- **First paragraph, third line** – Delete “s” from “Communication”.
- **Fifth paragraph, fifth line** – Replace “had” with “have”.

Page 21

- **First paragraph, third line** – Delete “it”.
- **Seventh paragraph, second line** – Delete “been”.
- **Seventh paragraph, fourth line** – Replace “came” with “became”.
- **Eighth paragraph, second line** – Delete “being made”.
- **Eighth paragraph, third line** – Replace “then” with “being”.
- **Tenth paragraph, first line** – Replace “signing” with “road signage”

Page 23

- **Fourth paragraph/heading from the bottom** – Add “World”.
- **Final paragraph** – Move to page 24. List under 2008 Euro Championship Medal Winners.

Page 24

- **Third paragraph, heading** – Add “Euro” after 2008.

R/C Power proposed that the Minutes of the Technical Council Meeting held on 18th October 2008 be accepted as a true record of that meeting.

Seconded by Control Line

Vote: For: 10
 Abs: 2
 Ags: 0

Carried by a majority vote.

TC602/02/09 (5) Matters Arising from the meeting on 18th October 2008 that are not included elsewhere on this Agenda.

ACTION / NOTES

Page 4

- **Final paragraph, action on Comp Sec to raise issue at CIAM with regard to smoke emission regulation** – The Competition Secretary advised that she is not getting anywhere at the moment but will pursue the matter with CIAM.

Page 5

- **First paragraph, action on Tech Sec to cross-check Rule Books for information containing Team Selection** – The Technical Secretary advised that there only seems to be one anomaly with Team Selection information in the Rule Books, which is F5D. He believes the information is incorrect.

- **Third paragraph, action on Tech Sec to complete publication of JMA/GTBA Joint Code of Practice** – The Technical Secretary advised that he had submitted a further proposal to January Council which made the document legal. However, it seems that the copy he used had an appendix missing.

He advised R/C Power Technical Committee to ensure that they submit a proposal to correct this at the May Council meeting. **R/CPTC**

- **Final paragraph, equipment testing on 2.4GHz sets to ascertain if there is significant delay when switching from PIC to trainer and back** – R/C Power advised that Andy Symons had completed some tests, however, it seems the issue is not as straightforward as first thought.

There is a delay but only when handing from the instructor to the pupil and during that delay period the instructor still has control. When the instructor takes control back again the change is instantaneous.

The Chairman commented that he would not necessarily class it as a problem. R/C Power said it is not a problem if people are aware of it.

Peter Halman FSMAE (CLTC Representative) who is a **Eutaba employee Technical Director of Ripmax**, offered to arrange for a note to be included with the sets.

Page 8

- **Seventh paragraph, action on R/C Power to liaise with Pylon representatives to discuss flying schedule issues at 2008 Power Nationals** – R/C Power advised that discussions took place between the relevant parties and he has been assured that amicable agreements have been made.

- Final paragraph, action on R/C Power to remind Specialist Bodies to send in relevant information required, to comply with Specialist Body guidelines – The Office Manager was tasked to check the records and report to the Chairman and the Competition Secretary which Specialist Bodies had sent in their annual return.

OFFICE MGR

The Chairman commented that there have been occasions over the past few years when Specialist Body returns have not been sent in to the office.

He pointed out that Specialist Bodies need to be aware that their insurance could be jeopardised if we do not receive the relevant information, especially names and contact details of committee members.

Page 14

- Top of page, action on Comp Sec to look at and clarify the wording of the proposal submitted by Silent Flight – The Competition Secretary advised that she looked up the proposal but could not find anything that needed correcting. It all made sense. The proposal had now been put to CIAM.

She asked Silent Flight to check the proposal in the CIAM Agenda during lunch recess to see if any action is required today for the FAI Delegate.

Page 18

- Fourth paragraph, action on Comp Sec and SFTC to review SF Rule Change proposals and make relevant changes - Clive Needham and Bill Hailey of the SFTC met with the Competition Secretary on 7th November and the outcome of the meeting was an agreed set of proposals which appear at Appendix A. These proposals were sent to the FAI by the due date of 15th November and appear on the 2009 CIAM Plenary Agenda.

(APPENDIX A)

Page 20

- Third paragraph from the bottom, Power Nationals results on the website – The Competition Secretary commented that there are still some 2008 Power Nationals results which are not on the BMFA website.

They are Sport 40; Quickie 500; Club 2000; F3D.

The Chairman commented that they do not appear on the BMFA website because he has not received them. The rules say he has to receive the full results within 28 days.

The Competition Secretary also pointed out that we do not have the Fun Fly results. The Chairman tasked RCPTC to chase the results.

R/CPTC
TECH SEC

Page 22

- Sixth paragraph, complaint to FAI re conditions at 2008

F5B World Championships – The Competition Secretary advised that there were other people who attended the FAI Bureau meeting in December who complained about the same Championships. She too had received similar reports of other Championships held in the same region.

It seems all of the Championships held in the Ukraine all suffered with exactly the same problems - poor food; lack of toilet facilities; no drying facilities for the bad weather.

- Final paragraph, flying at Cottesmore – The Competition Secretary reported that she had written twice to the Station Commander at Cottesmore with regard to availability of Cottesmore for model flying and had not received a reply. We will have to assume from this that it is **no longer available for model flying.**

This concluded matters arising.

TC603/02/09 (6) To review August Reminder letter for Technical Committees.

The Chairman took note of the following points and will amend the letter accordingly:

- Seventh paragraph item d) Delete “S7”, add “Space Modelling”
- Expand distribution to include ALL Technical Committee Members plus Specialist Body Secretaries.

CHAIRMAN

An issue was raised with regard to the Council Handbook which includes the Terms of Reference for Technical Committees and Specialist Bodies.

The Chairman and Competition Secretary would review the document, specifically relating to the aforementioned. It was pointed out that it is a legal requirement for Limited Companies that documents are reviewed every five years and dated accordingly. The Chairman said he would discuss this with the CEO.

**CHAIRMAN
COMP SEC**

TC604/02/09 (7) To review the set agenda for the first meeting of a Technical Committee each year.

Information on the Set Agenda was reviewed. The following was noted and the document would be amended accordingly.

- First line – add “Full” after BMFA.
- Note added to inform Technical Committees what information is required to be sent to the office. Also point out that **in line with policy** nothing is extracted from the **TC plenary Technical Committee** minutes.

CHAIRMAN

- Item 11 – Competition Details; Clarification required as to what exactly “Competition Details” refer to. Suggest add “BMFA” in heading; also insert in brackets “Open Competitions”.
- Item 1 sub section (g); itemise notes under this heading with roman numerals.

TC605/02/09 (8) To appoint the current year representative to the Awards Committee.

R/C Power proposed that Chris Bromley FSMAE is appointed as Technical Council Representative to the Awards Committee for 2009.

Seconded by Free Flight
Carried unanimously

OFFICE MGR
AWARDS CTTEE

TC606/02/09 (9) To discuss the CIAM Agenda.

The Competition Secretary advised that because she has some involvement with putting the CIAM Agenda together and knew that it would not be issued officially by the FAI before this meeting, she asked permission if we could have a copy specifically for this meeting.

The FAI Delegate commented that the very first year he did this job he spent hours trying to communicate with Technical Committees to get the relevant information from them.

The last two years he has complimented Technical Committees for getting the information to him and hopes this will continue and he will get the same assistance this year.

Something that Technical Committees do not tend to comment on generally is things like venues for Championships. He urged Technical Committees to do this because he is not only **there at CIAM Plenary** to vote on behalf of them he is there to express their concerns as well.

He requested the Technical Committees to make sure they inform him who will be attending the CIAM Plenary on their behalf and why they will be attending. He can then assess it and decide if it is reasonable or not.

The FAI Delegate proceeded to guide the meeting through the ABR General Section of the CIAM Agenda, **extrapolating** **receiving** relevant advice from the members on the course of action as guidance for his attendance at the forthcoming Plenary meeting.

TC607/02/09 (10) Nationals updates from the Power Nationals Co-ordinator and Technical Committees

a) Flight line issues

IMAC and GBRCAA; Spectators will be allowed to visit the IMAC flightline only if the compound is made available. A meeting is to be held with BMFA representatives and the airfield civilian management company to discuss availability.

If permission is granted to use the compound, discussion would be required to sort out the logistics of transit to and from the compound for spectators.

The Chairman, as Nats Co-ordinator, stressed that access will only be allowed from the crossing point near the Aerobatics flightline and only for guided groups. General access will not be granted and that anyone wandering to and fro to the flightline will result in the facility for spectators to be closed down.

Helicopter; Are hoping to run an **experimental unofficial** Helicopter Scale Event which will intermix with the Aerobatic event on the Helicopter flight line for this year to ascertain what interest there is. Entry will be limited to twenty on a first-come first-served basis.

The only slight concern is that one of the models that will be entering is a large turbine powered model and is not sure if this will be an issue. The chairman commented that their **helicopter** flightline was already set up to be legal for large models as long as they fly over the runway.

The Chairman commented that if the event is successful, for future years there might be the possibility of a separate flight line, depending of the flight footprint of the models.

b) Results requirements

The meeting were reminded that the Records Officer should receive one two, three results within three days and the Technical Secretary should receive full results within twenty-eight days, **at the end of any National Championships.**

The Records Officer advised that he would continue with the same procedure as previous years. He received excellent co-operation in 2008 and hopes this continues for 2009.

TC608/02/09 (11) i) To receive a proposal from the R/C Power Technical Committee that Technical Council reviews Areas Council decision regarding the Helicopter 'B' Certificate.

The Chairman, as a member of the Achievement Scheme Review Committee (ASRC), declared an interest in this item and handed the meeting over to the Vice Chairman (Competition Secretary).

A lengthy debate ensued during which Peter Christy and the Technical Secretary provided background information and put forward arguments on behalf of both AHA and ASRC respectively.

One of the points raised is the different interpretations of what the 'B' Certificate is (Certificate of competency or personal achievement) and whether it is for a specific purpose. It was also pointed out that there is no consistency in the various places where the 'B' Certificate is mentioned or listed.

The meeting concurred that something should be done about this. It was suggested an agreement is sought by email to verify a form of words. The Competition Secretary was enlisted to do this. She was also tasked to organise a Technical Council postal ballot to agree the agreed wording, which will go forward to Council as a proposal from this Technical Council. **COMP SEC**

The majority of the meeting also concurred that this Council should put a proposal to Full Council that ASRC must consult and be guided by the relevant Specialist Body for the component parts of the appropriate 'B' Certificate. No action was placed on anyone to initiate this.

ii) To receive a proposal from R/C Power Technical Committee to discuss the proposed Jet C/J Certificate.

Julian Swiestowski briefly presented a background case on behalf of Specialist Body JMA (Jet Modellers Association).

The Technical Secretary, who is a member of the ASRC, responded by providing some background history with regard to the idea of a Jet qualification, explained the logical sequence that is being followed and set out where we are at the present time with the evolution of the Jet 'C' Certificate.

The JMA representatives had not been made privy to this information, despite the very early and lengthy involvement of the JMA/GTBA. However they were happy with what they had heard today and are happy to work with the ASRC.

The Technical Secretary assured the JMA representatives that as soon as we have a skeleton of a flying schedule put together we will be inviting JMA to comment. However, that said, the ASRC can only consider their comments it does not mean they will adopt everything they put forward.

The Technical Secretary also pointed out that contrary to the belief by some people that all 'C' Certificates will be based on the Aerobatic 'C', this is not the case. Every 'C' will be tailored to the discipline it is aimed at.

TC609/02/09 (12) To receive any reports from Technical Committees.

Control Line

The Team Race rules have at long last been re-organised and re-written into a logical sequence. They will be ready for presentation publication next year.

R/C Power

Meetings are still well attended and they work very well. R/CPTC advised the meeting of a very interesting concept for distributing BMFA their Team Travel Fund, which their Treasurer came up with.

He has worked out a waiting weighting arrangement for the distance travelled and the calculation he uses are the Airlines air miles. The idea is that it will work out in a semi-automatic system just requiring numbers fed into the equation.

As soon as this is up and running they will pass the details on to anyone else who might be interested.

The Technical Secretary commented that a combination of the world economic situation and the spiralling costs of entering Championships might force CIAM into taking action in the reasonably near future. One possibility might be that World and Continental Championships would go to a four-year cycle just to cut the costs down world-wide.

The FAI Delegate commented that he was asked to write to the FAI about the soaring increase in costs for taking part in World Championships, which he did but has received no reply.

Scale

There have been a number of Rule Changes introduced for 2009.

They are still one member down on the Committee and are endeavouring to co-opt a sixth member. The good news is Mike Goldby is continuing in his role as Secretary.

Indoor

Indoor currently only have three members but everything is going well.

R/C Silent Flight

All the leagues are set up ready to go. They had a very lively discussion about winches for F3J. In the end SFTC accepted some restrictions.

Free Flight

Attendance at meetings is very good. Free Flight Nationals is well under way as is the Stonehenge Cup and Equinox Cup.

The Chairman brought to the attention of the Committee the possibility in the near future that there might be the need for a Specialist Body for F3P. There was a brief discussion regarding which Technical Committee F3P would best fit in with.

TC610/02/09 To receive a report from the Competition Secretary

***** **Report on anti doping including list of banned substances. (APPENDIX B)**

- a) **Receipt and ratification of any contests for this year's FAI Calendar.**

There were none.

TC611/02/09 (14) To receive any reports from Council, Sub-Committees or Elected Officers.

Records Officer

The Records Officer handed round a copy of a template certificate which the Royal Aero Club are proposing to award to British Record holders.

He had nothing else to report.

Technical Secretary

Free Flight, Control Line and Scale Rule Books have all been issued.

There has been some mix up with producing the Silent Flight Rule Books but they are on the way.

The Technical Secretary reported that he has received nothing from R/C Power. He is aware however that GBRCAA and IMAC do have new schedules.

The situation is that, if he does not get something to put into the rule book, they will have to fly to the old rule book at the Power Nationals. If they do not fly to those rules it is likely that there will be a protest and the jury will almost certainly tell them to.

R/CPTC

The Competition Secretary said that it is unacceptable that rule books should be so late in being published. She advised that the absolute deadline for publication should be 31st January of any year and if the Technical Secretary did not have bona fide rule updates by that date, then the existing rule books should be published. The Technical Secretary did not agree.

R/C Power said he would contact the relevant bodies and chase them for the information.

There was a brief discussion as to who should be responsible for chasing this information and making sure the Technical Secretary receives it in good time.

The Technical Secretary made the point that, by Council decree, he was only allowed to accept rule changes either direct from the Technical Committees **with minute references** or by Council Proposals. The same proposal made the Technical Committees responsible for the contents of their own rulebooks and therefore they are the bodies that are responsible for supplying the Technical Secretary with rule changes and it follows that they are the ones who must be chasing the Specialist Bodies for their changes.

**ALL TECH
COMMITTEES**

The Technical Secretary will look at including an item on the First Set Agenda and possibly alter the wording in the August Reminder Letter.

TECH SEC

TC612/02/09 (15) Any Other Business.

There was a brief discussion regarding the timing of this meeting to coincide with distribution of the CIAM Agenda, bearing in mind we need to discuss the CIAM Plenary Agenda to provide guidance to the FAI Delegate.

The Competition Secretary said she would possibly put a suggestion to Bureau at the forthcoming meeting, that the CIAM Plenary meeting is moved to mid-April.

COMP SEC

TC613/02/09 (16) Date of next meeting.

This was confirmed as **Saturday 17th October.**

Linda Harding
Office Manager
13th March 2009

Circulation:

Authorised to attend:

The Chairman of the Meeting – Tech Sec
The Vice Chairman of the Meeting – Comp Sec
FAI Delegate / Records Officer
All individual members of each Tech Committee
One representative from each Specialist Body

Note – Those having voting rights are the Chairman and Vice Chairman of the meeting, the FAI Delegate, Records Officer and two members from each of the six Technical Committees.

The voting representatives of the Technical Committees can be any two members of the Committee; elected, co-opted or Specialist Body representative.

Copies to:

All Council Members	BMFA News Editor
All Area Chairmen	NW Area Treasurer
All Area Secretaries	Geoff Seabrook – SpaceCom
Fellows (Selected)	Development Officer/Chief Executive
Club Bulletin	Office Manager
RNMAA Chairman	Accounts Manager
Roger Bellingham – Flying Site Adviser	R/CP / SF Achievement Scheme Controllers

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
AIRCRAFT
Class: F3B
Number & heading of the paragraph 5.3.2.2. Launching
Page number if appropriate: 11 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

In sub-paragraph f) delete the first sentence and replace with:

The battery may be charged on the winch line, but only by means of another battery of similar size and capacity. Any charger used must have an automatic cut-off to prevent over charging and risk of explosion.

Reason(s):

Modern chargers are now capable of charging lead acid batteries without risk of explosion. The work load of teams would be reduced by not having to remove batteries to the pit area for charging.

Type out supporting data for proposed technical amendments in the space below:

None

FEDERATION AERONAUTIQUE INTERNATIONALE

AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
AIRCRAFT
Class: F3B
Number & heading of the paragraph 5.3.1.4 Competitors and Helpers
Page number if appropriate: 9 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

Change the paragraph as follows:

The competitor must operate his radio equipment personally. Each competitor is permitted **up to three (3) helpers at the winch line** including the Team Manager who must not give any turning signals near base B during tasks B and C.

A maximum of two (2) more helpers are permitted to be utilised only at the turn-around pulleys to cover all wind directions. After release of the model, these helpers must guide the towline(s) during the re-winding of the winch to prevent damage to other towlines.

Reason:

In case of variable winds, a helper at both turn-round pulleys helps to prevent damage to other competitor's towlines during the rewinding of the towline to the winch.

Note: this is a re-wording in clearer English of the excellent proposal submitted by Germany.

Type out supporting data for proposed technical amendments in the space below:

None

FEDERATION AERONAUTIQUE INTERNATIONALE

AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
 Proposal submitted by: United Kingdom
 Sporting Code Volume: F3 Radio Control Soaring
 Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
 AIRCRAFT
 Class: F3B
 Number & heading of the paragraph 5.3.1.8 Organisation of Starts
 Page number if appropriate: 10 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

Change last sentence of sub-paragraph b) as follows:

For task C (speed) the competitors shall be divided into groups. For each round the groups shall be in the same order and composition as those in task A (duration). In the case of the final round, the task may be flown as one group either in the reverse order of the competitors' current scores or in a matrix order. In the case of rain, or unforeseen interruptions at any time during the group, then the whole group shall be re-flown.

Reason(s):

Multiple group scoring reduces the influence of the effects of weather as the time scale for each group is far less than flying the whole entry as one group. This task may already take 2/3 hours to complete. At certain times of the day, such as early in the morning or late in the day, conditions will generally change with reduced or increased wind speed and lift. If a system of flying in reverse ranking were used instead, it could easily be that the top rank competitors would enjoy the best conditions to the disadvantage of the lower ranked competitors or vice versa. Further, by flying in groups and using the matrix, it is much easier to keep apart competitors of the same team

By establishing the size of the groups before the start of the first task in the first round, the groups will be fair ones giving equal opportunity to each competitor. Not permitting modification of the size of any group maintains the fairness by preventing any group size to be changed to the benefit of some competitors and to the detriment of others during the course of the competition.

Type out supporting data for proposed technical amendments in the space below:

None

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
AIRCRAFT
Class: F3B
Number & heading of the paragraph 5.3.2.5 h) Task C - Speed
Page number if appropriate: 14 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

In sub-paragraph h), delete the second paragraph and replace with the following text:

If, when sighted by optical means, any part of the model crosses the safety line, the flight shall be penalised by 300 points.

When the flight time for the completed task is entered on the score sheet, it shall be noted as carrying a penalty and the penalty shall be applied to the competitor's final score.

For incomplete tasks a where any part of the model aircraft had crossed the safety line then a zero score shall be applied plus the penalty of 300 points.

Any score carrying a penalty may be used as a discard score but the penalty will still be applied to the competitor's final score.

Reason(s):

The current rule of a 1000 point penalty is equal to the maximum score that a competitor may achieve for the task and is, thus, very harsh. A more appropriate penalty would be a 300 points deduction, especially as any penalty is applied to the competitor's final score and may not be discarded.

Further, the new rule makes it very clear that even if a model aircraft crosses the safety line during the successful attempt, a flight time score should be recorded and not a zero score plus a penalty. A zero score plus penalty is reserved only for incomplete flights during which the model aircraft crossed the safety line.

Type out supporting data for proposed technical amendments in the space below:

None

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
AIRCRAFT
Class: F3B

Number & heading of the paragraph 5.3.2.4 Task B - Distance

Page number if appropriate: 13 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

In sub paragraph d) delete the last sentence and replace as follows:

~~The competitor must stay within a distance of 10 m either side of base A during the timed flight.~~

The organisers may select at random up to 5 sighting devices belonging to the competitors and place them near to base A.

Reason(s):

At competitions with large entries this rule is impossible to enforce because of the large number of the competitors' own sighting devices placed in the winch area. Permitting only five sighting devices that may be utilised by any competitor would reduce the long line taken up by the sighting devices in the winch area as the numbers currently prevent some competitors getting close to Base A.

Type out supporting data for proposed technical amendments in the space below:

None

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL
AIRCRAFT
Class: F3B
Number & heading of the paragraph 5.3.2.5 d) Task C - Speed
Page number if appropriate: 14 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

In sub-paragraph d), add a second paragraph as follows:

If a multi-task device is used to signal when a part of the model aircraft has passed base A or B, then there should be no delay between the pulses necessary for the device to activate the audio signal.

Reason(s):

With model aircraft travelling at up to+ 50 meters/second any delay, however small, results in the aircraft travelling further past the bases than necessary.

Type out supporting data for proposed technical amendments in the space below:

None

NOTES

Ratified

NOTES

Ratified