



FEDERATION AERONAUTIQUE LUXEMBOURGEOISE
MEMBRE DE LA FEDERATION AERONAUTIQUE INTERNATIONALE (F. A. I.)
ASSOCIATION SANS BUT LUCRATIF FONDÉE EN 1909
Sous le Haut Patronage de S.A.R. Louis de Nassau, Prince de Luxembourg

Tableau reprenant les champions de la Fédération Aéronautique Luxembourgeoise, dans les divers sports aéronautiques :

Sport	Champions nationaux 2023 et coupe de Luxembourg		
	Sous-classe	Noms	Précision:
Aéromodélisme	F3J	néant	Planeur
	F5J	Marc Buttel	Planeur
	F3A-A	Philippe Poeker	FAI Acrobatie
	F3A-B	Christian Theisen	National B Acrobatie
	F3M	Alex Madeira	large model aerobatics
	F3U	néant	Drone racing
Aviation Moteur	C1-b	Laurent Schneider	Rallye
	Aerobatics	Cyrial Talon	Catégorie unlimited
	Aerobatics	Etienne Jacqué	Catégorie advanced
Vol à Voile	Classe Open	Daniel Zanitzer	Championnat national
	Classe 18m	Arny Weber	Championnat national
	Classe 15 m/std	Misch Loor	Championnat national
	Classe Biplaces	Guy Bechtold	Championnat national
	Classe Open	Daniel Zanitzer	Coupe de Luxembourg
	Classe 18m	Arny Weber	Coupe de Luxembourg
Classe 15 m/ std	Misch Loor	Coupe de Luxembourg	
Classe Biplaces	Guy Bechtold	Coupe de Luxembourg	
Aérostation	AX	néant	Ballons à air chaud
Vol Libre	Classe ttes confondus	Nick Hünerasky	Championnat national
	Classe Standart	Mario Sousa	coupe X-Country Internationale

5.2 CLASS DEFINITIONS

- 5.2.1 **Open Class** No limitations.
- 5.2.2 **20 Metre Multi-seat Class** The only limitations are a maximum span of 20,000 mm and a crew of two persons shall be carried.
- 5.2.3 **18 Metre Class** The only limitation is a maximum span of 18,000 mm.
- 5.2.4 **15 Metre Class** The only limitation is a maximum span of 15,000 mm.
- 5.2.5 **13.5 Metre Class** The only limitation is a maximum span of 13,500 mm.
- 5.2.6 **Standard Class**
- a. **WINGS** The span must not exceed 15,000 mm. Any method of changing the wing profile other than by normal use of the ailerons is prohibited. Lift increasing devices are prohibited, even if unusable.
 - b. **AIR BRAKES** The glider must be fitted with air brakes that cannot be used to increase performance. Drag parachutes are prohibited.
 - c. **WHEEL** The undercarriage may be fixed or retractable. The main landing wheel shall be at least 300 mm in diameter and 100 mm in width.
- 5.2.7 **Club Class** The glider must appear on an approved list of handicaps.

B.1.2.3 Category F3 - Radio Controlled Flight

This is a flight during which the model aircraft is manoeuvred by control surface(s) in attitude, direction and altitude by the flier on the ground using radio control.

This category is divided into the following classes:

i) Official classes

- F3A - RC Aerobatic Aircraft
- F3B - RC Multi-Task Gliders
- F3C - RC Aerobatic Helicopters
- F3D - RC Pylon Racing Aeroplanes
- F3E - RC Electric Powered Pylon Racing Aeroplanes
- F3F - RC Slope Soaring Gliders
- F3J - RC Thermal Duration Gliders
- F3K - RC Hand Launch Gliders
- F3M - RC Large Aerobatic Aircraft

Section B - General specifications for CIAM classes

F3N - RC Freestyle Aerobatic Helicopters

F3P - RC Indoor Aerobatic Aircraft

ii) Provisional classes

F3G - RC Multi-Task Gliders with Electric Motor

F3H - RC Soaring Cross Country Gliders

F3L - RC Thermal Gliders RES

F3Q - RC Aero-Tow Gliders

F3R - RC Pylon Racing Limited Technology Aeroplanes

F3S - RC Jet Aerobatic Aircraft

F3T - RC Semi-Scale Pylon Racing with Controlled Technology Aeroplanes

B.1.2.4 Category F4 - Scale Model Aircraft

A scale model shall be a scaled down replica of a heavier-than-air man-carrying aircraft.

This category is divided into the following classes:

i) Official classes

F4B - CL Scale Aeroplanes

F4C - RC Scale Aeroplanes

F4H - RC Stand-Off Scale Aeroplanes

ii) Provisional classes

F4A - FF Outdoor Scale Aeroplanes

F4D - FF Indoor Rubber Scale Aeroplanes

F4E - FF Indoor CO₂ or Electric Scale Aeroplanes

F4F - FF Peanut Scale Aeroplanes

F4G - RC Large Scale Aeroplanes

F4J - RC Team Scale Aeroplanes

F4K - RC Scale Helicopters

B.1.2.5 Category F5 - Radio Control Electric Powered Aircraft

This category is divided into the following classes:

i) Official classes

F5B - RC Electric Powered Multi Task Gliders

F5J - RC Electric Powered Thermal Duration Gliders

1.4.1. Definitions of Hang Gliders

A glider capable of being carried, foot launched and landed solely by the use of the pilot's legs. The words "hang glider" cover all classes. These definitions take precedence over those given in the General Section.

Hang glider classes:

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Class 1

Hang gliders having a rigid primary structure with pilot weight-shift as the sole method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions. Subsidiary controls affecting trim and/or drag are permitted, but only if they operate symmetrically. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

Sport Class: a sub-class of Class 1.

All gliders must meet the Class 1 definition above and in addition:

- They must be production models of hang gliders for which a certificate of airworthiness for type is in issue from either the HGMA, BHPA or DHV.
- Must be currently available for sale to the general public or have previously been available for sale for a minimum period of one year.
- Must be constructed of original parts only, except for retro-fitted streamlined uprights and base tubes supplied by the manufacturer.
- Must have a king post which is an essential part of the design and which supports the majority of the wing load when the wing is not flying.

Class 2:

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control, and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions solely by the use of the pilot's legs.

Class 3

Hang gliders having no rigid primary structure (paragliders), and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions.

Sub-classes are

- Open – All paragliders
- Serial – Any EN/LTF
- Sport – Upto EN C/LTF2
- Standard – Up to EN B/LTF 1-2

Organisers shall use these references when staging dedicated events.

Class 4

Hang gliders that are unable to demonstrate consistent ability to safely take-off and/or land in nil-wind conditions, but otherwise are capable of being launched and landed solely by the use of the pilot's legs.

Class 5

Hang gliders having a rigid primary structure with movable aerodynamic surfaces as the primary method of control in the roll axis and which are able to demonstrate consistent ability to safely take-off and land in nil-wind conditions solely by the use of the pilot's legs. No pilot fairings are permitted. No pilot surrounding structures are permitted, apart from a harness and control frame.

Note 1: For Class determination see Chapter 17.

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1.4.2. Wheels and other Launch Aids

A hang glider flight shall start by foot launch from a hill or by means of mechanical equipment (aerotow, winch launch, etc.) except that:

- For competitions where launching is by tow, wheels, including those which are dropped immediately after take-off, may be permitted by the organisers provided it can be demonstrated that the hang glider complies with 1.4.1.
- Wheels or similar aids to take-off and landing are permitted for permanently disabled pilots, provided that non-disabled pilots can fly the glider without them.
- Class 2 hang gliders fitted with an electrical auxiliary motor may be permitted by the organisers of First and Second Category events, provided it shall be used solely for launching the hang glider, in order to reach the height and vicinity that an aerotow aircraft would typically release the pilot. Pilots must carry equipment that accurately verifies on the tracklog any usage of the motor.

Class 2 gliders are allowed to launch from a slope by using one of the following options:

- Launching on wheels integral to the design and being propelled by the pilot's legs or by an official pusher.
- Launching on a temporary wheel system known as a 'dolly' or 'launch cart' which remains on the ground after an official pusher accelerates the glider to flying speed.

