F5L Specific

FAI SPORTING CODE

Section 4 – Aeromodelling

Volume F5

Radio Control Electric Powered Motor Gliders

2026 Edition

Effective January 1st 2026

In this volume:

F5B - RC ELECTRIC POWERED MULTI TASK GLIDERS
F5J - RC ELECTRIC POWERED THERMAL DURATION GLIDERS
F5A - RC ELECTRIC POWERED GPS GLIDERS (Provisional)
F5E - RC SOLAR POWERED MOTOR GLIDERS (Provisional)
F5F - RC 6 CELL ELECTRIC POWERED MOTOR GLIDERS (Provisional)
F5G - RC ELECTRIC POWERED BIG MOTOR GLIDERS (Provisional)
F5K - RC THERMAL DURATION GLIDERS FOR MULTIPLE TASK COMPETITION WITH ELECTRIC MOTOR AND AMRT (Provisional)
F5L - RADIO CONTROLLED THERMAL GLIDERS RES WITH ELECTRIC MOTOR AND AMRT (Provisional)
ANNEX 5 E - RULES FOR WORLD CUP EVENTS

Ver. 1.0, 2026-01-01

Link to FAI Statutes and By Laws

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Revisions

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
F5J 5.5.11.10	2025	Model must be launched as soon as the motor starts running	Sotir Lazarkov F5 S/C Chairman
F5J 5.5.11.12		Timing start with motor ON	
F5K 5.5.10		Maximum flying time is 4:00 minutes	
F5K 5.5.10.3		The AMRT is fixed for all wind conditions 60 m altitude and 7 sec motor time	
F5K 5.5.10.6		Clarification in case of touch and land	
F5K 5.5.10.11		Remove paragraph e)	
F5K 5.5.10.11		ANNEX of F5K	
F5L 5.5.12.3.1		j) The minimum wing loading is not limited.	
F5L 5.5.12.3.2		Remove: The underside of the model must not have any protuberances	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
5.5.11.3	2024	Missing paragraph f)	Ron Miasnikov Technical Secretary
5.5.4.3 – 5.5.4.8		House keeping – fixing wrong numbering	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
F5	2023	**F5 – Section 5.5.1.3 including Solar Cells**	Tyson Dodd Technical Secretary
F5J		Remove Section 5.5.11.8.3 Flight Groups Remove section 5.5.11.11 Flight	
F5K		Replacing entire F5K – Section 5.5.10	
		Early implementation – effective 1st June 2022	
F5J - 5.5.11.1.3(iii)		Dropping of 0 Score	

Four-Year Rolling Amendments for Reference

Paragraph	Plenary meeting	Brief description of change	Change

	approving change		incorporated by
F5B	2022	Early implementation – effective 1st June 2022	Tyson Dodd Technical Secretary
5.5.4.1 j)		Changed the definition to include allowed electronic systems.	
F5J		Early implementation – effective 1st June 2022	
5.5.11.12 n)		Added a clarification to Scoring (sub-paragraph n) to eliminate the possibility of negative scores. Scoring programs will need to be updated.	
F5L		New Provisional Class	

There were no changes at the 2021 Plenary Meeting

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by
F5 General Rules	2020		Kevin Dodd Technical Secretary & Emil Giezendanner F5 S-C Chairman
5.5.2.1 a)		Deleted and replaced the definition of an Official Flight.	
5.5.1.3, 5.5.1.5 c), 5.5.1.6, 5.5.2.6.		Removed references to F5D.	
F5D		Class was moved to F3 Pylon	
5.5.6		Removed the complete F5D Section	
F5J			
5.5.11.10 e)		Specified a time of 3 seconds for which the glider must fly straight ahead after launching.	
F5K (new class)		Thermal Duration Gliders For Multiple Task Competition With Electric Motor And Altimeter/Motor Run Timer (AMRT)	
5.5.10		New rules for this class.	
Annex 5E		Rules for Electric Flight World Cup Events	
5E.2.1		World Cup competitions for F5B and F5J to be held every year.	
5E.2.4		Introduced a World Cup Coordinator	
		Increased the number of contests to be counted in the case of more than 20 WC contests.	
		Increased the number of contests to be counted in the case of countries with more than 2 time zones.	
		Introduced a new table of points.	
		Introduced the possibility of separate classifications for Juniors and Women.	

Paragraph	Plenary meeting approving change	Brief description of change	Change incorporated by

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

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 2027 for application from January 2028;

(b) changes to F5B can be next agreed at the Plenary meeting 2026 for application from January 2027;

(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 5 – TECHNICAL REGULATIONS FOR RADIO CONTROLLED CONTESTS

5.5. CATEGORY F5 – ELECTRIC POWERED MOTOR GLIDERS

5.5.1 GENERAL RULES

5.5.1.1 Definition of Electric Powered Motor Gliders

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

5.5.1.2 Builder of the Model Aircraft

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

5.5.1.3 General Characteristics of RC Electric Powered Motor Gliders F5

Maximum total area	150 dm^2
Maximum weight	5 kg
Loading	12 to 75 g/dm^2

a) The power source shall consist of any kind of rechargeable batteries including solar cells (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, F5E and F5J 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 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 and three in F5J. 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) The official flight starts when the model aircraft is released by the competitor or his helper. The pilot may repeat flight only if:

- The competitor cannot perform a flight due to outside interference verified by the organiser.

- 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.

i) If the model aircraft touches either the competitor or his helper during landing manoeuvres, no landing points will be given.

j) If an infringement of energy limitation rules occurs the result of that round is discarded.

5.5.2.3 Organisation of the Contest

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

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

5.5.2.4 Organisation of Starts

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

5.5.2.5 Processing of Energy Limiters

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

5.5.2.6 Judging

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

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

5.5.12 CLASS F5L – RADIO CONTROLLED THERMAL GLIDERS RES WITH ELECTRIC MOTOR AND AMRT (PROVISIONAL)

5.5.12.1 General Rules

F5L is a class for radio-controlled 2-axis gliders with an electric motor and a logger.

F5L class is similar to F3L one and differs only by the starting procedure with an electric motor instead of a bungee.

The models feature a maximum two (2) meter span, are primarily of wooden construction and are controlled by rudder, elevator and spoiler(s). For launching, the electric motor may run 30 sec. Due to the restrictions on construction and equipment, it will be possible to participate in competitions at low costs and with average skills. One key aspect of this class is to inspire young modellers and integrate them into the sport. The rules that follow shall be understood and interpreted with this in mind.

5.5.12.2 Definition of a Radio-Controlled Glider

A model aircraft whose lift is generated by aerodynamic forces acting on surfaces remaining fixed. In F5L class, the electric motor serves only for the launch.

The competitor must control the model from the ground using radio control.

5.5.12.3 Model Specifications for Radio Controlled Thermal Gliders F5L

A model typically consists of wings, fuselage and tail. Flying wing models that do not have a fuselage and rudder or vertical stabilizer or none of these components are also allowed if they have only two (2) control surfaces. Each of these surfaces has to be actuated by only one servo. Otherwise, the construction rules for conventional models described herein are applicable.

5.5.12.3.1 The model is built mainly with wooden parts

The following methods are permitted:

a) Wings built with ribs, open or covered by wood, „D-box“, solid wood wings or a combination of solid wood and ribs.

b) All parts must be made from wood except for the leading edge, spar(s) and connecting parts of the wing panels and the motor mount frame.

c) The surface of the wings may be covered by film, silk, paper or polyester fabric.

Specifications a) to c) are applicable to the tail planes too.

d) The space between the rear edge of the spoilers and the trailing edge must be at least 5 cm. One or two servos may activate the spoilers.

e) The fuselage must be made entirely from wood or with a tail boom made from fiberglass/carbon (GRP/CFRP), Kevlar tube, or profile. The tube/profile must not extend the front half of the wing area.

f) The wooden surface of the fuselage may be covered with fiberglass/carbon (GRP/CFRP) or Kevlar, but not more than a maximum of 1/3rd of the total area. The surface may be protected with varnish or like described in c).

g) Hinges and control rods are exempted from the GRP/CFRP constraint.

h) The selection of the electric motor is free.

j) The selection of battery is free

j) The minimum wing loading is not limited.

5.5.12.3.2 Not allowed is the use of

a) positive or negative molds for construction of the fuselage or wings or the surface treatment.

b) a fixed or retractable arresting device (i.e. bolt, sawtooth-like protuberance, etc.) to slow down the model on the ground during landing.

c) a fuselage nose with a radius less than 5 mm.

d) ballast not carried internally and fastened securely within the airframe.

e) any telemetry except for radio signal strength, receiver temperature and battery voltage. No variometer is permitted.

f) any telecommunication between competitors and helpers, including mobile phones or walkie-talkies.

5.5.12.4 Description of the Competition

a) In competition, at least four (4) qualifying rounds shall be flown. For each qualifying round, participants shall be divided into flight groups. The results of each flight group shall be normalized to arrive at comparable scores between the flight groups. The highest score within each flight group will be assigned 1000 points, and the remaining scores within that group shall be proportional to each participant's raw flight score relative to the best raw flight score within that group. The group size in the "Fly-Off" shall be the same as in the preliminary rounds. Participants flying with the highest total normalized scores from the preliminary round will compete in a "fly-off" (minimum 2 rounds) to determine the final classification.

b) The competitor may use three (3) models in the contest. The competitor may change models at any time, but within a round only if the model used first is placed within a radius of 15 meters of the assigned landing spot.

c) The competitor may use up to two (2) helpers. These assist him in launching and retrieving the model, informing him of weather conditions and flight time and managing the start.

d) The organizer should have official scorekeepers/timekeepers available. If this is not the case, the pilot's helper will keep time, and the organizer will regularly sample the flight times. Deviations of more than three (3) Seconds in favour of the participant shall lead to a zero-score flight.

5.5.12.5 The Flying Site

a) The competition must be held on a site having reasonably level terrain, which will minimise the possibility of slope and wave soaring.

b) There must be marked start/landing spots for each competitor at least eight (8) meters apart. Take-off should happen within two (2) meters of the assigned start/landing point. This rule also applies when starting again.

c) The distance between the fuselage nose and the landing point will be measured by a tape or string, which may be fixed at the landing point.

d) The Contest Director shall determine the landing boundaries. Landing outside the boundary shall result in a zero score for that flight. (see also 8.2).

5.5.12.6 Interruptions

a) The contest director can interrupt the competition and reset the start/landing points.

b) The contest shall be interrupted by the contest director if the weather conditions for the models are no longer reasonable.

5.5.12.7 Launching

Starting is after the beginning of the working time with the electric motor running.

For designs that do not permit a safe start with the motor running (e.g., wing-mounted aircraft with rear-mounted motor), the motor is switched on as soon as possible after the launch, and the time begins when the motor is switched on.

The motor runtime (30 sec) and the starting height (90m) are limited by an EDIC-approved e-logger (e.g., Altis V4, Altis V4+, Altis Micro, Altis Nano etc). The organizer should check the settings of the AMRT before the competition. The organizer can check the AMRT at any time after a flight. The flight is recorded as a zero score if the settings differ from the pre-sets.

Requirements for the AMRT:

a) Time and altitude shutdown.

b) No telemetry during competitive flight.

c) No change in the setting values via the transmitter.

d) Storage of the (last) flight with switch-on and switch-off point (altitude and time) of the electric motor.

e) it shall be possible to check after a flight;

5.5.12.8 Contest Flights

a) The competitor is entitled to at least four (4) official flights.

b) The competitor is entitled to unlimited attempts during the working time.

Before restarting, a reset of the AMRT must be done manually. A reset via transmitter is not allowed.

c) An official attempt begins when the model leaves the hand of the competitor or his helper with the electric motor running.

d) In case of multiple attempts, the result of the last flight will be the official score.

5.5.12.9 Re-flights

The competitor is entitled to a new working time if:

a) his model in flight or in the process of being launched collides with another model flying or being launched.

b) When his flight is hindered or aborted by an event beyond his control.

To claim a re-flight considering the conditions mentioned above, the competitor has to make sure that the official timekeepers have noticed the hindering conditions and land his model as soon as possible after this event.

Note that if the competitor continues to launch or fly after hindering conditions affecting his flight or does a re-launch after clearing the hindering condition(s), he is deemed to have waived his right to a new working time.

5.5.12.10 Landing

a) Each competitor will be assigned a start/landing spot before each flight. The competitor shall be responsible for using the correct assigned landing spot.

b) During the landing process, only the pilot and his assistant are allowed within 10 meters of the landing spot. Any other helpers and timekeepers shall stay at a distance.

c) 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. A model thus retrieved may be relaunched during the working time. No landing score may be recorded for a model touched before scoring the landing.

5.5.12.11 Scoring

The raw flight score for each round consists of the flight time score and landing bonus points.

5.5.12.11.1 Scoring of the Flight Time

The attempt will be timed from the moment of release from the hand of the starter device to either:

a) the model aircraft first touches the ground; or

b) completion of the group's working time.

The maximum flight time is 6 minutes and 30 seconds (390s) within nine (9) minutes (540s) working time. The flight time will be recorded in full seconds. If the flight is longer than (6:30) minutes (390s), the overflying time will be deducted from (6:30) minutes (390s). Each second of flight time will be scored two (2) points. The highest score within each flight group will be assigned 1000 points, and the remaining scores within that group shall be proportional to each participant's raw flight score relative to the best raw flight score within that group.

5.5.12.11.2 Scoring of the Landing

A landing bonus will be awarded in accordance with distance from the landing spot marked by the organisers according to the following tabulation:

Distance from spot up to m(meters)	points	Distance from spot up to m(meters)	points
0.2	100	5	80
0.4	99	6	75
0.6	98	7	70
0.8	97	8	65
1.0	96	9	60
1.2	95	10	55
1.4	94	11	50
1.6	93	12	45
1.8	92	13	40
2.0	91	14	35
3.0	90	15	30
4.0	85	over 15	0

Zero points for landing will be recorded for the competitor, if:

a) the model loses any part.

b) the model is overflying the group's working time.

c) the model touched the competitor or helper during the landing.

d) the competitor or helper touched the model before the official scorekeeper made the distance measuring.

Zero points for the entire task (flight and landing) are awarded if:

a) The model rests outside a landing area as defined by the organizer. Within the working time, the competitor may launch for another attempt.

b) the model is overflying the working time for more than 30 seconds.

5.5.12.12 Final Classification

If five (5) 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 five (5) rounds are flown, his lowest score will be discarded before determining his aggregate score.

For competitors who qualified for the fly-off, the final ranking is determined by the ranking at the fly-off; for other competitors, the ranking is done by the ranking at the qualifying rounds.

5.5.12.13 Additional Information

The Information Bulletin will state any expected modifications of air space limitations.