

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE

ADOPTED MINUTES

of the 34th meeting (wef 02/12/00) held on
26th April 2008

at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Jo Halman (Secretary); Mick Lewis (Treasurer); Peter Halman (Council Delegate & Speed Rep); John Bonner (Member); Andy Housden (Carrier Rep)

(34)1 Apologies for Absence

Apologies for absence were received from Chris Barker (Chairman & TR Rep); Martin Paffett (PRO); Duncan Bainbridge (VTRSIG Rep).

(34)2 Confirmation of those with Voting Rights

There were four voting members.

(34)3 Correction & adoption of the Minutes of the meeting held on 16th February 2008.

There were no corrections. **The Council Delegate proposed that the Minutes of the meeting of 16th February be accepted as a true and accurate record of that meeting. This proposal was seconded by the Treasurer with voting: For: 3; Against: 0, Abstentions: 1.**

(34)4 Matters arising from that meeting that are not on the Agenda

(33)/4: Matters Arising from the 10th December 2007 were deferred to the 16th February meeting. There were no matters arising from the 10th December 2007 meeting.

(33)/8: The TTF policy wording based on this item is still to be done.

(33)/9: The Treasurer has issued instructions to the Accounts Manager to make payments to team members from the Team Travel Fund (TTF). Rather than pay monies out of the TTF and then get entry fees etc back from the team members, the Accounts Manager has requested that TTF be offset against what the team members would have to pay to the BMFA. This will be instituted for 2009 onwards.

(33)/11: The TRDU project is back on course with a new builder/project leader after the walk-out by the previous builder/project leader. Matters are in hand to recover monies & components from that person.

(33)/12: Peter Halman reported back that Tony Eifflaender had accepted the CLTC recommended modifications to the Mini & Open Goodyear engine rules that Tony had submitted. The next step is to send a questionnaire to the British, Open & Mini Goodyear fliers. In line with CLTC policy the questionnaire will go to all the British & Mini Goodyear fliers from the 2007 Nationals plus the list of Open Goodyear fliers that we have used for correspondence earlier this year. It is intended that any rules will be formulated ready for the CLTC's October rules meeting with the intention of publication in the 2009 BMFA Rule Book.

(34)5 2008 CIAM Plenary Meeting

Written report at Appendix 1. The Combat Representative was concerned about the impact of F2D engine shut-offs 2009. It might be possible to have a BMFA variation for that rule for 2009 but this might not be the best solution. Nonetheless, the Combat Representative will formulate the appropriate BMFA variations by comparing the new rules from the CIAM Plenary Minutes when published.

After discussion it was agreed that the shut-offs need to be activated by the Circle Marshall and this limits the system to an electronic one. It is understood that this might be under development by the Russians but it would be beneficial if the UK F2D fliers could look into developing a system.

In a written note to the Committee, the Chairman thanked Peter for all his diligent and hard work as the CLTC representative to CIAM Plenary and as a member of the CIAM F2 Sub-Committee.

Action

JH

JH/ML

JH

JH/CBk

JH

ML

(34)6 Technical Council Meeting Feedback

Action

(34)6.1 Written report at Appendix 2.

(34)6.2 Referring to the letter from Ken Sheppard banning CL Vintage Team Race, Vintage Speed and, possibly, Vintage Combat from model flying events at Old Warden, the Secretary informed the Committee that David Phipps, BMFA CEO had spoken with Mr Sheppard. It appeared that the risk assessment had been instituted because of problems with the RC model flying at Old Warden. It seems that Mr Sheppard agreed that he had misunderstood the parameters of the risk assessment regarding CL and apologised for relying on and quoting non-existent BMFA rules that led to the banning of these CL disciplines. David Phipps will ensure that the BMFA provides crowd netting for future CL events at Old Warden. The erection of the netting is the responsibility of Mr Sheppard and his colleagues. It may be too late, now, to hold these CL competitions (with the exception of Vintage Combat that has been negotiated separately by the Combat Representative) but there should be no problem for 2009. David Phipps is to write to David Hough (copy to this Committee) who first alerted the CLTC to the problem.

(34)7 Training & Excellence Budget

(34)7.1 The Treasurer's idea was unanimously supported and the deadline now for claims on this budget is 30th September each year. This will be reviewed at the end of the year.

ML

(34)8 2008 Nationals Planning

(34)8.1 **Trophies** – The Treasurer handed round a sample glass trophy. It was agreed that there would be large, medium & small sizes for the 1st, 2nd & 3rd podium places. After a long discussion it was decided that the date would be engraved on the trophy. This will be reviewed for 2009 based on the take-up of the trophies for 2008. Each discipline will be able to have a dedicated model aircraft drawing on their trophies and the Treasurer had worked hard to produce them. A "flying wing" drawing (DXF) was still required for F2C & F2CN; the drawing that Mick had produced for Vintage Team Race would be used for the other TR classes. The Speed Representative will provide a Speed model drawing (DXF) and the Carrier Representative will provide a hand drawing. The Treasurer will convert these to JPGs which is the format required by the engraver.

CBK

**PH
AH
ML**

(34)8.2 **Organisers & Contest Directors**

- Speed - Jo Halman – confirmed.
- Stunt - Ray Lloyd has withdrawn owing to personal circumstances and had been unable to find a replacement. The Secretary will now try to find a replacement.
- Team Race - F2C: Dave Rudd - confirmed; Domestic CD: tba
- Vintage Team Race - tba by Duncan Bainbridge
- Combat - Overall CD: Mick Lewis; F2D: John James; Others: as last year – confirmed.
- Carrier - Overall CD: Andy Housden; is to send the changed names with addresses to the Secretary by 2nd May.

JH

**CBk
DB**

AH

(34)8.3 **Miscellaneous**

Carrier & Combat grass cutting: the Combat Representative had investigated hiring our own ride-on mower but the cost is about 1/3rd the cost of purchase. It is not possible for the Combat Representative to be at Barkston Heath on the Thursday so if that is the day that the grass cutter is there alternative arrangements must be made. The Carrier Representative & John Bonner (member) will be there (if permitted to camp; the Secretary to check) on the Thursday and they will oversee the Combat circles (2) grass cutting. Centre circle & outer doughnut. It was agreed to produce a diagram of circle sizes & location to give to BMFA & the Carrier Representative. Locator paint marks would be made at the Festival of Flight. Combat roping needs to be left until the Combat Representative is there on the Friday.

**ML/AH
/JB
JH**

**PH
ML
JH**

Vintage Combat: hosepipe for outer circle marking to go on the order form.

JH

Cages: on Dave Phipps' instruction, the Speed Representative will investigate new bespoke cages so that the CL cages do not get used for spectator netting during the year as has happened for some years. This explains why the ropes & netting are not in the same condition as when they are put away at the end of the Nationals.

PH/JH

	<u>Action</u>
<p>(34)9 Speed Rule</p> <p>The speed rule change at Appendix 3 was necessitated by unavailability of engines with a maximum capacity of 2.0 cc. The Committee unanimously agreed the change which needs to be publicised as soon as possible.</p>	JH
<p>(34)10 BMFA Rule Variations</p> <p>This item was deferred to the next meeting.</p>	JH
<p>(34)11 International Judges List Request</p> <p>The Secretary had received a request from Jeff Smith that his name be submitted for the FAI F2B Judges List. It was unanimously agreed & the Secretary is to progress this.</p>	JH
<p>(34)12 F2CN Ballot Result</p> <p>This item was deferred to the next meeting.</p>	JH
<p>(34)13 Cornell Super Fury</p> <p>This item was deferred to the next meeting.</p>	JH
<p>(34)14 SAA Letter re Combat</p> <p>The letter was fully discussed. The Committee had sympathy with the points contained in the letter and it was concluded that the CLTC would attempt to arrange one Centralised contest in Scotland for 2009. This competition would count for team selection purposes. The situation would be reviewed at the end of 2009. It was noted that many fliers incurred high mileage travelling to competitions and the notes submitted by the Chairman indicated that he had travelled approximately 3,600 miles in 2007 to participate in competitions. It was agreed that the CLTC cannot be responsible for costs incurred in overnight stays for competitors. It was noted that the Scottish scorers are Gordon Price's daughters who travel with him when he is a competitor and in these instances no reimbursement is possible.</p> <p>It is always possible to change F2D team selection procedures but the current one has worked well for a number of years. It is also very necessary to make sure that the domestic competitions are supported by the fliers.</p> <p>The Secretary is to reply to the SAA.</p>	JH
<p>(34)15 Combat "Domestic Team" Rule</p> <p>After some discussion it was agreed that the base of the "Domestic Team", Appendix 4, might be 3 people rather than 4 and this was to be checked out with John James, F2D Contest Director. It was agreed that an amendment be made as follows: <i>i) DT members will be drawn apart from each other <u>when possible</u> for the first two rounds only. After that, the draws will continue in the usual way.</i></p> <p>A ballot of the fliers will be conducted and a decision made at the October CLTC meeting on whether to include this rule in the BMFA Rule Book.</p>	ML JH
<p>(34)16 List of CL World & European Championships</p> <p>Peter Halman had begun researching this and it was agreed that the Secretary contact Ron Moulton to see if he could help.</p>	JH
<p>(34)17 Members Reports</p> <p>(34)17.1 Chairman's Report: see Appendix 5.</p> <p>(34)17.2 Secretary's Report: busy carrying out actions from previous meeting and dealing with the "in-between CLTC meeting" actions.</p> <p>(34)17.3 Treasurer's Report, see Appendix 6; additionally, the licence fee for Cottesmore is £110 per competition and three competitions were scheduled there for 2008. The TRDU costs have now been allocated to a separate account. The Team Travel Fund is healthy.</p> <p>(34)17.4 Speed Report, see Appendix 7.</p> <p>(34)17.5 Aerobatics Report, there were only five entries to the first Centralised which was not too bad considering the poor weather.</p>	

- (34)17.6 **Team Race Report:** see Appendix 5. (Dual report between Chairman & TR Rep).
(34)17.7 **Combat Report:** see Appendix 8.
(34)17.8 **Vintage Team Race Report:** none
(34)17.9 **Carrier Deck Report:** The first contest is scheduled on 11/12th May at Old Warden.

Action

(34)18 Any Other Business

- (34)18.1 F2B: The Secretary wondered if it would increase entries if the entry fee was reduced from £15 to £10 for those fliers who would like to fly F2B along with the top fliers but who would not wish to be considered for the team. There was a majority feeling that this would be detrimental to the other disciplines and would not be applied.
- (34)18.2 The Treasurer brought to the meeting notification that the Cambridge City airport (owned by Marshalls) was holding a 100 year celebration and would be running Vintage Speed, Team Race & combat. The day would not be open to the public. It was thought worth contacting Marshalls after the event to see if they would like to sponsor a Nationals VTR trophy.

DB/JH

(34)19 Date of Next Meeting

The next meeting was confirmed as **4th October 2008** at Luton.

The meeting closed at 16.50 hours.

Signed copy on file

Signed:

Peter Halman (Acting Chairman of the Meeting)

Dated: 4th October 2008

Distribution of Corrected & Adopted Minutes:

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

Requires Distribution:
Mr C Bromley, Technical Secretary
Mrs Linda Harding, BMFA Office Manager
Other distribution as necessary

Appendix 1Report on the 2008 CIAM Plenary Meeting from CLTC Representative

I attended the 2008 CIAM Plenary on behalf of the BMFA CLTC travelling out from Luton by easy Jet on Thursday 27th March. The F2 sub Committee held a meeting at the Hotel du Port on the evening of the 27th, we discussed some parts of the Plenary agenda which saved a lot of time during the technical meeting. At the conclusion of this meeting the F2 committee thanked Doc Jackson for his 32 years as chairman and we presented him with a crystal vase as a memento.

The technical meeting took place in the Hotel Du Port on the morning of the 28th March. The meeting was well attended with 25 people being present. All of the proposals were discussed at length and the results of the meeting are listed below.

F2A

The F2A rules were accepted with some minor amendments.

The proposal rules for the provisional class F2G Electric speed were accepted.

F2B

The proposal to eliminate the "K" factor in scoring was defeated at the technical meeting. It was therefore withdrawn from the Plenary agenda.

F2C

The F2C rules and judges guide had been completely revised by the F2C working group. The additional amendments proposed by Chris Barker Jo Halman and myself were accepted.

F2D

The momentum within the F2 committee for shutoffs was too much for the proposed rule to be either scrapped or delayed.

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

Doc Jackson retired as chairman of the F2 committee after 32 years service, I was honoured to be nominated by Hungary to be the next chairman. Other nominees were Bill Lee (USA), Roland Surugge (France) and Bengt Olof Samuelson (Sweden). In the final round of voting between Bengt Olof and myself, Plenary elected Bengt Olof to be the new chairman of the F2 committee.

Due to the extremely high cost of airfares on Sunday 30th March I returned home on Monday 31st March by easy Jet to Luton.

The 2010 Control Line World Championships were awarded to Hungary.

P Halman

3rd April 2008

Appendix 2**Report on the March 2008 BMFA Technical Council Meeting
from CLTC Representative**

1. The agenda item regarding the proposal, shown below at (a), from Gordon Warburton FSMAE was accepted in principal but the Competition Secretary was to re-word it as necessary and submit the proposal, shown below at (b) to Full Council on behalf of the Technical Council.

- (a) To replace the last paragraph of Rule 2.3.8 in the General Rule Book with –

Protests made to Council after the contest may only be made directly to the Competition Secretary who will then convene a 'Jury' of three Technical Committee Chairmen, not including the Chairman of the TC appealed against.

The three Chairmen will examine the reasons for the TC's decision. The TC Chairmen should base their findings on whether the rules in force at the time have been correctly applied and not base their decision on any precedent that has not given rise to a rule change.

If the appeal is not upheld then the reasons will be passed on to the appellant(s) who would still be able to take their appeal to Council.

- (b) **General Rules (Contest Rules, Sections 1 & 2)**

2.3.8 – Change the second paragraph as follows:

Protests made to Council after the contest may only be made direct to the BMFA Competition Secretary who, after considering the details of the protest, may bring such protests to the attention of ~~either the BMFA Full Council or the Technical Council as appropriate.~~

Reason: Protests arising out of an actual contest could be considered more appropriately the province of the Technical Council rather than the Full Council, if the Competition Secretary, after considering the details of the protest, believes that the protest has merit.

2.3.8 – Add a new third paragraph as follows:

Protests or appeals arising from a decision made by a Technical Committee may only be made directly to the Competition Secretary who will then convene a Panel comprising three Technical Committee Chairmen and not including the Chairman of the Technical Committee concerned. This Panel, plus the Competition Secretary, will study the appeal and examine the reasons for the Technical Committee's decision. The Panel should base its findings on the rules in force at the time and whether the rules had been correctly applied or not.

If the protest or appeal is not upheld, then the appellant(s) must be informed of the reasons for the decision. This proposed procedure does not preclude an appellant(s) taking a failed protest or appeal to the BMFA Technical Council.

Reason: Technical Committees by their very nature deal with technical & competition related issues. With two Technical Council meetings each year, it might be more timely and more practical for the proposed Panel "of experts" to hear the protest or appeal rather than either a Technical Council or Full Council meeting. Notwithstanding this, the due process of appeal up to the RAeC or FAI, whichever is appropriate, would still be available to any appellant.

2. The new & up-to-date Records List and the new Records Book are now published and downloadable from the BMFA website.
3. The Technical Secretary is again the Tech Council representative on the BMFA Awards Committee.
4. All the CL Nationals requests were accepted but the Carrier & Combat CDs need to be at the airfield when the grass is being cut. To be progressed by the CLTC.

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5. The CEO/Office will provide laminated "contact" notices for the loos.
6. The two proposals from R/C Power Technical regarding Futaba were withdrawn
7. CL at Old Warden: the BMFA CEO and Development Officer are looking into it.
8. SAM 35 is now a BMFA Specialist Body (SB) and the Technical Council felt it would best be if it was allocated to the FF Technical Committee.

P Halman

CLTC Meeting 20/04/08

Appendix 3

Chapter 1 Proposed Rule Change for BMFA Control Line Speed

Rule 4.1.3.2 Definition of Speed models

Table A

Class 0.12 engine capacity to be changed from 0.9 cc-2.0 cc to 0.9 cc-2.1 cc.

Amend as follows:

Notes

(i) Class 0.12 is for commercially available engines up to 2.1 cc (0.13 in ³), no tuned or mini pipes are to be used. Only two bladed propellers are allowed.

Reason for the change: the engines used in this class are no longer available with a maximum capacity of 2.0 cc.

Effective date: as soon as possible so that fliers can plan on entering the class at the Nationals.

PH/20/04/08

Appendix 4**AMENDED PROPOSED “Domestic Team” Rule for F2D Combat**

- a) A Domestic Team (DT) will consist of no more than four fliers.
- b) The sole purpose of a DT is to enable fliers from the same team to be kept apart in the draw for the first two rounds only.
- c) Mechanics do not count as part of a DT.
- d) A flier must nominate his DT at his first competition.
- e) A flier may join only one DT throughout the flying season.
- f) A flier may elect to leave that DT if he wishes but may not then join another DT. Additionally that DT cannot replace him.
- g) A flier does not have to be a member of any DT.
- h) If a flier does not select a DT at the time of his first entry, he will be considered to be a solo entrant for the remainder of the season.
- i) DT members will be drawn apart from each other **when possible** for the first two rounds only. After that, the draws will continue in the usual way.

Reason: Many years ago, F2D was flown to the FAI rule for nationalities with clubs being substituted for nationalities and fliers were kept apart as far as possible in the draws. However, when the number of fliers dwindled over the years it became impracticable to keep fliers from the same club apart as there were not enough fliers.

As the number of fliers has increased, a majority wanted to fly this way again so the system was reintroduced last season with modifications.

The system had been abused previously with people being members of more than one club. More particularly, the better fliers would become members of the same club to avoid flying each other for as long as possible. With “Domestic Teams” we have tried to put together a mechanism that allow fliers from the same club not to fly each other early on in a competition but that avoids the potential for abuse.

John James

18/04/08

Appendix 5

**CLTC Chairman & Team Race Representative
Report for 26 Apr 08 Meeting**

1. Apologies for my non-attendance at the meeting but a family commitment has prevented me being there.
2. Through hard work by this Committee and in particular Peter and Jo, a full calendar of events is planned for this year. Venues are as always becoming harder to find and the sharing of sites is becoming essential in order to meet the cost of the licence - see later.
3. The new season has begun with the usual vagaries of the British weather. The first event was due to be held at Cottesmore on 20 Apr 08 but due to poor weather no Team Race was held. The event did highlight a number of points:
 - Pre-registration is essential for events on MOD land.
 - After pre-registering, competitors must inform the CD & the CLTC Secretary (who does the pre-registrations for military security) of non-attendance to avoid unnecessary travel for personnel if the number of entries cannot justify holding the event.
 - The high cost of venues of this type may have to incur a "Pledge Fee" paid upon pre-registration and deducted off the "on-the-day" entry fee but retained if the event is cancelled or the competitor does not show up for the event in an effort to defray the DE licence expenses.
 - All competitors must be aware of the special requirements for a site i.e. removal of chalk marks and fuel patches at the completion of an event.
4. A meeting was held between Dave Robinson, Peter Halman and me to discuss the construction of a display system for Team Race following the withdrawal of Adrian Moore from the original project. Dave has the facilities and knowledge to build a system to meet our needs and has undertaken the project.
5. Preparations for the Nats are progressing well and I'm sure Jo will have an update at this meeting.
6. A quick reminder to Committee members who are not standing for re-election that, whilst not a strict requirement, it would be advantageous to us if any potential successors could be sought and groomed for a post in order to continue the work of the Committee.

Chris Barker
CLTC Chairman & Team Race Representative
24 Apr 08

CLTC Treasurer's Report April 2008**CLTC Account**

The office using this account for all TR lap counter business rather than just for travel/meals as previously agreed has caused some confusion. Hopefully this has now been sorted out.

This has given the impression that the budget has been exceeded. This is not the case with £390.82 remaining unspent from the allocated budget of £2800.

An amount of £247.45 was spent on travel/food for the TR lap counter project. A further £178.55 was spent on the original feasibility study components.

Contest Account

With no income so far this year this is showing a deficit of £350, which was the cost of the Cottesmore licence of 20th April.

Contest Fund

This stands at £1,864.17

Team Travel Fund

After making payments of £4,800 to this year's team there is a very healthy £10,261.25 remaining in the account.

Training & Excellence

The payments from this account totalled £653.00.

Mick Lewis
24/04/2008

CLTC Meeting 20/04/08

Appendix 7**Report from SpeedCom to CL Technical Committee 26 th April 2008.**

The F2A rules were all passed at plenary with the exception of the rule regarding prohibiting the use of Stainless Steel wire.

The F2G rules were accepted and I look forward to seeing some electric speed models next year.

The first contest of 2008 was cancelled due to the poor weather we hope for better weather next week at Cottesmore.

There is a proposal to this meeting to increase the capacity of the 2.0 cc class to 2.1 cc. This change is necessary due to the lack of available engines.

P Halman
Chairman SpeedCom
26/4/2008

Appendix 8

Combat Report 23/04/2008

Vintage Combat

The snow arrived overnight on 5th April but this could not deter about a dozen hardy flyers from making their way to Scratchwood for the season opener.

East of Oxford the snow had reached a depth of six inches and things were looking “doubtful”. The mobile rang and the message from Richard Herbert was to turn around and go home as the park was closed “by court order”.

That sounded a little extreme for a few inches of snow but perhaps someone had done a risk assessment and thought we were in danger of hurting ourselves?

As it turned out the closure (and of all other parks in Barnet) was due to the Iranian New Year.

Apparently “they” had celebrated in the parks in 2007 and left £50,000 worth of damage.

Just imagine how upset we would have been had we arrived there in warm sunshine to find that situation.

We have decided to monitor the situation for future years.

F2D Cottesmore on 20/04/2008

It was a very cold and damp day, 13 entries including Jamie Griffin in his first F2D contest at the age of 13.

The standard of flying was remarkably good considering that most fliers had hardly managed any practice over the winter as the weekend weather had not been too kind.

The weather caused all sorts of problems with everyone having trouble starting motors. At the end of the day, three out of the final four were Team members, and with both Mike Whillance and Graham Ives suffering pit crew problems, the finalists were Mervyn Jones and last year's team member Martin Johnson. Winner was Mervyn.

Mick Lewis
Combat Representative
23-04-08