

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

MINUTES

**of the 25th meeting (wef 02/12/00) held on
4th February 2006
at Langley House, 21 Polegate, Luton, Bedfordshire**

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

(25)/1 Apologies for Absence

There were no apologies for absence. The full Committee attended the meeting.

(25)/2 Confirmation of those with Voting Rights

There were seven voting members.

(25)/3 Correction & adoption of the Minutes of the meeting held on 10th December 2005

(25)/3.1 There were no corrections and **the Chairman proposed that the Minutes be accepted as a true and accurate record of the meeting of 26th September 2004. This proposal was seconded by Peter Halman and approved For: 5; Against: 0; Abstentions: 2.**

(25)/4 Matters arising from that meeting that are not on the Agenda

(25)/4.1 (24)/4.2 Mike Colling had acknowledged receipt of the "Introduction to Competition Flying (CL)".

(25)/4.2 (24)/4.5 Investigation into purchasing a video camera for training was ongoing and the Treasurer reminded Peter Halman that purchase should be made in the current financial year.

(25)/4.3 (24)/4.6 The Elliot Trophy was re-allocated to F2CN at the Nationals by Council at the January Council meeting.

(25)/4.4 (24)/9.2 All the CL Teams & Team Manager were ratified at the January Council meeting.

(25)/4.5 The result of the team ballot for Assistant Team Manager had resulted in John James being proposed to the January Council meeting where he was ratified.

(25)/4.6 (24)/13 The F2C team selection procedure had been sent to the Technical Secretary along with the team selection procedures for F2A, F2B & F2D. The Technical Secretary was in the middle of producing the 2006 rule books. The Secretary would arrange for rule books to be sent to all the members of this Committee when they were ready. The Chairman had started to analyse the speeds at foreign and domestic F2C competitions but it proved to be too difficult to analyse but it seemed that the speeds attained at foreign competitions were not dissimilar to those achieved in domestic competitions.

(25)/4.7 (24)/14 The Secretary had liaised with Roger Ladds on the F2B Judges Training Scheme and had produced new Judges Training Guidelines and a Judges Training Record Card. These were approved by the meeting and the Secretary was to ask Roger Ladds to institute the training immediately.

(25)/4.8 (24)/15 The Barton 'B' rules had been sent to the Technical Secretary for inclusion in the 2006 Rule Book.

Action

JH

JH

- (25)/4.9 (24)/16 The Chairman had still to inform the F2C fliers that dinner ticket funding had been withdrawn from the three TR competitions held at the Northern Gala. (Funding had been withdrawn as the numbers of entrants had dropped so that income was no longer enough to cover the dinner tickets. The Secretary had informed the BMFA Accounts office.
- (25)/4.10 (24)/17.1 The Secretary read out a letter of thanks from Betty Eifflaender for the donation made by this Committee in memory of Gig.
- (25)/4.11 (24)/17.2 Permission to use RAF Cranwell for two CL Centralised meetings this year had been withdrawn. Martin Paffett was to look at Cottesmore, Wittering & Conningsby. The Secretary was to see if Barkston Heath was available on those two dates.
- (25)/4.12 (24)/17.3 The Combat Masters at Oakington was confirmed for 21st May 2006 and it was confirmed that Carrier would join the Centralised competitions at Oakington on 16th April.

Action
CBk

MP
JH

(25)/5 2006 Nationals Planning

(25)/5.1 Budgets & Entry Fees

The financial projections were discussed in great detail. It was decided to retain the same entry fees as 2005 in general but an increase in Barton B entry fees was necessary as it was now an official class and would attract podium place trophies of which there would be three for each of the 1-2-3 places. Carrier Deck was now confirmed as official classes.

Entry fees were, therefore, agreed as follows:

Speed: £15 (one entry fee covers all Speed classes)

Vintage Speed: £15 (one entry fee covers all Speed classes)

Aerobatics: £15 per class

Team Race: £15 per class including Barton 'B' regardless of whether it is a "subsequent" class or not.

£10 for Mini-Goodyear and no reduction for Juniors.

Vintage Team Race: £15 per class

Combat: £15 first class & F2D; £12 second class; £8 third class; £5 subsequent classes

Carrier £8 first class; £5 subsequent classes.

Speed, Vintage Speed, Aerobatics, Team Race & Vintage Team Race would offer subsequent classes at £10 with the exception of Barton 'B' which has to be £15 (see above).

All Juniors for all classes except Mini-Goodyear are half price with the further exception that Combat Juniors pay £5 per class regardless of the actual class entry fee.

The Secretary informed the meeting that if the steel "podium" trophies were to be continued for the future then the entry fees would probably have to increase for 2007.

(25)/5.2 Classes

The classes would be the same as 2005.

(25)/5.3 Organisers, Judges & Officials

Details of organisers & officials should be sent to the CL Nationals Co-ordinator (the Secretary). She would, as usual, send out an Excel spreadsheet for completion. Carrier submitted details at this meeting in hard copy.

ALL

(25)/5.4 "Podium" Trophies

It was unanimously agreed that the steel trophies be continued but everyone wished to revert to the "cut-through" version rather than the engraved version of 2005. The Secretary asked if the design could be changed?. Peter Halman will progress both the design of & source the trophies.

PH

(25)/5.5 **Entry Form**

The Secretary informed the meeting that the entry form had to be reduced by 17mm horizontally and 30 mm vertically to fit (portrait) on one page of the new size BMFA News. This was going to be impossible to achieve. It *might* be possible to save 13mm vertically and then the form could be photo-reduced by 17mm on the x & y axis but the considered opinion of the meeting was that would make the form difficult to read and complete. The best option was to retain the current size and have it printed landscape in the middle of the News. The Secretary said this would cause a problem as the advertisers refuse to allow their advertisements to appear on the back of any entry form. The Secretary will progress this.

Action

JH

(25)/6 **2006 CIAM Plenary Agenda**

(25)/6.1 **Bureau Proposals**

This Committee unanimously agreed the Bureau proposals.

It was also agreed that the proposal from Russia regarding raising the Junior age limit to 21 be supported. Martin Paffett asked if this were passed would it be applied to the BMFA junior age limit? The answer was that it would not.

(25)/6.2 **F2 Proposals**

F2A - 4.1.16: Disagree It is not possible for one person to observe both the pilot and the altitude of the flight.

F2C - 4.3.9 g) Agreed

4.3.12 b) Agreed

4.3.12. c) Disagree Raising the tolerance between watches from 0.18 to 0.3 is too great an increase. It was agreed that the tolerance could be changed to 0.2.

JH

The Secretary will prepare a list for the FAI Delegate for voting. The CIAM proposals will be discussed at the Technical Council meeting.

It was unanimously agreed that Peter Halman should attend the CIAM Plenary meeting and it was noted that he was to attend the Bureau meeting where his engine experience may be needed.

(25)/7 **Technical Council Agenda Items**

There were no items for the Technical Council agenda.

(25)/8 **Re-Allocation of the Davis "B" Trophy**

After a short discussion, **Peter Halman proposed that the Davis 'B' trophy be re-allocated from 'B' Team Race, which was no longer run at the Nationals, to Barton 'B' Team Race which was, from 2006, an official Nationals class. This proposal was seconded by CBk and unanimously approved.** The Secretary is to prepare the proposal for the May Council Agenda

JH

(25)/9 **Amalgamation of the Goodyear Team Race Classes**

(25)/9.1 Chris Barker, as the Team Race Representative had been tasked with investigating the Open and British Goodyear classes to establish if anything needed to be done regarding either or both classes for the future. He had conducted a discussion via the Barton MAC website forum the results of which, he reported, seemed to suggest that the two classes should be amalgamated into one with front induction, 2.5 diesel engines using plastic propellers and suction fuel feed, possibly with .34mm diameter lines.

(25)/9.2 A robust in-depth discussion followed that ranged over a number of points including that at the 2005 Nationals there had been three entries in Open Goodyear and 13 in British Goodyear. It would seem, on the face of it, that Open Goodyear was now an obsolete class but it was generally agreed that two classes were still necessary: one as an introductory class and the other for experienced teams.

(25)/9.3 An introductory class was required below the higher level of engine-tuning expertise currently required for success in British Goodyear. The Team Race Representative was asked to formulate a proper set of rules for this new class, possibly incorporating some of the points in (25)/9.1.

CBk

cont/...

- (25)9.4 When this Committee agreed the rules they would then be publicised as " unofficial rules for a trial XYZ Goodyear class that would be held in the evening(s) of the 2006 Nationals". The outcome of Open Goodyear, British Goodyear and the trial XYZ Goodyear classes would be assessed at the October Control Line Technical Committee meeting. A formal ballot of fliers might be necessary as part of the assessment process.

(25)10 Any Other Business

(25)10.1 F2D Dates & Waller/Vale Email

The Secretary had distributed a copy of an email from Michael Waller on behalf of Martyn Vale and himself regarding F2D events only being held in the midlands and points north which caused them as the only F2D fliers based in the south of England (in Dartford & south-east London), great expense and difficulty in attending. Additionally he thought that the process of deciding dates & venues at the "Combat Pilots Meeting" (CPM) was not as democratic as it might have been but that meeting does not come under the direct remit of this Committee so there is little that can be done in this case.

The Control Line Technical Committee certainly had sympathy with Michael and Martyn's predicament regarding venues but this happened in other classes, too, and not just F2D. It also felt that it was not too unreasonable to have contests generally located where most of the fliers lived. Nonetheless, it was unanimously agreed that in future at least one of the F2D Centralised meetings should be located at Oakington whilst that venue was available. The Secretary is to write to John James to ensure that this is implemented for 2007.

It was very disappointing that the CPM decided against holding an F2D Centralised meeting at the Combat Masters (Vintage combat) event that Michael Waller was organising at Oakington on 21st May.

(25)10.2 CL Proficiency Certificate

The Carrier representative said that Steve Waller had offered to attend one of this Committee's meetings to make a presentation on CL proficiency tests. Andy Housden was asked to thank Steve for this offer and that the Committee contact him direct if it wanted to follow it up.

(25)10.3 Junior Fliers Certificate

Martin Johnson had suggested to the Committee that as Juniors in Control Line actually fly against the Seniors, it would be good to recognise the highest placed Junior at a competition, especially the Nationals. The Committee unanimously agreed with this idea and the Combat Representative would ask Richard Evans if he could design an appropriate certificate.

(25)10.4 Awards

The Secretary reminded the meeting that submissions for Awards would be on the agenda for the next Control Line Technical Committee's meeting and to spend some time thinking about appropriate recipients.

(25)11 Next Meeting

The date of the next meeting was agreed as Saturday 20th May 2006 at 11.00 hours at Langley House, 21 Polegate, Luton, Bedfordshire. The meeting after that was agreed as 14th October.

The meeting closed at 18.50 hours.

Signed: *Signed copy on file*

Chris Barker, Chairman

Dated: 20th May 2006

JH

ML

ALL