



FÉDÉRATION DE FRANCE DE MODÉLISME NAVAL

Document name	Règles Techniques et de Sécurité (RTS)
Document reference	RTS-005-2026-1-January 15 th 2026 - English
Category concerned	Endurance (3,5 – 7,5 – 15 – 26 – Stock – 27 et 35cc)
Events concerned	French Championships, French Cup, French Trophy, international races, friendly events, interclub events.
Propulsion and speed	Internal combustion motor with a speed exceeding 25km/h
Approved by the Federal Council on	February 20 th 2026

Event name	
Type of event	
Organizing club	
Name and surname of club contact	
Location	
Dates	

Article 1: conditions

An event visa can only be granted to an organizer who has:

- Paid the club membership fee for the current year.
- Register the event on the Federal calendar at least 30 days before the date.
- Obtained prior authorization from the relevant administrations (Town Hall, Prefecture, etc.)
- Or, a contract, including RTS, has been signed with the owner of a private plot of land.

Article 2: commitment

The « Règles Techniques et de Sécurité » signed by the President of the organizing Club, or his representative, constitute a commitment to carry out in accordance with the indications on the RTS, justifying the visa granted by the FFMN.

Article 3: rules

The events are based on the rules published on the FFMN website:

- General rules for radio-controlled powerboat racing competitions 2024.
- Rules MRC-E 2022.

International events held in France also rely on the iMBRA regulations. See <https://www.imbra-racing.com/>.

These RTS supplement these rules.

Article 4: Measures to be implemented to secure navigation in addition to the regulations mentioned above:

- For models with 26cc, Stock, 27cc and 35cc internal combustion engines, it is required to have the ability to remotely cut off the ignition at any time via the radio transmitter (circuit breaker or kill switch). See Appendix 1 for possible systems already used by many competitors.
- For all models, it is required to implement a "FailSafe" which, in the event of loss of radio transmission, must position the throttle control in the closed position so that the engine stops immediately.

Article 5: security system controls

- It is the responsibility of the event organizer to put in place, with the panel of judges, the controls and verifications of the security systems.
- For national and international events, it is mandatory to check, before the start of the event, the presence of a kill switch on the ignition engine and the functionality of the failsafe.
- During the event, a random check of the failsafe functionality will be carried out on a few competitors after each heat. This check will be performed on the pilot dock upon the return of the competing boat.

This is to prevent a competitor from removing a failsafe before the start of the race.



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- If a model experiences a loss of radio signal during a round, the competitor must explain the cause of the problem and the steps taken to correct it to a judge. The decision to resume the event will rest with the main judge and the organizer.

Article 6: Failure to comply with security systems

The absence of a kill switch on the ignition engine, or of the "fail-safe" functionality during the pre-event inspection, will result in the competitor's disqualification (without refund of registration fees) unless the competitor is able to reactivate the safety features before leaving the starting grid.

The absence of a "fail-safe" during the random post-heat inspection will result in the competitor's disqualification for that heat. The competitor will be systematically inspected during subsequent heats. If the absence of a "failsafe" persists, the competitor will be disqualified from the heat.

For the final, the inspection will be carried out before the final for all competitors, and the first four competitors will also be inspected. The absence of a "fail-safe" will result in the competitor's disqualification from the final.

Article 7: measures to be put in place for the protection of all persons present on the site in addition to the regulations mentioned above

The following recommendations should be adapted according to the body of water, its geographical characteristics, existing natural defences, and the type of event (French Trophy, Championship, international race).

- The bank from buoy No. 5 to buoy No. 1, including the starting and piloting pontoon area, must be secured with a net tested and approved by the FFMN to stop a model without radio control. This area is where the most models, competitors, and spectators gather.
- The tested and approved safety net that stops the model while maintaining its integrity is the EN 1263-1 fall-prevention safety net from the company "La fabrique à filet," with 100mm mesh and 4.75mm polyamide (PA) yarn.
- The safety net should be 120cm high, with 20cm of it ideally submerged, but most importantly, oriented towards the water.
- A spectator area must be marked and delimited (barriers, barrier tape, and signage). This delimitation is generally placed behind the piloting area and must keep the public at a safe distance. Finally, this delimitation must be respected.
- The area reserved for competitors to prepare and repair their models ("paddock") must be located at a safe distance from the riverbank where the models are being flown.
- The starting and piloting pontoon area must be reserved exclusively for pilots, mechanics, and officials competing in that race. This area must be clearly marked and delimited (barriers, barrier tape, and signage).
- Any other area that poses a risk to people in the event of models not being radio-controlled must be delimited with barrier tape and signage (such as prohibition signs).

Article 8: Measures to be put in place for the safety of rescue boat addition to the regulations mentioned above:

- Wearing boots in the rescue boat is prohibited.
- Wearing a helmet is mandatory for the retrievers.
- When stopped, the rescue boat must position itself to the left of the competitor's pontoon. If this is not possible, the organizer must provide an audible signal when the recovery boat leaves its waiting position.
- Inflatable boats are prohibited.
- To recover broken models, having a rowing or motorized boat, exclusively usable by FFMN licensees, the recoverees must equip themselves with approved individual buoyancy equipment (EIF) whose index corresponds to the morphology of the recoveree (See Article Annex 240-A.4).

Article 9: pontoon and piloting area:

- For better visibility of the race and the models, the mechanic is allowed to position himself behind his driver and at a height using a step.

Article 10: RTS and Visa recording and display

- The RTS signed by the president of the organizing club must be sent to the Federal Secretary at least two weeks before the start of the event.
- The Federal Secretary will register the RTS and issue the authorization visa.



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- The RTS and the visa must be displayed by the organizer at the event venue.

Article 11: non-compliance with the RTS

In the event of non-compliance with the RTS (Regulations for Sports Training) or serious breaches, primarily concerning safety, the head referee of the event must:

- Report the incident to the Secretary of the Judges' Commission and/or the relevant authorities of the FFMN (the Executive Board) in a written and dated report.
- Submitting this report will release them from all liability in the event of a serious incident.
- They will be entitled to decide to postpone or cancel the event.

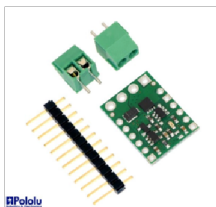
In the event of self-officiating or the absence of judges, the organizer has the right to decide to postpone or cancel the event.

Made at:	On:
Name:	Surname
Signature	Tampon:

Annexe 1 - kill switch and Fail Safe

1 - For models using Power Spark electronic ignition mouke :

- Pololu 15A 2803 MOSFET RC switch



- Pololu 2804 radio-controlled relay module 1



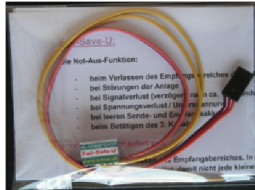
For the Power Spark electronic ignition, it is recommended to use 2 batteries, one for the receiver and one for the Power Spark module.



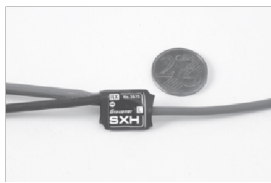
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2 – For models with integrated ignition

- Fail-Safe-U of the CTI site – Modellbau



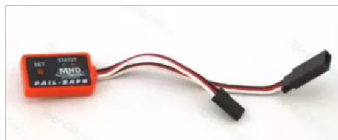
- Graupner Module SXH



- And also on Ali Express



3 - For radio controls that do not have integrated "Fail Safe", there are external modules that connect between the throttle control and the throttle servo.



Important

These are only examples, and it is the competitor's responsibility to install the correct system following the manufacturer's recommendations and to test it prior to an event.