

F2 Technical Meeting Minutes 2012

Report by: Bengt-Olof Samuelsson, F2 S/C Chairman

Present:

Name	Country	Title
Bengt-Olof Samuelsson	Sweden	S/C Chairman
Marek Dominiak	Poland	Observer
Jari Valo	Finland	F2 S/C member
Rob Olijve	Netherlands	F2 S/C member
Hans Visser	New Zealand	Delegate
Emanuel Fernandes	Portugal	Delegate
Rob Metkemeijer	Netherlands	F3D S/C Chairman
Bill Lee	USA	F2 S/C member
Peter Halman	Great Britain	F2 S/C member
Kevin Dodd	Australia	Delegate
Peter Germann	Switzerland	F2 S/C member
Bruno Delor	France	Delegate
Roland Surugue	France	F2 S/C member

MINUTES - PROPOSALS

Page 2	Class: SC GS		
	Chapter 6 – International Records	Submitted by:	Bureau
	Amended at the Technical Meeting? NO		
	S-C Voting (<i>prior to the Technical Meeting</i>):	For: 11	Against: 0
	Technical Meeting Voting:	For: 10	Against: 0
	Comments (<i>if necessary</i>):		

Page 2	Class: ABR		
	a) A.11 Judges Lists	Submitted by:	United Kingdom
	Amended at the Technical Meeting? NO		
	S-C Voting (<i>prior to the Technical Meeting</i>):	For: 10	Against: 1
	Technical Meeting Voting:	For:	Against:
	Comments (<i>if necessary</i>):		

Page 3	Class: ABR		
	b) A.11 Judges Lists	Submitted by:	Germany
	Amended at the Technical Meeting? NO		
	S-C Voting (<i>prior to the Technical Meeting</i>):	For: 6	Against: 5
	Technical Meeting Voting:	For:	Against:
	Comments (<i>if necessary</i>):	SUPPOSED TO BE WITHDRAWN	

Page 3	Class: ABR		
	c) A.12 Technical Experts List	Submitted by:	United Kingdom
	Amended at the Technical Meeting? NO		
	S-C Voting (<i>prior to the Technical Meeting</i>):	For: 11	Against: 0
	Technical Meeting Voting:	For:	Against:
	Comments (<i>if necessary</i>):		

Page 5	Class: ABR		
	g) Annex A.1a Bid Applications	Submitted by:	Germany
	Amended at the Technical Meeting? NO		
	S-C Voting (<i>prior to the Technical Meeting</i>):	For: 7	Against: 4
	Technical Meeting Voting:	For: 0	Against: 10

d) B.4. CONTEST OFFICIALS**Submitted by:****Bureau**Amended at the Technical Meeting? **YES****B.4.1 FAI Jury**

a) ~~The Organiser of All~~ International contests included in the FAI Contest Calendar shall ~~nominate~~ **have** an FAI Jury of three members at least two of whom shall be chosen for their competence in the category being flown in the event. It is the responsibility of the Jury to see that the event is conducted in accordance with the relevant provisions of the Sporting Code Section 4b and 4c, and ~~they are~~ **it is** empowered to make all decisions dictated by any circumstances which may arise and to rule on disputes. Before the start of the competition, the FAI Jury must make sure that the organiser has satisfied the requirements of B.8 and, where relevant, sections B.9, B.10, B.11.

b) The FAI Jury must have at least one language in common.

c) ~~The FAI Jury at World and Continental Championships~~ shall remain independent of the organiser(s) to enable ~~them~~ **it** to enforce the rules of the FAI and act as an independent arbiter in disputes between the organiser(s) and the competitors.

d) The President of the Jury at each international contest must submit a report to the FAI within one month of the contest. This report must include descriptions of any deviation from the Sporting Code and any exceptional circumstances that arose. In the situation where a new world record is set during a World or Continental Championship, it is the responsibility of the FAI Jury for that event to notify the FAI Headquarters within seven (7) days of the record accomplishment and remind the competitor and organisers of the need to assemble proper documentation within the prescribed time limit for homologation.

B.4.2 FAI Jury at World and Continental Championships & WAG

a) The Jury, including three suitable reserves, should be nominated by ~~the Chairman of the relevant Subcommittee~~ Chairman after consultation with the organisers. This jury composition shall be proposed in the Bulletin 0 ~~which is and considered by the CIAM Bureau. and The Bureau makes the final decision on the jury composition~~ **Jury must be approved by the CIAM Bureau.**

b) ~~In the case of World Championships, The Jury must include at least one member of the CIAM Bureau (which includes Subcommittee Chairmen) or one who, over the last 5 years, has served on the Bureau, or the Chairman of the particular CIAM Sub-committee.~~

c) The second member **must be another Bureau member**, or a CIAM delegate, ~~or either~~ someone who in the past 5 years has served on a FAI World Championships or WAG Jury, or someone who in the past 5 years has served two consecutive years on a Subcommittee in the same category as the Championships or WAG.

d) The remaining member may be ~~delegated by the NAC of the organising~~ selected from any country provided that ~~if the choice is made from another country approval will first have~~ **has** been obtained from that ~~Jury member's~~ **person's** NAC.

e) The members of a WCh or CCh ~~the~~ Jury shall be of different nationalities.

f) ~~All WCh and CCh Juries The Jury must be approved by the CIAM Bureau.~~

g) **People named on the approved Jury reserve list**, Bureau members, Sub-committee Chairmen, any delegate and relevant Sub-committee members are, in an emergency, automatically approved in that order for appointment as Jury members.

cont/...

B.4.3 FAI Jury at Other Open International Events including World Cups

a) The Jury must include at least **one** person approved by his **own** NAC. The other two members ~~can~~ **may** be **assigned** by the NAC of the organising country.

b) Members of the Jury must be from at least two different nations.

c) The Jury must be announced before the start of the event. When the contest has a subdivision into categories, one or two members of the Jury may compete in a category and must then be replaced by alternate Jury members (not competing in that category) for all matters involving that category. The alternate members must be chosen so that at all times the Jury meets nationality and language rules.

d) For competitions which involve a single ~~category~~ class, one or two jury members may be nominated from the competitors. An alternate jury member must also be nominated for each competitor jury member, to serve on the jury when considering any protest involving that competitor jury member. The members must be chosen so that at all times the Jury meets the nationality and language rules

S-C Voting (prior to the Technical Meeting):

For:

Against:

Abstain:

Technical Meeting Voting:

For: 9

Against: 0

Abstain: 1

Comments (if necessary):

Page 8	Class: ABR		
	e) B.4.5 Contest Officials	Submitted by:	Bureau
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 9	Against: 2 Abstain: 0
	Technical Meeting Voting:	For: 9	Against: 0 Abstain: 1
	Comments (if necessary):		

Page 8	Class: ABR		
	f) B.4.5 Contest Officials	Submitted by:	United Kingdom
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 1 Abstain: 0
	Technical Meeting Voting:	For: 9	Against: 1 Abstain: 0
	Comments (if necessary):		

Page 10	Class: ABR		
	l) B.16.1. Individual classification	Submitted by:	Germany
	Amended at the Technical Meeting? YES: All competitors who qualify as juniors under ABR B.3.4. shall be classified in result order in both the overall and junior classifications.		
	S-C Voting (prior to the Technical Meeting):	For:	Against: Abstain:
	Technical Meeting Voting:	For: 11	Against: 0 Abstain: 0
	Comments (if necessary):		

Page 11	Class: ABR		
	m) B.16.2. Team Classification	Submitted by:	Germany
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 1 Abstain: 0
	Technical Meeting Voting:	For: 0	Against: 10 Abstain: 1
	Comments (if necessary):		

Page 11	Class: ABR		
	n) B16.2. Team Classification	Submitted by:	RSA
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 5	Against: 6 Abstain: 0
	Technical Meeting Voting:	For: 0	Against: 10 Abstain: 0
	Comments (if necessary):		

Page 11	Class: ABR		
	o) B.17. Processing of Model Aircraft	Submitted by:	F2 S/C
	Amended at the Technical Meeting? YES Amend paragraph B.17.1 as follows: B.17.1. The number of model aircraft eligible for entry are as follows Class F4C One (1) only Class F2A , F2B, F3A, F3C, F5B, F3M Two (2) only (F2A 3 round competitions) Class F2A , F3D, F2C, F3B, F3J, F5D, F3F, F3P Three (3) only. (F2A 4 round competitions) Class F1A, F1B, F1C, F1P Four (4) only Class F1E, F3K Five (5) only Class F1D, F2D unlimited (two per heat in F2D)		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 1 Abstain: 0
	Technical Meeting Voting:	For: 11	Against: 0 Abstain: 0
	Comments (if necessary):		

Page 12	Class: ABR		
p)	B.17. Processing of Model Aircraft	Submitted by:	F1 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For:	Against:
	Technical Meeting Voting:	For: 9	Against: 0
	Abstain: 2		
	Comments (if necessary):		

Page 12	Class: ABR		
q)	B.17 Processing of Model Aircraft for International Competitions	Submitted by:	Bureau
	Amended at the Technical Meeting? NO		
	B.17.6 Identification Marks		
	a) Model aircraft, except for Indoor Free Flight and Scale, must shall carry:		
	i) the national identification mark (as listed in Annex B.2) followed by the FAI licence number. The letters and numbers must be at least 25 mm high and appear at least once on each model (on the upper surface of a wing for Free Flight models). See Annex B.1 for examples and Annex B.2 for the list of national identification marks;		
	ii) a model identification code (letters and/or numbers). This code has to be different for each nominated model aircraft of the competitor. The model identification code is to appear on each main part of the model (wing(s), tail, front and rear fuselage if detachable) so that the individual parts of a competitor's different models may be separately identified. The letters and/or numbers must be at least 10 mm high and clearly visible. The identification code of the nominated models shall be recorded on the score card For World or Continental Championships this must be recorded on the Model Aircraft Specification Certificate.		
	b) A model aircraft must not carry a national identification mark, an FAI licence number, an FAI sticker , or any other reference which relates to any person other than the competitor. Each FAI sticker (if required) must be marked by the organiser at the processing of the model aircraft.		
	c) At the processing of the model aircraft for classes F2A, F2C, F2D and F3D, all piston motors which might be used during the contest shall be marked with an easily visible identification mark. For World or Continental Championships these details must be recorded on the Model Aircraft Specification Certificate at the time of checking the model. Motors which have been checked and recorded in this way may not be exchanged with other competitors.		
	B.17.7. For World or Continental Championships, each NAC shall process every model aircraft and shall issue for each model aircraft a Model Aircraft Specification Certificate, provided by the FAI. A sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor Free Flight and Scale model aircraft). Examples of how to fill out and handle the Model Aircraft Specification Certificate and sticker are shown in Annexes B.1.a and B.1.b. (Note: the Model Aircraft Specification Certificate is only available as a download from the CIAM website. FAI stickers are still available from the FAI office or the design is available as a download from the CIAM website.)		
	B.17.8. Model aircraft not properly processed by their NAC, with FAI certificates and stickers, must be processed by the organiser at a cost of 8 Euro for each model.		
	B.17.9. Indoor free flight duration models must be processed before each flight to confirm that the model meets the dimensional and weight requirements of the class. Rubber motors are to be weighed before or after the flight to confirm that these are within the specification.		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 0
	Technical Meeting Voting:	For: 8	Against: 2
	Abstain: 1		
	Comments (if necessary):		

Page 13	Class: ABR		
r)	B.17. Processing of Model Aircraft	Submitted by:	France
	Amended at the Technical Meeting? YES / NO (delete as appropriate) (If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):		
	S-C Voting (prior to the Technical Meeting):	For: 5	Against: 2
	Technical Meeting Voting:	For:	Against:
	Abstain: 4		
	Comments (if necessary): PROPOSAL SUPPOSED TO BE WITHDRAWN		

Page 13	Class: ABR		
	s) B.17. Processing of Model Aircraft	Submitted by:	France
	Amended at the Technical Meeting? YES / NO (delete as appropriate) (If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):		
	S-C Voting (prior to the Technical Meeting):	For: 4	Against: 3 Abstain: 3
	Technical Meeting Voting:	For:	Against: Abstain:
	Comments (if necessary): PROPOSAL SUPPOSED TO BE WITHDRAWN		

Page 14	Class: ABR		
	t) B.18. Protests	Submitted by:	France
	Amended at the Technical Meeting? YES: Amend the paragraph as follows: B.18.1. All protests must be presented in writing to the Contest Director at the competition and must be accompanied by the deposit of a fee. The amount of this fee shall be the equivalent of 35 Euro. The deposit is returned only if the protest is upheld.		
	<u>The same person (Team-Manager or competitor depending of the type of the competition) cannot present two consecutive protests on the same subject incident.</u>		
	S-C Voting (prior to the Technical Meeting):	For: 7	Against: 3 Abstain: 1
	Technical Meeting Voting:	For: 10	Against: 1 Abstain: 0
	Comments (if necessary):		

Page 14	Class: ABR		
	u) B.19.4 Safety Precautions & Instructions	Submitted by:	France
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 9	Against: 2 Abstain: 0
	Technical Meeting Voting:	For:	Against: Abstain:
	Comments (if necessary): In Bulletin 3 of the 2012 World Champs it will be specially noted that the radius will be checked with a standard radius gauge. The proposal will be referred to the F2 S/C for a safety proposal for 2013 Plenary Meeting.		

a) 1.3.2. Category F2 – Control Line Circular Flight

Submitted by:

F2 S/C

Amended at the Technical Meeting? YES:

Delete all and replace by:

a) Control Line Circular Flight is flight during which all control is accomplished via physical connection to the pilot through one or more inextensible wires or cables directly connected to the model aircraft. **The control wires or cables must be attached to a hand held device (control handle). Automatic flight path control and/or automatic manoeuvring are not allowed.**

b) ~~Power plant and Primary Flight Control shall be via mechanical and/or preset, onboard processes.~~

b) Power train control may be accomplished by the pilot via the wires or cables or by an onboard self-contained, automatic process.

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

- 1) must be operated only by the pilot and
- 2) **must** not affect any other model.

d.) A safety strap connecting the competitor's wrist to the control handle must be provided by the competitor and used during all flights. A pull test shall be applied separately to the safety strap. This pull test will be applied according to each class specification concerning the lines' pull test

e.) The regulations for classes must be set forth in class rules. Except for reasons of safety, class rules must not contradict or invalidate ABR 1.3.2

f.) Control Line Circular Flight Classes are:

F2A - SPEED MODEL AIRCRAFT

F2B - AEROBATIC MODEL AIRCRAFT

F2C - TEAM RACING MODEL AIRCRAFT

F2D - COMBAT MODEL AIRCRAFT

F2E - COMBAT MODEL AIRCRAFT WITH COMPRESSION IGNITION ENGINES

F2F - DIESEL PROFILE RACING MODEL AIRCRAFT

F2G - ELECTRIC SPEED

S-C Voting (prior to the Technical Meeting):

For: 11

Against: 0

Abstain: 0

Technical Meeting Voting:

For: 11

Against: 0

Abstain: 0

Comments (if necessary):

Page 20	Class: F2A		
a)	4.1.2 Characteristics of a Speed Model Aircraft	Submitted by:	F2 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 10	Against: 0
	Comments (if necessary):		

Page 20	Class: F2A		
b)	4.1.7. Control Handle and Pylon Fork	Submitted by:	F2 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 11	Against: 0
	Comments (if necessary):		

Page 20	Class: F2A		
c)	4.1.12 Number of Helpers	Submitted by:	F2 S/C
	Amended at the Technical Meeting? YES		
	Replace the whole of the paragraph as follows:		
a)	<u>A pilot may not receive telecommunicated information during an attempt/flight.</u>		
b)	<u>Two helpers may assist the pilot in the contest circle.</u>		
c)	<u>In the case of a complete national Speed team (3 or 4), the two helpers must be two of the other team members or one team member and the team manager.</u>		
d)	<u>In the case of an incomplete national Speed team, supporters or members of other incomplete national Speed teams may act as helpers provided that they are registered as such to no more than one national team for the duration of the contest.</u>		
e)	<u>In the case where there are two entrants in an incomplete team, the second team member must act as one of the helpers for the other entrant from his own country. In this case, the entrants from the incomplete team may employ only one registered entrant from another incomplete team or one registered supporter from any country or the entrant's team manager as their second helper.</u>		
f)	<u>In the case where there is a single entrant from a country the competitor may use two registered helpers. In this case the entrant from the incomplete team may employ up to two registered entrants from other incomplete teams or up to two registered supporters from any countries. Or the entrant's team manager and one other helper as specified above.</u>		
g)	<u>In any case, the team manager may also enter the contest circle.</u>		
h)	<u>The defending champion flying as an individual may choose any helpers he wishes.</u>		
	<u>Note 1:- A maximum of four people may enter the circle, the pilot plus two helpers and the team manager, the fourth person may only act as an observer.</u>		
	<u>Note2:- All references to "team" mean "Speed Team"</u>		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 0
	Technical Meeting Voting:	For: 11	Against: 0
	Comments (if necessary):		

Page 21	Class: F2A		
	d) Annex 4A - F2A Judges' Guide	Submitted by:	F2 S/C
	Rule 4.1.7 Control Handle and Pylon Fork		
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 11	Against: 0
	Comments (if necessary):		

Page 21	Class: F2B		
	e) 4.2.8. Number of Rounds	Submitted by:	France
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 8	Against: 3
	Technical Meeting Voting:	For: 10	Against: 0
	Comments (if necessary):		

Page 22	Class: F2C		
	f) 4.3.4. Characteristics of a Team Racing Model Aircraft	Submitted by:	F2 S/C
	Amended at the Technical Meeting? YES		
	<i>Amend the paragraph as follows:</i>		
	b) The maximum exhaust outlet area is 60 mm ² at the cylinder liner projected exhaust outlet or crankcase exhaust outlet. If a silencer is used the measurement is taken at the exhaust outlet of the silencer. The piston face at the exhaust outlet shall not be visible from the exterior of the model aircraft when side or front exhaust engines are used.		
	<u>The model aircraft shall be fitted with a silencing system that:</u>		
	<u>i) either has a silencer which reduces the noise at least 15 14 dB(A) when tested on a standardised audio noise generator. This silencer must be able to fit on the noise generator. The silencer shall have a maximum outlet area of 60mm2 OR</u>		
	<u>ii) reduces the overall noise emitted from the model aircraft to 84 dB(A), measured in the piloting circle as described in 4.3.5 e in case no separate silencer (that can be tested on a standardized unit) is used.</u>		
	Implementation date: 1 st of January 2014		
	S-C Voting (prior to the Technical Meeting):	For: 6	Against: 5
	Technical Meeting Voting:	For: 10	Against: 1
	Comments (if necessary):		

Page 22	Class: F2C		
	g) 4.3.4. Characteristics of a Team Racing Model Aircraft	Submitted by:	Netherlands
	Amended at the Technical Meeting? YES / NO (delete as appropriate) (If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):		
	<u>4.3.4 g The model aircraft shall be fitted with a silencing system that:</u>		
	<u>a) reduces the noise emitted by the engine with 14 dB(A) on a standardized test unit , see 4.3.4 e in case a muffler is used, or</u>		
	<u>b) reduces the overall noise emitted from the model aircraft to 84 dB(A), measured in the piloting circle as described in 4.3.5 e in case no separate muffler (that can be tested on a standardized unit) is used.</u>		
	S-C Voting (prior to the Technical Meeting):	For: 5	Against: 5
	Technical Meeting Voting:	For:	Against:
	Comments (if necessary): To be withdrawn		

Page 23	Class: F2C	
h)	4.3.5 Technical Checks	Submitted by: Netherlands
Amended at the Technical Meeting? YES / NO: <i>Add a new paragraph as follows:</i>		
e.	Noise test	
<u>The noise test has to be carried out with a calibrated sound level meter according to IEC 61672-1 2002 Class 1 with a wind screen .</u>		
<u>The “A” frequency weighting shall be used.</u>		
<u>The performance of the muffler, when a muffler is used shall be done by using an electric acoustic actuator, both during processing and contest.</u>		
<u>This actuator can be an 1” horn driver, fitted with an adaptor to fit the inside the intake side of the muffler.</u>		
<u>The actuator will be fed by white noise with a limited bandwidth of 500-4000Hz, and an electric power input of approximately of 1 Watt.</u>		
<u>The measured difference of sound level measured at the top of the actuator with and without muffler shall be at least as specified in 4.3.4.g</u>		
<u>In case no muffler is used, the sound level shall be measured with the described sound level measuring device at the end of official practice, with just the to be checked team flying solo, in the “race” setting of the model.</u>		
<u>The sound level testing meter shall be held in a height of app. 1,5 meter over the piloting circle.</u>		
<u>The sound level shall not exceed the value specified in 4.3.4.g.</u>		
S-C Voting (prior to the Technical Meeting): For: 8 Against: 1 Abstain:		
Technical Meeting Voting: For: Against: Abstain:		
Comments (if necessary): Referred back to the F2 S/C, clarifying proposal to 2013 Plenary Meeting		

Page 23	Class: F2C	
i)	4.3.10 Team Qualification and Classification	Submitted by: Bureau
Amended at the Technical Meeting? NO		
S-C Voting (prior to the Technical Meeting): For: 11 Against: 0 Abstain: 0		
Technical Meeting Voting: For: 4 Against: 5 Abstain: 1		
Comments (if necessary):		

Page 24	Class: F2C	
j)	4.3.10 Team Qualification and Classification	Submitted by: France
Amended at the Technical Meeting? NO		
S-C Voting (prior to the Technical Meeting): For: 11 Against: 0 Abstain: 0		
Technical Meeting Voting: For: 10 Against: 0 Abstain: 0		
Comments (if necessary):		

Page 24	Class: F2C	
k)	4.3.12 Judges and Timekeepers	Submitted by: France
Amended at the Technical Meeting? NO		
S-C Voting (prior to the Technical Meeting): For: 11 Against: 0 Abstain: 0		
Technical Meeting Voting: For: 11 Against: 0 Abstain: 0		
Comments (if necessary):		

Page 24	Class: F2D		
	l) 4.4.8. Streamer	Submitted by:	F2 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 9	Against: 1
	Comments (if necessary):		

Page 24	Class: F2D		
	m) 4.4.9. Heat from Start to Finish	Submitted by:	F2 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 8	Against: 1
	Technical Meeting Voting:	For: 8	Against: 0
	Comments (if necessary):		

Page 25	Class: F2D		
	n) 4.4.10. Scoring	Submitted by:	F2 S/C
	4.4.12. Penalties and Disqualifications		
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 9	Against: 0
	Comments (if necessary):		

Page 25	Class: F2D		
	o) 4.4.11. Reflights	Submitted by:	F2 S/C
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 10	Against: 0
	Comments (if necessary):		

Page 25	Class: F2D		
	p) 4.4.12. Penalties and Disqualifications	Submitted by:	United Kingdom
	Section C		
	Amended at the Technical Meeting?		
	Amend the paragraph n) as follows:		
	n) If he releases the handle and or the safety strap separates from handle or wrist, or <u>if</u> he removes the safety strap, for any reason, while the model aircraft is flying.		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For:	Against:
	Comments (if necessary): refer to F2 S/C for modification and placing in the Judges Guide. Will be a local rule at the 2012 World Championships.		

Page 26	Class: F2D		
	q) Annex 4D – F2D Judges' Guide	Submitted by:	F2 S/C
	Processing 3		
	Amended at the Technical Meeting? YES / NO (delete as appropriate) (If "yes" then, type in the amended proposal with deletions as strikethrough and new text in bold underlined red):		
	S-C Voting (prior to the Technical Meeting):	For:	Against:
	Technical Meeting Voting:	For:	Against:
	Comments (if necessary): To be withdrawn if the new rule ABR 17.6. (Bureau) is accepted.		

Page 26	Class: F2D		
	r) Annex 4D – F2D Judges' Guide	Submitted by:	F2 S/C
	4.4.8 Streamer		
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 9	Against: 0
	Comments (if necessary):		

Page 26	Class: F2D		
s)	Annex 4D – F2D Judges’ Guide 4.4.9. The Heat from Start to Finish	Submitted by:	F2 S/C
Amended at the Technical Meeting? YES : Amend paragraph k) as follows: In conditions of heavy wind, a grounded model which does not have a running engine may be moved to a safer launching position under supervision by the Judges. While doing this, the mechanics are not allowed to carry the model aircraft and lines over an opponent’s grounded model aircraft and/or pitting crew. Parts of a crashed model aircraft are not considered a grounded model aircraft. <u>It is a crashing/landing team’s responsibility to maintain a safe distance. If two teams crash/lands close to each other it is the rearmost teams responsibility to move backwards unless they are blocked by the other teams second model. This will be supervised by the Judges and they will advise the teams if any unclear situation occurs.</u> Amend paragraph l) as follows: The mechanic(s)/pilot may move around in the vicinity <u>within their pitting area. A teams pitting area is considered to be the place where they have one or both of the models and a distance of approximately 2 metres on each side of the model(s).</u> To assist in untangling lines mechanics/pilots may be allowed to move around inside the flight circle.			
S-C Voting (prior to the Technical Meeting):		For: 11	Against: 0
Technical Meeting Voting:		For: 9	Against: 0
Comments (if necessary):		Abstain: 0	Abstain: 1

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	t) Annex 4D – F2D Judges’ Guide				Submitted by:	F2 S/C
	4.4.11. Re-Flights					
	Amended at the Technical Meeting? NO					
	S-C Voting (prior to the Technical Meeting):		For: 11	Against: 0	Abstain: 0	
	Technical Meeting Voting:		For: 11	Against: 0	Abstain: 0	
Comments (if necessary):						

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	u) Annex 4D – F2D Judges’ Guide				Submitted by:	F2 S/C
	4.4.12. Penalties and Disqualifications					
	Section A					
	Amended at the Technical Meeting? NO					
	S-C Voting (prior to the Technical Meeting):		For: 11	Against: 0	Abstain: 0	
Technical Meeting Voting:		For: 10	Against: 1	Abstain: 0		
Comments (if necessary):						

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v)	Annex 4D – F2D Judges’ Guide	Submitted by:	F2 S/C
	4.4.15. Judges and Timekeepers		
	Amended at the Technical Meeting? YES : <i>Amend the paragraph b) as follows:</i> All scorers should count cuts as well as record airtime for the competitor. Every scorer should have a notepad where he/she can make records of the number of cuts as well as the air time (after the heat). A good way is to divide the six scorers into three pairs and spread them around the circle. Each pair will consist of a scorer for each pilot and they should be instructed to talk to each other during the scoring. If, after the heat, the scorers have a different cut count they must confer and try to come to a decision. They may also ask the Judges for advice. <u>It is recommended to use three Scorers per competitor also at World Cup contests.</u>		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 10	Against: 0
	Comments (if necessary):	Abstain: 0	Abstain: 1

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w)	Annex 4E - F2 World cup Rules	Submitted by:	F2 S/C
	4.E.3 Contests		
	Amended at the Technical Meeting? YES Amend paragraphs a) and b) as follows a) a maximum of two contests in each class may be selected for any one country unless the particular country extends over three or more time zones, when two competitions may be organised and held within each time zone. <u>Any country may host two competitions in each class on its own behalf</u> unless the particular country extends over three or more time zones, when <u>it may host two competitions on its own behalf</u> within each time zone. <u>Additionally, any country may host a maximum of one competition in each class on behalf of another organising country regardless of whether or not the host country extends over three or more time zones.</u> b) Each competitor (team in F2C) may count only one competition from each organising country in Europe (taking the better score for any European organising country in which he has scored in two competitions). When two competitions per time zone have been organised and held within a time zone, the better score per time zone counts.		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 1
	Technical Meeting Voting:	For: 8	Against: 0
	Comments (if necessary):	Abstain: 0	Abstain: 3

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x)	Annex 4F – Control line Organisers’ Guide	Submitted by:	F2 S/C
	Amended at the Technical Meeting? YES Add a new section as follows: <u>8.8 Recording of Results</u> <u>The organisers shall are recommended to use software programmes which are approved by the F2 sub committee to record the Championships results. Where possible results shall be transferred electronically between contest directors and the Championship secretariat.</u>		
	S-C Voting (prior to the Technical Meeting):	For: 11	Against: 0
	Technical Meeting Voting:	For: 6	Against: 0
	Comments (if necessary):	Abstain: 0	Abstain: 5

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y)	Annex 4F – Control line Organisers’ Guide	Submitted by:	Netherlands
	Amended at the Technical Meeting? NO		
	S-C Voting (prior to the Technical Meeting):	For: 10	Against: 1
	Technical Meeting Voting:	For:	Against:
	Comments (if necessary):	Abstain: 0	Abstain:

Page	Class: F2D		
	4.4.15. Cancellation of the Flight	Submitted by:	Bureau
	Amended at the Technical Meeting? NO An entrant will be eliminated from the heat and his opponent declared the winner, subject to 4.4.12.c), if: (a) ...(r) <u>s) if the mechanics jump over the opponent's model aircraft(s) and lines kept within the pitting area:</u>		
	S-C Voting <i>(prior to the Technical Meeting):</i>	For:	Against: Abstain:
	Technical Meeting Voting:	For: 11	Against: 0 Abstain: 0
	Comments <i>(if necessary):</i>		

Page	Class: F2B		
	4.2.11. Judging	Submitted by:	Bureau
	Amended at the Technical Meeting? NO At World and Continental Championships and other limited international contests, all the judges shall be selected from a list of persons proposed by the National Airsports Controls for their proficiency and experience and approved by the CIAM. <u>One of the judges at World and Continental Championships and other limited international contests must not have judged at previous Championships.</u> In Open International contests, only two judges must be approved by CIAM for each panel of judges.		
	S-C Voting <i>(prior to the Technical Meeting):</i>	For:	Against: Abstain:
	Technical Meeting Voting:	For: 6	Against: 1 Abstain: 4
	Comments <i>(if necessary):</i>		

MINUTES – OTHER ITEMS

None discussed for time reasons.