

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE

ADOPTED MINUTES

of the 27th meeting (wef 02/12/00) held on
14th October 2006

at Langley House, 21 Polegate, Luton, Bedfordshire

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

The start of meeting was delayed until 11.30am because of adverse traffic conditions.

(27)/1 Apologies for Absence

Apologies for absence were received from Martin Paffett (PRO).

(27)/2 Confirmation of those with Voting Rights

There were five voting members initially and from 12 noon this increased to six with the arrival of John Bonner.

(27)/3 Correction & adoption of the Minutes of the meeting held on 20th May 2006.

There were no corrections and the Chairman proposed that the Minutes be accepted as a true and accurate record of the meeting of 20th May 2006. This proposal was seconded by Peter Halman and For: 4; Against: 0, Abstentions: 1.

(27)/4 Matters arising from that meeting that are not on the Agenda

(26)/5.5.7 Scale do pay for their tent at the August Nationals.

(26)/9 The agreement between Wharfedale MAC & the Control Line Technical Committee was now in place and the 2006 Northern Gala was run under this agreement.

(26)/12. Although British Goodyear had increased entries at the August Nationals it was decided to still ballot the Team Race teams who had entered the August Nationals, regarding the two Goodyear Classes. The British Goodyear questions would be: (a) to stay the same; (b) to remove engine manufacturer restrictions. The Open Goodyear questions would be: (a) to stay the same; (b) to retain the same engine specifications but limit the fuel feed to suction and limit propellers to thermoplastic ones. Any rule changes instituted as a result of the ballot would be effective from 2008.

(26)/17 All the nominations submitted by this Committee to the Awards Committee had been successful: Andy Housden will receive the Arthur Mullet trophy; Progress Aero Works will receive the Ray Malmstrom trophy; John James & Peter Grange will each receive BMFA Certificates of Merit and Peter Grange has also been recommended to the RAeC for its silver medal.

(27)/5 2006 F2 World Championships

A comprehensive Team Manager's report had been circulated. There were no comments.

(27)/6 2006 Nationals Debrief & Financial Reconciliation

Overall, the CL Nationals had been financially successful with better than expected entries in Team Race. Aerobatics was still running at a loss and the Committee decided that two personnel for calculating the results and no runners would bring Aerobatics back into a surplus situation and this would be applied for 2007. Carrier had been very well supported in their first year as an official Nationals event. Combat's "Club Combat" class entries totalled £40 and this was to be paid directly into the CL Team Travel Fund (TTF). The Accounts office had been instructed to do this.

The CLTC had received three written complaints regarding the way Aerobatics had been run and judged this year. The Secretary is to respond to each of the complaints as directed by this Committee.

It was noted that it would be very helpful if CDs & judges volunteered rather than waited to be asked, and it was agreed to place a request for CDs & Judges for all the disciplines in the January issue of the BMFA News.

Team Race (TR) would like some of the portaloos situated a little closer to TR and both TR & Combat said that the portaloos should be on the other side of the runway or on the perimeter track depending on the prevailing wind and not near the CD tents.

Action

JH

JH

JH

It was agreed that any personal marquees used at TR should be sited further away from the stakes anchoring the cage ropes. In an attempt to stop the nets blowing into the circle, VTR were advised to secure the bottom of the nets by running a section of the "blue" rope across the runway on the upwind side between two stakes and to then tie-wrap the bottom of the nets to it. Additionally in high wind conditions, if there was room, a car could be aligned with the centre of the cage and placed in the runway with a rope tied between it and the top of the cable to keep the nets pulled out.

Both TR & VTR were reminded that the wooden poles had holes drilled in the tops so that they could be attached to the top of the nets and the steel cable. VTR again requested TR practice circles in-between the Aerobatics official circles. TR, Combat & Carrier intend to set up information boards at their circles for 2007. Speed displays a great number of laminated information sheets onto the Speed tent and receives much positive feedback from spectators.

The proportioning of the ½ Power Nationals surplus to TTF funds was discussed and the meeting agreed that proportioning could only be considered when World or European Championships classes (ie FAI classes) held at the Power Nationals : Further that the meeting supported a case of per capita proportioning. It was felt that this would give the fairest way of sharing the ½ Nats surplus between the TTF of the three Technical Committees: Control Line, Radio Control & Scale. The ½ Nats surplus could be kept in a holding account until the teams are ratified at the January Council meeting. The share-out could then take place in the February. Additionally, if a team member subsequently withdraws and the reserve team member does not replace him, then that per capita share should be recovered the following year.

CBk/PH
/JH**(27)/7 Rule Changes**

(27)/7.1 **Combat** – Vintage Rule Change as at Appendix 1. **The meeting was unanimously in favour.:**

(27)/7.2 **Speed:** F2A Timing rule clarification as at Appendix 2 and Line length load as at Appendix 3. **The meeting was unanimously in favour of both these rule clarifications.**

(27)/7.3 **Team Race:** F2C line length tolerance regarding retractable undercarriages and line length load as at Appendix 4. These had already been agreed in principle at the last CLTC meeting. **The meeting was unanimously in favour of the wording as at Appendix 4.**

(27)/7.4 **Team Race:** For F2CN, it is recommended that rule 4.3.12. 2 (a) should have the words "compulsory vertical rudder and a" & " with a pilot" deleted. The dimensions & canopy requirement should be retained. The amended rule appears at Appendix 5. **The meeting was unanimously in favour of both these rule changes.**

Team Race: F2C Pit segment marshall is a new rule and is not permitted to be submitted until the October 2007 Technical Council meeting prior to the 2008 CIAM Plenary meeting.

(27)/7.5 **Vintage Team Race:** Mick Orchard (VTR) instituted a discussion referring to models landing in Vintage Team Race and Barton B Team Race that resulted in the meeting agreeing that a rule change was necessary to rules 4.3.3.10 (e) and 4.3.3.15 (e) to bring them in line with the F2C rules plus an additional paragraph instructing pitmen that, landing models have priority and the lines of any *landed* model should be on the ground when any *landing* model overflies their pitting segment.

MO

(27)/7.6 Chris Barker is to undertake a comparison of the F2F & F2CN rules.

CBk

(27)/7.7 The FAI rule proposals would be presented at the Technical Council meeting on 21st October and the BMFA rule changes would be sent to the Technical Secretary at the end of October or as soon thereafter as possible.

JH

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(27)/8 CL Training Budget

The CLTC Treasurer was fully supported in his view that claims on this Technical Committee's Training Budget should be authorised by himself and not the Development Officer. When the BMFA Council agreed the formation of the Free Flight & Control Line Technical Committees Training Budgets, it directed that the Development Officer be the budget holder even though the Competition Secretary pointed out the he would have no idea whether the claimed expense was bona fide or not.

She had suggested that the appropriate Technical Committee Treasurer should be the specific budget holder but this suggestion was over-ruled. This Committee unanimously agreed that the CLTC Treasurer should apply to Council to be the budget holder for the CLTC Training Budget on the basis that he (a) knows whether or not the expenses have been properly incurred; (b) advises claimants; (c) monitors the account; (d) on behalf of the CLTC, submits the budget each year.

ML

(27)/9 Expenses F2B Judges Training Seminars & Competitions

The meeting agreed with the Treasurer when he suggested that all the Aerobatics judges & under-training judges who attend the CLTC Aerobatics Training Seminars should receive the appropriate mileage allowance for attendance.

However, payment is conditional on the qualified judges being available to judge at the CL Nationals and that a commitment is made to judge at Centralised competitions during the year. The mileage claims will be paid at the end of the flying season if the conditions have been met by the claimant. VTR suggested that the trained judges complete a declaration of their intent at the beginning of each year and the Committee might introduce this at a later stage.

The Treasurer will check to see if all the Centralised Aerobatics judges had sent him their claim forms for this season.

ML

John Bonner commented that only one judge is allocated to each Centralised competition and his mileage claim is met by this Committee. He also felt that all the F2B team selection competitions should run with the same number of judges which, in effect, meant only one judge as it was not always possible to find two available competent judges.

A short discussion took place regarding the F2B team selection tie break and John Bonner will look into whether normalising the scores as happens in other aerobatics competitions would be more relevant than the current way of breaking a tie.

JB

The entry fees from the Centralised contests held at Barton on 24th September had not been forwarded to the Treasurer who will contact Ray Lloyd, CD on the day, for help.

ML

(27)/10 2007 F2 European Championships**(27)/10.1 Team Selection Update: F2A, F2B, F2C, F2D**

F2A: Peter Halman, Paul Eisner & Ken Morrissey with Gordon Isles as reserve.

F2B: Robert Kitley, Barry Robinson, Roy Cherry with Bill Draper as reserve. The tie-break for the third place member was made in accordance with rule 4.0.3.2.2 of the 2006 BMFA rule book.

F2C: Langworth/Broadhead, Fitzgerald/Thomason, Barker/North with Fry/Whorton and Ross/Yeldham as first & second reserve teams respectively.

F2D: The last competition of the season takes place on 5th November (a reserve date) and the qualifying names will be sent to the Secretary to enable an email decision to be made.

ML

Mike Whillance is the defending F2D European Champion and there may, therefore, be four Combat pilots and two pitmen.

JH

The Secretary is to send early letters to the qualifying fliers to establish whether or not they will accept their team places.

(27)/10.2 Team & Assistant Team Managers

A notice requesting applications for these two posts will appear in the early December issue of the BMFA News. The deadline for receipt of applications is 31st December.

JH

(27)/11 FAI Judges & Sub-Committee Nominations

A short discussion took place and the names currently on the two FAI lists were agreed for a further year but the Secretary was directed to write to Richard Evans & Vernon Hunt to ask if they still wished to be included on the list of Judges.

JH

(27)/12 Davies B Trophy

Between the Chairman and the Secretary, four letters had been received complaining that the re-allocation of the Davies B trophy from B Team Race at the Nationals (that was no longer run) to Barton B Team Race at the Nationals was wrong. All four letters claimed that the natural inheritor of the Davies B trophy should be Vintage B Team Race.

Mick Orchard gave a spirited argument in favour of Vintage B but it was pointed out to him that this topic had been discussed in depth at earlier meetings and decided upon at the February 2006 Control Line Technical Committee meeting, at which all the Committee members, Specialist Body and Carrier representatives had been present. At that meeting it had been unanimously agreed with a formal vote that the Davies B trophy should be re-allocated to Barton B which was a BMFA class and which was contained in the BMFA CL rule book. Mick said that he had misunderstood the circumstances at the time of the decision and had not realised that the Committee's proposal had to go to the BMFA Council that has the authority to re-allocate trophies, otherwise he would have objected to it.

His basis for the argument in favour of Vintage B was that the Davies B trophy had first been presented for models that now are flown in Vintage B; the counter-argument was that the Davies B trophy had been first awarded for contemporary models and Barton B models were more contemporary than Vintage B models. Mick Orchard also said that a further major issue was the apparent ease with which the Committee had decided to request re-allocation of the Davies B trophy to Barton B a highly popular but comparatively new class, while VTR classes had been running for many years and VTRSig had been requesting a trophy for one of the VTR classes for some time. This Committee again pointed out to VTR that if VTR wished to supply an appropriate perpetual trophy for BMFA adoption then this Committee would gladly support that action.

The Committee considered the question again and, with the exception of the VTR representative, came to the conclusion that the decision to request re-allocation of the Davies B trophy to Barton B at the Nationals was sound. The matter was now closed but the Secretary was directed to liaise with the Chairman and to formally reply to the four letters of complaint.

JH/CBK

(27)/13 Trophies

(27)/13.1 The Committee unanimously agreed that the Eifflaender Family Trophy, for "Merit in Combat" should be awarded to Robert Payne.

(27)/13.2 The Committee unanimously agreed that the Knokke No 1 Trophy for "Meritorious Performance in Control Line" should be awarded to the F2A Team (Peter Halman, Ken Morrissey, Gordon Isles, Paul Eisner & Dick McGladdery) who, over some 18 years have won team medals at World & European Championships including 14 years of *consecutive* team medals and, latterly, six times winners of the Team Gold medal with five of those six wins in consecutive years from 1998 to 2006, a feat unequalled by any other country in the world.

(27)/13.3 The Johnnie Hall Trophy for the Open Speed League was won by Dave Smith.

(27)/13.4 The Alan Woodrow trophy for F2A Team Selection was won by Peter Halman.

(27)/13.5 The Budapest trophy for ½ A Team Race at the Northern Gala was won by Barker/North.

(27)/13.6 The Wharfedale trophy for F2C Team Race at the Northern Gala was won by Langworth/Broadhead.

(27)/13.7 The ETA trophy for B Team Race at the Northern Gala was won by Whitehouse/Watson/Gallagher.

The Secretary will ensure that the Records Office has the correct information on which to issue his invitations to the BMFA annual presentation dinner.

JH

(27)/14 AGM Static Model Display

It was decided to have a photographic display this year for all the CL disciplines. The Chairman will liaise with Andy Housden over the co-ordination and production of the photo montage. All the photographs will be A4 size and printed on glossy photographic paper. Once it is confirmed who will actually produce the photographs, then each discipline will send that person a CD with 10 photos and a caption list. The photographs should be a mix of landscape & portrait. AH will liaise with the BMFA office over the number and availability of the panels.

CBK/AH

AH

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(27)/15 Council Delegate's Report – September Council Meeting

The Council Delegate briefly reported on the main points from the May & September Council Minutes.

(27)/16 Members' Reports

(27)/16.1 **Chairman** – written report at Appendix 6.

(27)/16.2 **Secretary** – Peter Halman, John Bonner & Martin Paffett who stood for election to the CLTC this year were returned unopposed so the Committee will continue in its current form. All other points were covered under Agenda items.

(27)/16.3 **Treasurer** - written report at Appendix 7.

(27)/16.4 **Speed** - written report at Appendix 8.

(27)/16.5 **VTR** – lost two meetings this year because of bad weather. The loss of Oakington airfield affects VTR very badly but a group of the fliers is looking to buy some land. VTR at the Nationals and at the September meeting in Portugal went well. Mick Orchard will not be standing for election at the VTR AGM this year so there will be a new representative for 2007 who will be invited to the first meeting of this Committee after the BMFA AGM.

(27)/16.6 **Combat** - written report at Appendix 9.

(27)/16.7 **Team Race** - Team Race entries were on a par with recent years with the addition of a couple of "hybrid" teams flying where one regular member has not been available for a particular competition. A sad note was the announcement that one of our top teams has decided to retire. Entries at the Nationals were the highest for several years with F2CN and Barton B being very well supported. If the high number of entries in F2CN is repeated in 2007, which we hope it will be, then semi finals will need to be run in line with the F2C rules.

(27)/16.8 **Aerobatics**: John Bonner reported that the year saw some good contests and he commented that Robert Kitley is continually improving: he won all the Centralised competitions this year.

(27)/16.9 **Carrier** – written report at Appendix 10.

(27)/17 Any Other Business

(27)/17.1 Andy Housden, Carrier Representative queried whether "Organisers" insurance covered the organisers of training sessions. It was recommended that he speak with the BMFA CEO, David Phipps.

(27)/17.2 He also asked whether BMFA Specialist Bodies were covered and this was confirmed as long as they were running BMFA competitions. He was advised to check this with David Phipps too.

(27)/18 Next Meeting

The date of the next meeting was confirmed as Saturday 9th December 2006 at 11.00 hours at Langley House, 21 Polegate, Luton, Bedfordshire.

The meeting closed at 18.25 hours.

Signed:

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
Other distribution as necessary

Rule Changes For Vintage Combat

As from the 2007 season:-

4.4.4.1 (a) The year 1970 becomes the year 1974

4.4.4.1 (g) The following models are added to the list:-

<u>Model</u>	<u>Designer</u>	<u>Source</u>	<u>Date</u>
Anduril '74	Mick Tiernan	Mick Tiernan	1974
Supermonger	Richard Evan	Richard Evans	1974
Hornet 3	Frank Smart	A.M.(April)	1974
Device	Steve Malone	Steve Malone	1973

At the CFA AGM held on Sunday 27/8/2006 the following was agreed:

4.4.4.1 (a) was approved by 12 votes to 2.

4.4.4.1 (g) was approved as follows:

Anduril'74 was approved by 12 votes to 2.

Supermonger was approved by 10 votes to 4.

Device was approved by 12 votes to 2.

Hornet3 was approved by 12 votes to 2.

I declare this to be a true and accurate record of the votes cast at the AGM.

Mick Lewis
Secretary, CFA

CLTC Meeting Minute Number:

(27)7.1.1 Combat – Vintage Combat date change & models addition.

The meeting was unanimously in favour.

Three F2A Rule Clarifications for CIAM Plenary 2007

The following clarifications are required for the F2A Competition Rules

4.1.10 Definition of an Official Flight

The flight is official when the ~~timekeepers start the watches~~ **timing commences.**

4.1.13. Starting of Timing

The timing commences officially when the competitor has placed his handle in the pylon fork and the model aircraft having made 2 complete circuits again passes the **electronic sensor, or the** height marker on the edge of the circuit directly opposite the timekeepers.

- 4.1.16 c) For World and Continental Championships, a senior judge ~~will~~ **shall** be appointed to supervise the conduct of the timekeepers and judges. The senior judge ~~will~~ **shall** be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

4.1.17. Classification

b) i)

- c) No rounding off of decimals should be made when calculating the mean time. The time thus obtained for calculating the speed should be recorded and retained.

b)

- ii) In the case of an optical electronic system, the senior speed judge ~~should~~ **shall** check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system ~~should~~ **shall** be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), **or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail,** the competitor ~~should~~ **shall** be given a replacement attempt. If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used. If an uncertainty in excess of 12/100 seconds remains, then the competitor has the choice of choosing the slowest recorded speed or being allowed a replacement attempt. His decision must be given to the Circle Marshal without delay, and is irrevocable. **Replacement attempts shall be scheduled to take place within one hour of the original attempt.**

The following changes are required for the F2A Judges guide

Draw for Flying Order

- It is recommended that the draw should be arranged so that competitors fly at five minute intervals.
- The draw should be arranged so that competitors from one nation are not required to fly within fifteen minutes of each other.
- After the draw has taken place, it should be split into three equal groups, A, B and C.
- For round one, group A flies first, followed by group B and then group C.
- For round two, group B flies first, followed by group C and then group A.
- For round three, group C flies first, followed by group A and then group B.
- There should be a ten minute break at the end of each hour of flying.
- Re-flights **(second attempts)** should take place at the end of each round.
- **Replacement attempts may take place at the end of the group in which the attempt was scheduled, or in the scheduled ten minute break at the end of each hour of flying.**
- **Replacement attempts and second attempts shall be taken in the original draw order.**

cont/...

Rule 4.1.13. Start of Timing

- The chief timekeeper should determine when the pilot has placed his handle in the pylon - NOT the judge who is observing the conduct of the pilot.
- The chief timekeeper must call when the pilot has placed his handle in the pylon.
- **For manual timekeeping** He will call "two" when, after the pilot has placed his handle in the pylon, the model aircraft first passes the height marker. He will then call "one" as the model aircraft again passes the height marker.
- The timekeepers start timing the next time the model aircraft passes the height marker.
- The timekeepers should preferably be positioned one behind the other, not side by side.
- **When an electronic timing system is used, the chief timekeeper will initiate the primary timing device when he observes that the pilot has placed his handle in the pylon. As he does so he will call "in" and the backup timekeeper will immediately initiate the backup system.**
- The judge who is observing the pilot must call if the pilot removes the handle from the pylon.
- The timekeepers and circle judges must use the official practice session to train in their individual and collective duties.

The following changes are required for the F2 Organisers' Guide – Annex 4E

6.5.1.6. Just outside the entrance there shall be a line control ~~square~~ **area** fenced off with a low fence or a rope. In this ~~square~~ **area** the line length ~~45.92~~ **17.69m** will be marked by marks firmly fixed to the ground. The marks should preferably be of the edge type, and the edges not wider than 2 mm.

6.5.1.13 The judges and the timekeepers should be placed in a special area with a safety fence between themselves and the flying models. The area must be chosen so that the officials have the sun behind their backs, ~~and so~~ that it does not interfere with the timekeeping.

6.5.1.14 When a duplex electronic timing system is used, the sensors shall be placed in a shaded area facing away from the sun. Care should be taken to ensure that no moving shadows cross the sight path of the sensors.

Reason (for all three clarifications):

To clarify the rules to prevent or resolve situations such as those that arose at the 2006 World Championships.

Appendix 3

The following clarification is required for the F2A Competition Rules

4.1.6. Line Tests (to be made before each attempt for an official flight)

The radius is measured from the axis of the pivot on the pylon, to the axis of the propeller. Where two propellers are employed, the axis of symmetry is taken as the reference for measurement.

A load to a maximum of 1Kg may be applied during the line length check.

A load test shall be applied to the assembled control handle, lines and model aircraft equal to 50 times the weight of the model aircraft and this test shall be applied separately to the safety strap when attached to the competitor's wrist.

In each case the pull shall be applied three (3) times, slowly increasing to maximum load and releasing rapidly. The pull test should be made on the handle grip, not near the point of attachment of the lines (see sketch).

The diameter of the lines shall be checked at random distances on at least three points along the length of each line.

Reason: To ensure that excessive load is not applied in an attempt to make under-length lines fit the line length check.

CLTC Meeting Minute Number:

(27)/7.2 Speed: F2A Timing rule clarification

(27)/7.2 Speed: F2A Line length load

The meeting was unanimously in favour of these rule clarifications.

Appendix 4

The following clarifications are required for the F2C Competition Rules

4.3.5. Controls - Technical Verification

- a) Line Length: The radius of the flight circle is 15,92 m. It is measured, **with a line tolerance of - 0mm/+25mm** from the axis of the control handle to the axis of the propeller for a single motor model aircraft and to the axis of symmetry for a multi-motor model aircraft. **A maximum load of 1kg may be applied during the line length check.**
- b) Control System: Two control lines must be used. If constructed of single steel wire each, these must be of 0,30 mm minimum diameter with a minus tolerance of 0,011 mm allowed. If stranded line construction is used, these shall have a minimum of three strands and all strands shall be of equal diameter and the stranded combination shall have a minimum width of 0,34 mm with no minus tolerance allowed. In all cases the lines shall be measured using a suitable instrument with measuring surface diameters of 5 mm minimum and 8 mm maximum. Before every race a load test shall be applied to the assembled control lines and the model aircraft in flying order equal to 30 times the gravity force, to a maximum of pull 140 N. The control handle must be built so that the distance between the axis of the handle and the points of flexibility of the two cables does not exceed 40 mm.

Reason:

(Line length tolerance) Safety – currently there is no maximum line length. Instituting a maximum line length will reduce the potential danger to the pitmen. Additionally, on models that incorporate a retractable undercarriage, the length of the lines changes when the mechanism is activated and a +25mm tolerance allows for this.

(Line length load) A maximum load of 1kg is sufficient to tension the lines of a model with a retractable undercarriage wheel, without activating the retracting mechanism, to ensure an accurate line length check.

CLTC Meeting Minute Number:

(27)/7.3 Team Race: F2C Line length tolerance & load test.

The meeting was unanimously in favour of this rule change.

Appendix 5

Rule Changes For F2CN

4.3.12.2 Technical Characteristics

- (a) The models must have a profile fuselage with a shape representing a real aeroplane, with a ~~compulsory vertical rudder and a canopy (at least a drawn one), with a pilot,~~ and must be at least 100 mm deep at this point. The maximum width shall be no more than 26 mm.

CLTC Meeting Minute Number:

(27)/7.4 Team Race. F2CN Rule Change.

The meeting was unanimously in favour of this rule change.

Appendix 6

Chairman's Report to the CLTC 14 Oct 06

This Committee has again had a very busy year with all the disciplines holding a great number of competitions. We have managed to hold Speed, Aerobatics and Team Race at the same venue on a number of occasions this year and it is a continuing regret that we cannot include Combat.

The abrupt loss of Oakington to a housing development is a very bad blow to Control Line and efforts are being put into finding alternative sites. However, as we have experienced difficulty in this over the last few years, the outcome is not optimistic.

As the BMFA administration seems to think that a national or, even better, regional flying sites are not important then the only real alternative is for a small group of people to spear-head a campaign to locate, buy & develop a site, ideally in the Midlands. Of course, this, of necessity, requires someone with a great amount of spare time and the relevant skills to lead a small group of workers. That group of workers would then need the support, both financial and moral, of every single competitive CL flier.

A second area of concern is the difficulty in finding people willing to officiate at competitions. It is far from ideal for anyone who is competing to organise an event and to give that event his fullest attention. Perhaps an incentive should be offered in order to attract additional help.

Chris Barker
Chairman
Control Line Technical Committee
10 Oct 06

Appendix 7

Treasurer's Report to CLTC October 2006

CLTC Costs

So far this financial year we have spent just £227.05 on the running of this committee.

The budget figure I proposed for this year was £3050 and as I have not heard otherwise I assume this has been approved.

(Post-meeting note: if all the budgets are approved at the BMFA AGM, then the CLTC budget will be £2,800. All the submitted budgets were reduced to a greater or lesser degree.)

Contest Account

Only fees for F2C have been received throughout the season. This makes the present situation of around £100 credit appear much worse than it is in reality. When payments for F2A, F2B and F2D are received we will have a much better picture of the health of this account.

(Post-meeting note: the F2A & F2B monies due total £610.)

Contest Fund

This stands presently at £1362.35 but will receive a boost when the remaining contest monies have been paid in.

Team Travel Fund

The figure of £4776.91 reflects the "loan" made for the purchase of two sets of trophies this year. This money (approx. £650) will be returned to the fund at financial year-end.

(Post-meeting note: the £650 debited to the TTF was a mistake and has now been moved to the BMFA "pre-paid" account and the interest on the TTF re-calculated and re-credited.

M Lewis
CLTC Treasurer
13th October 2006

Appendix 8

SpeedCom Report to CL Technical Committee

Once again we come to the end of a flying season. 2006 was a mixed bag with some high and some low points

The loss of Oakington is a major blow to us. I hope that a venue in the same area can be found. There is some talk of Wyton becoming available but nothing is secured yet. Fortunately we were able to fly at Cottesmore on two dates which we hope will continue in future years.

SpeedCom was scheduled to use Barton on the 28th May and 24th September but unfortunately we were not able to fly on either date due to poor weather.

The National Championships at Barkston was severely affected again by the weather this year: Speed was reduced to a one-day event!! This resulted in many classes not being flown, as people can usually only fly one class per day.

The only Speed record broken in competition in 2006 was in the F40 class with Dick Miles raising his own record to 185.58 mph.

Once again the F2A team were successful at the World Championships. Peter Halman won the individual silver and the team of Peter, Ken Morrissey and Gordon Isles won the team gold.

The final results for the F2A league are Peter Halman, 1st; Paul Eisner, 2nd; Ken Morrissey 3rd & Gordon Isles 4th. We recommend these four as the team and reserve for the 2007 European Championships. The Alan Woodrow trophy is awarded to the first place in the F2A league.

P Halman
Chairman SpeedCom.
14th October 2006

Appendix 9

Combat Report to CLTC - Oct 2006

This has been a highly successful season for combat with increased activity throughout the year. Most F2D competitions have had an entry of almost twenty. With one more round to fly there is a new look to the points table. The more established flyers have not fared well this season and next year's Euro Champs team may well consist entirely of new names. Junior Sam Hobbins continues to impress.

In Vintage, the entry has been in the high teens at almost every competition and fifteen-year-old Chris Fisher managed second place to father Roger at the Nationals.

Eleven-year-old Adam Dyson flew his first competition recently and Alex Timperley (also eleven) is all set to join Adam in the circle next season. It was also good to see Dave Wood (runner up to Mick Tiernan in the first ever Combat World Champs.) make a return at Scampton and the Nationals.

An interesting point here is that the present world champion is going to add Mick's name to the trophy, which wasn't presented until 1980 two years after Mick's win. (Nice touch that!)

Dave and Martin Coe (with CFA help) have introduced an F2E League this year. This consisted of the Nats plus two events at Scampton and one at Old Warden. Fittingly this was won by Martin with Richard Herbert the runner-up. The only down side was the decreased entry for both Oliver Tiger and ½A combat at the Nationals. Considered opinion is that this is due to there being no other events for these classes throughout the year and also the increased interest in other areas.

M Lewis
13/10/06

2006 C/L Navy Carrier End-of-Season Report

Carrier has had a very good year! Whilst the weather has been a trifle erratic, it has still been measurably better than in the last 2 years and this has had a consequent positive effect on both contest participation and recruitment. Only one of the season's events had conditions that prevented all flying, and only two others were significantly affected by high winds or heavy rain. The remaining events enjoyed very flyable conditions. Overall, there were 15 Carrier flying events in the UK during 2006, of which 12 were contests and 3 were for training; of the 12 contests, 6 of them also involved training. Training continues to be a major element of the annual Carrier programme because of the promotional and resultant recruitment value, with recruitment faring very well during the contest season.

2006 was the first year of official status for Carrier at the Nationals, and there was a concern that the effect of this change would be to reduce participation, but in the event, the entry levels were amongst the best since 2000! Despite the adverse weather on two out of the three days, flying continued throughout the entire Bank Holiday and the effect of the weather turned out to be relatively minor. The high entry levels were surprising but very pleasing; they also had a very positive effect upon the morale of the team of 12 volunteer staff - most valuable!

Carrier continues to promote itself wherever possible. The 'Carrier Deck Weekend Workshop' has instructor-led hands-on flying training as well as contest flying and was an integral part of many of the larger events during the year, particularly the Nationals; the 'Carrier Roadshow' is a single day event but was usually combined with an aeromodelling gathering of some form even though the Carrier activity is entirely confined to training; there were also various shows at which Carrier attended for the promotional opportunities even though no flying took place, the most significant of these being the modelling shows at the Fleet Air Arm Museum near Yeovilton in Somerset, at which the BMFA also attends. The October show, designated specifically as modelling aimed at children, is still to take place and is the last event of the season.

Here's to 2007!

Andy Housden
Carrier Representative
13th October 2006