

Voorlopig programma Vliegersvergaderingen 2019/2020

De vliegersvergaderingen 2019/2020 zullen worden gehouden op zaterdag 25 januari 2020.

Net als de afgelopen jaren zal dit zijn in het voorlichtingscentrum van het

Bouw & Infra Park Ceintuurbaan 2 3847 LG Harderwijk.

Het ochtendprogramma betreft de vergaderingen van de vliegers en hun subcommissies.

Het middagprogramma zoals gewoonlijk wat algemener van karakter.

Na de huldiging van onze kampioenen zal er een presentatie zijn van Allard van Wallene, jarenlang succesvol F1A vlieger en lid van de F1A ploeg die tweede werd op het afgelopen WK.

Daarna is er mogelijk een korte presentatie van Richard Branderhorst over de recente ontwikkelingen op het gebied van regel- en wetgeving; er gebeurt het één en ander.

Programma vergaderingen.

Inloop: 9.00 – 9.30 uur in de foyer.

Indeling zalen

Zaal	ochtend		middag
	9.30-10.45 uur	11.00- 12.30 uur	14.00 – 16.00 uur
Grondzaal 1	RB kunstvlucht	RB kunstvlucht	Plenair
Grondzaal 2	RB Schaal + Para	RB Schaal + para	Plenair
Grondzaal 3	RB Zweef F3K	RB zweef plenair	Plenair
Beton 1	Vrije vlucht	Vrije vlucht	-
Beton 2	RB Elektro	RB Elektro	-
Staal	Pylon	Pylon	-
Asfalt	FRES	Helikopter	-
Straat	Lijnbesturing	Lijnbesturing	-
Foyer	F3B	-	-
Foyer	F3J	-	-
Foyer	F3F	-	-

Droneracing	expositiezaal	expositiezaal	-
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Lunch.

Tussen 12.30 en 14.00 uur is iedereen welkom in de foyer voor een lunch. Degenen die gebruik willen maken van de lunch die door Bouw & Infrapark wordt aangeboden voor € 9,-, moeten dit vooraf opgeven.

Een mailtje naar voorzitter.sport.modelvliegsport@knvvl.nl met je naam en het woord lunch volstaat. Op basis daarvan zal ik rond 20 januari het aantal lunches doorgeven.

Betaling contant ter plaatse zoals voorheen. Wie niet besteld heeft moet zelf brood meenemen.

Middagprogramma.

Het middagprogramma ziet er als volgt uit:

14.00 – 14.45 uur, Grote Zaal.

Huldigingen.

Aan Bastiaan Duijghuisen, vicewereldkampioen in de klasse F3K 2019 zal de Erepenning in Brons van de KNVvL worden uitgereikt door onze voorzitter Frits van Laar.

Ook de leden van de F1A ploeg die op het WK 2019 tweede werd: Bastiaan Duijghuisen, Roel Lucassen (ploegleider), Mark Rossen en Allard van Wallene, zullen de Erepenning in Brons uitgereikt krijgen.

Daarna zal Frits de medailles, diploma's en bekertjes aan alle nationale kampioenen uitreiken.

15.00 – 16.00 uur, Grote Zaal.

Presentatie door Allard van Wallene, top-vrije-vluchtvlieger en lid van de succesvolle F1A ploeg op het WK 2019, over vrije vlucht zweef.

Allard zal ons meenemen in de oudste FAI klasse, F1A.

Wie denk dat dit een nostalgisch verhaal is over hoe er vroeger met vrije vluchtmodellen gevlogen wordt, heeft het mis. Er bestaan weinig klassen met zulke technisch hoogstaande ontwikkelingen als F1A, zowel waar het de modellen als het wedstrijdvliegen betreft.

Hier hoort iedere wedstrijdvlieger kennis van te nemen!

16.15 – 16.45 uur, Grote Zaal.

Ontwikkelingen op het gebied van wet- en regelgeving door Richard Branderhorst, voorzitter commissie Instructie en veiligheid.

Ineens was er in november een mededeling in de Staatscourant over modelluchtvaartterreinen.

Gaan we daar last van krijgen?

Rob Metkemeijer
Voorzitter Commissie Sportzaken.



Vliegersvergadering KNVVL

Subcommissie RB Electro

Zaterdag 25 Januari 2020

Aanvang **09:30 uur**



Locatie:

Bouw & Infra Park - Betonzaal 2
Ceintuurbaan 2, 3847 LG Harderwijk.

Agenda:

1. Opening
2. Ingekomen stukken
3. Goedkeuring notulen vergadering 12-01-2019
4. Financieel jaarverslag 2019
- Zie Bijlage
5. Verslag kascontrolecommissie 2019 & benoeming kascontrolecommissie 2020
(Mark de Groot en Jacob Bos)
6. Begroting 2019
7. Voorstellen Reglementenboek F5J-NL – zie notulen voorvergadering
CIAM: Voorstel F5B – Loggers
Overleg Internationale CIAM Voorstellen (indien beschikbaar)
8. F5B Seizoen 2019/2020 & Prijsuitreiking
Update F5B WK Team
9. F5J Seizoen 2019/2020 & Prijsuitreiking
Update F5J EK Team
10. Kandidaatstelling Subcommissie.
 - Voorzitter: Gerben van Berkum - treed af en is herkiesbaar voor 2 jaar
 - Penningmeester: Eric Velthuisen – treed af en is herkiesbaar voor 1 jaar
 - Subcommissie lid F5J – Ab Kort – treed af en is herkiesbaar voor 1 jaar
 - Kandidaten: welkom, specifiek voor positie van voorzitter
 - Organisatie F5J:
 - Erik Rukkers Wedstrijdvelden organiseren en algemene ondersteuning
 - Justus Moree Wedstrijdleiding en wedstrijdverslagen
 - Beheer en onderhoud wedstrijd materiaal
 - Jacob Bos F5J Website en competitie beheren
 - Gerben van Berkum Ondersteuning wedstrijdvelden organiseren, ondersteuning materiaal
11. Rondvraag



Vliegersvergadering KNVvL Subcommissie Elektrozweef



Harderwijk, 12 januari 2019, aanvang 09:30 uur.

Aanwezig: Eric Velthuizen, Herman Dievelaar, Jan Somers, Justus Moree, Jacob Bos, Erik Straus, Jeroen Kole, Ton van Raamsdonk, Wim Nieuwenhuizen, Albert Kort, Pieter Douma, Bob Tito, Karel van Baalen, Johan Walvoort, Wim Nieuwhof, Frans Doff, Gerben van Berkum, Johan van Gog, Dennis de Waard.

Met kennisgeving afwezig: Ronald van der Ham, Lyckele Govers, Willem Verstralen, Peter Zweers, Anja en Jan de Groot, Mark de Groot, Erik Rukkers, Pascal van Ool, Terence van der Stelt, Frank van Melick, Geert van Melick, Gert Jan Siemons.

1. Opening

Gerben verwelkomt alle aanwezigen.

2. Ingekomen stukken

Er is een voorstel ontvangen van Karel van Baalen. Het betreft een wijziging in de voorwaarden voor kwalificatie voor een EK of WK. We behandelen dit voorstel bij het item reglementen. Verder hebben zich een aantal piloten afgemeld. Zie de opsomming hierboven.

3. Notulen

Behandeld worden de notulen van de Vliegersvergadering op 20 januari 2018. Notulen zijn rondgestuurd. Bovenaan de Notulen staat het jaartal 2017. Dat moet zijn 2018. Met deze wijziging keurt de vergadering de notulen van vorig jaar goed.

4. Financieel verslag 2018

Het financiële overzicht van 2018 wordt toegelicht door Eric Velthuizen. De Unilogs zijn verkocht aan Gerben, en er zijn Altis Nano's voor terugontvangen. Dit is met gesloten beurzen gedaan. De donatie aan Gliderscore wordt door Gerry Carter erg gewaardeerd. En zijn support is snel en goed.

Er zijn verder geen vragen over dit overzicht. Tijdens de vergadering zijn de kosten voor de prijzen/bekers van 2018 bekend geworden. Deze worden ter plekke in het resultaat verwerkt.

Het resultaat 2018 van F5B komt daarmee op € +101,28 en die van de F5J op € +593,54.

5. Kascontrolecommissie (=KCC)

De KCC 2017, Jacob Bos en Terence van der Stelt, hebben begin 2018 de financiële administratie van 2017 beoordeeld. En hebben deze akkoord bevonden.

De KCC 2018 bestaande uit Terence van der Stelt(2^e jaar) en Mark de Groot (1^e jaar) hebben de financiële stukken kunnen bekijken. Beide melden dat zij de administratie in orde is.

De vergadering is akkoord en daarmee is er decharge voor het bestuur van de subcommissie.

Benoeming KCC 2019: Terence van der Stelt verlaat de KCC en wordt bedankt voor zijn inzet. Jacob Bos meldt zich opnieuw aan als nieuw lid van de KCC. De vergadering gaat akkoord met zijn benoeming. De KCC 2019 wordt gevormd door Mark de Groot (2^e jaar) en Jacob Bos (1^e jaar).

6. Begroting

Tijdens de begroting gaat de discussie over de noodzaak de hoogte van de reserve te beperken en zelfs terug te brengen. Één manier is de inkomsten te verminderen door minder inschrijfgeld te heffen.

Uiteindelijk blijken de nodige investeringen voldoende te zijn om het doel te bereiken.

Voorgenomen investeringen F5B: Geen investeringen nodig.

Voorgenomen investeringen F5J : Nieuwe laptop zodat storingen verminderen, Stoel voor wedstrijdleiding, Extra budget voor promotie van de wedstrijdklasse bij clubs e.d. , Aanschaf software voor Website voor o.a. makkelijke verzending e-mails.

Het resultaat van de begroting F5B komt daarmee op € -92,86 en de F5J op € 601,43. Met deze aanpassingen wordt de begroting 2019 goedgekeurd.

7. Voorstellen Reglementenboek F5J-NL & CIAM

F5B heeft op dit moment geen voorstellen tot reglementswijziging.

Voor F5J heeft Gerben heeft voorstel gedaan om de maximale windsnelheid naar 9 meter per seconde te krijgen. Er wordt ook een kanttekening geplaatst bij de wijze waarop de windsnelheid wordt vastgesteld. Er wordt een te lange periode genomen waarin de windsterkte niet onder de limiet mag zakken. De limiet wordt op die manier bijna nooit gehaald.

Er is bij F5J een duidelijke race naar het laagste vlieggewicht aan de gang. Lopen de productiekosten en lage levensduur van de kist niet de spuigaten uit? Moet de minimale vleugelbelasting omhoog? Er zijn nu 3 vliegtuigen nodig om het hele windspectrum af te dekken. Dat kan dan worden teruggebracht.

De vergadering meent dat de productiekosten niet zullen dalen, ook al wordt de vleugelbelasting hoger. De kisten zijn niet het probleem. Maar hoe houd je de klasse breed? Door promotie van de klasse en door duidelijk te maken dat je ook met eenvoudiger materiaal goed kunt meevliegen

Gertjan Siemons heeft eerder dit seizoen voorgesteld om de minimum starthoogte te verhogen. Dat zou tot voordeel hebben dat niet iedereen in dezelfde thermiekbel draait. Hier is de vergadering niet voor, want dat is juist het leuke van het spelletje. Laag starten is een extra uitdaging. En vliegen in dezelfde bel blijft een onderdeel. Anders zou de thermiektaak te makkelijk worden.

Jan Somers stelt voor de doellanding te schrappen. Ook dit wordt door de vergadering afgewezen.

Karel van Baalen stelt voor een regelwijziging ten aanzien van de kwalificatie voor EK en WK. Karel is niet overtuigd van het nut van een Internationale ervaring. Met steeds meer klassen om aan deel te nemen blijft er steeds minder tijd om Internationaal ook nog mee te vliegen

In de reglementen staat nu :

De nummers 1, 2 en 3 van het NK van het voorafgaande jaar zijn geselecteerd, de nummers 4, 5 en 6 zijn achtereenvolgens reserve. De nummers 1 t/m 6 vormen samen de kernploeg. Om in aanmerking te komen voor kwalificatie dient in het kwalificatiejaar tevens aan minimaal 1 internationale wedstrijd op de FAI F5J-kalender deelgenomen te zijn.

Ik zou dat graag gewijzigd willen zien in :

De nummers 1, 2 en 3 van het NK van het voorafgaande jaar zijn geselecteerd, de nummers 4, 5, 6, enzovoort, zijn achtereenvolgens reserve. De nummers 1 t/m 6 vormen samen de kernploeg.

De vergadering gaat akkoord met het wijzigingsvoorstel.

8. F5B Seizoen 2018/2019 en Prijsuitreiking

Dennis de Waart geeft aan dat 2018 gezegend werd met erg mooi weer. Toch waren er ook wedstrijden met veel thermiek en sterke daalgebieden. Op de laatste wedstrijd was er juist een straffe wind. Er zijn goede contacten met de Belgen. Een aantal vliegt de NL competitie. Gerben en Pieter vliegen ook in België mee. Dit is ook de reden waarom Gerben tijdens de WK in Japan veel hulp kreeg van de Belgen. Gerben heeft een zeer bijzondere prestatie geleverd in 2018. In Japan werd hij wereldkampioen in de klasse F5B. Dit bijzondere moment mag binnen de subcommissie niet ongemerkt voorbij gaan. Daarom krijgt Gerben uit handen van Eric een mooie fles Whiskey om op een geschikt moment nog eens lekker na te genieten. Later op de dag zal de KNVvL Gerben nogmaals in het zonnetje zetten, en hem de zilveren penning van de KNVvL te overhandigen. Gerben deed voor de belangstellenden zijn verhaal over het traject en de voorbereidingen die tot het succes in Japan hebben bijgedragen. Een mooi verhaal met heel veel verschillende facetten, die een rol spelen bij het verkrijgen van de ervaring, en rust, die voor zo'n prestatie nodig zijn.

Prijsuitreiking Nationaal Kampioenschap 2018

Johan van Gog heeft weer voor prachtige glazen trofeeën gezorgd. De aanwezige winnaars krijgen hun prijzen uitgereikt, samen met de medaille en de oorkonde van de KNVvL.

Uitslag NK F5B 2018:

1. Gerben van Berkum 4000 punten
2. Dennis de Waart 3886 punten
3. Mark de Groot 2754 punten

F5B Geplande vliegwedstrijden:

- 13 april RMF Friendship - Dalfsen
- 25 mei Valkenswaard
- 13 juli MVC Crash – Katwoude
- 03 augustus The Hawks – Vught
- 21 september Maasdriel
- 12 oktober RMF Friendship Dalfsen (reservedatum)

9. F5J Seizoen 2018/2019 en Prijsuitreiking

Afgelopen seizoen viel op dat piloten al aan het invliegen waren, terwijl de opbouw van het wedstrijdveld en apparatuur nog niet klaar was. Hetzelfde gebrek aan hulp was er bij het afbreken. Komend seizoen zal daarop worden gelet. Verzoek aan de piloten: Kom op tijd, help mee en zorg dat er snel kan worden gestart. Deze oproep komt ook op website.

De organisatie verricht op de achtergrond veel werk. Dat zagen we in 2018 met de invoer van de digitale scorekaarten. We prijzen ons gelukkig met de inzet van Jacob, Justus, Erik, Gertjan en vele anderen. Ook F5J had veel geluk met weer. Voorspellen van weer blijft lastig. Maar hoewel lang twijfelachtig, was het op de dag zelf in Oosterland mooi weer. De verschillende omstandigheden leidden tot interessante wedstrijden, met veel verschillende winnaars. Ook de diversiteit van modellen maakt het interessant. Met houten ribbenvleugels laat Frans Doff zien dat je prima mee kunt doen.

Er was wel wat vertraging bij het opstarten van de wedstrijden door storing op de apparatuur. Om dat te voorkomen gaan we een nieuwe laptop kopen.

Het niveau van de piloten is over het geheel genomen fors toegenomen. Je ziet dat terug in de score, percentages, en verschillende winnaars.

Lunchpauze tijdens de wedstrijd JA of NEE? Voordeel: Je vliegt meer ronden. Bij 2 groepen, dan wel een pauze inlassen. Ook de club kan vragen om een pauze i.v.m. catering. In andere gevallen houden we geen pauze.

Tijdens briefing moet worden aangegeven wat die dag van toepassing is. Met name wel/geen lunchpauze, en op moment van de dag wordt besloten de laatste ronde te beginnen.

Prijsuitreiking Nationaal Kampioenschap 2018

Uitslag NK F5J 2018:

- | | |
|-------------------|----------------|
| 1. Peter Zweers | 6.902,2 punten |
| 2. Pascal van Ool | 6.838,8 punten |
| 3. Jeroen Kole | 6.598,6 punten |

Vooruitblik Seizoen 2019

Sommige wedstrijden zullen op zaterdag plaatsvinden, vaak op verzoek van de club. Vindt iemand dat een probleem? Geen van de aanwezigen vindt dit een bezwaar.

F5J Geplande vliegwedstrijden:

- 06 april Nijverdal
- 28 april Clinic Toldijk/Vierakker
- 18 mei Dalfsen
- 16 juni (Nog niet bekend)
- 08 sep Reuver
- 06 okt Kennemerland

Wedstrijdleader in 2019 is Justus Moree.

10. Openstaande vacatures en kandidaatstelling

Gerben en Ab hadden zich voor één jaar beschikbaar gesteld en zouden dit jaar aftreden. Zij blijven nog een jaar langer.

Eric blijft nog één jaar langer penningmeester, maar stopt in 2020.

Lyckele is gestopt met organiseren van de wedstrijden. Joeri gaat niet verder als wedstrijdleader in 2019.

Beide worden bedankt voor hun inbreng en inzet in 2018. . In 2019 zal Justus Moree deze taak op zich te nemen. Hij geeft hiervoor het zelf deelnemen op. Waarvoor allom waardering is.

De vergadering gaat met deze benoemingen akkoord.

11. Samenstelling Subcommissie

- Structuur van de KNVvL subcommissie Elektrozweef:

Voorzitter/Secretaris: Gerben van Berkum

Penningmeester: Eric Velthuizen

Subcommissie lid F5J: – Ab Kort

-Organisatie F5B:

Wedstrijdorganisator/vertegenwoordiger F5B: Dennis de Waart

- Organisatie F5J:

Wedstrijdorganisator/algemene ondersteuning: Erik Rukkers / Gerben van Berkum

Wedstrijdleiding en wedstrijdverslagen :Justus Moree

F5J Website en competitie beheren : Jacob Bos

Beheer en onderhoud wedstrijdmaterial : Gertjan Siemons/Gerben van Berkum

Rooster van aftreden:

Functie	Naam	Aftredend	Vertegenwoordigd F5J/F5B bij KNVvL
Voorzitter/Secretaris	Gerben van Berkum	jan 2020	ja
Penningmeester	Eric Velthuizen	jan 2020	ja
Algemeen lid F5J	Ab Kort	jan 2020	ja
Vertegenwoordiger F5J	Justus Moree	jan 2021	
Vertegenwoordiger F5B	Dennis de Waart	jan 2020	

12. Rondvraag en sluiting

Karel geeft zijn complimenten aan Jacob voor de website van de F5J. Zijn vraag is echter: Hoe staat het met de continuïteit van websites van subcommissies, die in privé zijn opgebouwd en worden beheerd. De KNVvL zou dit toch op zich (moeten) nemen? Minimaal het beheer van de domeinnamen zou bij KNVvL moeten liggen.

Het antwoord is, dat het niet van de grond is gekomen.

Dezelfde problematiek speelt voor het aanmaken van de bankrekeningen voor subcommissies. Nu staat het kapitaal van de subcommissies op een rekening van een privé persoon (meestal de penningmeester). We zullen dit in het subcommissies overleg opnieuw aankaarten. Maar verwachten er eigenlijk weinig van.

Gerben stelt dat het positieve saldo van de Eurotour eigenlijk niet in het vermogen van de subcommissie thuishoort. Het saldo vertekent de werkelijke stand van de reserves. Het geld is ooit bijeengebracht uit de organisatie van de Eurotour. En niet door de lokale wedstrijden van de NK. Voorstel is dit saldo uit de subcommissie-administratie te halen. Vergadering besluit aldus, en het bedrag zal worden overgemaakt aan Gerben.

Gerben dankt iedereen voor de inbreng, en wenst iedereen goed seizoen 2019!





FAI Sporting Code

*Fédération
Aéronautique
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Section 4 – Aeromodelling

Volume F5 Radio Control Electric Powered Motor Gliders

2020 Edition

Effective 1st January 2020

- F5B - RC ELECTRIC POWERED MULTI TASK GLIDERS
- F5J - RC ELECTRIC POWERED THERMAL DURATION GLIDERS
- F5A - RC ELECTRIC POWERED GPS GLIDERS (Provisional)
- F5E - RC SOLAR POWERED MOTOR GLIDERS (Provisional)
- F5F - RC 6 CELL ELECTRIC POWERED MOTOR GLIDERS
(Provisional)
- F5G - RC ELECTRIC POWERED BIG MOTOR GLIDERS (Provisional)
- ANNEX 5 E - RULES FOR WORLD CUP EVENTS

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1 FAI Statutes, Chapter 1, para. 1.6
2 FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.2
3 FAI Statutes, Chapter 1, para 1.8.1
4 FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5 FAI By-Laws, Chapter 1, para 1.2.1
6 FAI Statutes, Chapter 2, para 2.4.2.2.5
7 FAI By-Laws, Chapter 1, paras 1.2.2 to 1.2.5
8 FAI Statutes, Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9 FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.5
10 FAI Sporting Code, Gen. Section, Chapter 2, para 2.2.
11 FAI Statutes, Chapter 5, para 5.2.3.3.7
12 FAI Statutes, Chapter 6, para 6.1.2.1.3

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VOLUME F5

SECTION 4C – MODEL AIRCRAFT – F5

– ELECTRIC POWERED

Part Five – Technical Regulations for Radio Controlled Contests

5.5 Electric Powered Motor Gliders

5.5.1 General Rules

5.5.2 Contest Rules

5.5.4 Class F5B - RC Electric Powered Multi Task Gliders

5.5.6 Class F5D - RC Electric Powered Pylon Racing Aeroplanes (to be removed June 2020)

5.5.11 Class F5J - RC Electric Powered Thermal Duration Gliders

Provisional Classes

5.5.3 Class F5A - RC Electric Powered GPS Gliders

5.5.7 Class F5E - RC Solar Powered Motor Gliders

5.5.8 Class F5F - RC 6 Cell Electric Powered Motor Gliders (for juniors and seniors)

5.5.9 Class F5G - RC Electric Powered Big Motor Gliders

Annex 5E Rules for World Cup Events

THIS 2020 EDITION INCLUDES THE FOLLOWING AMENDMENTS MADE TO THE 2019 CODE

These amendments are marked by a double line in the right margin of this edition

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by	
Front Page	2019	Change the name of the volume and update list of classes on the front page and consequently in all other parts of the volume. Remove F5D from list of classes but retain F5D rules until June 2020. Remove F5K.	Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman	
Contents				
Throughout				
F5A				
5.5.3				Add new provisional class, F5A – Electric Powered GPS Motor Gliders, and rules.
F5E				
5.5.7				Revise the title of the class and completely revise the rules.
F5J				
5.5.11.1.1				Clarification regarding an exception to the F5 general rule 5.5.1.3 d) for F5J.
5.5.11.1.3				Additional rule to allow the possibility of a motor restart in World Cup and Open International events.
5.5.11.6				Clarification to re-flight rule.
5.5.11.8.1				Addition to team protection rule for junior pilots.
5.5.11.10				Early implementation – effective 15th May 2019 Amendment to Safety Rule for launching
5.5.11.11				Addition to landing rule, giving the contest director more flexibility in setting landing direction
5.5.11.12	Change of terminology 'truncated' instead of 'rounded down'.			
F5K	Class was deleted			

Four-Year Rolling Amendments for Reference

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by	
F5B	2018	Reduce the minimum weight of the battery pack.	Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman	
5.5.4.1 b)				
F5J				
5.5.11.2 b)				Early implementation – effective 1st June 2018 Add provision for a team manager and assistant team manager to help competitors.
5.5.11.8.1 c)				Early implementation – effective 1st June 2018 Clarification regarding team protection – mandatory at Cat 1 events.
5.5.11.13	Early implementation – effective 1st June 2018 Specify the method of national team classification			

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
There were no changes at the 2017 Plenary Meeting			

cont/...

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
Page 5 Contents and subsequent references Remaining sections not renumbered as a consequence of deletion.	2016	Delete Class F5A Electric Powered Aerobatic Model Aircraft. Delete Annex 5A. Delete Class F5H Electric Powered Open Motor Glider. Delete the words (World Cup Event) from Class F5J Electric Powered Thermal Duration Gliders, approved official rules. Change F5F from 4 Cell to 6 Cell Motor Glider Minor changes in the names of some other classes in line with 2017 CIAM Classes document.	Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman
Throughout		Upgrade previous cross references to ABR to the corresponding paragraph in CIAM General Rules.	
F5 General Rules			
5.5.1.2		Change to refer to CIAM General Rules (C.5.1.2) - does not now require competitor to build model.	
5.5.1.4		Change to limiter/logger data rule.	
5.5.1.5		Limiters/loggers must be approved by EDIC. Delete text no longer applicable.	
5.5.1.5 c)		Procedure for malfunction of limiter/logger.	
F5A & Annex 5A		Delete Class F5A and consequentially Annex 5A.	
F5B			
5.5.4.1 b)		Amend rules regarding batteries. Limiter is replaced by logger.	
5.5.4.1		Procedure for use of loggers (provided by organisers).	
5.5.4.2		Lengthen the distance of the sighting device if possible.	
5.5.4.5 d)		Allow electronic devices to monitor crossing of Base A & B.	
5.5.4.5 g)		Clarification concerning signal for crossing at Base A.	
5.5.4.6 d)		Change to the scoring of the duration task.	
F5D			
5.5.6.2 b)		Amend rules regarding batteries.	
5.5.6.2 c)		EDIC approved limiters can be provided by organisers.	
5.5.6.4		Effective 01/05/16. Racing course drawings updated.	

F5E	2016		Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman
5.5.7		Replace the current rule.	
F5F			
5.5.8 & 5.5.8.1		Amend title of class and rule from 4 cells to 6 cells.	
F5G			
5.5.9.3		Amend rules to change to the F5J concept except for the landing.	
F5H		Delete Class F5H.	
F5J			
5.5.11		Delete (World Cup Event) since F5J status has changed to official.	
5.5.11.13		Make the fly-off optional.	
F5K			
5.5.12.2	Change the penalty for cuts.		

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
There were no changes at the 2015 Plenary Meeting			

RULE FREEZE FOR THIS VOLUME

With reference to paragraph A.10.2 of CIAM General Rules:

In all classes, the two-year rule for no changes to model aircraft/space model specifications, manoeuvre schedules and competition rules will be strictly enforced. For Championship classes, changes may be proposed in the year of the World Championship of each category.

For official classes without Championship status, the two-year cycle begins in the year that the Plenary Meeting approved the official status of the class. For official classes, changes may be proposed in the second year of the two-year cycle.

This means that in Volume F5:

- (a) changes to F5J can be next agreed at the Plenary meeting 2021 for application from January 2022;
- (b) changes to F5B can be next agreed at the Plenary meeting 2020 for application from January 2021;
- (c) provisional classes are not subject to this restriction.

The only exceptions allowed to the two-year rule freeze are genuine and urgent safety matters, indispensable rule clarifications and noise rulings.

VOLUME F5

PART FIVE – TECHNICAL REGULATIONS FOR RADIO CONTROLLED CONTESTS

5.5. CATEGORY F5 – ELECTRIC POWERED MOTOR GLIDERS

5.5.1 GENERAL RULES

5.5.1.1 Definition of Electric Powered Motor Gliders

Model aircraft in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except control surfaces and which performs manoeuvres controlled by the pilot on the ground, using radio control, or by rotating surfaces in case of helicopters. The power pack for the electric motor may not have any fixed connection to the ground or another model aircraft in the air. Recharging of the power pack during flight by solar cells is permitted.

5.5.1.2 Builder of the Model Aircraft

There is no requirement for the competitor to be the builder of the model in F5. Refer C.5.1.2. in *CIAM General Rules*.

5.5.1.3 General Characteristics of RC Electric Powered Motor Gliders F5

Maximum total area 150 dm²

Maximum weight 5 kg

Loading 12 to 75 g/dm² (for Pylon Racing see para 5.5.6.2)

- a) The power source shall consist of any kind of rechargeable batteries (or secondary cells), the maximum no load voltage must not exceed 42 volts. In case the voltage is measured, this shall be done at the moment the preparation time for the pilot starts. After the measurement has been taken, the pilot is allowed 5 minutes preparation time as per 5.5.2.4.
- b) Battery specifications in F5B, F5D and F5F are written in the special rules of these classes.
- c) Mechanical or chemical modification of the individual cells, e.g. to reduce their weight, is not allowed except that insulation sleeves of individual cells may be changed.
- d) Electronic systems allowed are:
 - Augmented stability systems.
 - Systems that limit the energy used during climbs.
- e) Electronic systems that are prohibited are:
 - Autonomous or pre-programmed flight.
 - GPS or similar positioning systems or waypoint navigation.

Further exceptions are written in the specific class rules.

5.5.1.4 Energy Limiter/Logger

The energy limiter/logger is located in the electric circuit between the battery and the motor. In the case of a limiter, the interruption must persist for a defined period of time. Logger data must be retrieved immediately after the flight. The contest organiser may supply a "real time radio telemetry logger" that transmits logged data to the ground. The energy data and motor-run data shall be made available to the pilots.

5.5.1.5 Procedure for Limiter and Logger Checking

The limiters and loggers must be approved by the EDIC (ELECTRONIC DEVICES IN COMPETITIONS WORKING GROUP).

- a) The general procedure of limiter and logger checking follows Section C.12, Model Processing, in *CIAM General Rules*.
- b) The organiser will check if the limiter/logger is correctly connected to RX, LiPo pack and ESC. There must not be any type of "jumper" present in the RX cable or on the current sensor.

c) **Malfunction of limiter/logger:**

- limiter/logger given by the organiser, the competitor will have a reflight.
- limiter/logger of the competitor, a penalty in F5B/F of 100 p and in F5D of 20% of the flyers time, must be given.

Only one of these two systems can be used at a contest. The organiser must decide which of these two systems he will use and indicate clearly in the invitation.

5.5.1.6 Number of Model Aircraft

The competitor may use two model aircraft, three in pylon, in the contest. The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft conforms to the rules and that the parts have been checked before the start of the contest.

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.

5.5.2 CONTEST RULES

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:
 - b) The competitor cannot perform a flight due to outside interference verified by the organiser.
 - c) No scoring was made for reasons outside the control of the competitor. In such cases, the flight may be repeated at any other time decided by the Contest Director.

5.5.2.2 Cancelling of a Flight and Disqualification

The flight is annulled:

- a) If the pilot uses a model aircraft that does not conform to the FAI rules. In the case of intentional or flagrant violation of the rules, in the judgement of the Contest Director, the competitor may be disqualified.
- b) If the model aircraft loses any part during the flight time. The losing of a part during landing (ie. contact with the ground or another obstacle) during the flight due to a collision with another model is not taken into account;
- c) If the model aircraft was already used by another competitor at the same contest;
- d) If the pilot uses more than two helpers;
- e) If any part of the model aircraft does not come to rest and remain at rest within 100 metres from the landing spot. For powered gliders, this rule applies only after the duration and landing task has started.
- f) If for powered gliders the duration and landing task has not been started and also the landing does not occur on the designated flying side of the security line and within 100 m from the intersection of that line with Base A or B.
- g) If in contrast with the declaration of the competitor the model aircraft carried more than the allowed number of cells as power source for the motor or the voltage exceeds 42 volts.
- h) The competitor is disqualified if the model aircraft is controlled by anyone other than the competitor.

cont/

- i) If the model aircraft touches either the competitor or his helper during landing manoeuvres, no landing points will be given.
- j) If an infringement of energy limitation rules occurs the result of that round is discarded.

5.5.2.3 Organisation of the Contest

For transmitter and frequency control see C.16.2 in CIAM General Rules.

The official in charge will issue the transmitter to the competitor only at the beginning of his preparation time, according to 5.5.2.4.

5.5.2.4 Organisation of Starts

The competitors shall be combined in groups, in accordance with the radio frequencies used, to permit as many flights simultaneously as practical. The combination is organised in such a way that, as far as possible, there are no pilots of the same nation or team in one group. The flying order of different groups is also established in accordance with the frequencies used. The competitors are entitled to five minutes of preparation time before they are called for the start.

5.5.2.5 Processing of Energy Limiters

The organiser of an event has to provide power supply equipment for energy limiter processing. The competitor must have the ability to check his limiters prior to and during the contest.

5.5.2.6 Judging

The organiser must appoint a panel of at least three judges of different nationalities who are selected from the official CIAM Judges List.

Note: These General Rules and Contest Rules are applicable to the F5 Class: Multi Task Gliders (5.5.4.) and Pylon Racing (5.5.6.).

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5.5.3 CLASS F5A – RC ELECTRIC POWERED GPS MOTOR GLIDERS (PROVISIONAL RULE)**5.5.3.1 Definition**

a) Definition: This contest is an event for GPS equipped RC Electric Powered Motor Gliders including two tasks:

1) Distance

2) Landing

These two tasks are executed without interruption in one flight with as many legs as possible during the distance task with a minimum of energy consumption.

b) Model Aircraft specifications:

Minimum weight ready to fly 2.500 g

Maximum weight 3.500 g

Minimum wingspan 3 m

Maximum wingspan 4 m

Type of battery Any type of rechargeable batteries

Maximal voltage of the flight battery 42 volts

c) GPS-module position of model aircraft to be transferred to ground by back channel of RC radio or by separate telemetry system

5.5.3.2 Energy Management

a) The maximum amount of energy to be used in one flight is 1000 W*min. Anything over this will result in a deduction of 1 point per 5 W*min.

b) The amount of energy in each flight must be stored by a logger. Loggers can be provided by the organiser and will be drawn by the competitor before the flight. If loggers are provided by the organisers then this must be written in the invitation.

c) Logger data can be communicated by telemetry or will be read after landing.

d) The competitor is responsible for ensuring the logger device is installed correctly. In the event of an installation failure the competitor will not receive a re-flight.

5.5.3.3 Course Layout

a) Two imaginary lines A and B at a distance of 300 m.

b) The two lines and the course must be predefined by GPS waypoints and displayed on smartphone/tablet (for helper/navigator). If competitors will orientate themselves, the GPS system will use different audible tones.

c) Two concentric circles of 30 and 20 m.

d) Forbidden areas can be defined in the task and will be controlled within the navigation application. Presently the flight is not valid, if any of those predefined zones are entered during the flight.

5.5.3.4 Launching

a) The Position of the starter is near the landing circle: Distance max. 20 m.

b) When the CD gives the start signal competitors are free to start their model aircraft. It must be released into flight directly from the hands of the competitor or his helper.

c) After the aircraft is launched no further launching is allowed. The flight is considered official, whether the model aircraft is airborne or not.

5.5.3.5 Distance Task

- a) The competitor is free to switch on or off the motor.
- b) The flight direction for the distance task will be given by CD.
- c) The model airplanes have to cross line A in a time window of 180 sec after the start.
- d) The task begins when model aircraft has crossed line A the first time.
- e) Every completed leg from line A to line B will be awarded with 200 points.
- f) The second leg will start when the model crosses again line A in direction of line B. etc.
- g) The distance task ends when working time of 900 sec stops. The loss of any part of the aircraft must stop the distance task, too (landing 5.5.3.6 b will count).

5.5.3.6 Landing Task

- a) Additional points will be awarded for landing; when the model aircraft comes to rest in the 20 m circle: 200 points. 100 points will be given while coming to rest in the 30 m circle. The distances are measured from the centre of the circle to the nose of the model aircraft.
- b) If the model comes to rest two minutes after working time no landing points will be awarded.

5.5.3.7 Contest organisation

- a) Flying in groups of 2 to 6 competitors depending of the number of competitors. Team composition must be changed for every round. If possible only one competitor of the same team.

5.5.3.8 Scoring

- a) The winner of each group will be awarded with 1000 points per round.
- b) If two or more competitors in a group will have the same number of completed legs, the competitor with the highest average speed gets the 200 points. The competitor with the lowest speed gets 100 points. All others between.
- c) The total score consists of the number of legs, plus landing minus amount of consumed energy over 1000 W*min (points legs XX + points landing m – points W*min = total score).
- d) A minimum of two and a maximum of 6 flights must be flown. If more than 1 (one) flight is flown, the lowest score of each competitor will be discarded.

ANNEX of F5A GPS Glider Rule

Available electronics and software

Vario and GPS loggers: SM GPS Logger 2 (Jeti Duplex, Multiplex M-Link, Graupner HoTT, Futaba, JR DMSS, FrSky, with Adapter for Spectrum) www.sm-modellbau.de

Receivers: RC electronics RC T3000 (<http://www.rc-electronics.org/>), FLYMATE (www.flymate.ch)

Software: SkyNavigator (skynavigator.ch) must be adapted for F5A

5.5.4 CLASS F5B – RC ELECTRIC POWERED MULTI TASK GLIDERS

5.5.4.1 Definition

- a) Definition: This contest is a multi-task event for RC Electric Powered Multi Task Gliders including two tasks:

- 1) Distance
- 2) Duration and landing

These two tasks are executed without interruption in one flight. A minimum of two and a maximum of 8 flights must be flown. If more than three flights are flown, the lowest score of each competitor will be discarded.

- b) Model Aircraft specifications:

Minimum weight without battery	1000 g
Minimum surface area	26.66 dm ²
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.

- c) Loggers can be provided by the event organisers and will be drawn by the competitor before the flight. If loggers are provided by the organisers then this is the logger that will be used by the competitor for the flight/event.

Once drawn, the competitor will have at least 15 minutes to fit the logger into the plane(s).

Immediately after landing, the W*min consumed will be read from the logger which was used during the flight, either by means of telemetry or direct cable connection to the logger.

- d) The competitor must return the logger(s) after their flight - max 15 minutes.
- e) The competitor is responsible for ensuring the logger device is installed correctly. In the event of an installation failure the competitor will not receive a reflight.
- f) The organisers will check each logger prior to it going out to a new competitor to ensure that it is in full working order.
- g) With the logger, 1 (one) point is deducted for every 3 (three) watt-min used over the limit.
- h) 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 team member will not follow team members.
- i) Starting order for other competitions:

Before starting the first round the contest director will inform the pilots which mode of starting order will be established.

Mode A:

The starting order for the first round will be established by random draw.

The number of pilots is then divided by the number of rounds giving "x" result.

For each subsequent round, the first number "x" of pilots in the starting order moves to the end of the starting order

Example:

Given that there are 24 pilots and four rounds then the calculation results in 6.

The starting order for the rounds would then be as follows:

- Round 1: Starting order 1-24.
- Round 2: Starting order – the first six pilots move to the end of the starting order which is now 7-24 and 1-6.
- Round 3: Starting order – the first six pilots move to the end of the starting order which is now 13-24 and 1-12
- Round 4: Starting order – the first six pilots move to the end of the starting order which is now 19-24 and 1-18.

Mode B:

The starting order for the first round will be established by random draw.

This starting order will be used for all subsequent rounds except for the last round.

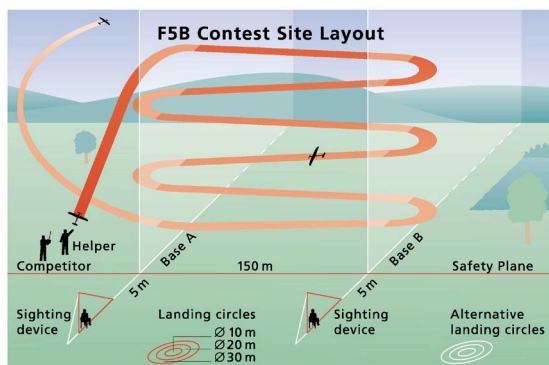
For the last round the starting order will follow the reversed ranking list.

5.5.4.2 Course Layout and Organisation

- a) Two imaginary vertical planes at a distance of 150 m from each other determine the turnlines and are named Base A and Base B. A safety plane is established perpendicular to these planes. The safety plane is endless. The sighting devices used to detect the crossing of the Bases A and B are placed at a minimum distance of 5 m from the safety plane outside the course.
- b) For landing, the organiser must provide three concentric circles 30, 20 and 10 m in diameter, or a tape or line with marks at the same distance, located at a place on the field where no danger of collision exists with model aircraft simultaneously flying either the distance.

5.5.4.2 F5B Contest Site Layout

Base B can either be to the left or right of Base A.



5.5.4.3 Scoring

- a) For each flight the total score is compiled by adding the partial score A and B for each competitor;
- b) The individual result of each round is normalised to the points of the best competitor of that round.

$$P \text{ round} = 1000 \times \frac{\text{Individual points}}{\text{Points of the best competitor}}$$

The normalised points shall be recorded to the first decimal number.

- c) In order to decide the winner when there is a tie, the best discarded flight shall be taken into account.

5.5.4.4 Launching

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

- b) The launch will occur behind the safety line within 10 m from Base A.
- c) 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) 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.

5.5.4.5 Distance Task

- 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.

This task must be carried out with at least two climbs with motor running however no more than ten climbs with the motor running are allowed. No points will be awarded for the legs completed after an eleventh or more climb with motor running.

The competitor has to decide how much time he will use for each climb (motor run) and how much for gliding.

- b) When after stopping the motor the model aircraft first crosses the Base A in the direction of Base B, counting of the legs begins. The model aircraft must complete as many legs as possible from the starting point Base A to the Base B and return;
- c) Restarting the motor stops counting the legs, as does the expiration of the 200 seconds.
- d) A timekeeper or electronic device (if approved by EDIC) announces to the competitor when his model aircraft crosses the Base A and Base B. The absence of a signal will indicate that the model aircraft has failed to correctly cross the base. The instruments used to check the crossing of the vertical plane must assure the parallelism of such planes.

During the scoring in this task, flying with any part of the model aircraft on the forbidden side of the safety plane will give ZERO points for the whole flight, distance and duration.

Circumstances beyond the control of the pilot (malfunction of the scoring equipment, interruptions etc) do not permit crossing of the safety plane. A reflight is not permitted if the safety plane is crossed without the permission of the contest director.

- e) The competitor, his helper(s) and the team manager must remain at Base A until the distance part of the flight is completed. Nobody, other than the Base B signal operator, may stay in the B line and give signals.
- f) Every completed leg will be awarded 10 points. When the model aircraft fails to complete at least one leg after either of the first two climbs, 30 points will be deducted from the score of this task; after 200 seconds of this task, which will be indicated by an audio signal, the duration task begins immediately.
- g) Flying out of the distance course at Base A the signal only needs to be given when the model aircraft is coming directly from Base B.

5.5.4.6 Duration and Landing Task

- 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) One point will be deducted for each full second flown in excess of 600 seconds.
- 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. The distances are measured from the centre of the circle to the nose of the model aircraft.

- 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)).
- h) Flying through or close to the distance course in a manner that interferes with another competitor's distance task flight will result in a penalty of 100 points deducted from the offending competitor's score of this round. This penalty can be applied by the contest director or a designated official.

5.5.4.7 Site

The competition must be held at a site having reasonable level terrain with a reasonable low probability of slope or wave soaring.

5.5.6. CLASS F5D – RC ELECTRIC POWERED PYLON RACING AEROPLANES

5.5.6.1 General

General Rules 5.5.1. and Contest Rules 5.5.2. are applicable except where otherwise stated.

5.5.6.2 Technical Specifications

a) Model Aircraft

Minimum weight ready to fly: 1,000 g

Maximum surface loading 65 g/dm²

b) Battery

Battery Type: any type of battery approved by the EDIC.

Minimum weight of battery pack: 200 g

Maximum weight of battery pack: 400 g

The weight of battery includes soldering, insulation, cables and connectors.

Max. no load voltage 21 V measured with a Voltmeter prior to the flight

Cells in parallel are not permitted.

Limitation of energy by an electronic limiter that stops the motor: max 1000 watt-min.

c) Energy Limiter

The interruption must persist for minimum period of 10 seconds. When the pilot has finished his race or has left the pylon course flight path the motor may be switched on again.

The EDIC approved limiters can be provided by the organiser and drawn by competitors before flights.

d) Each competitor may use a maximum of three model aircraft during the contest.

e) Any one model aircraft may not be used by more than one team, nor may roles be interchanged in a team.

5.5.6.3 Safety Rules

a) All officials (timekeepers, lap counters and pylon judges) must stay a minimum distance of 45 m outside the course on the spectators' side.

b) The pilot and helper have to stay inside the pylon course from the first start signal until the last model of the heat has finished the race or has left the pylon course flight path.

c) A Sideline Judge will be posted in the front on the pit area on the spectator side of the racing course. The Sideline Judge will record as an infringement, any over flight of the pit or spectator areas.

d) All officials on the race course and all competitors must wear a crash helmet.

e) The racecourse specification may be modified in the interest of safety.

f) The contest director has the right to request any competitor to make a flight to demonstrate the airworthiness of his model aircraft and/or his ability to fly the aircraft around the course. If during the race, the contest director considers any model aircraft to be flying erratically, dangerously or so low as to endanger the other competitors, callers and officials, he may disqualify the competitor from that heat or from all heats and require the model aircraft to be landed immediately. Persistent flying below the top of the pylons may be considered dangerous.

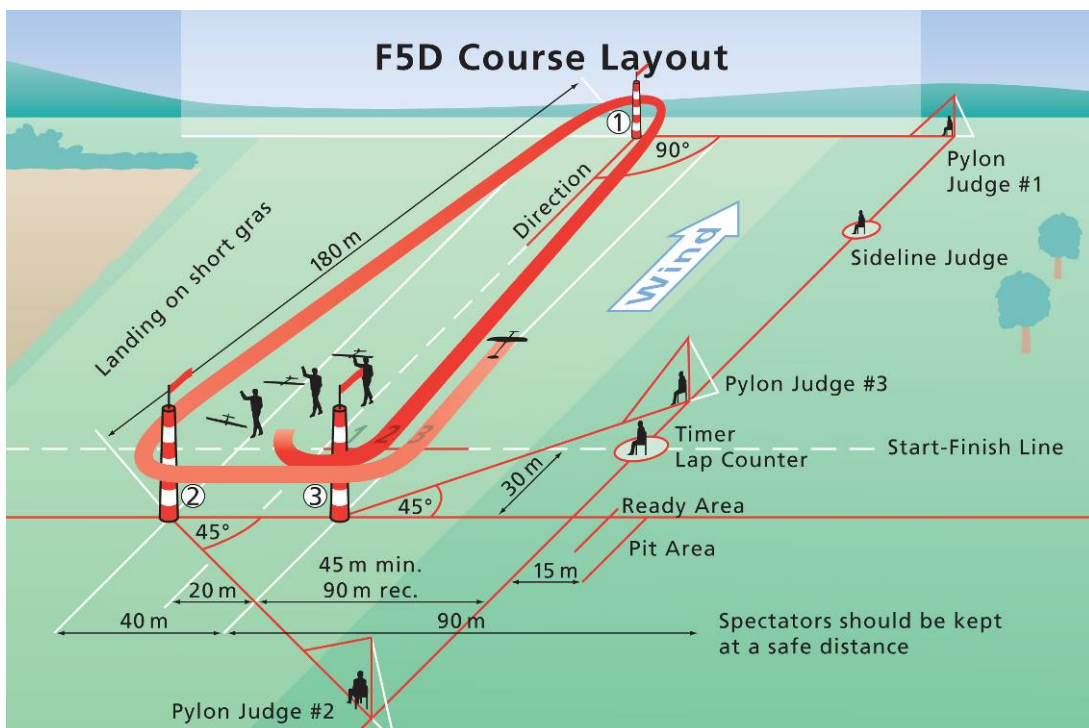
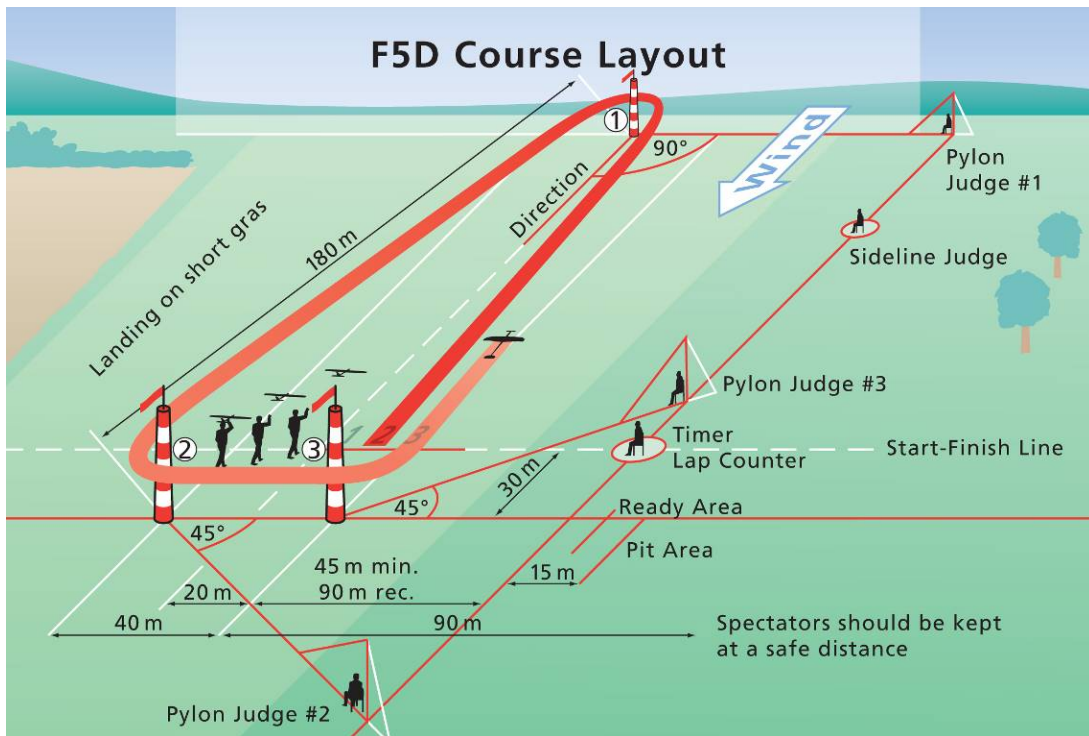
g) For transmitter and frequency control see CIAM General Rules Section C, Para. C.16.2. Heats shall be arranged in accordance with the radio frequencies in use to permit simultaneous flights. Each competitor has to introduce two different frequencies, distant of a minimum of 20 kHz, which he must be able to use on all his model aircraft entered in the contest.

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5.5.6.4 Racing Course Specification

The triangular course will be laid out as follows:

The distance between N°1 pylon and N° 2 pylon is 180 m. The distance between N° 1 pylon and N° 3 pylon is also 180 m. The distance between N° 2 pylon and N° 3 pylon is 40 m. The start/finish line is some 30 m from N° 3 pylon in the direction of N° 1 pylon. The course is ten (10) laps with individual length of 400 m. Total distance length is 4 km. The race starts at the start/finish line. All takeoffs will be hand launched; no mechanical device will be used. The race is terminated at the start/ finish line 10 full laps later. The pylons must have a minimum height of 4 m and maximum of 5 m.



5.5.6.5 Helper

- a) All competitors must be accompanied by only one helper (caller) for reasons of safety. The helper can be the team manager, another competitor from the same team, or a third party. The pilot or helper of one team may act as helper in one or more other teams.
- b) He may release the model aircraft at the start and give the pilot verbal information regarding the flying course of his model aircraft and official signals.
- c) In all cases the caller must be the holder of an FAI licence not necessarily issued by the NAC of the pilot and must have paid the entry fee.

5.5.6.6 Officials

- a) Each competitor shall be assigned four (4) officials during each heat:
- b) One official, the timekeeper/lap counter will time the competitor's aircraft for the required ten laps. In doing so, he will count the laps flown and advise the pilot by visual or audio system when he has completed the necessary ten laps. He will keep the recorded time on his timing device until he has entered the time on the score sheet.
- c) At the N° 1 pylon there will be one official as pylon judge and signaller for each competitor in the heat. The pylon judge/signaller will stand perpendicular to the direction of the course on the safety side of the course. A sighting device for the judge(s) is obligatory. Each pylon signaller will have a distinctive colour allocated, and the contest director will arrange for each model aircraft to be identified by one pylon judge - signaller before the start of every heat.
- d) The pylon judge - signaller will have his flag in a ready position, or his light off as the aircraft reach midcourse between N° 3 and N° 1 pylons, or earlier. At the instant the model aircraft draws level with the N° 1 pylon he will briskly lower his flag or switch his light on. There will be no pilot's helpers at any of the pylons.
- e) Note: Signals may be coloured flags, lights or shutters.
- f) The N° 2 pylon judge is placed behind the base of the triangle at a safe distance in a 45 degrees angle to the line between pylon numbers 2 and 3. A sighting device for the judge(s) is obligatory.
- g) The N° 3 pylon judge is placed at a safe distance in a 45 degrees angle to the line between pylons 2 and 3 in the direction of N° 1 pylon. A sighting device for the judge(s) is obligatory.
- h) The judges at the N° 2 and N° 3 pylons will record pylon cuts (infringement). At the end of each race the sideline and pylon Judges will inform the starter of any infringements by any competitor.
- i) The starter is in charge of each heat. He will first ensure that all competitors and officials are ready to commence. Each signaller will have a flag or light of a distinctive colour. The starter will arrange for each model aircraft to be identified by one signaller before the start of any heat. A radio operation check from each competitor will be made prior to identification. The contest director may also be the starter.

5.5.6.7 Starting Procedure

- a) Starting positions in all races will be determined by draw. Model aircraft will be signalled for start by the starter via flag, light or acoustic information at 1 second intervals with timing commencing when the model aircraft crosses the start/finish line for the first time.
- b) A maximum of one minute will be allowed after identification of all model aircraft of the heat at which point the race will commence. A competitor whose model aircraft is not ready to fly at the end of the one minute period, will be disqualified from the heat.
- c) No competitor shall be permitted to launch once the first model aircraft has passed the start/finish line heading from N° 1 to N° 2 pylon on the first lap and no time shall be given him for that heat.
- d) After the start signal, any contact between model aircraft shall be considered a collision and the model aircraft involved leave the flight path immediately and land as soon as possible.

cont/

The Contest Director is required to give such competitors a second opportunity to record a score in that round, provided that in his opinion the aircraft are still airworthy or the competitors have airworthy reserve model aircraft. If a competitor fails to stop racing immediately after the collision, then he will be disqualified from that round,

- e) The starter announces the direction of the launch at least 10 minutes before the first heat on each competition day. If the wind direction changes during the competition and the starter must adopt the launch direction a minimum of 10 minutes preparation time before the next heat must be given. The helper must launch the model within $\pm 45^\circ$ of the given launch direction.
- f) A penalty will be incurred if the competitor releases the model aircraft before the start signal, or in the wrong direction, cuts a pylon or flies outside the sideline. Two infringements constitute disqualification for that flight.

5.5.6.8 Operation of the Race

- a) A maximum of three (3) model aircraft per heat will be allowed.
- b) All laps are to be flown counter-clockwise with turns to the left.
- c) At the completion of the ten laps, the lap counter/timekeeper must immediately instruct the competitor to remove his aircraft from the course.
- d) In the event of a malfunction of the timing, lap counting, signalling or such equipment which is the responsibility of the organisers, the competitor(s) affected by such malfunction shall be given the opportunity to record a score for that round.
- e) The loss of any part of the model aircraft after start signal and before 10 laps are completed disqualifies the model aircraft for that flight except as a result of a collision when Para. 5.5.6.7 d) applies.
- f) In case of an electronic timing device with public display only the number of laps completed and the elapsed time shall be shown for each competitor during the race. No information shall be given about the number of infringements of each competitor as long as the race is on.

5.5.6.9 Scoring

- a) As many heats as practical will be flown but at least three.
- b) The flight of each model aircraft shall be timed with electronic stopwatch or timing device measuring to at least 1/10 second by a lap counter/timekeeper.
- c) The lap counter/timekeeper stops his stopwatch or timing device after ten laps have been completed by the competitor. The elapsed time of each competitor will be transmitted, supervised by the Contest Director (CD), from the stopwatch or timing device into the competitor's score sheet.
- d) At the completion of each heat, the pylon and side-line judges notify the CD as to which model aircraft have infringed. The CD then advises the person who is responsible for the score sheet of those who will record the total number of infringements for each competitor on the individual score sheet.
- e) The score sheets are then processed by a scorer who will:
 - if one infringement has incurred, add 10% of the flyer's time for ten laps to give the corrected time;
 - if two or more or intentional infringements were incurred, cancel the flight;
 - round the competitor's corrected time to the nearest 1/10 of a second.
- f) Points shall be awarded after each race as follows:
 - the competitor's score is his corrected time in seconds to the first decimal place;
 - if a competitor fails to complete his flight or is disqualified the score shall be 200.
- 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 (highest) score shall be discarded. If eight or more rounds are flown, each competitor's two worst (highest) scores shall be discarded. If twelve or more rounds are flown, each competitor's three worst (highest) scores shall be discarded.

Class F5D - Electric Powered Pylon Racing Aeroplanes

- h) If time permits, and there is no frequency conflict, ties for first, second and third place shall be resolved by a fly-off race. If not, the places are shared.

5.5.7 F5E – RC SOLAR POWERED MOTOR GLIDERS (PROVISIONAL)**5.5.7.1 Definition**

- a) This is a closed-course energy accumulation, total distance, and landing event for radio-controlled electric-powered model aircraft using a combination of silicon solar cells and batteries. The flight shall begin and conclude with a measured state of battery energy. A penalty shall be applied for finishing with less than the starting battery energy. In this manner, the battery shall serve primarily as a buffer for solar energy.

- b) Model Aircraft Specifications

General Specifications: See paragraph 5.5.1.3.

Solar Array: The solar array must be composed solely of silicon solar cells on the top surface of the model having area between 21 dm² and 43 dm².

Propulsion/Receiver Power Source: See paragraph 5.5.1.3 a) Maximum 42 volts.

The model's RC control system will use the same power source as is used for propulsion. No separate battery is allowed for the radio control system.

Either the battery's balance port or an extension of the battery's balance port must be accessible to a 2.54 mm spaced male header connector with model inverted. Alternatively an approved telemetry based system maybe used to determine the battery voltage.

- c) Model Aircraft Telemetry and Electronics

Model aircraft must be equipped with either GPS telemetry to demonstrate the model's position relative to Base A and Base B planes to contest officials, or contest organizers may provide Base judges to document bases made, communicating this to the contestant's helper via flags or "walkie-talkie" radios or other suitable signaling devices.

All other forms of telemetry are specifically allowed.

5.5.7.2 Course Layout and Organisation

- a) The course shall be (2) parallel planes 150 meters apart per 5.5.4.2 except that there is no Safety Plane and contestants may fly on one or both sides of the sighting devices if the field boundaries permit it. Contestants shall be spaced 3 or more meters apart having the sun azimuth to their backs (if possible). At least 1 set of landing circles shall be provided at a comfortable walking distance from the distance course for each pilot.
- b) Each round will start with model aircraft in the flight group placed inverted at the launch locations. The energy state of each model will be ascertained by measuring and recording the open circuit voltage at the battery balance port. The contest director will announce launch times at 5 to 15 second intervals for each pilot in the group so as to avoid midair collisions. A timer shall be used to mark the launch time for each pilot. The helper shall upright and launch the contestant's model to begin a 400 second thermal loiter and energy accumulation task. The model may be flown anywhere within the boundaries of the field within visual line of sight of the pilot/helper. The model may not be flown beyond visual line-of-sight at any time.
- c) After the thermal loiter, a distance task is automatically started. The task starts at the Base closest to the pilot and concludes 600 seconds after launch. When the model crosses the first base after 400 seconds elapses in the direction of the other Base, counting of legs begins. The model aircraft must complete as many legs as possible from the starting Base to the other Base and return. There is no restriction on use of motor during this task.
- d) After the distance task, a 60-second precision landing task will automatically start. The objective of the task is come to rest within the 10-meter circle precisely 660 seconds after launch. Once the model comes to rest, it must be inverted by the helper within 10 seconds to end solar accumulation. The battery balance port should be measured in place or the model removed to a safe location shielding the solar array from additional energy accumulation. If the model comes to rest in a position/location such that it cannot be inverted within 10 seconds, the flight is scored 0. Alternatively an approved telemetry based system maybe used to determine the battery voltage at the end of the flight making inverting of the model unnecessary.

- e) The flying order must be arranged in rounds sub-divided into groups. The flying will be arranged in groups with up to 6 pilots in each group with the number in each group to be determined by the CD. The general direction of the launch and landing approaches may be set by the Contest Director prior to launch.

5.5.7.3 Scoring

- a) Every completed Distance leg will be awarded 10 points.
- b) Precision duration points shall be awarded at the rate of one point/second after 630 seconds. Precision duration points shall be subtracted from 30 at the rate of one point/second after 660 with no precision points awarded if the total flight time is greater than 690 seconds.
- c) An additional 30/20/10 points for landing shall be awarded if the model comes to rest in within 30-20-10 meter diameter circles as defined by a tape.
- d) Points shall be subtracted from the score if system energy at the conclusion of the flight is less than at the beginning of the flight at a rate of 1 point per net 3 watt-minutes consumed according to the formula: $(\text{net open circuit voltage loss}) \times (\text{battery pack nameplate capacity in Ah}) \times 20$.
- e) The pilot with the most points in each flight group will be awarded 1000 points. The other pilots will be awarded points according to the formula: $(\text{Individual Score} / \text{Winning Flight Group Score}) \times 1000$.

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5.5.8 F5F – RC 6 CELL ELECTRIC POWERED MOTOR GLIDERS (PROVISIONAL)

Same rules as F5B except:

5.5.8.1 Model Aircraft Specifications:

Minimum weight (ready to fly)	1500g
Minimum surface area	36 dm ²
Maximum surface loading	75 g/dm ²

Type of battery Lithium Polymer

Maximum number of only serial cells 6

Cells in parallel are not permitted.

Minimum weight of battery pack: 300 g

Limitation of energy by an electronic limiter that stops the motor max 1300 watt-min.

The limiter is checked by the organiser during the contest.

If a logger is used, the data shall be retrieved during or immediately after the flight.

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

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5.5.9 F5G – RC ELECTRIC POWERED BIG MOTOR GLIDERS (PROVISIONAL)

5.5.9.1 Definition

This contest is a duration and landing event for electric powered semi-scale gliders.

5.5.9.2 Model Aircraft Specifications:

Minimum wingspan	3.75 m
Maximum weight	7.5 kg

5.5.9.3 Duration

Same rules as F5J

5.5.9.4 Landing

Additional points will be awarded for landing; when the model aircraft first touches the ground in one of the three concentric landing circles as follows:

30 m diameter circle	10 points
20 m diameter circle	20 points
10 m diameter circle	30 points

No additional points will be awarded if the landing occurs more than 630 seconds after the beginning of this task.

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5.5.11. CLASS F5J – RC ELECTRIC POWERED THERMAL DURATION GLIDERS**THERMAL DURATION GLIDERS WITH ELECTRIC MOTOR AND ALTIMETER/MOTOR RUN TIMER (AMRT)**

Note: Refer to the Sporting Code volume EDIC – Electronic Devices in Competition, Section 1 “Technical Specifications & Guidance” for the documentation regarding specifications and guidance for the altimeter/motor run timer (AMRT).

Object: To provide a man-on-man contest for competitors flying electric powered radio-controlled thermal duration soaring gliders. Several qualifying rounds will be flown in the contest. In each qualifying round, competitors are divided into Groups. Each Group flies in a designated Working Time and competitor’s scores in each Group are normalised to produce meaningful scores irrespective of changing weather conditions during the competition. The competitors with the top aggregate scores in the qualifying rounds then fly **a minimum** of two (2) or **a maximum** of four (4) Fly-off rounds, as a single Group to determine the final placing. The exact number of Fly-off rounds will be announced by the Organiser before the start of the event.

5.5.11.1. General Rules**5.5.11.1.1. Definition of a Radio Controlled Glider with Electric Motor**

A model aircraft which is equipped with an electric motor to provide propulsion only for the purposes of launching, and in which lift is generated by aerodynamic forces acting on surfaces which remain fixed (except control surfaces). Model aircraft with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode. The model aircraft must be controlled by the competitor on the ground, using radio control. Any variation of geometry or area must be actuated at distance by radio control. Any airborne device that uses airborne sensors to actuate any control surface are prohibited. Stability systems as allowed in the F5 General Rules 5.5.1.3.e are prohibited.

5.5.11.1.2. Prefabrication of the Model Aircraft

There is no requirement for the competitor to be the builder of the model. Refer C.5.1.2. in *CIAM General Rules*.

5.5.11.1.3. Characteristics of Radio Controlled Gliders with electric motor and altimeter/motor run timer (AMRT).

- a)

Maximum Surface Area	150 dm ²
Maximum Flying Mass	5 kg
Maximum wingspan	4 m
Loading	12 to 75 g/dm ²
Type of battery	Any type of rechargeable batteries
Type of motor	Any type can be used
- b) Radio equipment not using Spread Spectrum technology to International Standards must be able to operate simultaneously with other equipment at 10 KHz spacing below 50 MHz and at 20 KHz spacing above 50 MHz. When the radio does not meet this requirement, the working bandwidth (max. 50 KHz) shall be specified by the competitor.
- c) To ensure randomness of the starting order among the successive rounds, competitors not using Spread Spectrum technology equipment must enter three different transmitter frequencies with 10 KHz minimum spacing. The Organiser is entitled to use any of these three frequencies for setting the flight matrices. Once the competitor is allocated one of these three frequencies he must not change to another frequency for all flights during the whole of the preliminary rounds other than for re-flights. In case of a re-flight the competitor can be called to use any of these three frequencies for this re-flight only, as long as the call is made at least 1/2 hour prior to the beginning of the re-flight in written form to the competitor (or team manager where applicable). The content of this paragraph (c) is not applicable, if the competitor uses a Spread Spectrum technology system.
- d) Any device for the transmission of information from the model aircraft to the competitor is prohibited. A Spread Spectrum technology receiver that transmits information back to the competitor-operated transmitter, is not considered to be a “device for the transmission of information from the model aircraft to the competitor”, provided that the only information that is transmitted, is for the safe operation of the model aircraft, ie

signal strength and voltage of the receiver battery but not any positioning or height information.

- e) The competitor may use no more than three (3) model aircraft in the contest. The competitor may combine the parts of the model aircraft during the contest, provided the resulting model aircraft conforms to the rules and the parts have been checked before the start of the contest.
- f) All ballast must be carried internally and fastened securely within the airframe.
- g) The underside of the model aircraft must not have any protuberances or arresting devices (eg bolt, sawtooth-like protuberance, etc) that will cause the model aircraft to slow down on the ground during landing. A folding prop or the tail, including the fin, is not considered a protuberance or arresting device.
- h) Each model must be fitted with an approved AMRT in accordance with the Technical Specification published in F5J Altimeter/Motor Run Timer Technical Documentation.

The essential functions of the AMRT are:

- i) To record and display the maximum height attained (Start Height), above a ground level reference between the instant of motor start and 10 seconds after the motor is stopped and
- ii) To restrict the operation of the motor by the competitor to a single continuous run not exceeding 30 seconds.
- iii) To reset the start height displayed to “---” if the motor is restarted at any time during the flight.

This rule can be used as a local rule at FAI World Cup and Open International events, but not at Category One events.

- i) Installation of the AMRT in a competitor’s model shall be in accordance with the requirements as detailed in the Technical Guidance Documentation.
- j) Proper operation of the AMRT including any associated display and its compatibility with other control equipment installed in the model is the responsibility of the individual competitor.
- k) To facilitate initial technical processing, all AMRTs must be easily removable for compliance checking.

The receiver command signal connection to the AMRT must be easily accessible so that at any time during the competition the Organisers have the option of installing a monitoring AMRT via a branching Y lead.

To enable the timekeeper to record data required for scoring purposes there must be easy access to the display or the connector for a plug in display. It must not be necessary to disconnect the AMRT from the receiver and/or the ESC (Electronic Speed Controller) or to remove it from the model,

The use of an additional extension cable is permitted for connecting the display. It is the responsibility of the competitor to ensure that any incorrect connection does not result in damage to the AMRT or the display.

- l) Any device other than an approved AMRT which is carried in or on the model and which enables total or partial independent control over the model’s electric drive motor operation, is prohibited. Receivers and ESCs are not affected by this rule.

5.5.11.2. Competitors and Helpers

- a) The competitor must operate his radio equipment himself.
- b) Each competitor is allowed one helper. At World and Continental Championships, when a team manager or assistant team manager are allowed, they are permitted to help the competitor.
- c) Any use of telecommunication devices (including transceivers and telephones) in the field by competitors, helpers or team managers is not allowed.

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5.5.11.3. The Flying Site

- 5.5.11.3.1.**
- a) The competition must be held on a Flying Site of sufficient size to accommodate the specified layout and having reasonably level terrain, which minimises the possibility of slope and wave soaring.
 - b) There must be no significant obstructions within 100 metres of the launch/landing spots such that the launch and landing flight directions are hindered.
 - c) The flying site must include one clearly marked launch/landing spot for each competitor in a Group. –Launch/Landing spots must be arranged cross wind with a minimum distance between them of ten (10) metres.
 - d) The flying site must also include a six (6) metre wide clearly marked access corridor positioned upwind of and with its nearest edge being at least fifteen (15) metres from the launch/landing spots. (Note. If light or variable wind directions are expected, the CD may chose to place additional launch/landing spots downwind for later alternative use,) The access corridor must extend ten (10) metres beyond the first and last launch/landing spots.
 - e) The access corridor is provided to define the area of the flying site that is to be used by competitors, helpers and team managers to move to and from the launch/landing spots and to provide a defined area for the movement of other people associated with the administration of the contest. It must remain clear of unnecessary obstructions.

5.5.11.4 Safety Rules

- (a) Every single infringement of the safety rules will be penalised by the deduction of points, as detailed below, from the competitor's final score. Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred.
- (b) The Contest Director must define the Safety Area. This includes the access corridor and any other restricted flying areas. (ie low flying over campsites, buildings, roads etc)
- (c) Any infringement of the Safety Areas as defined by the CD - 300 points.
- (d) No part of the model aircraft must land or come to rest within the access corridor - 300 points.
- (e) The model aircraft must not contact any person within the access corridor - 1000 points.
(It is recommend that any model aircraft joining a model aircraft already established circling in lift should maintain the same direction of circling as the original model aircraft.)

5.5.11.5. Contest Flights

- 5.5.11.5.1.**
- (a) The competitor will be allowed a minimum of four (4) flights in the qualifying rounds.
 - (b) The competitor will be allowed only one attempt at each flight.
 - (c) There is an attempt when the model aircraft is released with the motor running by the competitor or his helper.
 - (d) All attempts must be timed by a timekeeper. If no time has been recorded, the competitor is entitled to a re-flight according to the priorities set out in paragraph 5.5.11.6.

5.5.11.6. Re-flights

- a) The competitor is entitled to a re-flight if:
 - i) his model in the process of being launched, collides with another model in the process of being launched;
 - ii) his model, in flight, collides with another model in flight;
 - iii) the attempt has not been judged by the timekeeper, provided that the helper or the competitor has informed the timekeeper about the position of the model a reasonable time before landing; if this is not done, the competitor is not entitled to a re-flight if his attempt has not been judged by the timekeeper.;
 - iv) his attempt was hindered or aborted by an unexpected event, not within his control.
- b) To claim a re-flight the competitor must ensure that the timekeeper has noted the hindering condition and must land his model as soon as possible after the event.

If the competitor continues to launch or continues to fly, after the hindering condition affected the flight, he is deemed to have waived his right to a new Working Time.

- c) A Working Time is to be granted to the competitor according to the following order of priorities:
- i) in an incomplete Group, or in a complete Group on additional launching/landing spots; or
 - ii) in a new Group of minimum six (6) re-flyers. The new Group of re-flyers can be made up by other competitors selected by random draw. If the frequency or team membership of the drawn competitor does not fit or the competitor will not fly, the draw is repeated; or
 - iii) If this is not achievable, then with the original Group at the end of the ongoing round.
 - iv) In priority-cases ii) and iii), for the competitors allocated the re-flight, the result of the re-flight is the official score. For the other competitors, the better of their score in the ongoing round and the re-flight score will become their official score
- Any competitor of this Group who was not the competitor to whom the new attempt was allocated will not be entitled to another Working Time in case of hindering during the re-flight.

5.5.11.7. Cancellation of a flight and/or disqualification

The Flight is cancelled and recorded as a zero score if:

- a) the competitor used a model aircraft not conforming to any item of rule 5.5.11.1;
- b) the model aircraft loses any part during the launch or the flight, except when this occurs as the result of a mid-air collision with another model aircraft. Except that the loss of any part of the model aircraft during the landing (coming into contact with the ground) is not taken into account;
- c) the model aircraft is piloted by anyone other than the competitor;
- d) during landing, the nose of the model aircraft does not come to rest within 75 meters of the centre of the competitor's designated landing spot;
- e) the AMRT does not record any Start Height data.

A competitor shall be disqualified if, in the judgment of the Contest Director, there has been intentional or flagrant violation of the rules or unsafe flying.

5.5.11.8. Organisation of the Flying

5.5.11.8.1. Rounds and Groups

- a) The flying order for the initial qualifying rounds must be arranged in accordance with the transmitter frequencies in use, to permit as many simultaneous flights as possible. A minimum of six (6) competitors should be scheduled for each Group.
- b) The flying order must be scheduled in rounds sub-divided into Groups.
- c) Other than in the Fly-off, the composition of Groups should minimise the situation where any competitor flies against another many times. At a World and Continental Championship, team protection is mandatory except in Fly-offs. At Open International and World Cup events, team protection is not permitted.

For the benefit of junior pilots, the Contest Director shall grant team protection to the junior pilot and the helper he specified at the contest registration if the helper is also taking part in the contest as a pilot.

(Note In practice this will occur especially in competitions with small numbers but such occurrences should be kept to a minimum.)

- d) In order to minimise the time needed to run the contest the starting order should be arranged to get the minimum number of groups per round with the maximum possible competitors in each Group.

(Note. However, in small competitions 3 x 6 may be more practical than 2 x 9. It is recommended that groups with vacant starting positions are put at the end of each round, to keep space free for any re-flights.)

5.5.11.8.2. Flying in Groups

- a) Prior to the start of a Group's Working Time competitors are entitled to five (5) minutes preparation time during which they take position at their designated launch/landing spots and prepare their models for flight. The preparation time must not start before the end of the previous Group's Working Time.
- b) The Working Time allowed to each competitor in a Group shall be exactly ten (10) minutes duration.
- c) The Working Time for each Group must not start until the access corridor is clear of all people. Any deliberate attempt to delay the start of a Working Time by a competitor, his helper or team manager, by obstructing the access corridor will result in a zero score for that round.
- d) The Organisers must positively and unambiguously indicate the start of a Group's Working Time, by audible signal; see 5.5.11.14.1 for details.
- e) An audible signal must be given when eight (8) minutes, of the Group's Working Time has elapsed. Additionally the final ten (10) seconds must be indicated audibly by a countdown.
- f) The end of the Group's Working Time must be positively indicated by an audible signal, as for the start.

5.5.11.9. Control of Transmitters

For transmitter and frequency control see C.16.2 in CIAM General Rules.

5.5.11.10. Launching

- a) Prior to launch all AMRTs must be initialised on the designated launch/landing spots, at ground level and the initialisation observed by the Timekeeper.
- b) The general direction of the launch must be set by the Contest Director. All launches must be made in this general direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule.
- c) The motor must not be run before the start signal is given. A penalty of 100 points will be applied for any breach of this rule.
- d) Model must be launched inside the access corridor not more than two (2) meters from starting position mark (number) at general direction of the launch line of the access corridor. An attempt is annulled and recorded as zero, if the model aircraft is not launched within the above specified distance.
- e) The launches must be straight forward, 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.
- f) An attempt is annulled and recorded as zero, if the model aircraft is launched before the start of a Group's Working Time.
- g) Timekeepers must be in a position behind the pilot to observe the launch but must not impede the pilot or his helper.

5.5.11.11. Landing

- a) Before the contest commences, Organisers must allocate a launch/landing spot to each competitor for each round. It is the competitor's responsibility to ensure that he always uses the correct spot for landing.
- b) The direction of the final approach to landing can be set by the Contest Director. All final approaches must be made in this direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule.
Taking into account the actual distance between the landing points, the distance to the safety corridor and the prevailing wind conditions, the contest director may leave the choice of the landing direction to the Pilots.
- c) Timekeepers must be in a position behind the pilot to observe the landing but must not impede the pilot or his helper.
- d) Timekeepers, helpers and competitors must not hinder other competitors or their helpers on adjacent spots.

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- e) After landing, competitors may retrieve their model aircraft before the end of their Working Time providing they do not impede other competitors or model aircraft in their Group.

5.5.11.12. Scoring

- a) The attempt must be timed from moment of release from the hand of the competitor or his helper to either:
- i) The model aircraft first touches the ground; or
 - ii) The model aircraft first touches any object in contact with the ground; or
 - iii) Completion of the Group's Working Time.
- b) The flight time in seconds, must be truncated to the nearest second. **||**
- c) One point will be awarded for each full second of flight within the Working Time, up to a maximum of 600 points (ie 10 minutes maximum) for the preliminary rounds or 900 points (ie 15 minutes maximum) for the Fly-off rounds.
- d) The recorded Start Height in metres shall be truncated to the nearest metre. **||**
- e) Each metre of the recorded Start Height results in a deduction of half (0,5) a point up to 200m and three (3) points above it.
- f) Where the score is negative (below zero), a zero score will be recorded. Note that any penalty points applied in the round will remain effective. (5.5.11.4).
- g) A zero score will be recorded for overflying the end of the Group's Working Time by more than one (1) minute.
- h) A landing bonus will be awarded in accordance with distance from the launch/landing spot marked by the Organisers according to the following tabulation:

Distance (m)	Points
Up to 1	50
2	45
3	40
4	35
5	30
6	25
7	20
8	15
9	10
10	5
over 10	0

- i) The landing bonus distance is measured from the nose of the model aircraft at rest to the centre point of the launch/landing spot allocated to the competitor. A dedicated non-elastic tape marked in bonus (landing) points is the means, by which this distance is measured.
- j) If during the landing procedure the model aircraft touches the competitor or his helper (or the team manager if present) or any deliberately placed obstruction, zero landing bonus must be allocated.

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- k) No landing bonus will be awarded if the model aircraft overflies the end of the Working Time for the Group
- l) The competitor who achieves the highest aggregate of points comprising of flight points, plus landing bonus points, less launch height deduction, will be the Group winner and will be awarded a corrected score of one thousand (1000) points for that Group.
- m) The remaining competitors in the Group will be awarded a corrected score based on their percentage of the Group winner's total score before correction (ie before being normalised for that Group) and calculated from their own total score as follows:

$$\frac{\text{Competitor's own score multiplied by 1000}}{\text{Highest points total scored in the Group before correction}}$$

- n) Penalties shall be listed on the score sheet of the round in which the infringement(s) occurred. All penalties are cumulative and will be deducted from the competitor's total score at the end of the preliminary rounds. Penalties earned in the preliminary rounds are not carried forward into the fly-off rounds.

5.5.11.13. Final Classification

- a) If four (4) or fewer qualifying rounds are flown, the aggregate score achieved by the competitor, will be the sum of his scores for all rounds flown. If more than four (4) rounds are flown, then his lowest score will be discarded before determining his aggregate score.
- b) The CD may elect not to have a fly off. This decision is announced in the invitation or before the start of the competition.
- c) At the end of the qualifying rounds 30% (rounded down) of competitors with the highest aggregate scores will be placed together in a single Group comprising a minimum of six (6) and maximum of fourteen (14) for the fly-off rounds. For operational reasons the CD may set a lower maximum
- d) A minimum of three (3) or maximum of four (4) fly-off rounds should be flown. Exceptionally the CD may reduce to two (2) in the case of bad weather or poor visibility
- e) The Working Time for the fly-off rounds will be fifteen (15) minutes duration. An audible signal must be given at the start of the Group Working Time and at exactly thirteen (13) minutes and at exactly fifteen (15) minutes. Additionally, the final ten (10) seconds must be indicated audibly by a countdown.
- f) The scoring of the fly-off rounds shall be as in section 5.5.11.12.
- g) Final placing of the competitors who qualify for the fly-off, shall be determined by their aggregate scores in the fly-off rounds; their scores in the qualifying rounds being discarded.
- h) In the event that two or more competitors have the same aggregate fly-off score, final positions of those competitors shall be determined by their respective position in the qualifying rounds; the higher positioned competitor being awarded the higher final position.
- i) The national team classification is established after the completion of the championship by adding the aggregate scores of qualifying rounds of the three members of the team together. 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.

5.5.11.14. Advisory Information

5.5.11.14.1. Organisational Requirements

- a) The Organiser shall ensure that each competitor has no doubt about the precise second that a Group Working Time starts and finishes.

cont/...

- b) Any audible signal may be by automobile horn, bell or public address system etc. It must be remembered that sound does not travel far against the wind; therefore the positioning of the audio source must be given some thought.
- c) The audible signal must be clear and unambiguous in its meaning.
- d) To be a fair contest, the minimum number of fliers in any one Group is six (6). As the contest proceeds, some competitors may be obliged to drop out for various reasons. When a Group occurs with five (5) or fewer competitors in it, the Organiser should move a competitor up from a later Group, ensuring if possible, that he has not flown against any of the others in previous rounds and that his frequency is compatible.
- e) For contests with 30 pilots or less at the beginning of the contest the organiser should move up a competitor from a later group when a group occurs with four (4) or fewer competitors instead of minimum six (6) at the beginning of the contest or cancel the group and fill up the other groups accordingly.

5.5.11.14.2. Timekeeper Responsibilities

The Organiser must ensure that all timekeepers are fully aware of just how important their duties are, their responsibilities and the requirements for safety on the Flying Site. The Organiser must make certain that Timekeepers are fully conversant with the rules particularly those that in certain cases require quick positive action to ensure that any competitors chances in the competition are not jeopardised.

Timekeepers must:

- i) observe the initialisation of the AMRT;
- ii) observe the launch, flight and landing, and record any breaches of the rules;
- iii) time and record the flight time;
- iv) measure and record the landing bonus distance;
- v) observe and record the Start Height from the AMRT;
- vi) not impede the pilot or his helpers nor hinder those on the adjacent spots.

ANNEX 5E**RULES FOR ELECTRIC FLIGHT (F5B, F5D, F5J) WORLD CUP EVENTS****5E.1. General Rules**

- 5E.1.1. The General Rules for FAI World Cup with all the principle points concerning the responsibility and the organisation of World Cup are written in the FAI Sporting Code, Volume *CIAM General Rules C.2.*
- 5E.1.2. The Open International Contests that could be nominated by the F5 Subcommittee as a World Cup contest are described in the FAI Sporting Code, Volume *CIAM General Rules Section C.2.2.*

5E. 2. Procedure for nomination of World Cup Contests

- 5E. 2.1 The Electric Flight World Cup will be organised in classes F5B (Gliders), F5D (Pylon Racing Aeroplanes) and F5J (Thermal Duration Gliders) during the years in which there are no World Championships.
- 5E. 2.2. Requests for open international contests that are planned as World Cup contests must be checked by the Subcommittee Chairman before they will be published in the FAI International Sporting Calendar.
- 5E. 2.3. Contests that are not published in the Sporting Calendar could not be World Cup contests.
- 5E. 2.4. The Subcommittee Chairman collects results of each competition, produces and distributes the World Cup positions.
- 5E. 2.5. World Cups will be awarded at the CIAM Plenary meeting to winners or delegates of their NACs.

5E. 3. Classification

- 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. 3.2. Not more than one (1) contest could be counted in the same country.
- 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)

Vorbereidingsvergadering Subcommissie Elektro Zweef.

15-12-2019

Aanwezig: Justus Moree, Gerben van Berkum, GertJan Siemons, Jan Sommers, Karel van Balen, Wim Nieuwhof, Frans Doff, Eric Velthuisen.

Doel van de vergadering:

Evaluëren afgelopen competitie seizoen F5J. Voorbereiden van de vliegersvergadering op 25 januari 2020.

Wedstrijdleiding:

Justus deelt zijn ervaringen als meevliegend wedstrijdleider. Meevliegen en tegelijkertijd de wedstrijdleiding hebben is niet handig. Volgend jaar zal hij daarom niet meer meevliegen. Dan is de focus op de wedstrijdleiding en heeft hij meer tijd voor het verzorgen van de publiciteit na de wedstrijden.

Kun je de taak niet verdelen over twee vliegers? Liever niet, dan haal je twee man uit de coaching. Dus niet handig.

De wedstrijdleiding laten verzorgen door de club. Dat is erg niet ideaal. Die heeft geen kennis van de groep en competitie.

Voorstel: We zoeken eigenlijk een wedstrijdleider pur sang. Oproep binnen en buiten de groep vliegers, bij voorkeur iemand die zelf geen F5J vliegt.

Competitie:

1. **Startrichting:** Er zijn geen strikte voorschriften. Internationaal zie je van alles gebeuren. Hoe in NL inrichten?

Voorstel:

Starten: Richtlijn bij de start is 3 seconden rechtuit vliegen na het starten. Niet meteen de hoek om. Bij niet navolgen volgt géén waarschuwing. De penalty conform de Sporting code is 100 punten aftrek van de eindscore. Beslissing ligt bij wedstrijdleiding. Appel bij de jury.

Addendum (ter informatie), de FAI Sporting code vermeld:

5.5.11.10.Launching

b) The general direction of the launch must be set by the Contest Director. All launches must be made in this general direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule.

2. **No fly zone:**

Voorstel: Bij niet opvolgen volgt eerst een waarschuwing, dan penalty (100 punten conform FAI Sporting code).

Beslissing ligt bij wedstrijdleiding. Appel bij de jury.

Addendum (ter informatie), de FAI Sporting code vermeld:

5.5.11.4Safety Rules

(b) The Contest Director must define the Safety Area. This includes the access corridor and any other restricted flying areas. (ie low flying over campsites, buildings, roads etc)

(c) Any infringement of the Safety Areas as defined by the CD - 300 points.

3. **Landingsrichting:**

Vraag is of we de landingsrichting moeten vrijgeven bij licht weer.

Voorstel:

Landingsrichting wordt door wedstrijdleiding bepaald. Het staat de wedstrijdleider vrij om de richting tijdig te wijzigen vanwege veranderende windrichtingen. De risico's op mid-air's worden groter bij een vrije landingsrichting. De landingsrichting blijft verplicht.

Addendum (ter informatie), de FAI Sporting code vermeld:

5.5.11.11.Landing

b) The direction of the final approach to landing can be set by the Contest Director. All final approaches must be made in this direction even in zero or variable light wind conditions. A penalty of 100 points will be applied for any breach of this rule

Taking into account the actual distance between the landing points, the distance to the safety corridor and the prevailing wind conditions, the contest director may leave the choice of the landing direction to the Pilots.

Wedstrijdlocaties:

Jan: Kunnen de wedstrijden beter worden verdeeld over het land. Het midden van het land wordt overgeslagen. Als mogelijke opties worden aangedragen:

- Baarlo Blokzijl: F3K-veld, Vincent Merlijn
- Elburg:
- Deventer: Minder goed. Ver lopen.
- Rhoden: Clinic gaan we daar houden. Clinic in Rhoden is een kennismakings clinic. Geen cursusdag. Het is gelijk een test of F5J op dit veld mogelijk is.
- Midden Nederland: Bezwaar procedure loopt. Uitslag is nog onzeker. Nadere informatie februari 2020.

Sommige clubs hebben geklaagd dat er geen wedstrijden bij hen werden gehouden. Soms voor budgetaire regels, soms voor gebruiks-argumenten. Wij kunnen hier als subcommissie geen rekening mee houden. We proberen waar mogelijk roulatie in de velden in te bouwen, om de exposure van F5J te vergroten.

Rekening houden met de discussies en regelgeving over hoogtelimiteten zullen we bij voorkeur wedstrijden organiseren op velden van clubs die bij de KNVvL zijn aangesloten. En na overleg met de aanwezige piloten bij voorkeur op zondag vliegen.

De wedstrijdplanners zullen rekening houden met deze wensen.

Samenwerking met de Duitsers:

Kunnen wij ze niet iets bieden? NRW cup volgt nu het F5J reglement. Is het niet mogelijk om samen een wedstrijd te vliegen?

Er zal één wedstrijd voor de NK in Nederland gevlogen worden samen met de Duitse NRW. De wedstrijd in Losser zal plaatsvinden op de 2^e zondag van september 2020.

Willen we een fly off aan het eind van de dag?

Er zijn voors en tegens.

- De FAI Sporting code laat de optie vrij, wel/geen flyoff.
- Bij een flyoff heb je 6 man die een extra ronde van ~1,5 uur vliegen. De rest heeft niets meer te doen en een deel van de piloten vertrekken voortijdig.
- Het is een momentopname en geen weergave van de prestatie van de dag.
- Zonder fly-off je niet trainen voor de Internationale wedstrijden, dient de subcommissie aan dit aspect het prestatieniveau bij te dragen.
- Karel meldt dat ook meerdaagse wedstrijden bij F3J niet veel hebben bijgedragen aan de aantallen deelnemers of toename van het vliegenniveau van de wedstrijd.

- De subcommissie heeft als doel een brede basis voor F5J te creëren, waar zoveel mogelijk piloten meevliegen en een leuke en sportieve dag beleven.
- Vliegers die aan de top willen presteren, zullen de top van de klasse op moeten zoeken, die ze kunnen vinden bij internationale wedstrijden. Bijvoorbeeld door in Toldijk mee te vliegen. Bij internationale wedstrijden worden normaliter ook fly-offs gevlogen.

Conclusie: We blijven op de huidige voet doorgaan. We passen de structuur niet aan. Als je individueel beter wilt worden, dien je zelf internationaal te gaan deelnemen.

Tot 's avonds laat vliegen.....Je kunt in de zomer langer doorvliegen. Wil je dat? Veel mensen moeten nog ver rijden....Nee, is de conclusie.

Houtbouw klasse ? Rookie klasse? Goud van oud/Hout? Het is een mogelijkheid om de drempel lager te maken. Maar is ook weer een versnippering.

Publiciteit:

Justus wil graag stukjes aanleveren. Gerben wil ze wel inkorten. Eric wil daarbij helpen.

Bouwen en vliegen. Meer activiteit op Facebook en MBF is erg waardevol. Wie wil daarbij helpen.

Foto's doorsturen aan 1 persoon>Justus

Justus met hulp van Eric zal pogen een stuk in Bouwen en Vliegen te publiceren.

Materiaal:

Wie kan helpen met draadloos verbinding leggen van geluid ?

Verdelen van materiaal? Justus gaat zoeken naar een aanhanger voor de spullen.

Voorstel: GertJan heeft een aanhanger van € 350. Aanschaffen aanhanger.

Selectie procedure:

Na benadering van de 6 direct geselecteerde piloten bleef een plek over voor het 2019 WK team.

Toen is na overleg met Rob Metkemeijer (Voorzitter KNVVL Sectie Modelvliegsport) besloten dat het primaire doel is een compleet Wk team uit te zenden en de overige piloten te benaderen. Dit is in volgorde van de NK lijst gedaan. Jeroen Koole is toen als 3^e tamlid uitgezonden.

Voorstel: Vastleggen: De eerste 6 piloten uit het NK gaan. Daarna de NK lijst volgen.

Samengaan subcommissie Zweef en Elektro Zweef.

Er is een vraag gekomen van Subcommissie Zweef of de Subcommissie Electro Zweef wil aansluiten bij Zweef. Vanuit de KNVVL subcommissie-sport vergadering is vastgesteld dat wij aan de FAI indeling vasthouden.