

Technical Notices from the 2014 CIAM Plenary Meeting

New Working Group

The implementation date is **1st May 2014**.

At the 2014 CIAM Plenary Meeting, the Plenary approved the establishment of a UAV/UAS Working Group. It is intended that the UAV/UAS Working Group shall have been formed by the time of the December 2014 Bureau Meeting.

NACs are invited to submit names of people considered to be experts in this field direct to the CIAM President, Mr Antonis Papadopoulos.

Sporting Code

ABR Volume

B.4.5 Jury Pack

This rule is effective from
1st May 2014.

- a) The Jury Pack is a set of the FAI (CASI and CIAM) documents to be used as guidance for FAI Juries in FAI Aeromodelling Category 1 events and other international events, where appropriate, for taking uniform action in organisation supervision, Jury administration, protest processing, preparation of reports and all other activities within the Jury's control and responsibility for these events.
- b) It must be assembled by the Jury President after his appointment.
- c) All documents listed in item d) below need to be downloaded from the FAI website: www.fai.org/documents or www.fai.org/aeromodelling/documents updated on 1st January of the current year.
- d) The Jury Pack must contain:
 - 1. FAI Sporting Code, Section 4, Volume for the appropriate category or class:

F1 - Free Flight	F2 - Control Line
F3 - Radio Control Aerobatics	F3 - Radio Control Soaring
F3 - Radio Control Helicopters	F3 - Radio Control Pylon Racing
F4 - Scale Model Aircraft	F5 - Electric Model Aircraft
F6 - Airports Promotion	F7 - Aerostats
S - Space Models	
 - 2. FAI Sporting Code, Section 4, Volume ABR
(Section 4B – Special Rules for International Contests)
 - 3. FAI Sporting Code – General Section
Chapters of importance for Aeromodelling 1st Category events:
 - Chapter 3 – Sporting Events,
 - Chapter 4 – Control of Sporting Events,
 - Chapter 5 – Complaints, Penalties, Disqualifications, Protests.
 - 4. FAI CASI – International Jury Members Handbook, 2001 – 3rd Edition:
 - Appendix A – Jury Final Report Form
 - Appendix B – Report of the President of the Jury
 - Appendix D – Report by the Jury President to the Air Sport Commission
(Including a narrative report on a separate sheet/s)

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- 5. FAI Category 1 Events – CIAM Jury President's Check list
(FAI Sporting Code, Section 4, Volume ABR, Annex B.5)

6. Protest/Complaint Form

(FAI Sporting Code, Section 4, Volume ABR, Annex B.6)

Note that the use of this form is not mandatory but is recommended.

7. Trophy Transfer Form

Note that the forms for items 5, 6 & 7 are available in the Documents section of the CAM website.

8. Bulletins produced by the organiser for the particular event.

9. Local Rules, if any, approved by CIAM Bureau for particular Championships.

Note that CIAM Rules should be used first, but in the case of ambiguities, the Jury should consult CASI documents.

B.5.5 Results

This rule is effective from
1st May 2014.

- a) Results for CIAM competitions are deemed to be official only when the FAI Jury has checked, validated and finally signed them. In accordance with GS 3.16.1, the official (final) results must be made public before the prizegiving.

B.8 Special Contest Organisation Requirements

This rule is effective from
1st May 2014.

- B.8.9 Organisers of World and Continental Championships and of Open International events on the CIAM Contest Calendar must provide, at no cost to the competitor, third party liability insurance to the standard required for competitors participating in the competition including flying at off-site practice facilities.

B.16.2. National Team Classification

This rule is effective from
1st May 2014.

- a) The national team classification for all CIAM classes for World or Continental Championships is established after the completion of the championship using one of the following two methods only:
- (i) By adding together the numerical final placings of the three national team members using the full list of competitors unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best placed members.
Teams are ranked from the lowest numerical places to the highest, with complete three-competitor teams, ahead of two competitor teams, which in turn are ranked ahead of one-competitor teams. In the case of a national team tie, the best individual placing decides.
 - or
 - (ii) By adding the scores of the three members of the team together unless there is a fourth member of the team (who must always be a junior) in which case it will be the three best scoring members.
In the case of a national team tie, the team with the lower sum of place numbers, given in order from the top, wins. If still equal, the best individual placing decides.
For F2C, in either method of national team classification, a “member” is a two-competitor team.

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F3F

5.8.2 Characteristics of Radio Controlled Slope Gliders

This rule is effective
from 1st May 2014.

Paragraph B.3.1 a) of Section 4B (Builder of the Model aircraft) is not applicable to class F3F.

5.8.10 Safety

This rule is applicable as a local rule
for 2014 competitions.

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

The organizer must clearly mark a safety line representing a vertical plane which separates the speed course from the area where judges, other officials, competitors and spectators stay.

Crossing the safety line by any part of the model aircraft during the measured flight will be penalized by 100 points subtracted from the sum after conversion, the penalty not being discarded with the result of the round. The organizer must appoint one judge to observe, using an optical sighting device, any crossing of the safety line.

F4

6.1.9.4 a) Photographic Evidence

This rule is applicable as a local rule
for the 2014 Championship.

a) Photographic evidence:

At least three photographs or printed reproductions of the prototype, including at least one of the actual subject aircraft being modelled are required. Each of these photographs or printed reproductions must show the complete aircraft, preferably from different aspects and not be smaller than A5. These main photos must be submitted in triplicate, the second and third copies may be photocopies. Photographs of the model are not permitted unless the model is posed alongside the full size prototype and the photo used as proof of colour. The use of photographs based on digital files which show evidence of being enhanced or manipulated shall result in disqualification. The photographic evidence is the prime means of judging scale accuracy against the prototype.

6.1.13 Builder of the Model

This rule is applicable as a local rule
for the 2014 Championship.

Scale models must be constructed and finished solely by the competitor. The only exceptions to this rule are for models entered in Class F4H and for team entries entered in Class F4J.

Note that the use of the word "constructed" in this context means that the competitor is the person who has done all the work on the model.

The Competitor must also prepare the model for flight, although helpers are permitted, see paragraph 6.1.8.

Commercially available components, machined parts, die or laser cut parts and prefabricated or moulded airframe components which are manufactured by a third party, whether specifically for the model or supplied as part of a kit, may be used in the construction of scale models.

Details of these items (excluding fixings, ie screws, nuts and bolts etc) must, however, be entered on the Competitor's Declaration Form and if they affect the visible scale accuracy or craftsmanship of the model they will result in a reduction of the marks awarded during static judging.

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If any commercially available parts have been modified by the competitor to improve scale accuracy then the evidence of this work must be supplied (attached to the declaration) in order for the Judges to assess the craftsmanship.

If found to be in violation of this rule the competitor may be disqualified from the contest.

F5

Annex 5.E

5E.2 Procedure for nomination of World Cup Contests

This rule is effective
from 1st May 2014.

5E.2.1 The Electric Flight World Cup will be organised in classes F5B (Gliders), F5D (Pylon Racing model aircraft) and F5J (Thermal Duration Gliders) during the years in which there are no World Championships.

Space Modelling

General Rules for International Contests

4.2 Number of Models

This rule is applicable as a local rule
for the 2014 Championship.

For classes S1, S2, S3, S4, S6, S8, S9 and S10 one (1) additional model may be processed and flown by the competitor on there being a tie for first place at the end of the third round.

4.5.4. Definition of a Re-flight

This rule is applicable as a local rule
for the 2014 Championship.

A competitor shall be allowed a re-flight when he is prevented from making an official flight through no fault of his own. In such cases he or his team manager should notify the RSO immediately. Permission for a re-flight shall be given by the RSO, or in case of a protest, by the FAI Jury. A re-flight shall be made under flight conditions similar to those under which the other official flights for that class were made, but before the official results are announced.

S1 – Altitude Class

5.4. Classification

This rule is applicable as a local rule
for the 2014 Championship.

Every competitor shall be given three opportunities to make official flights. The best out of three flights shall be taken for classification. In case of tie the second or even the third flight shall be decisive. If the tie remains, competitors shall be allowed to make an additional flight and they may use a new model.

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