



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 4 – Aeromodelling

Volume F5 Radio Control Electric Powered Model Aircraft

2019 Edition

Effective 1st January 2019

- F5B - RC ELECTRIC POWERED MOTOR GLIDERS
- F5D - RC ELECTRIC POWERED PYLON RACING AEROPLANES
- F5J - RC ELECTRIC POWERED THERMAL DURATION GLIDERS
- F5E - RC SOLAR POWERED AEROPLANES (Provisional)
- F5F - RC 6 CELL ELECTRIC POWERED MOTOR GLIDERS
(Provisional)
- F5G - RC ELECTRIC POWERED BIG MOTOR GLIDERS (Provisional)
- F5K - RC ELECTRIC POWERED INDOOR PYLON RACING
AEROPLANES (Provisional)
- ANNEX 5 E - RULES FOR WORLD CUP EVENTS

*Maison du Sport International
Avenue de Rhodanie 54
CH-1007 Lausanne
Switzerland
Tel: +41(0)21/345.10.70
Fax: +41(0)21/345.10.77
Email: info@fai.org
Web: www.fai.org*

FEDERATION AERONAUTIQUE INTERNATIONALE
MSI - Avenue de Rhodanie 54 – CH-1007 Lausanne – Switzerland

Copyright 2019

All rights reserved. Copyright in this document is owned by the Fédération Aéronautique Internationale (FAI). Any person acting on behalf of the FAI or one of its Members is hereby authorised to copy, print, and distribute this document, subject to the following conditions:

- 1. The document may be used for information only and may not be exploited for commercial purposes.**
- 2. Any copy of this document or portion thereof must include this copyright notice.**
- 3. Regulations applicable to air law, air traffic and control in the respective countries are reserved in any event. They must be observed and, where applicable, take precedence over any sport regulations.**

Note that any product, process or technology described in the document may be the subject of other Intellectual Property rights reserved by the Fédération Aéronautique Internationale or other entities and is not licensed hereunder.

RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code¹ are termed *FAI International Sporting Events*². Under the FAI Statutes³, FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members⁴ shall, within their national territories⁵, enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar⁶.

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event⁷.

Each FAI Air Sport Commission⁸ may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events⁹) in the discipline¹⁰, for which it is responsible¹¹ or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers¹².

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

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

PAGE DELIBERATELY LEFT BLANK

VOLUME F5

SECTION 4C – MODEL AIRCRAFT – 15

– ELECTRIC POWERED

Part Five – Technical Regulations for Radio Controlled Contests

- 5.5 Electric Powered Model Aircraft
 - 5.5.1 General Rules
 - 5.5.2 Contest Rules
 - 5.5.4 Class F5B - RC Electric Powered Motor Gliders
 - 5.5.6 Class F5D - RC Electric Powered Pylon Racing Aeroplanes
 - 5.5.11 Class F5J - RC Electric Powered Thermal Duration Gliders

Provisional Classes

- 5.5.7 Class F5E - RC Solar Powered Aeroplanes
 - 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
 - 5.5.12 Class F5K RC Electric Powered Indoor Pylon Racing Aeroplanes
- Annex 5E Rules for World Cup Events

THIS 2019 EDITION INCLUDES THE FOLLOWING AMENDMENTS MADE TO THE 2018 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
F5B	2018		Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman
5.5.4.1 b)		Reduce the minimum weight of the battery pack.	
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		

Four-Year Rolling Amendments for Reference

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

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			

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
5.5.1.3	2014	Inclusion of allowed electronic devices	Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman
F5F			
5.5.8.1		Inclusion of use of logger in F5F	
F5J			
5.5.11.14.1		Organising of groups in F5J	
Annex 5.E, 5E.2		New World Cup Class F5J	
Annex 5.E 5E.3.2		Reduction of World Cup per country	

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 2019 for application from January 2020;
- (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 MODEL AIRCRAFT

5.5.1 GENERAL RULES

5.5.1.1 Definition of Electric Powered Model Aircraft

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 Model Aircraft 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 Classes: Motor Gliders (5.5.4.) and Pylon Racing (5.5.6.).

PAGE DELIBERATELY LEFT BLANK

5.5.4 CLASS F5B – RC ELECTRIC POWERED MOTOR GLIDERS

5.5.4.1 Definition

- a) Definition: This contest is a multi-task event for RC Electric Powered Motor 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.

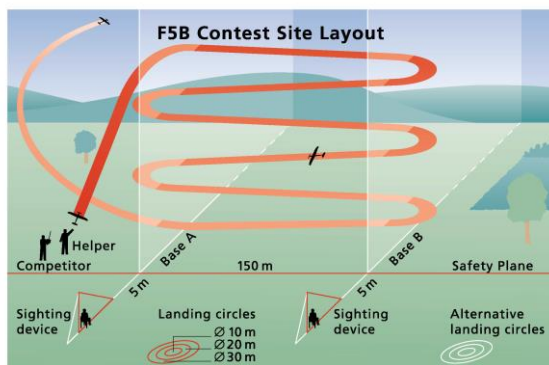
For the last round the starting order will follow the reversed ranking list.

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.

PAGE DELIBERATELY LEFT BLANK

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

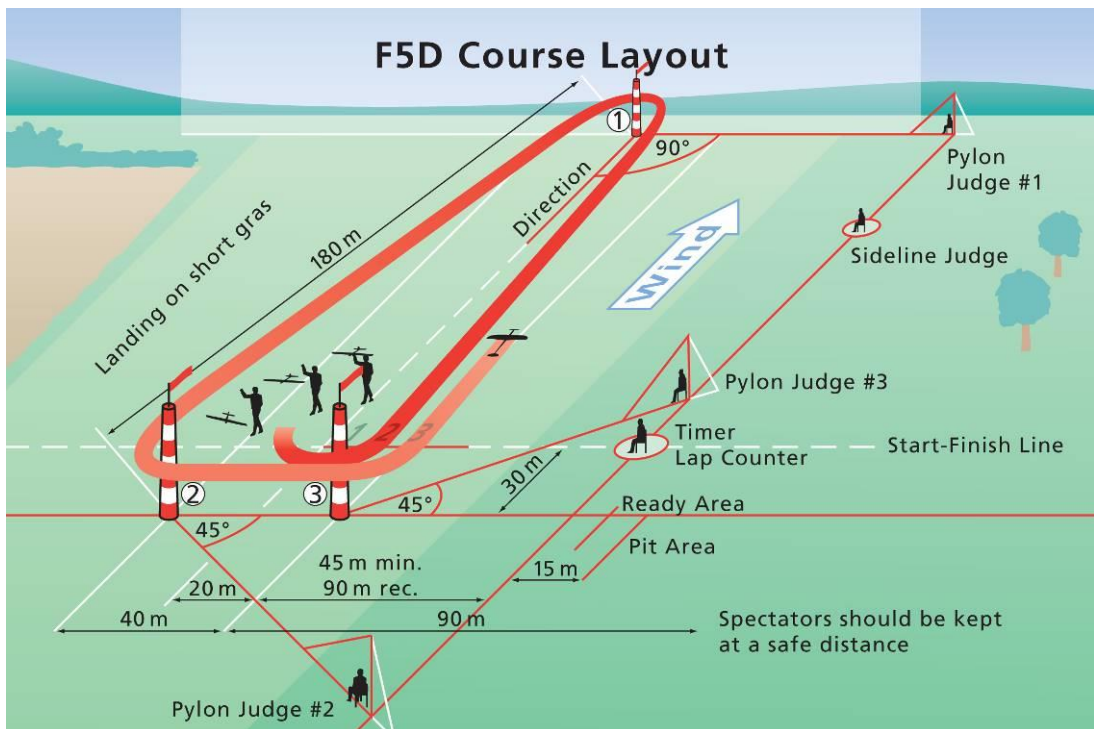
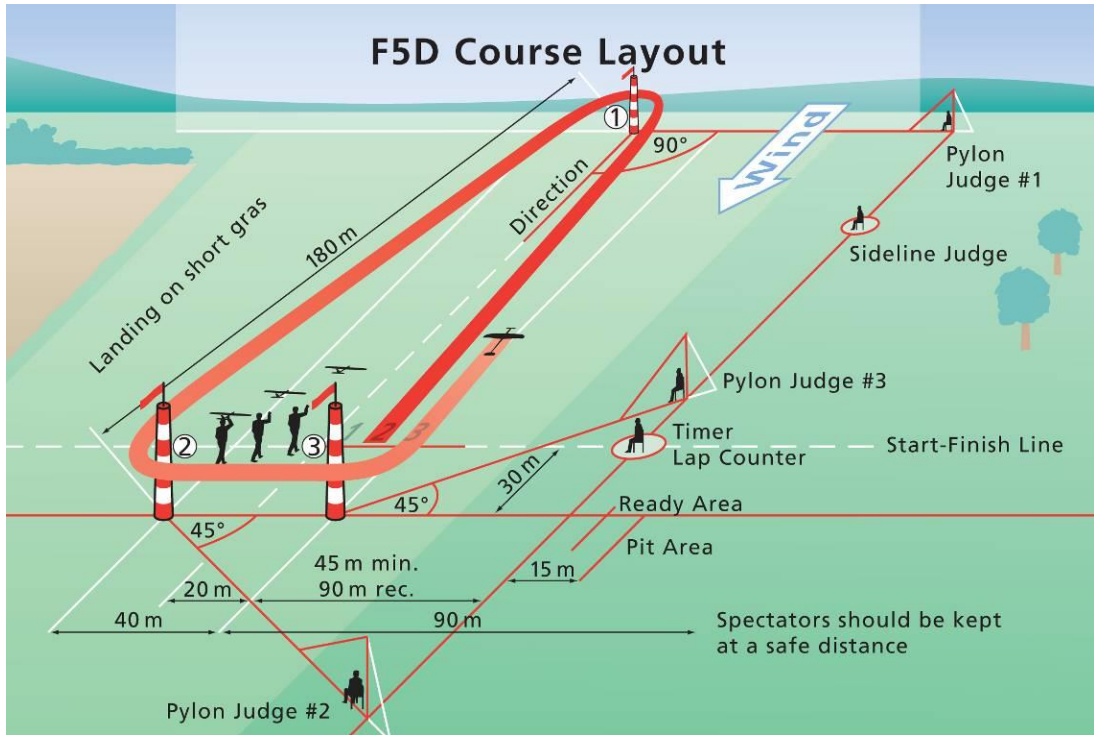
- a) All officials (timekeepers, lap counters and pylon judges) must stay a minimum distance of 45 m outside the course on the spectators' side.
- b) The pilot and helper have to stay inside the pylon course from the first start signal until the last model of the heat has finished the race or has left 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.

cont/...

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 +/-45° 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 AEROPLANES (PROVISIONAL)

Same rules as F5B, except:

5.5.7.1 Definition

- a) This contest for radio controlled solar powered model aircraft is a distance task and landing event.
- b) Model aircraft specifications
 - General characteristics: See para 5.5.1.3
 - Max. area of solar generator: 25 dm²
 - Only monocrystalline cells may be used
 - No kind of buffer battery or double-layer capacitors may be used
 - If a receiver battery is used: The minimum weight is 5% of the total weight of model aircraft
 - Galvanic isolation between receiver and propulsion.
 - Wings and stabilizer built in negative moulds may not be used.
 - Model aircraft must be equipped by GPS logger and timer (IGC-format)
 - Every kind of telemetry is allowed.

5.5.7.2 Course Layout and Organisation

Every competitor gets his starting/landing spot

Minimum distance between starting/landing spots in one row: 10 m

Working time: 30 min

Start should be arranged in a minimum of groups with a maximum of competitors

5.5.7.3 Scoring

competitor's own score of his flown distance multiplied by 1000

longest distance of a competitor in this group

A penalty of 10% of the distance will be applied when the competitor starts before and lands after working time. Landing after 60 sec of the working time: The flight will be scored with 0.

A penalty of 5% of the distance will be applied if model aircraft lands more than 10 m outside of the starting/landing spot. Landing outside of this 10 m area the flight will be scored 0.

PAGE DELIBERATELY LEFT BLANK

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.

PAGE DELIBERATELY LEFT BLANK

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.

PAGE DELIBERATELY LEFT BLANK

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.

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.
- 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.

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;
 - 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.

(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.

cont/

- 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) Unless otherwise specified by the Contest Director, models must be launched within four (4) metres of the competitor's launch/landing spot. 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 must 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.
- 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.
- 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 rounded down 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 rounded down 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. (5.5.10.12.10).
- 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.
- 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. See 5.5.10.14.1
- 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.
- 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.

5.5.12 F5K – RC ELECTRIC POWERED INDOOR PYLON RACING AEROPLANES (PROVISIONAL)

5.5.12.1 General

- a) This contest is a racing contest in halls and indoor sport arenas.
- b) Racing course depends off the size of building and is marked by two poles or lines hanging from the ceiling.
- c) Model aircraft specifications;
 - Maximum weight 200 g
 - Only electric motor(s)
 - Only 2.4 GHz RC equipment

5.5.12.2 Operation of the Race

- a) A maximum of four (4) model aircrafts per heat will be allowed.
- b) Model aircrafts start from the ground (no hand launching is allowed).
- c) All laps must be flown counter-clockwise with turns to the left.
- d) 10 laps must be completed.
- e) One cut will be penalised by adding 10% of the flyer's time, two cuts by adding 200 points.

PAGE DELIBERATELY LEFT BLANK

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)