

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

**ADOPTED MINUTES**

**of the 36th meeting (wef 02/12/00) held on 13th December 2008  
at Langley House, 21 Polegate, Luton, Bedfordshire**

Jo Halman as a continuing member of the Control Line Technical Committee was the person delegated to call this first meeting and was empowered to Chair the meeting until a new Chairman was elected.

**Present:** Chris Barker; Mick Lewis, Jo Halman; Peter Halman; Barry Robinson (StuntCom);  
Andy Housden (Carrier)

On behalf of the Control Line Technical Committee, Jo Halman, Interim Chairman, welcomed Barry Robinson to his first meeting of this Committee.

**Action**

**(36)/1 Election of Officers, Co-Options & Acceptance of Specialist Body Representatives**

Four elected Committee members were present and the voting strength was established as four.

(36)/1.1 Election of Chairman: **Chris Barker**

**Proposed by Peter Halman, seconded by Mick Lewis & carried unanimously**

(36)/1.2 Co-Options, as and if required, to bring the number of full members to six:

**Barry Robinson was proposed as a co-option by Peter Halman, seconded by Chris Barker & carried unanimously.**

It was noted that the voting strength was now five.

(36)/1.3 Acceptance of voting Specialist Body Representatives:

**Peter Halman**

**SpeedCom**

**Mick Lewis**

**CFA (Combat Flyers Association)**

**Barry Robinson**

**StuntCom**

**TBA**

**VTRSIG (Vintage Team Racing Special Interest Group)**

**Proposed by Chris Barker, seconded by Peter Halman & carried unanimously.**

The Committee also noted that:

- (b) Andy Housden representing the Carrier discipline had a standing invitation to attend the Control Line Technical Committee meetings in a non-voting capacity and who graciously declines to claim any travelling expense.
- (c) Peter Halman, as an elected member of the Control Line Technical Committee and as the SpeedCom Representative would exercise only one vote.
- (d) Mick Lewis, as an elected member of the Control Line Technical Committee and CFA representative would exercise only one vote.
- (e) Barry Robinson as a co-opted member of the Control Line Technical Committee and StuntCom representative would exercise only one vote.

(36)/1.4 Election of Secretary: **Jo Halman**

**Proposed by Chris Barker, seconded by Peter Halman & carried unanimously.**

(36)/1.5 Election of Treasurer: **Mick Lewis**

**Proposed by Peter Halman, seconded by Chris Barker & carried unanimously.**

(36)/1.6 Election of Council Delegate: **Peter Halman**

**Proposed by Chris Barker, seconded by Barry Robinson & carried unanimously.**

(36)/1.7 Election of PRO: None; PRO duties are undertaken by the Secretary, Jo Halman, in liaison with the Specialist Body representatives and other members of the Committee.

(36)/1.8 Election of Safety Officer: Safety is the responsibility of each member of this Committee, of the Specialist Bodies and of each Control Line flier and is monitored as a matter of course.

(36)/1.9	<u>Appointment of the Committee Results Officer</u> : This task is currently undertaken by the Secretary. Chris Barker will continue to compile the F2C team selection table.	<b>Action</b>
(36)/1.10	<u>Budget Signatory for the Team Travel Fund</u> : The Committee unanimously agreed that Mick Lewis, Treasurer, should continue to be the Team Travel Fund budget signatory.	
<b>(36)/2 Apologies for Absence</b>	No apologies for absence had been received from anyone at VTRSIG.	
<b>(36)/3 Correction &amp; Adoption of the Minutes of the Meeting of 4th October 2008.</b>		
(36)/3.1	<b>At 35/8 change “fuelling systems” to “fuel feed”. Peter Halman proposed that the Minutes be accepted as a true and accurate record of the meeting of 4th October 2008. This proposal was seconded by Chris Barker and approved: For: 4. Against: 0; Abstentions: 1.</b>	
<b>(36)/4 Matters Arising (and not already on the Agenda)</b>		
(35)/4.1.1	(35/19.8) VTRSIG - it was noted that despite two emails to David Finch, our only contact at VTRSIG, the name of the new VTRSIG representative to the CLTC was still outstanding. The Secretary had emailed the Agenda to David with the request to pass onto the new representative but had heard nothing further.	
(35)/4.1.2	(35/7.7) Tent for Nationals Team Race - to be carried forward for action.	<b>AH/CBK</b>
(35)/4.1.3	(35/4.4) Training & Excellence Budget 2009/10 - Bruno van Hoek, has agreed to visit the UK to coach the F2B fliers & judges. Mick Lewis is to contact John James regarding Stanislav Culacichin who coaches the Moldovan juniors or another appropriate person regarding coaching for Jamie Griffin the junior Combat flier.	<b>BR ML</b>
(35)/4.1.4	(35/4.4) Barton Forum – Chris Barker had written to Lawrence Court who agreed that the CLTC had not “hi-jacked the Barton B” rules as claimed on the Barton Forum and that the rules in the BMFA rule book were correct. Mr Court agreed to put a note on the Barton Forum to this effect.	
<b>(36)/5 Miscellaneous Appointments</b>	This applies only to Aerobatics judges. Not available at the moment. JH to send last year’s list to StuntCom for information.	
<b>(36)/6 Confirmation of Disciplines</b>	The disciplines of Speed, Aerobatics, Team Race, Vintage Team Race, Combat and Carrier were accepted.	
<b>(36)/7 Council Agenda</b>	Any proposals generated at this meeting will be forwarded to the BMFA office for the January Council Meeting. It was noted that the date of the next Council Meeting is 10th January with an agenda deadline date of this Monday 15th December.	
<b>(36)/8 Nationals De-Briefing &amp; Pre-Planning</b>	The 2008 Nationals had been de-briefed at the last meeting (04/10/08) and the 2009 Nationals planning would take place at the next Control Line Technical Committee meeting in February. It was unanimously agreed that Jo Halman again be the Control Line Nationals Co-Ordinator.	
<b>(36)/9 Teams</b>		
(36)/9.1	It was unanimously agreed that the teams for the 2009 European Championships in Serbia would be: <b>F2A:</b> Peter Halman, Paul Eisner & Ken Morrissey. Reserve: Gordon Isles. <b>F2B:</b> Robert Kitley, Roy Cherry & Barry Robinson,. Reserve: Bill Draper. <b>F2C:</b> Heaton/Bollen, Ross/Yeldham, & Fitzgerald/Thomason. Reserve team: Barker/North. <b>F2D:</b> Pilots: Dave Riley, Martin Johnson, Mick Whillance. Pitmen: Martin Coe & Graham Ives. Martin Coe is reserve pilot with Andrew Shields as second reserve. Junior: Jamie Griffin.	<b>JH</b>
(36)/9.2	<b>Team selection events</b> take place at designated competitions throughout the year as published in the BMFA Contest Calendar.	

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### **(36)/10 Team and Assistant Team Managers**

- (36)/10.1 It was unanimously agreed at the 4th October meeting that John James would be proposed as Team Manager for the 2009 F2 European Championships in Serbia. A vote of thanks to John James for sponsoring team jackets for the 2008 F2 World Championships was noted.
- (36)/10.2 In line with CLTC policy the team members-elect had been balloted regarding their choice of Assistant Team Manager from the two applications received: Dave Finch and Val James. The outcome was unanimously in favour of Val James. The Secretary had written to both the applicants with the outcome. It was unanimously agreed by this Committee that Val James be proposed as Assistant Team Manager.

Action

JH

JH

### **(36)/11 Competition Details**

Centralised entry fees remain the same as last year: Speed - £15; Aerobatics - £15/£10 second classes; Team Race - £15/£10 second classes; Combat £10. All Junior entry fees are half the Senior fee.

Control Line does not issue season tickets.

National's entry fees will be set at the Nationals planning meeting in February 2009.

Team selection entry fees are the same as non-team selection competitions.

Diploma requirements should be sent to the Records Officer. Each discipline is to send its requirements direct to the Records Officer with a contact name and address for receipt of the diplomas.

### **(36)/12 Technical Committee Annual Return**

The Secretary will forward the completed Control Line Technical Committee Return to the office.

JH

### **(36)/13 Safety Review**

The safety policy adopted by this Committee is that safety is the responsibility of each member of this Committee, each member of the Specialist Bodies and of each Control Line flier and is monitored as a matter of course. The Council Delegate submitted a written report on the BMFA Safety Review meeting that he had attended on behalf of this Committee.

### **(36)/14 Letter of Complaint: Vintage Combat & Rothwell Engine**

The letters from Stuart Vickers and the telephone calls from Alex Herring were fully discussed. It was clear to this Committee that the ballot had been conducted fairly and democratically by the CFA. It was noted that Messrs Vickers & Herring are entitled to lobby for changes through the CFA which is the BMFA appointed Specialist Body for Combat flying in the UK. This Committee encourages all Control Line fliers to work with their appropriate Specialist Body, rather than trying to circumvent it. The Secretary will reply to Mr Vickers.

JH

### **(36)/15 Letters of Complaint: F2D & Carbon**

This Committee was at a loss to understand how Mr Michael Waller could (a) entirely misunderstand the rule put forward by the BMFA to FAI/CIAM on the recommendation of the CLTC & the BMFA Technical Council; and (b) then communicate this misinformation to other Combat UK fliers which resulted in a number of emails being sent to the Secretary objecting to the CLTC's action.

This Committee was extremely disappointed that some of these writers could think that this Committee would disadvantage our Combat fliers against the rest of the world as had been alleged. This Committee was also puzzled as to how they felt that the CLTC had "let down" the UK Combat fliers when it has fought consistently on their behalf both at UK and CIAM level. The Secretary was asked to reply to the people who had written to clarify the situation for them, including among other points (a) the reasons behind the proposal; (b) the tight time-scale to which the CLTC had to work; (c) that it was solely because of the CLTC's representative that the Combat "shut-off" rule was initially delayed for two years; (d) that it was this Committee that instituted the rule for 2009 that UK Combat fliers were not required to use shut-offs in BMFA competitions.

The CLTC has been requested by the F2D Working Group of the CIAM F2 Sub-Committee to withdraw this proposal so that the international Combat community can concentrate on the imminent engine shut-off rule and the perceived excessive noise generation.

This Committee agreed to advise the BMFA to withdraw the proposal but that there was still merit in the objective and the following rule would be proposed to Full Council for inclusion in the BMFA General Rules and possibly the Members' Handbook "If any model aircraft is built using composite parts then it is necessary to be particularly diligent in picking up any debris after a crash or mid-air collision."

JH

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.../cont (36)/15 Letters of Complaint: F2D & Carbon

One of the comments received concerned the standard fuel for F2D competitions (70% methanol, 20% castor oil, 10% nitromethane) and that F2D fliers in BMFA competitions should be permitted to use synthetic oil. The members of the Committee fully supported Peter Halman's comment that there would be major engine issues in swapping back and forth from castor to synthetic oil.

Action

### (36)/16 Team Race Rule Re-write

This had been undertaken by Peter Halman and he and Chris Barker had now checked the document. It now needs to be compared to the 2008 rule book to ensure that no rules have inadvertently been changed. If this is found to be the case, then the Team Race fliers may need to be canvassed. The Secretary is to carry out the comparison and report back at the next CLTC meeting.

JH

### (36)/17 Any Other Business

#### (36)/17.1 Contest Calendar

- a) Contest Calendar was in the process of being compiled by Peter Halman with the help of Chris Barker. Dates were agreed and venues were discussed but not confirmed. Peter Halman is to contact Barton Club regarding the dates of the CLTC competitions and bookings at Barton. It was noted that the Midland Area's "Festival of Flight" was confirmed as 7th June.

PH/CBk  
PH

It appears likely that we will not be able to use Cottesmore anymore because of changes in their maintenance & training programmes and the fact that there is no-one from the RAF Cottesmore Model Club able to "host" our competitions. The Competition Secretary has written to the Cottesmore CO on 28th October and again on 30th November but there was no reply as yet. Chris Barker said he would contact someone he knew at Cottesmore who might be able to act in this role...

StuntCom needs fewer Centralised competitions to enable them to fit in their scheduled judges/pilot training weekends. For 2009, there would be four training week-ends ideally two at Barkston Heath & two at Barton. The CLTC will fund this training. Peter Halman reminded the meeting that Barton must not be over-loaded with requests for BMFA competitions. StuntCom requested five Centralised competitions plus the Nationals to count towards team selection (see also item c below). There was still resistance from F2C Team Race fliers to using Waterbeach but in the light of the likely loss of Cottesmore then Waterbeach cannot be discounted. Speed would find it difficult to finance Waterbeach as a single user and it was suggested that Waterbeach should be used to reduce the reliance on Barton & Barkston.

StuntCom agreed the following dates: 19th April, 3rd May, 7th June (festival of Flight), 21st June, 19/20 September, plus the Nationals. Their training days could take place at the same time & venue as other Centralised competitions. Barry Robinson is to report back as soon as possible.

BR

The 24th May date (the Spring Bank Holiday) may need to be deleted from the ConCal.

Combat: 4th October may be OK at Waterbeach. They will also have a competition sometime in April and early August at Scampton. There was some debate whether it was noise or poor surface that prevented F2A/F2C being located there.

JH

The 2009 Festival of Flight is confirmed as 7th June at Barkston Heath. Mick Lewis & Andy Housden were reminded that they would meet that day and take measurements for a triangulated diagram for Combat circle layout at the 2009 Nationals.

AH/ML

- b) F2D team selection in Scotland: this has been debated previously and it was agreed that this Committee will rely upon John James' advice regarding F2D venues..
- c) F2 Weekend at Barton: Barton Club asked if the proposed "F2 Weekend" at Barton would count towards team selection and this Committee agreed that it would if the "F2 Weekend" is run on the same lines as the 2008 World Cup.

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(36)/17.2 **Team Race Display Unit:** Next target for a working system is the Barton Bash on 17th May. Chris Barker is to ensure that Dave Robinson has bought all the component parts.

CBk

(36)/17.3 **FOD Reminder:** The meeting was reminded that all CL CDs have a duty to remind competitors about not dropping litter of any sort on any flying sites but this is of vital importance on active MOD land where litter becomes potential FOD (foreign object damage) that could have disastrous consequences to our access to MOD land.

ALL

Extra laminated notices will be produced for each CL flightline at the 2009 Nationals and *all* CDs must include this topic in their notes to competitors.

JH

**(36)/18 Date & Venue of the Next Meeting**

Saturday 31st January 2009.

The Secretary is to email a selection of dates for the rest of the CLTC meetings for 2009 to the CLTC members for comments on availability.

**The meeting closed at 17.05 hours.**

*Signed copy on file*

Signed:

Chris Barker, Chairman

Dated: 31st January 2009

**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

**Report to Control Line Technical Committee  
from the BMFA Safety Review Committee Meeting of 7th November 2008**

The Safety Review Committee under the Chairmanship of Peter Christy, deputising for Chris Moynihan, met at Chacksfield House on the 7th November 2008 and I attended the meeting on behalf of the CLTC.

The Committee reviewed the accident reports and insurance claims for the past twelve months. All of the longstanding claims have now been settled. There were no claims from Control Line flying.

The majority of the claims were for third party loss, the largest percentage of which were the results of Radio Control model aircraft hitting parked cars. There were a number of personal injury claims, the most common being for fingers damaged in propellers.

P Halman

11/12/08