

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE

MINUTES

of the 30th meeting (wef 02/12/00) held on
19th May 2007
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker; Jo Halman; Mick Lewis; Peter Halman; John Bonner; Martin Paffett (PRO)

(30)/1 Apologies for Absence

Apologies for absence were received from Duncan Bainbridge (VTRSIG) and Andy Housden (Carrier).

(30)/2 Confirmation of those with Voting Rights

There were six voting members.

(30)/3 Correction & adoption of the Minutes of the meeting held on 3rd February 2007.

There were no corrections.

Peter Halman proposed that the Minutes of the meeting of 3rd February 2007 be accepted as a true and accurate record of that meeting. This proposal was seconded by the Chairman with voting: For: 5; Against: 0, Abstentions: 1.

(30)/4 Matters arising from that meeting that are not on the Agenda

(30)/4.1.1 (29)/4.1 **Vintage Team Race:** Rule changes ongoing & now also a comparison of VTR rule book with the VTR section of the BMFA CL rule book by Duncan Bainbridge.

(30)/4.2 (28)/4.2 **Team Race:** F2F/F2CN comparison ongoing.

(30)/4.3 (29)/4.4 **Aerobatics:** F2B tie-break & score normalising ongoing.

(30)/4.4 (29)/8.1 **Upper Heyford & Santa Pod:** still to contact

(30)/5 2007 CIAM Plenary Meeting

Peter Halman had attended the Bureau, the special F2, the F2 Technical and Plenary Meetings and had provided a written report (see Appendix 1) of all bar the Bureau meeting of which formal Minutes are available to download from the CIAM website. Additionally it was noted that the "annotated agenda" showing the Plenary Meeting voting and produced by the FAI Delegate, Jim Andrews, was misleading and confusing as it did not show the amended proposals approved by Plenary.

Regarding fly-aways in F2D, Mick Lewis believes that the line diameter should be increased. Peter Halman added that plated wire should not be permitted and that it should be stainless steel and braided. This would have the added advantage of slowing F2D down a little. 18 thou wire with 9, 11 or more strands is easily available as it is made for the fishing industry. It was agreed that this Committee would source a supply of wire in different strands for the British F2D fliers to test and to report back with data. Peter Halman is to source the wire; Mick Lewis is to talk to John James regarding the test procedures and data gathering.

Doc Jackson is retiring from the F2 Sub-Committee Chair at 2008 Plenary and Peter Halman is considering standing for the post. This Committee unanimously agreed that he would certainly make a diligent and proactive F2 Chairman.

(30)/6 May Council Meeting Feedback

Chris Barker reported:

(a) Flight Challenge sponsorship by British Aerospace is halved to £5,000 this year and this is the final year that the company will sponsor it. Council voted to add £7,000 to that for this year and confirmed that new sponsors are being sought for next year.

(b) Technical Committees' Team Travel Funds split of the Power Nationals half surplus will be pro-rata for ratified team members attending a WCh or ECh the following year. It will be applied this year and reviewed after three years.

(c) Record claims may now be ratified at Tech Council meetings.

cont/...

Action

DB

CBk

JB

JH/PH

PH/ML

- (d) BMFA Council agendas and Provisional & Ratified Minutes will be published on the website in PDF format with the Minutes bearing watermarks "Provisional" and "Ratified". The Minutes will have "Directors' Discretion" not to include items of a sensitive nature that are the province only of the Directors.
- (e) £10,000 has been allocated to re-write the membership database in SQL and then the BMFA office computer network is to run Windows XP Pro & MS Office 2003.
- (f) £1,400 cost of upgrading to XP Pro and £2,000 for Office 2003. The hardware and software upgrade costs will come out of the current budget. The office hardware is built piece-meal and this Committee unanimously thought it would be better if fully compatible machines were bought in from Dell.
- (g) The BMFA Forum had been closed down because of misuse.
- (h) The intended BMFA website re-design goes to Model Net – the existing web design & support company.
- (i) The Council is again looking to appoint a website editor.
- (j) It was agreed that in this technological age, electronic "papers" would be the primary source specifically with regard to the BMFA Contest & Events Calendar.
- (k) Technical Committees need to be able to archive their own uploaded results files and news items that they wish to keep. This Committee's Secretary will pursue this.

JH

(30)/7 Aerobatics Judges Training Programme Outcomes

Despite the way forward agreed by all parties at the CLTC meeting with Roger Ladds & Peter Jackson, this Committee did not subsequently receive the co-operation necessary to progress the AJTP and had, regretfully, to make the decision to suspend the AJTP indefinitely. Appropriate notices had been placed on the CL News page of the BMFA website and in the imminent BMFA News. This Committee was unanimous in its desire to set up an effective Aerobatic Judges training programme. The Secretary suggested that the way forward might be a self-training programme using the new training videos designed by Keith Renecles of South Africa. Any such programme would still need a co-ordinator and the Secretary was tasked with approaching Dave Roberts & Peter Catlow in the first instance. An F2B judges workshop was scheduled for the registration day of the 2007 F2 European Championships. If either Dave Roberts & Peter Catlow or both were interested then this Committee would fund a return air ticket and one night's accommodation for each of them to attend the F2B workshop and evaluate the CIAM based training. The improvement of our F2B fliers was a firm objective of this Committee.

JH

(30)/8 2007 Nationals Planning

- (30)/8.1 The organisation was on schedule and generally going to plan. Tables & chairs will now be paid for by the Nationals Infrastructure.
- (30)/8.2 **Prov Goodyear:** On reflection, this Committee decided that it was unable to provide a one-off trophy for this new Team Racing class.
- (30)/8.3 **F2B:** The Secretary was asked to try to provide 1/8th segment circle markers 1.5 metres in height to facilitate the judging.
- (30)/8.4 **British Goodyear:** The Secretary had written to Martin Worgan & Tony Eifflander but they had both declined to run British Goodyear at the 2007 Nationals.
- (30)/8.5 **Mini-Goodyear:** since Pat Leeman had retired from running this event, it was almost impossible to find a CD and, at the moment, there were no volunteers. It was recommended that this event be run in a proper time-slot which should ease considerably the burden on the CD and perhaps make it easier to find CDs. There could be a different CD for each of the three days. It was agreed that the Secretary, as the Nationals CL Coordinator, should approach Gordon May, Pat Leeman, and Roger Reese. Martin Paffett offered to be the overall MGY CD in the event of a problem that the day-to-day CD could not resolve. It would be necessary to have the grass cut so that all MGY racing and practising took place only in the grass circle.
- (30)/8.6 **Reminders:**
 - (a) It had been agreed that all six disciplines make best endeavours to have information boards for their discipline at their locations.
 - (b) Team Race (TR) and VTR had agreed to mark the centre of each practice circle and ensure that all TR & VTR fliers and CDs were aware that TR & VTR practice could only take place in those designated circles.

JH

JH

ALL

CBk/DB

(30)/9 Team Race Electronic Display

(30)/9.1 £3,000 funding had been agreed by the BMFA Council based on the funding application submitted by this Committee (see Appendix 2). It is now necessary to get the final design from Adrian Moore and a Working Group of Chris Barker, Peter Halman and Martin Paffett will progress this. In the first instance, Chris Barker will contact Adrian Moore to set up a Design Review Meeting, which all members of the Working Group will attend, and to establish which CAD system he uses and which, if any, "add-ons" he has. The meeting can be either at the Canterbury based designer's home or at Luton. The intention is that the units are sourced and built by nominated people. With the TRED, the Jury Tower will need to be placed at the NW corner of the TR cage. This Committee formally recorded its thanks to Chris Barker both for his initial idea and for his hard work in bringing that idea to the point at which it is now.

Action

CBk/PH
/MP

(30)/10 Proposed Guidelines for Propellers (British & Prov Goodyear)

Discussion regarding thermoplastic propellers included the comment that continuous strand propellers are safer but not commercially available and that historically there have been no propeller failures of commercially available propellers. Investigation of the APC 7x5 prop failure of last year had attributed the failure to the high compression ratios which are used which lead to high frequency oscillations through the propeller axis. It was essential, therefore, that any manufacturer's RPM limits must not be exceeded.

After further discussion the following new rule was agreed for the **above classes and F2CN**:

- Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller is allowed. Manufactures' maximum RPM limits must not be exceeded.
- If using the APC 7 x 5 propeller only the 2007 version is permitted. The 2007 version is identified by the extension to the rear of the propeller hub.
Note: These propellers are exclusively available from PAW.
- Propellers specifically designed for electric flight (such as the Graupner black CAM-speed) are expressly forbidden.

It was agreed that as this rule is a safety rule, it will be effective from date of publication on the BMFA website and shall be in force at all BMFA competitions for any of the three classes. The Secretary would publish this rule on the CL News page of the BMFA website as soon as is practicable and send it to the BMFA News Editor for publication in the next issue of the BMFA News.

JH

(30)/11 Proposed Rules for New (Prov) Goodyear

The thorough and lengthy discussion resulted in the unanimously agreed rules that appear at Appendix 3. These will be used at the 2007 Nationals. It was agreed that the Secretary would publish them on the CL News page of the BMFA website as soon as is practicable and send them to the BMFA News Editor for publication in the next issue of the BMFA News. This Committee recorded its thanks to Peter Jephcott for producing the draft rules that were the base of the agreed new rules.

JH

(30)/12 Topics for Technical Council

No names were put forward for the BMFA, FAI or RAeC awards this year. It was noted that none of the BMFA awards are specifically for services to, or in, competition flying. This Committee strongly felt that there should be a diploma for "Lifetime Achievement" and the Secretary was asked to pursue this.

JH

(30)/13 Members' Reports

(30)/13.1 **Chairman** - no report.

(30)/13.2 **Secretary** – Scale had kindly agreed to share their Church Fenton site for Team Race. As this site is a Free Flight venue, then Scale only had the use of it on the late May bank holiday weekend when FF was holding the FF Nationals at Barkston Heath. The Secretary was asked to find out if F2D could take place there.

Finally, a compromise had been agreed with the Records Officer over the re-design of the competition certificates with the deletion of "Gold (Silver) (Bronze) Award" and the insertion of "First (Second) (Third)" and with the inclusion of a line to personalise the certificate and to include the class. They will be effective from 2008.

cont/...

JH

Multiple use DE licences: Technical Council had thought this a good idea but the other users of Cottesmore had already arranged their licences for this year. The Competition Secretary will attempt to organise a single Cottesmore Licence for 2008. The Cottesmore licence for the three CL Centralised competitions this year was raised in the name of the BMFA for "model flying".

JH

(30)/13.3 **Treasurer** - written report at Appendix 4. Additionally:

(a) The 2006 entry fees amounted to £850.

(b) The entry fees for Team Race at Barton on 14th April had still not been received and Chris Barker is to chase.

CBk

(c) A discussion took place on the Training & Excellence Budget and it was felt that the current structure for Aerobatics & Team Race may not be the best for those two disciplines. It was agreed that a better way would be to hold a specific training session for perhaps the top ten fliers where an international Judge (F2B) and Jury Member (F2C) would be invited to attend and "critique" the fliers. This would be invaluable for improving both team members and potential team members including Juniors. This avenue is to be pursued. Peter Halman is to investigate.

PH

(30)/13.4 **Speed** – The first competition had to be cancelled because of a lack of venue. The second was held at Cottesmore in very windy conditions that prevented any meaningful development work. Prior to this there had been some training sessions at Esher with good, fast times.

(30)/13.5 **Aerobatics** – There have been three competitions so far and attendances were up on last year although the four entries for the Centralised meeting held at Barton on the "Barton Bash" week-end was a disappointingly low number.

(30)/13.6 **Team Race** – There have been two F2C competitions in good weather. At the Barton Bash there were 9 entries in British Goodyear and 12 in Barton B.

(30)/13.7 **Combat** - written report at Appendix 5

(30)/13.8 **Vintage Team Race** -. written report at Appendix 6

(30)/13.9 **Carrier** – no report but it appeared that there had been a reasonable turnout in Carrier Deck at the Barton Bash.

(30)/14 Any Other Business

(30)/14.1 **F2CN propeller discussion:** see item (30)/10.

(30)/14.2 **Junior Mini-Goodyear (MP)**– trophies and age limits to be on the next Agenda.

JH

(30)/14.3 **Team Representation (CBk)** – Chris Baker put forward the idea of specific "pins" to be given to each person who represented Britain at World & European Championships. This might be possible to incorporate into the BMFA "Team Packs". He will establish costs for the next meeting.

CBk

(30)/14.4 **F2C Team Composition (CBk)** – It was reluctantly agreed that the composition of F2C teams should remain as it is in the rule book. Ideally, if & when teams did split up it would be particularly helpful if each member mentored the other teams or individuals thereof.

The next meeting was confirmed as 13th October at Luton.

The meeting closed at 18.35 hours.

Distribution of Corrected & Adopted Minutes:

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

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

Dated: 13th October 2007

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

Other distribution as necessary

Report from CLTC Representative to 2007 Plenary Meeting.

I attended the 2007 CIAM Plenary on behalf of the BMFA CLTC travelling out from Luton by easyJet. This year I also attended the CIAM bureau meeting as an observer.

The F2 sub Committee held a special meeting at the Hotel du Port on the evening before the Plenary meeting. We discussed the current status and future progress of each of the disciplines within F2.

F2A

I presented a paper which discussed some new formats for F2A competitions, and an outline of an electric powered speed class which we may introduce in the near future.

F2B

Peter German is confident that with this years amendments that the F2B rules are now satisfactory. He now intends to concentrate on setting up a program to train judges from all nations to a similar standard.

F2C

The F2C analysis video produced by Rob Fitzgerald was used as a basis for discussion about piloting problems. There are still disparate views on what to do about F2C; hopefully Bengt-Olof Samuelsson will come forward with some workable solutions later this year.

F2D

The issue of shutoffs was discussed and there was general agreement that they would be a good thing once workable devices had been produced.

The CIAM F2 Committee held an interim meeting on the morning of Plenary to discuss and amend as required the proposals which were to be put before the plenary meeting. I presented the amendments to the F2B rules which I had prepared. These amendments were accepted unanimously. I accepted a small amendment to the F2A and F2C proposal on line length checking. I believe that even with this amendment we will still achieve our desired result. After discussion the F2D rule proposals were withdrawn in favour of a short statement of intent which would be incorporated in the rule book requiring fuel shutoff to be fitted by January 1st 2009. Detailed proposals of how they will be controlled are to be prepared by the F2D safety group and they will be presented to Plenary in 2008. F2D pilots are to be invited to demonstrate and test their shutoffs on the day after the European Championships this year.

A number of proposals were put to the meeting by Guido Michiels from the F2D safety group regarding the combat site layout to be used during championships. These proposals were too late for presentation to Plenary, so the F2 sub Committee agreed that they should be used as local rules during the 2007 European Championships.

A delegation from Serbia presented the 2007 European Championships Bulletin 2 to the meeting. I asked for some amendments to the schedule these amendments were accepted and will be incorporated in Bulletin 3 which will be issued on Tuesday 27th March.

Doc Jackson announced that he is to retire from his position as F2 chairman at the end of his current term. He asked that Bill Lee be allowed to act as his representative at meetings for the rest of his term, this was accepted. This means that unfortunately he will not be available as to be on the FAI Jury in 2007.

At the Plenary meeting all of the F2 proposals as amended were passed unanimously.

I returned on Sunday 25th March by easyJet to Luton.

P Halman
March 2007

Team Race Information/Display System Funding Application

Submitted by the Control Line Technical Committee

1. Introduction

Feedback from a number of spectators at the 2006 Nationals confirmed the observation made by this Committee that without a real-time information system many of the spectators at Team Race events have very little idea of what is actually happening in the circle during the race. This is especially true in relation to the number of laps and the current time & position of each of the teams.

There is no display system currently available to inform spectators and whilst the Contest Director (CD) does give a brief introduction before each of the finals, the lack of up-to-date information prevents the spectator from (a) fully appreciating the race and (b) experiencing the considerable excitement that Team Racing generates.

In an effort to improve the situation, the Control Line Technical Committee Chairman (CLTC) was tasked to contact a number of companies to establish whether a suitable system was available "off the shelf". After a considerable amount of research it was found that there were no systems that fit those needs. However, the companies were prepared to design and build a bespoke system but the cost was prohibitive.

The CLTC Chairman then made enquiries amongst fellow Control Line fliers and located someone who could design a system that perfectly suited the requirements. The basic function of the unit is to provide a large-scale display giving clear, comprehensible race information to both spectators and fliers by showing, at any given time, the:

- (a) number of laps of each of the three fliers;
- (b) the elapsed time for each of the three fliers;
- (c) any warnings that are given to the teams during the race;
- (d) and to show the finish time of each of the three fliers at the end of the race.

2. Development

During the design process it was found that, unlike other systems that exist around the world, this system would operate without the need for complicated computer software whilst still achieving all the objectives. The design was further refined to be able to cope with the different race distances of all the Team Race classes flown.

Initial development work was conducted using funding from the CLTC to purchase electronic components to prove the concept.

With this work now completed and the design proven in miniature form, the CLTC needs to manufacture a full-size system with a target date for completion prior to the 2007 August Power Nationals Championships.

The unit will consist of:

- (a) Three display boxes each showing three warning lights, lap count & elapsed time.
- (b) One Contest Director control console.
- (c) Three time-keeper mechanical counters each with an additional microswitch.
- (d) Cabling.
- (e) Power supply. (Most likely generator powered.)

3. Conclusion

To progress the manufacture of the system, the CLTC seeks funding of £3.000. The breakdown of costs is given below and all expenditure will be against bona fide receipts. It is not anticipated that there will be any labour costs; building will be undertaken by a group of appropriately skilled fliers. The use of a high quality display unit as proposed would be of great benefit to the competitors, officials and spectators alike and will greatly enhance spectators' enjoyment and understanding of the racing events.

cont/...

4. Breakdown of Costs

a. Display Boxes

<i>Description</i>	Cost	Totals
24 x high intensity LED digits (Forge Europa)	£933	
9 x high intensity LED lights	£195(estimated)	
3 x sets counter PCBs	£57	
3 x sets timer PCBs	£115	
3 x sets power PCBs including relay controls & IC regulator	£138	
3 x sets display cabinets, connector panels and connectors	£120	
	Sub Total	<u>£1,558</u>

b. Contest Director's Control Console

<i>Description</i>		
1 x set hardware including case, panels, connectors & panel components	£85	
3 x sets pre-settable up/down counter PCBs	£132	
	Sub Total	<u>£217</u>

c. Power, Cabling, PCBs & Time Keeper Equipment

<i>Description</i>		
1 x generator with 12 volt batteries	£339	
1 x set cables, connectors & umbilical leads	£235	
3 x sets modified "clicker" counters with microswitch	£53	
1 x set PCB Boards, transfers, drills & chemicals	£98	
	Sub Total	<u>£725</u>

d. Service Spares

Sub Total **£500**

e. Total Funding Requested

Total **£3,000**

Chris Barker
Control Line Technical Committee Chairman
30th April 2007

“Prov” Goodyear Team Racing (Provisional Rules)

1. Model Appearance

- (a) Models shall be models of Goodyear racing planes that have flown in Goodyear or Continental Trophy races or other NPRPA formula 1 races.
- (b) Models shall be painted in a scale-like fashion, ie in a colour scheme that might have been used on the full-size aircraft.
- (c) The racing number of the full-size aircraft shall be displayed in similar positions on the model.
- (d) The entrants BMFA number shall be displayed in a similar position to the license number on the full-size aircraft.
- (e) The entrant, if so requested, shall produce documentation to substantiate the scale outline of his model. The drawing shall be from a source acceptable to the contest director.

2. The Model

- (a) Model profiles shall be within 5% of scale linear dimensions, the scale being 1/8 except where noted below.
(Note: to help in scaling up plans - all full-size Formula 1 aircraft are required to have a minimum wing area of 66 ft². Therefore all models must have a minimum wing area of 9.6 dm² (148.5 in².)
- (b) Tail area may be increased by 25% over scale area to permit safe handling, either by increasing the mean chord and span equally or, provided that the appearance of the model is not drastically altered, by increasing the span alone.
- (c) Models shall have profile fuselages with a maximum width of 26 mm, excluding cheek cowls, and the engine shall be un-cowled. Fuselage side cheeks shall be permitted but they shall not cowl the engine.
- (d) Mono-wheel undercarriages are permitted. The wheel(s) shall be a minimum of 25mm diameter.
- (e) The maximum weight of the model ready to fly, with a full tank of fuel but with the lines disconnected, shall not exceed 600grms.
- (f) The weight of the model including a full tank of fuel shall be marked in accordance with rule 4.3.3.6.
- (g) A safety wire constructed from a minimum of seven strand wire (eg heavyweight Laystrate) with a minimum bulk diameter of 0.47 mm must be visibly, safely and securely attached between the bellcrank pivot bolt and the engine.
- (h) The model shall be fitted with an effective fuel shut-off.

3. Engine

- (a) The engine shall be compression ignition only and have a maximum capacity of 2.5 cm³.
- (b) The use of a T-bar compression adjustment screw or compression adjustment screw that has a forward facing projection with a cross section area of less than 8 mm² shall not be permitted.
- (c) The use of a safety spinner nut is compulsory.
- (d) Tuned exhaust systems are not permitted.
- (e) The engine shall be mounted such that the thrust line is level with, or outboard of, the outboard side of the fuselage with the cylinder head on the outboard side. The engine shall not be cowled.

cont/...

4. Fuel System

- (a) The fuel tank shall be mounted in such a way that the whole of the tank is outboard of the fuselage.
- (b) Fuel feed from the fuel tank to the engine must be by engine suction. Pressurised fuel feed systems are not permitted.
- (c) The fuel tank must be filled using a hand held plastic squash bottle. Stored pressure re-fuelling systems are not permitted.

5. Lines

- (a) The distance between the front of the control handle grip and the axis of the propeller shall be 15.92 metres with a tolerance of -0mm/+25mm.
- (b) The control lines will be fabricated from multi-strand wire with a minimum of three strands with a minimum bulk diameter of 0.34 mm. Monoline is not permitted.
- (c) The load test shall be 20 times the model weight.

6. The Race Organisation

- (a) The radius of the pilots' circle shall be 3.0 metres and the radius of the flight circle shall be 19.6 metres.
- (a) The number of laps flown shall be:
 - 100 laps (10 k) for heats and semi-finals, with two mandatory pit stops.
 - 200 laps (20 k) for finals, with 5 mandatory pit stops.

7. Propellers

- (a) Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller is allowed. Manufacturers' maximum RPM limits must not be exceeded.
- (b) If using the APC 7 x 5 propeller, only the 2007 version is permitted. The 2007 version is identified by the extension to the rear of the propeller hub.
Note: These propellers are exclusively available from PAW.
- (c) Propellers specifically designed for electric flight (such as the Graupner black CAM-speed) are expressly forbidden.

---oOo---

CLTC Treasurers Report May 2007

TC costs 2006/7

The allocated budget was £3,050 of which £1,362.53 was spent.

We run this committee at very low cost due partly to the fact that we hold our meetings at Langley House. Thanks are due to Peter and Jo for their generosity.

The planned expenditure on the F2B Judges Training Scheme did not happen for reasons of which we are all aware. It is to be hoped that this initiative can be re-instated as soon as possible.

Contest Account

The 2006 season was financially successful with a total of £853.04 being transferred from the Contest Account to the Contest Fund.

Contest Fund

This stands at £2,130 before any transfer to the Team Travel Fund.

Team Travel Fund

On 17/03/2007 a meeting took place between the treasurers of the BMFA, RC Power TC, Scale TC and the CLTC. The Competition Secretary was also present.

The meeting discussed the split of the surplus monies from the 2006 Power Nationals.

After discussion it was agreed that a split in proportion to the number of team members attending World/Euro Champs was the fairest way forward.

The BMFA treasurer is to keep this under review.

As a result the CL share of the £7,150.55 surplus would be £4,469.09 this year.

Before the addition of the above mentioned sum the balance of the TTF was £6,165.27

It has been possible to make the following payments for the 2007 Euro Champs.

Team Member = £260 Mechanic = £180

Training & Excellence Budget

The amount paid out during the 2006 season was £579.20 out of the budget of £1,777.

F2A £134(£352), F2B £100 (£375), F2C £135.10 (£600), F2D £210.10(£450)

Amounts in brackets are the allowances.

How can we encourage the fliers to apply for more of this budget?

Mick Lewis
CLTC Treasurer
09/05/2007

Combat Report to the CLTC May 2007

F2D has had a somewhat rocky start to the season with the first comp.

(Newcastle-April 1st) suffering from a biting wind. Despite an early start it was twilight by the time proceedings finished.

To make matters worse the second comp. (Newcastle-May 6th) was completely blown out, meaning that many flyers had a long but fruitless journey.

Points Thus Far

M Whillance 7, G Ives 7, M Coe 5.

In contrast the Vintage comp. (April 8th-Easter Sunday) was blessed with windless, shirtsleeve weather.

Eleven flyers had a wonderful time in the Scratchwood sunshine with those who had attended the 1/2A get-togethers over the winter showing less rust than those who had procrastinated.

Roger Fisher took the honours this time.

The weather was less good at Scampton (April 22nd) but nevertheless fifteen flyers turned up to fight it out for the bottle of whisky donated by the organising club.

Richard Evans was the lucky winner of this one. Another great day in Vintage.

League Points Thus Far (For the Frank Smart Trophy)

R Fisher 17, R Evans 13, M Lewis and Tim Hobbins 10.

M Lewis

CFA Representative to the CLTC

CLTC VTR Report

CLTC Meeting 19 May 2007 Provided in absence by Duncan Bainbridge Hon Sec VTRSIG and CLTC Rep

Introduction

In 2007 the VTR scene is currently very healthy, with up to 20 teams across the country competing in 5 VTR classes.

1/2A, A, B and Barton B are all well supported with Barton B a continuing success and PVA showing interest.

As the newest class Profile Vintage A (PVA), it remains to be seen how popular it will become and if it will take off with the success that Barton B has had, but since its inception at the VTR AGM in November 2006, at least 5 teams have built or are currently building models; so time will tell.

Racing Class Break Down

1/2A TR is still very much an Oliver event with original and replicas being used, but teams are also using PAWs and other motors such as the FROG and ED 1.5 versions. Models are a good mix with Panco Baby's being popular, but also Little Warrior's, Thunder Thrushes and FROG Hornets are also represented.

A Class TR is well supported and continues to be dominated by Dimple Dumpling's using a mix of original and CS Oliver's. But 2007 should see the arrival of a few new models and motors, notably the mid wing version of the Mercury Texan and the Australian R250, which is now legal for VTR in the UK.

The R250 is a Mk III Oliver copy made in Australia by experienced engine builder Steve Rothwell and is a very well made engine with lots of potential, IT provides exceptional value for money and means that a competitive motor is now available to those who do not have access to the machining and tuning that is required to make the average CS go well or who cannot afford an original Oliver, which are now regularly changing hands on eBay for over £250, over twice the price of a Nelson; the engine of choice for F2CN.

The R250 has been used in VTR in Australia for the last two years with much success and with examples now in the hands of several UK teams it is only a matter of time before we see this top class motor leading the field in UK VTR.

B TR is till very much a one motor class, that being the Enya 29, but some teams are testing Merco's and the traditional B motor, the McCoy 29 with some success. Model wise the Double Dice is still popular, but others are also successful; notably the Martin Marauder. No 11 and 13 and the Jack O' Diamonds.

Barton B TR has proved it critics wrong and now administered by the VTRSIG at the Nationals is proving to be more popular than ever, with over 30 teams flying at various contests around the country. It has engendered a healthy variety of models and approaches. Barton B was particularly well supported at the Nationals, the Barton Bash (obviously) and also the Bristol Gala. The Wharfedale 1000 lap race also saw a number of Barton models being used.

The Nationals was also significant in that a new British record was set in particularly adverse conditions and the Davis B Trophy was awarded to the winners at the BMFA Annual Dinner.

Like the other VTR Classes Barton B now has an element of international interest in part due to the success of the Barton Club website, the record time set by Bainbridge / Orchard and the widespread interest in that team's model and the request for and distribution of plans for the winning model – The Cleaver.

Over 30 plans have been sent to people and it is understood that models of The Cleaver and other Barton B models are hopefully being built to the Barton B rules in Australia, Germany, France, Italy, South Africa, USA, New Zealand and even afar as Argentina and Brazil!

Several international teams have expressed interest in competing in Barton B at the 2007 Nationals so hopefully we will see some very international and competitive racing.

cont/...

PVA TR is still in its infancy and as such is an unknown quantity, but several teams have built or are building profile versions of the popular A Class models and also some of the more esoteric models, with Dimple Dumplings and Voodoo's being built as well as Humpty Go Cart's. Pluto's and Black Chiffon's. Motors are looking to be Enya's and Fuji's, but the SC 15 and TT 15 are also eligible, so time will tell.

Contests

The first VTR Event of 2007 was held as part of the BMFA Centralised event at RAF Cottesmore and was successful, although the attendance of more teams would have been welcome; however 5 teams competed in all 5 classes.

This year will see 14 VTR Events held around the country, including London, Dishforth, Barton and Bristol as well as BMFA Centralised events.

The VTRSIG has welcomed the CLTC invitation to hold events at BMFA Centralised venues and will endeavour to ensure that all events are well attended and that all competitors abide by the CLTC guidelines for utilisation of Centralised venues.

Overview

The future for VTR in the UK in 2007 and beyond looks to be very good, however like all aspects of our sport It is pleasing to see that teams are actively pursuing competitive technology that is still in keeping with the spirit of the original event and as a result delivering close and exciting racing.

This is also in spite of the unfortunate fact that the class is subject to the ever increasing age of its competitors!

However it is very satisfying to note that VTR has higher percentage of pilots who are under 40 years of age than F2C!

Like all disciplines we are under increasing pressure imposed by the lack of venues and it is hoped that the BMFA will look to assisting the CLTC in finding new venues.

Duncan Bainbridge
Secretary, VTRSIG
May 2007

End of Appendices 1 -6 of the CLTC Minutes of 19-05-07