

**BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE**

MINUTES

**of the 21st meeting (wef 02/12/00) held on
5th February 2005**

at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker (Chairman); Jo Halman (Secretary); Mick Lewis (Treasurer); Peter Halman (Member & SpeedCom); Martin Paffett (Member); Andy Housden (Carrier)

- | | Action |
|---|---------------|
| (21)/1 Apologies for Absence Mick Orchard (VTR) | |
| (21)/2 Confirmation of Attendees with Voting Rights At this moment there were four voting members of the Committee but this could change after the next item. | |
| (21)/3 Co-option to the Control Line Technical Committee (21)/3.1 Because of the resignations of Dave Holmes and Paul McPeake, there are two vacancies on the Committee. The Chairman proposed that Martin Paffett be co-opted to the Control Line Technical Committee. This proposal was seconded by Peter Halman and approved unanimously. It was noted that the voting members at this meeting now totalled five. (21)/3.2 The Secretary was tasked with contacting two or three named people to see if any of them was interested in taking the vacant co-opted seat on the Committee | JH |
| (21)/4 Correction & Adoption of the Minutes of the Meeting of 11th December 2004. (21)/4.1 There were no corrections and the Treasurer proposed that the Minutes should be accepted as a true and accurate record of the meeting of 11th December 2004. This proposal was seconded by Peter Halman and approved with For: 4; Against: 0; Abstentions: 1. | |
| (21)/5 Matters Arising (Urgent only and not already on the Agenda) (21)/5.1 (20/1.8) None of the current members of the Committee felt able to formally take on the PRO role (vacant because Paul McPeake had resigned). The Secretary said she would continue with the usual type of notices in the BMFA News and on the CLTC News page of the BMFA website. (21)/5.2 (20/1/10) The Chairman would take on the role of "Results Officer" (21)/5.3 (20/4.3) This Committee strongly felt that a representative from this Committee should attend the BMFA Nationals Briefing meeting. (21)/5.4 (20/4.5) The ballot regarding some F2F being incorporated into the F2CN rules was ongoing by the Chairman. CBK (21)/5.5 (20/4.7) Dave Holmes was continuing to CD the Domestic League. If, for any reason, he could not do this, then the Chairman would take over. CBK (21)/5.6 (20/4.9) The F2B team, unanimously agreed by an email vote of this Committee, had been provisionally ratified by the Competition Secretary and a formal proposal forwarded to the BMFA office by this Committee's Secretary. The Competition Secretary had also written to the three fliers, Bill Draper, Barry Robinson & Roy Cherry and the Reserve, Richard Handscomb to inform them of their ratification. Peter Halman informed the meeting that Ken Morrissey had declined his team place for 2005 and the Reserve, Dick McGladdery had accepted. (21)/5.7 (20/4.16.2) Peter Halman confirmed that the delayed Nationals Carrier trophies had been sent to the recipients in January. | |

cont/...

(21)/6 F2B 2006 Team Selection; CLAPA

Action

(21)/6.1 CLAPA

The CLAPA Committee had written formally to the Control Line Technical Committee and the BMFA to explain that, by a majority vote, it had decided to cease being a Specialist Body. In previous emails between this Committee's Secretary and the CLAPA Secretary on this subject, the CLAPA Committee made it clear that it would "no longer be responsible for [Aerobatics] Centralised events in any shape or form". The Secretary was instructed to write to CLAPA to thank them for their work during the last few years.

JH

(21)/6.2 Centralised Events & the Nationals

In an effort to minimise the potential damage to the 2005 Aerobatics Centralised events, the Secretary had previously contacted two people regarding running Centralised events and Aerobatics at the Nationals. She had a verbal positive response from Mike Feaver who was prepared to run Aerobatics at the Nationals and may be available to run some Centralised meetings; Roger Ladds, after discussion with Peter Jackson & Tony Johnson, had submitted a paper that contained a number of statements, points and two proposals regarding competitions and team selection events along with a proposed budget for Aerobatics at the Nationals.

Proposal 1: That these three people (to be known in these Minutes as "The Group") would run F2B & Class II at the Nationals. The Group would not be prepared to run any Aerobatics Centralised events.

Proposal 2: The second proposal assumed that there would be no Centralised Aerobatics meetings held through 2005 and stated that the F2B event run by the Group at the Nationals would be a dedicated team selection event to choose the 2006 World Championships F2B team. This proposal also stated that this "would be reviewed for 2006 with a view to replacing the current practice of centralised [team] selection events" with a single, dedicated team trials.

Further, this paper contained a clause (9) that the proposals "need to be agreed without modification or the team [Group] will withdraw the proposals".

Although the clause 9 caused a certain amount of unease, the Control Line Technical Committee debated this paper at length and in great detail. Eventually, it concluded that clause 9 prevented the Committee progressing any of the ideas contained in the document. The Secretary was directed to write to Roger Ladds to this effect.

JH

It was agreed that Aerobatics, under CLAPA as a Specialist Body, had a greater responsibility than running the Aerobatics Centralised meetings: there was an obligation to the other CL fliers. With the high cost of flying venues, shared use of venues had become of the utmost importance. Two meetings, for example, have been scheduled at Barton during 2005. To be a viable venue, Barton has to be shared with Aerobatics as neither Speed nor Team Race can afford the site hire fees without someone else to share the cost. With only one tarmac circle at Barton, then only Speed or Team Race can be run at a meeting and sharing with Aerobatics is necessary to fund the hire charge. Additionally, it gives an opportunity for the fliers to compete in close proximity which is one of the added bonuses of flying at Barton. DE licences are so expensive that we need Speed, Team Race and Aerobatics share the venues to be able to afford to use RAF airfields.

(21)/6.3 F2B Team Selection

The Committee unanimously agreed that a single, dedicated team trials was not the appropriate way to select a team and so it tasked the Secretary with finding Contest Directors and Judges for at least three, and hopefully all, the scheduled Centralised meetings at which team selection was planned. At the same time she was to address the matter of Aerobatics at the 2005 Nationals too.

JH

JH

The Secretary should arrange a BMFA News box to briefly explain the situation and ask for helpers. This should also go on the CLTC News page on the BMFA website.

JH

(21)/7 2005 Nationals

(21)/7.1 Budgets

Speed - Given the projected numbers of entries and retaining the £15 entry fee, Peter Halman said that a small surplus of £20.16 could be achieved as long as the CD and Judge do not claim expenses. This was agreed and the projection was accepted. It was noted that the £2 a day DLA charge was crippling even though it was actually only half the charge levied by Defence Estates. (The Nationals General Fund paid the other half.) If a flier flew on all three days and did not enter any other events, then 40% of the entry fee went in DLA charges.

Aerobatics - The budget submitted by "The Group" had been calculated using old data and so the Secretary had recalculated this. Running only Aerobatics and Class 2 there was a projected surplus of £49.50. The projection was accepted.

Team Race - The greatest cost to Team Race is that of podium trophies as two are required for each podium place. The "new" steel trophies were very popular and the Committee wanted to provide them again this year. One of the difficulties with Team Race is the "entry-on-the-day" (OTD) events. It is difficult to predict entries and the number of entries is severely affected by the weather. The trophies have to be sourced early on in the year and it is easy to make a loss on providing trophies for OTD events. Indeed, there was some feeling that OTD entries with their traditional £5 per team entry fee should not receive the same kind of podium trophy that the pre-entry classes enjoyed.

JH

Eventually it was decided that Mini-Goodyear, Senior & Junior and Phantom would be pre-entry at £10 per team. These classes would need to be added to the CL Nationals Entry Form. A minimum of 3 entries would be needed for any of these three classes to run. F2C, F2CN, ½A, Open Goodyear and British Goodyear would be as previous years: pre-entry and £15 per team for the first event (and always for F2C) & £10 other events.

On this basis Team Race would make a small surplus of £23.40.

Regarding Barton B, the Secretary would have a reply after the Barton club Committee Meeting on Monday 7th February. It was agreed that this would also be pre-entry with podium trophies and standard expenses to the officials. The entry fee would be decided later. If Barton B was a success at the Nationals, it was hoped that Barton Club would agree to the event becoming a BMFA event and be in the 2006 Rule Book. Otherwise we would need to consider a new "B" class.

Combat: - Combat fees would be the same as last year: £15 F2D; £12 fist class; £10 second class; £8 third class; £5 fourth & subsequent classes. All Combat Juniors would be £5 and no registration fee.

It was agreed that Combat could run an unofficial event at £5 entry fee but pre-entry would still be necessary. Podium trophies would not be required.

VTR - the VTR Representative had told the Secretary that the projections this year for VTR were the same as last year: three classes Vintage A, B & ½A with £15 per team pre-entry. The Vintage B second pitman does not pay a registration fee.

Carrier - The Carrier Representative gave details of his tent, table, chair & podium trophy requirements. As usual, entries would need to contact Andy Housden.

Juniors do not pay registration fees and pay only half the entry fee for all classes except Combat where they pay £5 entry fee.

(21)/7.2 **Trophies**

Working on the basis that F2B & Class II will be run at the Nationals, the overall number of trophies required totals 98. Peter Halman had drawn up trophy designs based on the current style. The majority of the members preferred design number 1. It was also agreed that we should use this style for two more years and then have something new. We discussed the benefit of economies-of-scale and flexibility by having the year printed on the labels rather than cut through the trophy. The label would need to be bigger and Peter Halman distributed an amended drawing to which the majority agreed. We also discussed purchasing two years worth of trophies at once but this would mean that someone would have to store the trophies for a year. The Secretary and Peter Halman are to investigate the costs of "bulk" purchase & the larger labels. The trophies will have the date on the label.

JH/PH

(21)/7.3 **Officials & Passes**

Speed - CD: Jo Halman plus + Peter Halman

Aerobatics - TBA

Team Race - F2C: Dave Rudd;
Domestic Classes: Andy Daghish;
Mini Goodyear, Phantom & Line Check official: TBA
Passes to be sent to tba

JH

CBK
CBK

(21)/7.3 Officials & Passes cont/...

| | | Action |
|----------|--|-----------------------|
| | <p><u>Combat</u> - Overall CD: Mick Lewis F2D CD: John James Vintage CD: Richard Evans Vintage Scorers: Richard Herbert & Roger Fisher F2D Scorers: TBA All F2D passes to John James from Jo Halman All other Combat passes to Mick Lewis from Jo Halman</p> | ML |
| | <p><u>VTR</u> - CD: TBA Line Check Official: TBA Passes to the CD from Jo Halman</p> | MO MO |
| | <p><u>Carrier</u> - Overall CD: Andy Housden Officials: TBA Passes to Andy from Jo Halman</p> | AH |
| (21)/7.4 | <p>Nets (a) The Speed & VTR nets are to be separate constructions. Two cable poles, one section of netting and a dozen wooden poles are to be sourced by the Overall Nationals Co-ordinator. The Secretary to progress this. (b) The cable needs to be cut and connections made on the Friday night as well as sorting the components each for Speed & VTR.</p> | JH |
| (21)/7.5 | <p>Miscellaneous (a) Martin Paffett is to try and source a scale map of the airfield. Otherwise Peter Halman is to draw up a map of the runway to scale from dimensions supplied by Martin Paffett from on-site reconnoitre along with the surface quality. (b) The BMFA Nats Planning meeting should consider the following points: (i) Define what the Roping Crew is contracted to do. (ii) Increase the number of Roping Crews. (iii) Provide a ride-on mower and make available to Combat & possibly Carrier. (iv) Have a camping reservation form separate from the competition entry forms. (v) Friday night access. (vi) Contest days access</p> | MP/PH MP JH |
| (21)/7.6 | <p>Entry Forms The Secretary (as CL Nationals Co-ordinator & Competition Secretary) is to redesign the CL entry form for the new classes.</p> | JH |
| (21)/8 | <p>Plenary Agenda (a) The F2B rules & Judges Guide for which the F2 Sub-Committee had permission from 2004 Plenary to work on for a further year was on the Agenda. Peter Halman explained that it had undergone another major revision and would be a major topic at the F2 Technical Meeting. The two items ran to 26 pages of technical detail. (b) The F2C rule proposals regarding line diameters and pull test, for which 2004 Plenary had also allowed a further year for consideration, were to revert to those currently in the Sporting Code. It was agreed that stainless steel wire had a low fatigue rate. The current 30 times-the-weight-of-the-model pull test and maximum weight of the model at 500g, reaches 80% of the tensile strength of stainless steel wire. When the models are racing, the extra centrifugal force is greater than that calculated by the mathematical formula (established by independent testing by Martin Radcliffe in the late 'seventies). It was agreed that at the F2 Technical Meeting, Peter should argue against stainless steel wires. (c) He again reminded the meeting that if F2C did not produce some workable ideas to reduce the speed of F2C then new rules would be imposed in two years time. He added that of the 26 F2C fliers written to, only Andy Whorton had responded and asked that his name be submitted as a potential member of the new working group to consider this topic. (d) Peter reminded the meeting that a major topic in the F2 Sub-Committee is the format of future F2 classes and that the UK needed to have leading input into this. He had been tasked by the Chairman to ballot the opinions of the F2A fliers. Meetings additional to the Technical Meeting had been scheduled and this Committee was unanimous that Peter should attend Plenary to present the UK's F2 view.</p> | |

(21)/9 Technical Council: Discussion Items

Action

(21)/9.1 **General Rule 2.1 (Centralised Meetings)** - The Secretary led this discussion and this Committee was in agreement that the current rule in the BMFA General Rule Book was unclear, ambiguous and did not define "centralised" in relation to competitions. It was agreed that it was important that team selection events were properly controlled by any Technical Committee and that "centralised" events where, say, Speed, Team Race, Combat, Aerobatics and even other disciplines flew at the same time at the same venue were a thing of the past. Amendments to the rule were discussed and agreed but it was agreed that as this rule affected all disciplines the Competition Secretary should add the amendments to the Technical Council agenda. It was also felt that if an Area was holding a gala then there was no necessity for any part of that Area Gala to be designated as a "centralised event". However, if properly run, any F2 class could be considered for team selection as long as this was notified in the BMFA Contest Calendar. It was agreed that (a) there was no logical foundation for a team selection event to be designated as a "centralised event" and (b) that all team selection events must be shown as such on any Contest Calendar and especially the BMFA one.

JH

(21)/10 Any Other Business

(21)/10.1 **F2B Rules** - Since December 2004, Roger Ladds was no longer a member of the CLAPA Committee but whilst he had been on that Committee he had been tasked with formulating an amendment regarding electric motors. On 3rd February 2005, Roger had submitted a proposed BMFA rule change that he (CLAPA) wished to include in the 2005 BMFA Rule Book. This amendment was carefully considered and four points emerged from the discussion:

- (a) That research & development may continue outside the Rule Book.
- (b) That the rule regarding "starting" would not need to be amended as it was deleted in its entirety from the revised F2B rules that 2005 Plenary would consider.
- (c) That we should wait and see what Plenary decided regarding the revised F2B rules.
- (d) Any delay would not affect the date of effectiveness for the rule as it was too late for the print run of the 2005 BMFA Rule book. The only promulgation of any rules that miss that is via the BMFA News and the copy deadline for that plus the "effective eight weeks after publication in the BMFA News" meant that the earliest it could be effective would be end of August/ beginning of September.

The Secretary is to write to Roger to explain the Committee's decision.

JH

(21)/10.2 **BMFA Awards** - The Carrier Representative asked if he could put forward a second Carrier name for a BMFA Award. This was unanimously agreed and the Carrier Representative will forward the two citations in due course. The Secretary said she would send him some sample citations and, as the deadline for receipt by the Award Committee was the beginning of August, *then any award nominations (and citations) would need to be considered at the next meeting of the CLTC.*

JH

ALL

(21)/10.3 **Proficiency Scheme for Beginners** - The Committee thoroughly debated this topic and decided to ask Steve Waller who, it was understood, was already writing on Control Line & Education, if he would like to be involved. Andy Housden was to ask Steve and report back to this Committee. The Secretary is to write to Mike Colling to explain this.

AH

JH

(21)/10.4 **Team Travel Fund** - The Treasurer said that the CL TTF stood at £5,568 but that neither the Nationals CL surplus nor the CL portion of the Nationals had been credited to the account. Together, this was likely to be in excess of £2,000 but the Treasurer prudently worked on the basis of £2,000 giving about £7,568 as the available TTF fund. The Secretary reminded the meeting that from January 2004, European Championship teams now got an allowance of £225 each. Bearing in mind that there may be more expense required for financial help at future Championships, The Treasurer recommended that each member of the team should be given £100 for the 2005 European Championships. He is to write to the Accounts Manager to release the money from the account and make it available to the team members.

ML

(21)/10.5 **Admin Computer** - It was unanimously agreed to buy a second-hand laptop computer for use by this Committee.

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(21)/11 Date of Next Meeting

The date of the next meeting is 23rd April 2005. at 11.00 hours at Langley House, 21 Polegate, Luton, Bedfordshire.

Action

The meeting closed at 20.08 hours.

Signed: *Signed copy on file*
Chris Barker, Chairman

Dated:

Distribution of Corrected & Adopted Minutes:

Already Distributed: All Committee Members
Representatives of CLAPA, SpeedCom, VTRSIG, CFA, SAM 35, Carrier

Requires Distribution:
Mr C Bromley, Technical Secretary
Mrs Linda Harding, BMFA Office Manager
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