

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

TO ALL TECHNICAL COUNCIL MEMBERS

There will be a Meeting of the Technical Council on Saturday 18th October 2008 at 11.00am at Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE
Tel: 0116-2440028 Fax: 0116-2440645.

A G E N D A

- 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 1st March 2008.
- 5 Matters/Actions Arising from the meeting on 1st March 2008 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year (Current issue appended).
- 7 Tech Sec reminder to Technical Committees of their responsibility to send in the Technical Committee's Annual Return immediately after their first Committee meeting after the BMFA AGM.
- 8 To receive proposals for FAI Rule changes: (Full proposals appended)
 - a F2A
 - b F3C
 - c Vol ABR; Vol F4
 - d F5D
- 9 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.

R/C Power

John Mee (072383)

F3A

John Beynon (120098)

F3C

Geb Jones (85217)

F3D

Scale

F4C

Free Flight

F1ABCD

Control Line

R/C Silent

**Indoor
Space Modelling**

10 To receive **FAI/CIAM Judge List** recommendations from Technical Committees:

R/C Power

<i>Bob Ailles (061974)</i>	<i>F3A</i>
<i>David Tappin (043764)</i>	<i>F3A</i>
<i>Dave Scoles (055768)</i>	<i>F3A</i>
<i>Pete Cappleman (004379)</i>	<i>F3A</i>
<i>Bruce Naylor (050887)</i>	<i>F3C</i>

Scale

Control Line

R/C Silent Flight

Space Modelling

11 From Silent Flight Technical Committee - Items to be placed on the agenda of the CIAM meeting 2009. (appended).

12 To receive de-briefing reports on this year's National Championships from Technical Committees & the Power Nationals Co-ordinator. (Reports should be brief, preferably in writing & in advance.)

13 To receive any reports from Technical Committees. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

14 To receive a report from the Competition Secretary to include:

a Receipt and ratification of any contests for next year's FAI Calendar.

15 To receive any reports from Council, Sub-committees or Elected Officers. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

16 To receive nominations for re-presentation of International Awards at the BMFA annual prizegiving dinner. Invitations will only be to nominees from this meeting and are at the discretion of the Society Chairman. Depending on the numbers, not all nominees may be successful.

17 To receive the dates of the 2007 Technical Council Meetings:

1st Technical Council – 28th February 2009

2nd Technical Council – 17th October 2009

18 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 preparation of replies.

19 Date of next meeting.

Linda Harding
Office Manager
26th September 2008

Circulation: All Technical Council Members

Copies to: All Elected Officers
All Area Chairmen
All Area Secretaries
All Area Delegates
Fellows (Selected)
Club Bulletin
Roger Bellingham
Office Manager
Development Officer
Chief Executive
Accounts Manager

Authorised to attend:

The Chairman of the Meeting – Technical Secretary
The Vice Chairman of the Meeting – Competition Secretary
FAI Delegate
Records Officer
All individual members of each Technical Committee
One representative of GBRCAA
One representative of BMPRA
One representative of AHA
One representative of BWA
One representative of VTRSIG
One representative of BEFA
One representative of JMA
One representative of IMAC
One representative of SpaceCom
One representative of SAM35
One representative of GTBA
One representative of BSMA
One representative of UKRA
One representation of BARCS
One representative of F3JUK
One representative of SpeedCom
One representative of CFA
One representative of FAIR
One representative of StuntCom

Note – Those with 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.

AGENDA ITEM 8a) 1/3

Urgent F2A Rule Clarifications for 2009 Plenary

Submitted to BMFA Technical Council Meeting scheduled for 18th October 2008.

Introduction

2009 is not a year for F2 formal rule proposals but after the mistakes made by the organisers in F2A at the 2008 World Championships in France, it is very necessary to put forward urgent rule clarifications.

NB: paragraphs with double bars at the right-hand side indicate rule changes passed at the 2008 Plenary Meeting.

1st Clarification

Instruction: To amend paragraph a) as shown,

4.1.16 Number of Timekeepers and Judges

- a) The time shall be taken by either three timing officials equipped with 1/100-second resolution digital stopwatches or by an optical electronic system with equal or better resolution or accuracy. For World and Continental Championships ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **there must be two electronic systems. One system shall be designated the primary system and the speeds from this system shall be used for classification purposes. The other system shall be designated the secondary system and shall be the required back-up system. Only in cases where there is a failure of the primary system may the speeds from the secondary back-up system be used for classification purposes.**
For other contests, the required backup for a single system may be by some other electronic device or by two manual timekeepers.
- b) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.
- c) For World and Continental Championships, a senior judge shall be appointed to supervise the conduct of the timekeepers and judges.

The senior judge shall be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Reason

The clarifications are to make very clear that two electronic systems are mandatory for World & European Championships. It is necessary to designate primary and secondary systems so that the speeds for classification are always taken from the primary system unless it has failed in some way, in which case they are then taken from the secondary system.

2nd Clarification

Instruction: To re-structure and re-number the paragraphs with deleted and inserted text as shown.

4.1.17. ~~Classification~~ **Timing**

- a) The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.
- ~~b) Times recorded should be handled as follows:~~

Manual Timekeeping

- (i)** ~~In the case of manual timekeepers,~~ The mean time of the three stopwatches shall be ~~taken~~ used to calculate the result ~~unless~~.

- (ii) In the case where one of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake, ~~In this case then~~ the mean time shall be calculated from the other two stopwatch times.
- (iii) In the case where two stopwatch times differ by 12/100 seconds from the middle one, or two officials report ~~that they made mistakes a mistake. In this case the fact should~~ then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result or ~~to be allowed an~~ he may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.
- (iv) No rounding off of decimals should be made when calculating the mean time. The time thus obtained for calculating the speed should be recorded and retained.
- (v) The result of the speed in km/h shall be calculated by dividing 3600 by the time according to 4,1,17 b), and then taken to the nearest lower 1/10 km/h.

Electronic Timing with Manual Backup

- (i) The recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the electronic system for the result.
- (ii) ~~In the case of an optical electronic system,~~ The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.

~~If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used.~~

- (iii) In the case where the electronic system does not return a clear time and speed then the mean of the two backup stopwatches shall be used to calculate the result.
- (iv) ~~If an uncertainty in excess of 12/100 seconds remains, then the~~ In the case where the two backup stopwatches differ from each other by more than 12/100 seconds, then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using the slower stopwatch time to calculate his result or may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

Electronic Timing with Electronic Backup (Primary & Secondary Systems)

- (i) The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the primary system for the result.
- (ii) In the case where the primary system does not return a clear time and speed, then the recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the secondary system for the result.
- (iii) In the case where the primary and secondary systems both fail to return a clear time and speed, then the competitor shall be given a replacement attempt.

- b) Replacement attempts shall be scheduled to take place within one hour of the original attempt.

Reasons

- (i) To properly title and logically structure the paragraphs to make them easier to understand.
- (ii) To clarify the timing procedure in the case of the three permitted variations of timing techniques including the handling of the backup systems.

3rd Clarification

Instruction: Create a new paragraph 4.1.18 and insert two paragraphs from the existing 4.1.17.

4.1.18 Individual Classification

- a) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.
- b) The three first positions are subject to rechecking of the declared model aircraft characteristics.

Reasons

To clearly show the individual classification procedure.

4th Clarification

Instruction: To amend the title and paragraph as shown.

4.1.19. ~~International Team Classification~~

To establish the national team scores for the team classification, add together the best speed attained by each individual member of the team. In a case of a team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, **then** the best individual placing decides.

Reasons

To clarify that team classification should be applied to national teams only and to make a single grammatical correction.

END

Control Line Technical Committee
22/09/08

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LIMITED
(t/a British Model Flying Association)

P R O P O S A L F O R M

Please use **BLOCK LETTERS**.

Please indicate the appropriate Council Agenda: ~~FULL~~ / ~~AREA~~ / TECHNICAL / ~~EXEC~~
(delete those which are inapplicable)

Proposals must reach the General Secretary no later than the Monday, 26 days prior to the Council Meeting. If the proposal is not received by that date, then it will go forward to the next appropriate meeting.

Only Council Members (Elected Officers and co-opted Technical Committees) and Area Committees may offer proposals. A separate sheet may be used and attached for long proposals or reasons.

PROPOSAL:

F3C rules as per the attached sheets (3).

REASON:

Included in the appropriate places in the rules on the attached sheets (3).

ELECTED OFFICERS

Proposed by: **Jo Halman**
Secretary

Elected Post: **Competition**

Date: **22/09/08**
post 23/09/08

Signature of Officer: *Signed copy in the*

TECHNICAL COMMITTEES

Proposed by: _____ Technical Committee
Date of Meeting: _____ Voting Results: For _____
Against _____
Abstentions _____

Date: _____ Signature of Committee Secretary: _____

AREA COMMITTEES

Proposed by: _____ Club Signature of Club Delegate*:

Seconded by: _____ Club Signature of Club Delegate*:

Date of Area Meeting: _____ Voting Results: For _____
Against _____

Date: _____

AREA: _____

AGENDA ITEM 8a) 2/4*NB: The Club Delegate **MUST** be approved by the majority of the Club Committee.

F3C Proposals for 2009 Plenary Submitted to BMFA Technical Council Meeting scheduled for 18th October 2008

Introduction

All the proposed F3C rule amendments with the exception of 5.4.3, are necessary given what happened at the 2008 European Championships in France.

1st rule change:

Instruction: to change paragraph a) as shown.

5.4.3. GENERAL CHARACTERISTICS

AREA: The swept area of the lifting rotor cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are more than one rotor diameter apart the total swept area of both rotors cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are less than one rotor diameter apart the swept area of both rotors (counting the area of superposition only once) cannot exceed 250dm².

- a) WEIGHT: The weight of the model aircraft (~~without~~ **with** fuel **or** ~~with~~ batteries) must not exceed ~~€~~ **6.5** kg.

Reasons

5.4.3 – The proposed amendment to para a) is to eliminate the inequality between ic and electric powered helicopters in the current rules where ic helicopters have a maximum weight *without fuel* and the electric powered helicopters have a maximum weight *including batteries*. The increase of 0.5 kg in the maximum weight will balance the maximum weight realistically for both ic and electric powered helicopters/

2nd rule change:

Instruction: to change the first paragraph and paragraph c) as shown.

5.4.9. DEFINITION OF AN OFFICIAL FLIGHT

There is an official flight when the competitor is officially called. The flight may be repeated ~~at the Contest Director's discretion when~~ **if**, for any unforeseen reason outside the control of the competitor, the model aircraft fails to make a start such as:

- a) The flight cannot safely be made within the allowed time limit.
- b) The competitor can prove that the flight was hindered by outside interference.
- c) Judging was impossible for reasons beyond the control of the competitor (model aircraft, engine, or radio failures are not considered to be outside the control of the competitor). In such cases the flight ~~may~~ **shall** be repeated as close to the published flight time as possible. ~~immediately after the attempt, during the same round or at the end of the round, at the discretion of the Contest Director.~~

Reasons

THE PROPOSED AMENDMENT TO BOTH PARAGRAPHS IS TO REMOVE THE DISCRETION OF THE CONTEST DIRECTOR. EXPRESS DISCRETION SHOULD NOT BE A PART OF FORMAL RULES. THE AMENDMENT TO PARAGRAPH C) IS TO REMOVE UNCERTAINTY FROM THE TIMING OF A SECOND ATTEMPT AND TO PREVENT DISRUPTION TO THE THE FLIGHT ORDER TIMES AT 5.4.12.

3rd rule change:

Instruction: to re-structure and standardise the sub-paragraphs as shown and to add paragraph numbers; to structure the first sub-paragraph as the following ones; to add a new first paragraph to the Flight Order sub-paragraph.

5.4.12 ORGANISATION

- a) TRANSMITTER & FREQUENCY CONTROL
See VOLUME ABR, Section 4b, Paragraph B.10.
- b) FLIGHT ORDER

The flight order must be published with official flight times for each competitor and including judges' breaks and meal breaks. Neither the published flight order nor the flight times may be changed and the flight times must be adhered to as closely as possible and no flight time shall run earlier than published without prior agreement between the pilot and the organiser.

(i) Preliminary Rounds

The flight order for the first preliminary round will be determined by a random draw, taking into account that frequency will not follow frequency and team member will not follow team member of the same team. The flight order for preliminary rounds two, three and four will start at the first, second and third quarter of the initial order.

(ii) Fly-Off Rounds

The flight order for the first fly-off round will be established by a random draw, **taking into account that frequency will not follow frequency and team member will not follow team member of the same team.** The flight order for the second and third fly-off rounds will start at the first and second third of the initial order.

- c) PREPARATION TIME

A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A).

A competitor must be called at least 5 minutes before he is required to enter the start circle. When the previous competitor's flight time reaches 6 minutes the flight line director ~~can~~ **may** give the signal to start the engine. The competitor is given 5 minutes to start the engine and make last minute adjustments. The model aircraft may only be hovered in the start circle up to eye level (Eye Level = EL = skids/landing gear are at eye level of the pilot) and must not be rotated beyond 180° left or right relative to the competitor. If the model aircraft is rotated beyond 180° the flight is terminated. The competitor in the start circle must reduce his engine's speed to an idle when the preceding competitor has completed the eighth manoeuvre. If the competitor is not ready after the 5 minute preparation time, he is allowed to complete his adjustments in the start circle; however, his flight time will have started at the end of the 5 minute interval.

- d) FLIGHT TIME

The flight time of 11 minutes begins when the competitor's model leaves the start circle with the permission of the flight line director and the judges. If the allotted time expires before a manoeuvre is completed, that manoeuvre and all remaining manoeuvre(s) will be scored zero.

- e) RESTRICTIONS

After starting the model in the start circle the model must be flown at EL to the helipad along the model entry path shown on the Contest Area Layout (Figure 5.4.A). The pilot may test hover the helicopter on the helipad and reposition it, before announcing the start of the first manoeuvre, to accommodate wind conditions. If the engine stops the flight is terminated.

- f) INTERRUPTION OF A COMPETITION

In extraordinary weather conditions or if the wind component perpendicular to the flight line exceeds 8ms/s for a minimum of 20 seconds during a flight, the competition must be interrupted. The flight will be repeated and the competition continued as soon as the wind subsides below the criterion. If the wind does not subside before the round

is completed, the entire round will be dropped. The determination will be made by the organiser with concurrence of the FAI Jury.

Reasons:

Paragraph b): to prevent the organisers from changing the published flight order and to make mandatory published flight times so that the pilot may know when to present himself ready for calling to the start circle (paragraph "Preparation Time"). Additionally to make it easier to distinguish between the draw for flight order, and to standardise the criteria, for the preliminary rounds and the fly-off rounds

Paragraph c): to relocate an existing paragraph to a more appropriate place in the sub-paragraph.

Paragraph f): to give the same instructions and resolution for "extraordinary weather" as are given for "[excessive] wind speed" as extraordinary weather can affect the round in the same way as can excessive wind speed.

Note: Paragraph d) with the double bars shows the increased flight time agreed at the 2008 Plenary meeting and effective January 2009.

Approved by the AHA, BMFA Specialist Body

Submitted to Council as a proposal from the Competition Secretary

Extraordinary circumstances dictated by the imminence of the formal F3C FAI rule change schedule.

22/09/08

FAI Rule Change Proposals for 2009 CIAM Plenary Meeting

1. Model Stickers.

Vol ABR, Para B.16.6 A sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor and Scale model aircraft).

Vol ABR, Para B 16.7 with FAI certificates and, when relevant, stickers.

2. Model Engine Marking.

Vol ABR, Para B 16.11 For categories F2,F3 (except F3A) and F4,

3. Transmitter Control.

Vol F4, Para 6.1.12 Organisation of Scale Events

The flight order of the competitors will not be changed unless, in the case of R/C events, the organisers need to do so to avoid frequency clashes. The aim being to provide sufficient flexibility in frequency sequencing to allow a competitor to make use of his transmitter, at the latest, by the time he enters the No.1 ready box. There shall be no substitution of one team member's slot for another team member's

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(t/a British Model flying Association)

P R O P O S A L F O R M

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(delete those which are inapplicable)

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PROPOSAL:

Change to F5D rules on discarded scores.

The addition of discarded scores for 12 or more rounds flown.

“If twelve or more rounds are flown, each competitor’s worst three scores shall be discarded.”

(See attached FAI rule proposal form)

REASON:

To harmonise with F3D rules.

ELECTED OFFICERS

Proposed by:
Date:
Officer: _____

Elected Post:
Signature of

TECHNICAL COMMITTEES

Proposed by: **JOHN BARKER**
2ND LES Eagle
Date of Meeting: **30/8/08**

Technical Committee RCPTC
Voting Results: For **11**
Against **0**
Abstentions **0**

Date: _____ Signature of Committee Secretary: _____

AREA COMMITTEES

Proposed by: _____ Club

Signature of Club Delegate*:

Seconded by: _____ Club

Signature of Club Delegate*: _____

Date of Area Meeting:

Voting Results: For
Against
Abstentions

Date: _____ AREA:

***NB:** The Club Delegate **MUST** be approved by the majority of the Club Committee.

FEDERATION AERONAUTIQUE INTERNATIONALE

AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 8/11/2007

Proposal submitted by: Great Britain

Sporting Code Volume: section 4 vol.5

Heading of section: 5.5.6. CLASS F5D - ELECTRIC POWERED PYLON RACING MODEL AIRCRAFT

Class: F5D

Number & heading of the paragraph: 5.5.6.9

Page number if appropriate: 21

Type the instruction in the space below: The addition of discarded scores for 12 or more rounds flown as per F3D rules.

Type the text changes in the space below (*show deletions as ~~strike through~~ and additions as **bold underlined**):*

5.5.6.9 Scoring

g) The winner of the event is the competitor who has accumulated the lowest score after the conclusion of all heats. If four or more rounds are flown, each competitor's worst score shall be discarded. If nine or more rounds are flown, each competitor's worst two scores shall be discarded. **If twelve or more rounds are flown, each competitor's worst three scores shall be discarded.**

Type the reasons in the space below:

5.5.6.9 (g) – alignment with F3D scoring rules on discards. Added discards for when 12 or more rounds flown.

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

Items to be placed on the agenda of the CIAM meeting 2009.

The alternate delegate Nick Neve at the 2008 CIAM meeting bought back from the F3B/J sub-committee a list of deferred proposals for the F3B Class.

Most of the proposals will only apply to Championship events and the majority are none controversial, however, two regarding the Speed task are, therefore, counter proposals need to be made to rebut these.

There are also a couple of additional proposals I am putting forward.

The first German proposal which needs looking at is in speed under the heading Organisation of Starts. (Page10 e) sub-paragraph b))

The present rules state that Speed may be flown in one complete group of all the competitors or in smaller groups with a minimum of 8 competitors. The size of the group is at the discretion of the CD.

This in effect means that in the event of inclement weather the CD may stop the round in progress at any time as long as 8 competitors have flown, thus groups may be of any size greater than the minimum. Say of 9 15 21 32

So in an extreme example if there are 60 competitors it is possible for 52 competitors to have flown and the round then stopped, the remaining 8 then fly after the interruption. This is patently unfair as obviously it is easier to obtain 1000 points in a smaller group.

In the event of constant interruptions for rain as in Switzerland 2007 it is also in the CD's discretion as to when the weather is too bad to continue, also to what point count-back should be made. There were some suggestions that the CD continued flying after conditions were too bad , stopped the round after a favoured pilot had flown, then counted back to give that pilot a second flight if they had a poor run. (I could not possibly comment as to whether this is true.)

The normal procedure in speed is to fly the first round in the same order as the duration and distance tasks and then shuffle the pack for random order in the remaining rounds until the final one when speed is always flown last, starting with the lowest ranked competitors, finishing with the highest.

The German proposal below is for all rounds after the first to be flown as detailed above.

“For task C (speed) the starting order is oriented at the inverted ranking calculated out of all the tasks flown until that moment. For the first round the starting order for task C is identical with the starting order of task A”

At first glance the above seems OK, however at present members of the same team are kept apart so that there is time to retrieve the winch line, change lines, and carry out minor adjustments or repairs.

The circumstances may occur that team members may be ranked closely together, thus the above would not be possible. Of course competitors can claim 5 minutes preparation time but in speed, to progress the competition quickly, as one competitor lands the next launches, if competitors start claiming prep time the task would drag on for ever.

This brings in the point that speed already takes from 2 to 3 hours to complete. The problem is that depending when the task is started the normal weather conditions can vary enormously such as in the early morning or early evening.

Therefore, it follows that maybe the lower ranked pilots will all gain an advantage/disadvantage at some time of the day or all the top ranked pilots in other circumstances.

This is unfair, and although the above differences in conditions apply throughout the competition if the order of flying is chosen at random, as now, pilots have to take the good with the bad.

The solution is to fly the speed task in groups as is the case in both duration and distance.

Therefore.

e) 5.3.1.8 Organisation of Starts.

Change last sentence of sub-paragraph b)

For task C (speed) the competitors must be divided into groups. The groups must be of equal size +or- one (to allow for the maths) the group may be any size from a minimum of 8 to a maximum of 33% of all the competitors. The size of the groups must be determined before the start of the task in each round taking into account possible changes in weather conditions. Therefore, in the event of interruptions, the count back will be to the start of the group in progress.

Reason(s)

Group scoring does in fact reduce the influence the effects of weather as the time scale is far less than flying in one group, the task already may take 2/3 hours. Also if all the competitors fly in one group in reverse order throughout all the rounds, at certain times of the day, such as early in the morning or late in the day it is almost certain that the conditions will change with reducing or increasing wind speed and the amount of lift available. Thus under some conditions all the top rank competitors may enjoy the best conditions to the disadvantage of the lower competitors or the opposite in the case of those in the lower ranks. By determining the size of the groups before the start of the task it prevents the CD being able to benefit some competitors to the detriment of others by changing the sizes of the groups during the course of the task.

If all the competitors are flown in reverse order, in some cases it may be that competitors in the same team could be drawn together, thus there would not be sufficient time for preparation unless competitors claimed their right to 5 minutes preparation, the contest would then be delayed even more.

The next proposal from Germany is to change one only introduced two years ago. For many years the penalty for crossing the speed safety line was a zero score. Everyone had accepted this and it had worked well. In the event of discards applying, a zero score was available for this. Thus one zero score was not terminal as far as the rest of the competition was concerned.

The German proposal two years ago was to reduce the penalty to 100 points (they are now trying to re-introduce this) but at the full plenary CIAM meeting the Belgian delegate convinced the meeting that 100 points was insufficient (which I agree with) and a 1000 point penalty was voted through.

Unfortunately it was not realised that another rule which had been introduced meant that any score under penalty could not be used in a discard situation. Therefore, under the present rule crossing the safety line virtually eliminates a competitor from the contest, as one of our team found in Switzerland.

What happens is that the competitor has a zero score and is minus 1000 points. Then in the event of discards has to lose their next worse score which could be up to another 1000 points if they win all the other rounds.

The above is obviously too harsh but a 100 point loss is not sufficient to discourage pilots from flying in a reckless manner.

For example when the contest gets to the sharp end and podium places are up for grabs, the top competitors know what they have to do in the speed run (which is always last in reverse order) Therefore, a competitor with a cushion of more than 100 points above the next one down may be tempted to take undue risks on their run knowing any penalty will not affect their position and could result in injury to others such as those signalling at the bases.

The Germans also claim it is too difficult to judge whether a model has crossed the safety line, they say that with a 1000 penalty, the sighting device when the model is high, has to be 10 times more accurate than with a 100 point penalty. What a load of nonsense.

In my experience of sitting on the safety line for 7 years with at least 7 comps a year, virtually every safety line infringement Occurs on leg 3 of 4 when the model is quite low and thus easy to judge with the equipment available.

Therefore:-

5.3.2.5 Task C Speed

Delete second paragraph of sub-paragraph h)

Replace with.

Should any part of the model cross the safety line, when sighted by optical means a zero score shall be awarded.

The zero score shall be listed on the score sheet of the round in which the zero score occurred

Reason(s)

For many years the above applied without any problems. The present rule of 1000 point penalty is too harsh, taking into account that any score under penalty cannot be used as a discard. Thus the competitor then has no chance of winning the competition.

However, if as previously, a zero score is applied this is the same as if the competitor exceeds their working time or fails to complete the four legs. Therefore a zero (not penalty) score may still be used in the event of discards being available.

However any lower penalty such as 100 points makes no sense when for landing or striking a person in the safety area results in penalties of 300 and 1000 points respectively. Whereas in the speed task the models are more heavily loaded and travelling faster presenting a risk of greater injury and a 100 point penalty presents little deterrent.

Also at the end of the contest when podium places are at stake, if a competitor has more than a 100 point margin over their nearest rival they may be tempted to take undue risks knowing that their existing position will not be affected by only a 100 point penalty.

The safety line sighting device is just as capable of judging infringements as those at the bases, if not, change the sighting device, do not unduly reduce the penalty.

In any event, almost all infringements occur on the number 3 leg with the model travelling from base A towards base B at relatively low height, thus it is very easy to judge with the existing equipment.

5.3.2.5 Task C- Speed.

Sub paragraph d)

ADD

If more than one signal activation device is used(push buttons) there should be no delay between the activation of the first device and the activation of the source of the signal (horn, loudspeaker) That is waiting for confirmation from a second or more devices to be activated.

Reason

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.

5.3.2.4. Task B – Distance.

DELETE sub paragraph d)

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

Reason

At competitions with large entries this rule is not enforced because of the large number of the competitors own sighting devices placed in the winch area.

5.3.2.4. Task B -Distance.

Paragraph d)

ADD

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

Reason

This would reduce the long line taken up by the sighting devices in the winch area as the numbers prevent some competitors getting close to Base A.

5.3.2.2. Launching

Sub paragraph f)

DELETE First Sentence

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

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.

There is also a German proposal to increase the number helpers allowed from 4 to 5 but the fifth helper only to be used to retrieve the winch line if 2 winch lines are set up back to back. This is to allow for conditions when the wind direction being so variable that the competitors cannot decide which winch to use until the moment of launch. Also to save changing the winches round in case of wind shift during the course of the day.

In fact on some occasions a launch is made in one direction and an immediate re-launch is made using the winch in the opposite direction.

I agree with this proposal but the phrasing of the German writer is convoluted and although conveys what is required it could do with re-writing but who am I to correct someone who is not using their first language? I have re-written it but am not sure what to do?

5.3.1.4. Competition and Helpers.

Change the whole paragraph to read:

The competitor must operate their radio equipment personally. Each competitor is permitted up to three (3) helpers at the winch line including the Team Manager and no turning signals must be given near base B during tasks B and C.

Up to a further two (2) helpers are allowed, they may only be used at the turn-round pulleys to cover all wind directions and the helper(s) must guide the towline(s) after release from the model during rewinding of the winch to prevent damage to other towlines.

Reason

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

All the other proposals are OK but if anyone wishes see them please contact me.

Of course the proposals are only the ones we have had advance notice of and until the full agenda is revealed early next year we do not know what other surprises the Germans and others might have in store.

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