

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: **November 15, 2006**
Proposal submitted by: **Dr Laird Jackson, Chairman, Subcommittee F2**
Sporting Code Volume: **Volume F2 Control Line**
Heading of section: **4C – MODEL AIRCRAFT – F2 – CONTROL LINE**
Class: **F2D**
Number & heading of the paragraph: **4.4.5; 4.4.6; 4.4.12; 4.4.15 as indicated below:**
Page number if appropriate:

Type the instruction in the space below:

Modify the F2D rules, Section 4.4, to include a requirement for a positive device for immediately stopping the engine when lines break or any other incident which allows the aircraft to leave the flying circle and to add enforcement procedures and associated penalties, including disqualification, for malfunction.

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

Add the following paragraph to Section 4.4.5:

The aircraft or engine(s) shall be equipped with a device (shutoff) to stop the engine in the event of lines break or other incident which allows the aircraft to leave the flying circle. The device must remain functional for the entire flight period and must be repaired or replaced before take off if it becomes nonfunctional during the match.

Make the indicated change to Section 4.4.6:

4.4.6. Controls - Technical Verification

c) Line Tests: Before each heat any sets of lines which may be used must be checked for length and diameter. A pull test shall be applied to the assembled handle(s), control lines and model aircraft for all equipment to be used in that heat. The pull test shall be equal to 150 N. **Demonstration of engine shutoff may be required by the judges before each heat. The engine shutoff device must stop the engine within 2 seconds of activation. Additional demonstrations may be required by the judges after the heat.**

Make the indicated changes to Section 4.4.12:

b) In the event of a model aircraft fly-away **where the engine-stopping device has worked properly**, as a result of the lines having been severed by his opponent's model aircraft, lines or engine, and in which the model aircraft and streamer may not be retrievable due to the distance flown, the circle marshal asks the affected pilot whether he wants a new attempt or not. The affected pilot must respond immediately, without consulting others about the status of the heat. If the pilot wants to continue the flight he must use a new full-length streamer. The pilots should be informed before the beginning of the competition where the fly-away area is defined. This area should be clearly defined by the organisers.

Make the indicated changes to section 4.4.15:

4.4.15. Cancellation of the Flight

An entrant will be eliminated from the heat and his opponent declared the winner, subject to 4.4.12.c), if:

c) he attempts to fly a model aircraft which at the time of launch does not have a strong effective control mechanism, or does not have a secure engine attachment **or does not have a functional shutoff device** or does not have a running engine;

y) in the event of a flyaway where the shutoff device does not stop the engine within 2 seconds.

Type the reasons in the space below:

Safety: Flyaways are the most dangerous part of F2D competition. Although competitors and helpers are generally aware of the conditions and action at the competition circle, and have some safety precautions in place, more distant spectators and the surrounding environment is not so protected. The use of fuel shutoffs will prevent the model aircraft from leaving the competition site at a velocity which would be dangerous.

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

Fuel shutoff devices have been in use in combat events in the US for some time and have proved workable and effective in reducing model aircraft flyaways and the danger they present.